Mt. Washington Cog Railway Roster

SUNSET EDITION

The men and women who worked at Mount Washington during The Jitney Years (1950-1967) were first and foremost singular "characters." They came from all walks of life — all social and educational strata. They would not normally come together in society except they were united in achieving one goal — move tourists three miles up to the top of New England with 19th Century technology.

The hard work forged a "family bond" linking those who came before (starting in 1866) and those who took up the task after. For the first-time, the names and stories of Coggers from the railway's first run in 1866 to its 150th birthday and beyond are assembled in a single work. Consider Volume 2 an incomplete Cog Family Genealogy to complement and help complete Volume 1 of the Jitney Years project.

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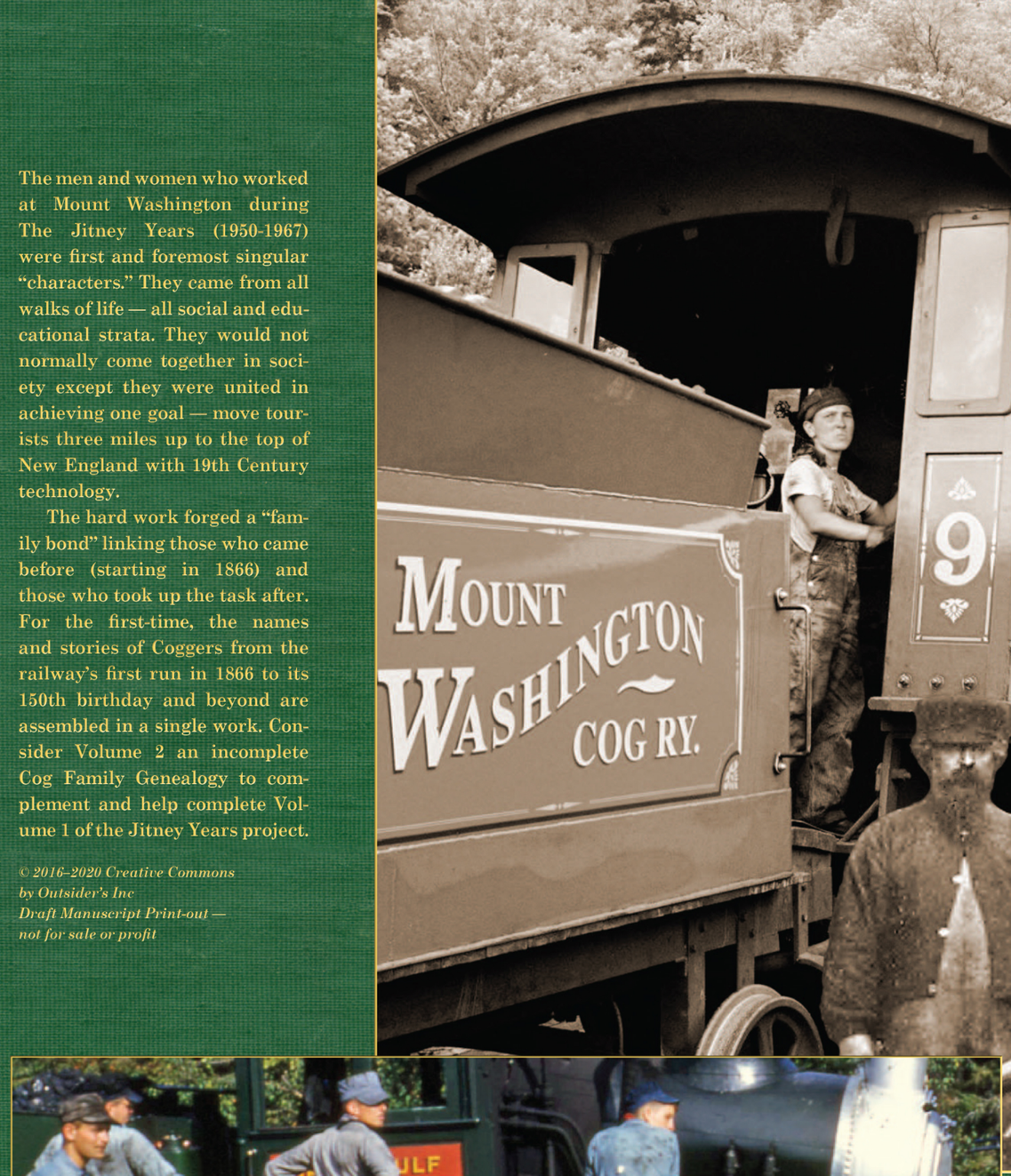


J-Z

2

J-Z

THE JITNEY YEARS PLUS

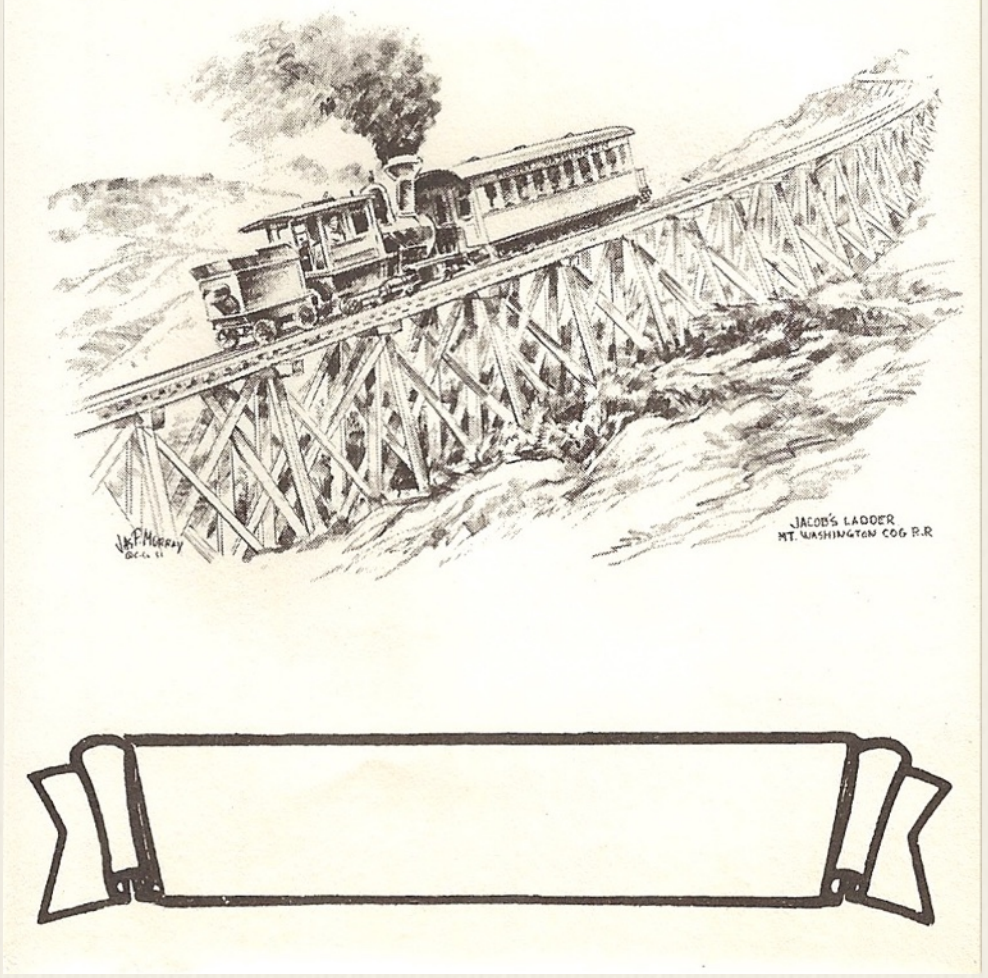
A Roster of Employees
of the
Mt. Washington Cog Railway

1950-1967
THE JITNEY YEARS PLUS

Volume 2
J-Z

Edited by Tim "Jitney Jr" Lewis

Ex Libris



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This manuscript is for the enjoyment of those who participated, or are interested in steam train operations on Mount Washington in New Hampshire in the mid-20th Century. It is a collective scrapbook and gathering of names from those times *(1950-1967)* and earlier. Best efforts have been made to ensure accuracy in those names, their respective stories and biographies. Discrepancies do exist among the various recollections and accounts of the people, the events and activities that occurred.

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

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

- Karl Zimmerman

New York Times - July 5, 1981

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

- Kenneth Feld

Ringling Bros, Barnum & Bailey Circus CEO
Final Performance - Mon, May 21, 2017

A Note About Style

The *Jitney Years Collection* is a crowd-sourced manuscript and thus follows no standard academic stylistic formula. *Volume 2 Roster J-Z* is primarily the work of editor Jitney Jr. who transcribed material discovered about each Cogger from various sources, and interviews conducted about that person. In addition, Coggers have submitted their own stories by email and letter while colleagues have weighed in on their co-workers. Relatives have also submitted family stories of their Cog relation. In each case, care has been taken to preserve their individual "voice" in telling the tale.

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

Roster entries follow this general outline:

First Middle "Nickname" Last Cog Years Employed

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

Foreword

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

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

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

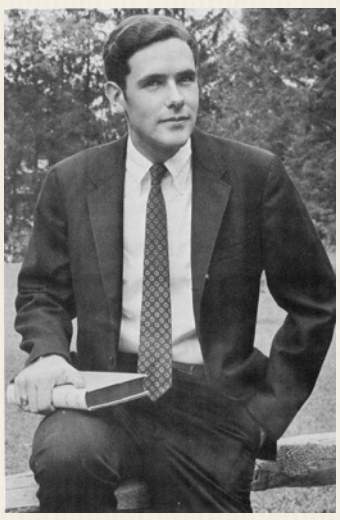
Prof. T. R. Lewis
Lyndon State College
- January 2018

J-L

This is a list of known Cog employees from the start of the railroad *(1866)* through the 1950-1967 *Jitney Years*, as well as names of "Coggers" after 1967 based on financial records, newspaper stories & obituaries discovered during research for this manuscript. It is far from comprehensive. Early employee reports to the State of New Hampshire indicate roughly 30 positions were filled on the railroad each summer. Newspaper clips suggest another 30 to 35 positions at the Summit House, although master mechanic John Horne told the N.H. Legislature in 1893, "The (Summit) help will average, during the summer time, about 80, one time and another, that is they keep discharging and hiring new (employees)." Rosters during the Teague years run from between 100 to over 180 names. Close examination of images of Mount Washington Railway operations finds many unidentified Cog employees and family members posing for cameras. Their faces appear in this section to record their work and participation even without their names. Known Coggers are listed alphabetically by **First**, **"Nickname"** and **Last** name. The **year(s)** indicate confirmed Season(s) of work. Comments include job/biographical sketch and sources of information. Readers will find directions to other areas of the manuscript where more extensive stories of the Names with sparse details have appeared in other the *Jitney Years* volumes. Names without such a referral were found during the review of financial ledgers of the various corporations noted, and additional biographical information remained elusive. The authors ask readers with additional names, details and corrections for the *Cog Roster* to please contact them so this document and the online database at https://coggersofmtwashingtonnh.org may be updated.

Earl D. Jacobs 1950

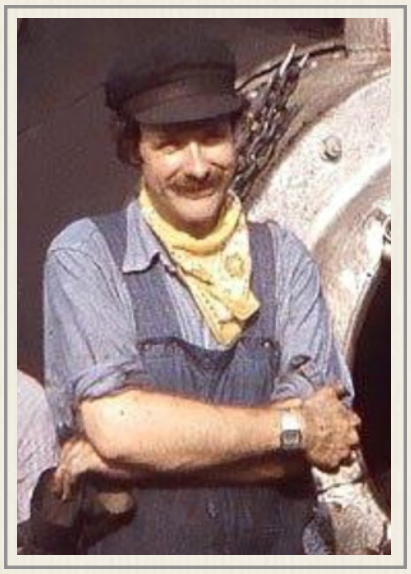
Mt. Washington Club/Summit House



Huston Jacobs (1968)
- Lenox Memorial HS yearbook

Huston B. Jacobs 1972 - 1974 & 1976

Under 24 *(1972)* Engineer *(1973)* - Two year engineer from Sherborn, Massachusetts. Huston Bartlett Jacobs was born on Boxing Day 1949 to John and Janet (Bartlett) Jacobs. He graduated from Lenox Memorial High School in 1968 where he ran cross-country, was on the varsity sailing team, and sang in the glee club and participated in school dramatics. He went to Nasson College in Springvale, Maine. While there, he was the drummer in the rock group, "Atlantis" which won the Maine state battle of the bands competition in April 1969 and went to Raleigh, North Carolina for the national competition. After Nasson, he went to the Calhoon M.E.B.A. Engineering School. In 1978, he became engaged to Pamela Louise Fuchs of Catonsville, Maryland. The couple was living Sykesville, Maryland when his mother died in 2002. Known as "Jake of Houston" at the Mt. Washington Cog Railway, Jacobs was earning $2.20 an hour as an engineer in 1973 and $2.50 an hour the next summer. An incident at the Boarding House involving Crawford and Jacobs' new car, during a impromptu party prompted the following thread of memories on the *Cog Railway: We Worked There* Facebook page in April 2018. *Barry Stewart:* "I just saw a picture of Crawford. I spent many nights on the boarding house porch talking to him. Does anyone have any stories? What did he do to Jake?" *David Huber:* I don't think he *(Crawford)* did anything to Jake... But he did shoot out the front window of Jake's car. He was on a bender feeling good and boys on the third floor were having a party. Crawford wanted to join in so he grabbed his pistol and let a couple rounds go off off the back porch and hit Jake's car. That's how I remember it." *Art Poltrack:* "Jake of Houston fame? Too bad he had no m80s!" *Barry Stewart:* "Yep, I remember Newman telling me about this. He had asked me how well I knew Jake. He told me this story and asked how well I knew him. I said "that sounds like something that would happen to him" and Newman said "yeah, you know him." I thought there was a perceived bear involved in the story but that may be my cloudy memory of it." *David Huber:* "Now you mention it Barry, I seem to think you're right, there may have been a bear or an illusion of a bear that Crawford might have been shooting at." *Barry Stewart:* "Crawford didn't take shit from those stinkin' bears!" *David Huber:* "Jake had a fancy new car too. I don't recall what it was, but I believe it was (new)." *Alan Warner:* "No bear involved. Crawford, in his cups, wanted to show off his new gun to one of the young ladies. Out on the back porch. Jake's new green Camaro parked up against the porch. From my vantage point 2 stories above, it went like this: BAM!!!! Crawford: "Oh Oh Oh!!" Feet thundering as most everyone piled down the stairs to see what happened. Jake: "You shot my fucking car!!!!" Crawford: "I'm sorry - I'm sorry - I'm sorry." Crashing sound through the bushes in back. Fannie's State Trooper boyfriend bursts out with his gun drawn. "What happened??? PUT THE GUN DOWN!!!!" Crawford: "I'm sorry - I'm sorry - I'm sorry." Bullet went into the roof of Jake's car just above the driver's door. I think it blew out his rear window, but don't remember for sure." *Art Poltrack:* "Bears are involved here: my brother and I had punched out and were walking down to the shop to "Zep Up." On the road, we encountered Mr. Hassen, who had obviously started the cocktail hour earlier that day. He asked us if we wanted to see something neat. We said sure. He said walk very quietly as there was a cow moose in the dump with her



Huston Jacobs (1973?)
- Jon Hively Collection

mooselettes. We walked as quietly as two big oafs could and came out of the back shop door to see the 'moose' in the dump. A Momma Bear stood up on her two legs! We did catch a glimpse of the two cubs, but the two of us ran as fast as we could and made sure the door to the drone hive was shut. Cow moose - uh huh. The next day Mr. Hassen admitted he might have been a little confused with his sighting." *David Huber:* "These are the stories I would love to read in someone's memories."

- Railway Corp / MWCR: We Worked there FB

K. Jacobsen 1961

Summit House

William F. Jacobus Jr. 1974

William F. Jacobus was the son of Boston mechanic William F. Jacobus and his wife Susan V. (Mullin) Jacobus. Bill Junior worked as a dishwasher in the Marshfield kitchen and earned $2.00 an hour.

- Marshfield/Cabins Corporation / Bencosky-Desiardins Collection

David A. Jacques 1973

From Lancaster, New Hampshire, Jacques earned $185 a month washing dishes in the Marshfield kitchen

- Bencosky-Desiardins Collection

G. T. Jacques 1951

Marshfield Corp/Cog Railway Cabins

Chris Jameson 1992 - 1993

Brakeman - A John Kurdzionak photo on Facebook had the following cutline: "(I) was brakeman on Car No. 4 in front of No. 10 with Mark Coulter and EWA (Eddie Holloway) in the cab; I'm on the front platform on the engineer's side; the fellow on the fireman's side (of the front platform) was Chris Jameson who was training at the time."

- Mount Washington Cog Railway: We Worked There FB page

Mare Jamison 1966

Marshfield counter

- See Vol. 1 Ch. 9 Sec. 3

E. Janoczewicz 1951

Railway Ledger

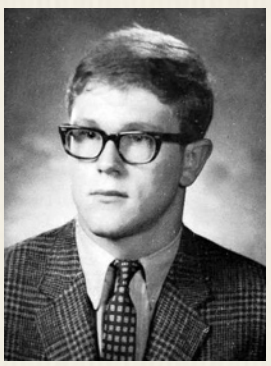
Owen Jansson

Owen Jansson 1962 - 1964

Brakeman *(left)* - His last year braking he made $1.15 an hour. "In 1962 I drove the stake truck (somebody at the shop told me it was an old Swift Meat Packing truck)," writes Jansson in 2018. " or one of the cars all over the place for parts, hardware, lumber, etc. Stops included Billerica, Mass (Boston & Maine shops) as well as many towns in N.H. and Vermont. When I was around the Base Station there was always loading the coal bunker, pumping gas at the Cog gas station, parking cars, or heading to Fabyan on a mail run. Think Art often assigned these jobs to first year guys. In 1963, I was Assistant Manager at the Summit House - many stories to tell there! I was brakeman on No. 3 with Donny Enman and John Morgan firing. We had an absolute ball working together - lots of fun and loved working with both of those guys. John Morgan... was one of my best, best friends at the Cog. Just a great guy, we had a ball together, and I still have trouble thinking of his not being around anymore. We had a great time as a crew - I only wish I had gotten a picture of the three of us." Owen Crispin Jansson was born July 25, 1944 in Philadelphia, the son of Oscar Ekelund and Mary (Crispin) Jansson. On August 13, 1956, Oscar, Mary and 12-year old Owen

set sail from New York bound for Bermuda on the *Queen of Bermuda*. Nine days later, Oscar, Mary and Owen were joined by a Michael Jansson on an Eastern Airlines flight from the island back to La Guardia field in New York. Owen began working at the University of Michigan in 1980. "In his first position here he helped establish and then directed the operation of the UM Children's Center, a new research and training facility. For the past 18 years, Jansson has held a series of progressively more responsible positions with the Center for Human Growth and Development (CHGD), where he is currently *(2001)* the Assistant Director, Assistant Director, Center for Human Growth and Development. In his first position here he helped establish and then directed the operation of the UM Children's Center, a new research and training facility. The co-workers who nominated Jansson *(for a distinguished Research Administrator Award which he won)* emphasized his leadership through all kinds of changes that a research unit such as CHGD faces over time, his ability to engender employee loyalty by establishing a positive work environment, his keen administrative abilities and willingness to take on extra work to help other UM units, and the effort he puts into encouraging the professional growth of his staff. In the words of one Jansson supporter, "I believe that the Center could not have moved forward so productively without the wisdom and expertise of an administrator like Owen." Jansson has also contributed his energy and expertise to the community in many ways. He currently serves on the Parks Advisory Commission for the City of Ann Arbor, and previously served on the Energy Steering Committee for the City of Ann Arbor, the City Charter Review Committee, and the Consultation Panel of the U.S.-Canadian International Joint Commission." In 2014-2015, Owen was part of an eight-member task force examining pedestrian safety and access around Ann Arbor. They made recommendations to deal with the fact that "too often, walking is not an available, safe, comfortable or convenient choice" in the city. *- Railway Corp / Summit House / Ancestry.com / Bencosky-Desjardins Files*

Owen Jansson (2001)
- University of Michigan



Richard Jaskiel (1967)
- St. Paul's School yearbook

Richard F. Jaskiel 1970

From Manchester, New Hampshire, Jaskiel earned $1.60 an hour working in the car shop at the Cog Railway. Richard Faustyn Jaskiel was born in November 1948 to Faustyn and Laura (Dzlerzanowska) Jaskiel ten years after the couple moved from Lawrence, Massachusetts to Manchester. Richard had two sisters Laura and Louise. He graduated from the St. Paul's School in Concord in 1967 where he sang in the glee club, was the treasurer of Le Cercle Francais and received a Maroon Key. He boxed in 1965-66, then played football for a year spent his last two years on the lacrosse team. He was part of the schools Epicurean Society and won the E.W.M. Foundation cooking award. After Mt. Washington, Jaskiel moved west to Oregon. In 1979 he was named as one of four people left suing United Airlines for $1.5-million dollars for "injury, shock, fright and mental anguish" following the December 28, 1978 crash of DC-8 airliner. Jaskiel was reportedly claimed United had "failed to exercise usual care and skill in operating the aircraft." Richard Jaskiel married Susan Hereford on the last day of May 1980. In July 2007, he married Carey Irene Campbell. He is a consultant in Oregon.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Colonel L. H. Jeffers 1952

Summit House manager - Recalled by Hank Lahey

- See Vol. 1 Ch. 9 Sec. 2 - Mt. Washington Club/Summit House

Mary Jennison 1966

Marshfield Corp

Steve Jergensen 2016 - 2020 & 2022

Summit Postmaster from Littleton, New Hampshire - "I have been at the Cog for 5 years (started in 2016). Before that I had been working at Hitchiner Mfg, in Littleton for 19 years until they closed up. I was an advanced machine operator and ran many kinds of finishing machines. Being 65 at the time I decided to retire rather than seeking another line of mill work. One day my wife (she doesn't work at the Cog) told me saw an ad in the Littleton paper for jobs at the Cog. So I applied online, got an email the the next day. Called to talk to Tom Lane. Had an interview the following week and was offered the job. Love working there. Co-workers are great bunch of people. Along with being the postmaster the job involves being a ticket agent, selling one way down tickets."

- Steve Jergensen email to Jitney Jr - Wed, Mar 10, 2021 / Moody email to Jitney Jr. / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Jergensen steps out for a photo (2019)
- Jergensen Family Collection

Peter P. Jeskey 1966 - 1970

Peter P. Jesky from Berlin, New Hampshire was on the JV Hockey team and in 1965 and the following year came to the Cog to work in Marshfield before moving to the trains. In 1969, he was qualified as a fireman and earned $1.80 an hour. In 1970, he made $1.90 an hour keeping steam up on the engines. After the Cog, Jeskey started working for a company maintaining trees and shrubs. He was still there when this press release was issued *(2008)* "The F.A. Bartlett Tree Expert Company, one of the world's largest tree and shrub care companies, has announced the promotion of Peter Jeskey and Matthew Farin. These promotions recognize dedicated service to Bartlett Tree Experts and the key role these employees play in the Company's operations. As Assistant

Jes - Jew

Peter Jeskey (1965)
- Berlin NH yearbook

Vice President of Capital Equipment, Peter Jeskey will continue to oversee management of over 800 production vehicles and a fleet of over 200 sales cars. He will also focus on initiatives to maximize the environmental efficiency of the Company's equipment. Previously Mr. Jeskey served as Director of Purchasing and Capital Equipment. Over the coming months, he will transition oversight of purchasing to a new director, yet to be named. Mr. Jeskey joined Bartlett Tree Experts in the 1970s as a crewmember and then foreman and has since held various roles of increasing responsibility."

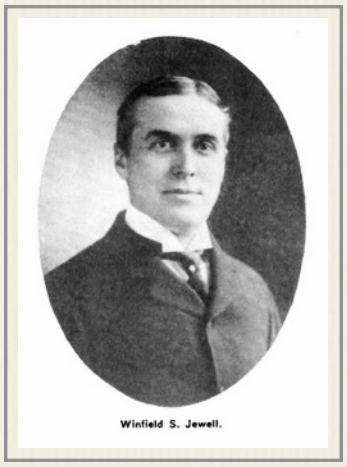
- Marshfield Corp / Railway / AST Corp / Bencosky-Desjardins files / https://www.bartlett.com/tree-expert-news-details.cfm?id=54

"Jaffe" Jesson 2006 - 2008

Railway Brakeman from Bethlehem, New Hampshire - Tom Lane: "Jaffe Jessen, worked there for a few years. I know he was there before I started in 2007. Lived in Bethlehem. Worked at Bretton Woods Ski Area so I think he was one of the "angels" as we called them." Brakeman Jaffe Jesson *(right)* leaning into the cab to check with engineer Phil Beroney.

- Dispatch Report - 10-09-08 / Lane email to Jitney Jr - Thu, Jun 23, 2022

Brakeman Jaffe Jesson
- Phil Beroney Collection



W. Scott Jewell 1882

"W. Scott Jewell of Manchester, N.H., the efficient clerk at the Summit House view stand, proposes taking an extended pedestrian tour through the mountains at the close the season. He will be accompanied by Frank D. Clark, the superintendent of the Mount Washington tower, and Frank A. Higgins, a waiter at the Summit House." / Winfield Scott Jewell was born on April 15, 1861 in Brentwood, New Hampshire - the son of Joseph and Betsey H. Jewell. He was the first boy after three girls, Emma, Martha and Flora. Four years after he clerked atop Mount Washington, the 25-year old Jewell was a grain merchant based in Manchester, and on May 12, 1886 he married 22-year old Charlotte M. Lane. In October of 1896, Winfield Scott Jewell was in Toledo, Ohio applying for membership in the Anthony Wayne Chapter of the Sons of the American Revolution. Jewell traced his lineage back to his great-grandfather Joseph Jewell who was a private in Col. James Frey's regiment at Cambridge on October 8, 1775. (At that time, Continental Army commander George Washington was directing the siege of Boston.) Sometime in the next four years, W. Scott and Charlotte moved back east. In June of 1900, the couple had four children - Joseph *(13)*, Winfield Jr. *(6)*, Charlotte *(11)* and Ruth *(8)*. The family was living in a rental on West 76th Street in Manhattan where W. Scott Jewell was working as a manager. The next census in 1910 found the family in Mt. Vernon, New York where was working as a manager in the automobile industry. Jewell's automobile gig took him to Detroit for the 1920 Census where he was managing an auto plant. He went south to Columbus, Ohio where he sold real estate before moving back to Littleton, N.H in 1928. A heart attack killed him July 1, 1936. He was 75. (1936) "A heart attack cause the sudden death of Winfield Scott Jewell, 75, well known Littleton realtor, yesterday (7/1) morning at his home, The Tamaracks, on Union street. The news came as a shock to his wide circle of friends and acquaintances for although his health had not been robust, he had been as energetic as ever about his daily work. An Episcopal funeral service will be held at the home Saturday (7/4) morning at 10 o'clock. Mr. Jewell came to Littleton in 1929 principally to regain his broken health. This he largely accomplished by doing manual labor about his garden and house, but during the past year he had been suffering from attacks of what he termed 'indigestion" and had to give up the work around his home. In spite of his ailment, he kept busy as usual and to those who came in contact with his jovial personality he appeared to be in good health. Born in Brentwood April 15, 1861, he was the son of Joseph and Betsey (Hayden) Jewell. When he was 11 years old his family moved to Manchester and in 1883 he was graduated from Phillips Exeter academy. For a time, he studied electrical engineering at Thompson-Houston in Lynn, Mass., and spent many years building the first electrical railways and power plants throughout the East and Middle West. Mr. Jewell was a pioneer in the automotive industry. Starting in 1898 he sold the first electric automobile in New York city. He interrupted his automotive career to spend six years as state agent for the Equitable Life Assurance society, returning to his home city to live. When the gas-driving motor became marketable he returned to New York and for 22 years was known as "Father" Jewell to the entire industry, operating agencies in New York, Philadelphia, Detroit and Columbus, Ohio, where he lived until coming to Littleton. In 1886 he was married to Charlotte Lane of Manchester and one May 12 of this year they celebrated their golden wedding anniversary. He is survived by his widow, five children, Warrant Jewell of Summit, N.J., Mrs. MacMillan Kerr of Palo Alto, Cal., Mrs. Conrad Lashar of Binghampton, N.Y., Winfield Jewell Jr., of Detroit, Mich., and Mrs. Ralph Jencks of Littleton, 13 grandchildren, and three sisters, who live in Shanghai, China. Mr. Jewell was associated in the real estate business with his daughter, Mrs. Jencks. He was a Mason and a member of the Episcopal Church. He was widely known not only in Littleton but throughout the state where his smile and good-natured disposition won him many friends."

- Among the Clouds, Thu, Sept 7, 1882 / Ancestry.com / Newspapers.com / Littleton Courier – Thu, Jul 2, 1936 pg. 1 & 4

Dean Jewett 1999

Brakeman who helped train Mark "Cookie" Sodergren

- Mark Sodergren Intv - Mon, Aug 16, 2021

Priscilla John Mahnker 1992 - 1993

Grounds Crew - Dave Moody email: "John Mahnker (my bro-in –law) was a brakeman and fireman. Not sure if you have his wife listed, Priscilla John she was a groundskeeper during 1992-1993? Marriage from the Cog that lasted !"

- Email to Jitney Jr. - Sat, Nov 14, 2020

Donald W. Johnson 1953

Marshfield/Cog Railway Cabins

Dora Johnson 1903 - 1904

Summit House employee - *(1903)* "A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday *(8/25)*, starting about 2:30pm and returning at 5:30. The names are as follows: Agnes Greene, Adah Hamer, Celia Murphy, Lettie Blanchard, Mary Smith, Claudia Bates, Anna Anderson, and Dora Johnson." Attends 1903 Cog Party Masked Ball as "Marguerite from Faust" *(1904)* "The following people from the Summit enjoyed Sunday *(7/10)* in Bretton Woods, visiting the several hotels there and recreating along the paths at the base of the mountain. The party returned in the evening, and were unanimous in declaring it a most enjoyable excursion. The personnel of the party was as follows: Miss Edith McCloud, Miss Agnes Green, Miss Grace Johnson, Miss Lettie Blanchard, Miss Maud Goodale, Miss Dora Johnson, Miss Eunice F. Story, Ned Olgeldam, Thomas E. Burns (of ATC), James A. Whipple."

- Among the Clouds - Aug 26, 1903; Aug 31, 1903 & Thu, Jul 14, 1904 pg. 1

Edith Johnson 1905

Attends 1905 Cog Party Masked Ball as "Dinah"

- Among the Clouds - Sep 4, 1905

Glenn Johnson 1933 - 1936

Railway employee - *(1936)* "Gaysville Notes: "An item which came in too late for last week *(8/6)* is that Glenn Johnson was at home over the week-end from his work on the Mt. Washington railway. He told of temperature dropping to 26 degrees, which, with the high wind, made work in the open impossible." *(1970)* Glenn Harrison Johnson, 80, died this morning *(February 13, 1970 in West Lebanon, N.H.)* He was born April 23, 1889, in Stockbridge, Vt., son of John and Mary (Lamphere) Johnson. He was married to Hazel E. Farnsworth April 28, 1917, in White River Junction. On June 5th of that year, the 28-year old Johnson registered for the draft. He was working at the New England Lumber Company's Gaysville, Vermont mill. By the start of 1920, Johnson was working on the railroad. He was employed by the White River Valley Railroad (a.k.a Peavine railroad), the Mt. Washington Cog Railway and the Boston & Maine Railroad. In the spring of 1930, he told the Census enumerator he was overseeing a railroad section crew. He was a 5-foot 10-inch tall, blue eyed, 160 pound B&M fireman with grey hair and a ruddy complexion when he registered for the WWII draft in April of 1942 in Woodstock. Glenn H. Johnson was working as a stationary fireman in the summer of 1945 when he and his wife "had a great surprise recently, when their son, Cpl. Guy Johnson, arrived home unexpectedly. They believed him to be in Germany. He had 30 days furlough." He retired from the B&M in 1955 after 50 years of service. Mr. and Mrs. Johnson had resided in the West Lebanon area for 31 years and was buried in the local cemetery.

- Ancestry.com / B&M Employees magazine - Aug 1945 pg. 10 / Bethel (VT) Courier - Thu, Aug 13, 1936 pg. 6

White River Valley Railroad brakeman Glenn Johnson (1913)
- B&M Employees magazine

Grace Johnson 1903 - 1905

Summit House employee - *(1903)* Attends Cog Party Masked Ball as "Shepherdess" *(1904)* "The following people from the Summit enjoyed Sunday (7/10) in Bretton Woods, visiting the several hotels there and recreating along the paths at the base of the mountain. The party returned in the evening, and were unanimous in declaring it a most enjoyable excursion. The personnel of the party was as follows: Miss Edith McCloud, Miss Agnes Green, Miss Grace Johnson, Miss Lettie Blanchard, Miss Maud Goodale, Miss Dora Johnson, Miss Eunice F. Story, Ned Olgeldam, Thomas E. Burns (of ATC), James A. Whipple." *(1905)* plays short stop for the Summit House nine during the 1905 season - Attends 1905 Cog Party Masked Ball as "Hiawatha"

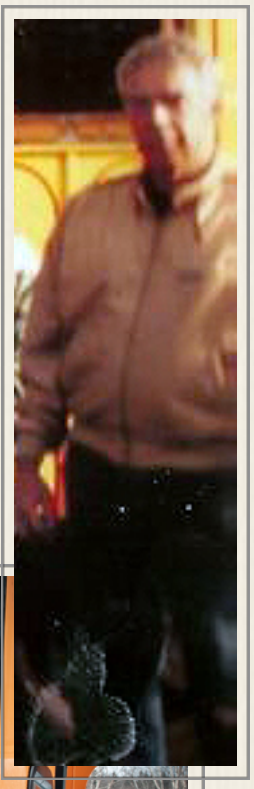
- Among the Clouds - Mon, Aug 31, 1903; Sat, Jul 9; Mon, Jul 11, 1904; Thu, Jul 14, 1904 pg. 1; Thu, Aug 10 & Mon, Sep 4, 1905

Joh

Irvan M. "Trapper" Johnson 1983

Grounds Crew - Marshfield kitchen worker Dana Jones: "I remember Trapper Johnson *(right)* lighting that (Marshfield fireplace) every morning and always forgetting to open the flue - filled up the whole station with smoke worse then any train."

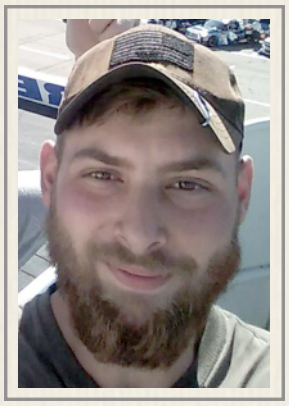
- John Rolli - Class of 1983 photo id list / Mt Washington Cog Railway: We worked There" - Tue, Sep 6, 2022



Kristy Lee Johnson 1968

Summit gift shop - Kristy Lee Johnson appears on the payroll summary for July 1968 as earning $125 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $99.77. Johnson's salary was booked in the Summit House "gift" column.

- July 1968 Summit Payroll summary



Scott Johnson (2017)
- S. Johnson Collection

Richard E. Johnson 1954

Summit House

Scott Johnson 2016 - 2020

Track Crew member who helped install the Summit switch in 2016. He was born in March 1995. In March 2020, Johnson was training to become a diesel engineer *(seated right)*. In M7's cab, Adam Kendall guided engineer trainee Scott Johnson, while keeping in touch with the crew on the ground

- Mt Washington Cog Railway: We Worked There Facebook page

Minnie Johonnot 1900 - 1904

Souvenir stand assistant - *(1904)* "Miss Minnie Johonnot has recovered from the illness which compelled her departure from the Summit House at the beginning of the season, and will be found in her old place at the curio counter until the hotel closes." *(1907)* Miss Minnie Johonnot died at her home in New Boston, N.H., on the July 11th, after many months of suffering from an incurable disease (uterine cancer), against which she struggled bravely, refusing to forego her daily duties, until physical weakness compelled her surrender to the inevitable. Miss Johonnot was employed in several capacities at the Summit House for many years and exhibited rare faithfulness and gifts of a marked and individual character. / Minnie Carrie Johonnett *(also Johonnet/ Johonnott)* was born in November 12, 1868 in New Boston, New Hampshire to 25-year old teamster and New Boston-native John Henry Johonnett *(b.1843 d.1917)* and 18-year old Anna F. Drake *(b.1850 d.1912)* from Alexandria, New Hampshire. John and Anna had been married two years. Minnie was the couple's first child. She had one younger brother: Henry Emerson *(b.1874 d.1945)*. Thanks to Mary Atai, vice president of the New Boston Historical Society we know the local paper, the Argus provided glimpses of Minnie's life. Atai says "Minnie was the major player mentioned from the Johonnet family. She worked as a secretary for the Whipple Farm and was obviously a friend of their family." *(1890)* "*(22-year old)* Minnie C. Johonnot, bookkeeper at Valley View, came up from Goffstown on Monday." / "Next Lyceum Dec. 30, President, S. Frank Langdell; Secretary, Fannie Belle Prince; Executive committee Evelyn Smith, Walter Butterfield, Minnie C. Johonnott. Question for discussion; resolved that the right of suffrage should be granted only to those who have reached majority and can read and write." *(1891)* "Mystic Kitchen of Francestown is on a visit to Minnie Johonnot" / "Minnie Johonnott and the Mrs. Atwood visited Mrs. B. W. Skinner in Lynn, Mass. last week." *(1892)* "Mrs Wallace received a Christmas present of a most beautiful crochet sofa shawl from Miss Minnie Johonnett." / "Misses Minnie Johonnett and Olive Marden have engaged to do table work at Center Harbor when the season opens." *(Ed note: this hints she may been teaching at this point, thus having summers free to work at resort spots)* "Miss Minnie Johonnet has gone to Center Harbor to do table work." / "Miss Minnie Johonnett returned from Centre Harbor Sept. 24 *(1892)*. 26-year old Minnie C. Johonnett began teaching in Bedford, New Hampshire for a single term in 1894 and three terms in 1895. She also spent 10 weeks teaching a 8 students in her hometown for $24 a month. The Bedford School Board told town citizens in the *1896 Annual Report*: "We have employed seventeen teachers, and of these - four have taught the same school throughout the year, — Misses Bertha E. Parkhurst, Mary J. Moore, Lizzie S.Holbrook and Minnie C. Johonnett. All had previously taught in the district…" Johonnett earned $65 for teaching the 10 weeks of the Spring Term in the No. 7 school; $71.50 for the 11 weeks of the Fall Term & $58.50 for the 9 weeks of the Winter Term all in the No. 7 school *(left)*. The 1907 town history said "District Number Seven has enjoyed school privileges for over one hundred years, and has been subject to many changes during this period. It has produced successful teachers and excellent scholars, among whom might be mentioned Annie Vose, a re-

SCHOOLHOUSE, DISTRICT NO. 7.

cent graduate of Wellesley college." The April 25, 1896 *New Bedford Argus* reported "Miss Minnie Johonnett has arrived home from Florida in good health." 28-year old *(Ed note: 26 was noted in the Boston marriage records)* Minnie C. Johonnett was teaching when she married a 23-year old hotel clerk from Concord, New Hampshire, Harry L. Currie on December 7, 1896 in Boston, Massachusetts. Currie had been born in Andover, New Hampshire – the son of Lyman & Lucy Currie. Justice of the peace Franklin D. Rideout performed the ceremony. Minnie Johonnett was pregnant at the time of the marriage. She was in Andover, New Hampshire when the couple's first child was born prematurely on January 2, 1897. The baby girl lived only a half of a day and was buried in her father's hometown. Harry Currier abandoned his wife, and Minnie C. Currier was granted a divorce in New Hampshire's Hillsborough County Court on June 4, 1900, and had her legal name changed back to Minnie C. Johonnett in the same court. Three weeks later when the 1900 Census was taken – 31-year old divorcee was living in New Boston with her parents and working as a housekeeper although she had been unemployed for 3 months. The former wheelwright, her 56-year old father John Johonnet was working as a janitor in the town hall. Her 50-year old mother Anne was taking care of the house. Minnie C. Johonnot spent that summer working for Miss Mattie Clarke at the Summit House souvenir stand. She worked five seasons on top of Mount Washington. Johonnot apparently lived for a time in Manchester as the 1907 Manchester NH City Directory said Minnie C had left town for home in New Boston where she died on July 9, 1907, when she was 38 years old. Minnie Carrie Johonnett is buried alongside her parents, who both outlived her, in the New Boston Cemetery.

- Among the Clouds - Mon, Jul 16, 1900 pg. 1 & 4; Jul 12, 1902; Jul 13, 1903; Aug 31, 1904 & Jul 15, 1907 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / New Boston (NH) Argus – Thu, Dec 4, 1890; Thu, Dec 25, 1890; Sat, Feb 14, 1891; Sat, Mar 21, 1891; Sat, Jan 2, 1892; Sat, May 28, 1892; Sat, July 30, 1892; Sat, Oct 1, 1892 & Sat, Apr 25, 1896 / 1903 History of Bedford, New Hampshire from 1737 on the Occasion of the 150th Anniversary of the Incorporation of the tow, May 15, 1900

Anthony John Jomaitis III 1979

Anthony John Jomaitis's mailing address was Tampa, Florida in 1979. He worked on the Base Station grounds crew, earned $2.90 an hour, and was known as "Tony from Florida." ***Art Poltrack:*** "He was on the spring track crew. We told him always to stand on the 'up mountain' side, as gravity always works. In defiance one day, he stood on the 'down mountain' side. A 'cap' or 'sill' got loose, believe me, by accident. There he was, down mountain. He jumped out of the way onto an adjacent rock. In landing, he broke his wrist. He walked down the mountie, packed his stuff, and was never to be seen on the hill again." *- Railway Corp / Desjardins-Bencosky files / email to Jitney Jr. - Jun 17, 2021*

Tony Jomaitis (1979)
- Larry Presby photo / Carol Morrill Collection

B. H. Jones 1950

Mt. Washington Club/Summit House

Clesson Sheperd Jones 1936 - 1940

Jones was 31 years old and working for Henry N. Teague when he registered for the draft on October 16, 1940 in Carroll, N.H. His card described him as 5-feet 9-inches tall, weighing 145 pounds with a light complexion, blonde hair and blue eyes. Jones was born in Warren, Vermont in 1909. A brief academic record at Norwich University indicates he entered Norwich on 9 September 1930 but only remained long enough to receive grades for the first semester of the 1930-1931 academic year. He would have been a member of the Class of 1934 if he remained. Archivist Gaile Weise did find a couple of articles mentioning a Jones on the freshmen track team in 1930. "The track articles indicate 'Jones' on the freshmen track team had an attack of acute appendicitis during a race with Dartmouth," wrote Weise, "and was taken to the hospital in Hanover. Unfortunately though, it appears we only have pictures of the varsity track team in 1930 – we have none for the freshmen team that might have included Mr. Jones.He married the daughter of Cogger and railway Superintendent George Stevens, Wilma Mary Stevens of Rochester, Vermont on July 18, 1936 in Fort Ann, New York. This suggests that Clesson may have worked at the Cog in the mid-30s when George Stevens was managing the Cog Railway. He gives his address as "Fabyan, N.H." when he attends the August 1936 funeral of Ray Jones in Middlesex. Clesson Jones was working as a machinist in the Cooley-Wright Machine Shop when their son, Steven Clesson Jones was born in 1942. Clesson S. Jones would go on to long career with the Mobil Oil Company. *(1977)* "Clesson S. Jones, 68, died suddenly Monday *(11/28)* morning in his home in Gloversville, N.H. he was born July 27, 1909 in Warren (VT) the son of Lyn and Mildred (Campbell) Jones. He was a member of the Fair Haven Methodist Church and the North Main Street United Methodist Church of Gloversville. He was also a member and past master of Eureka Lodge 75 of Fair haven and the Order of Eastern Star. He had been a resident of Fair Haven for 28 years. He retired from the Mobil Oil Corp. in 1974, after 25 years of service. He previously worked for the Waterbury Foundry, the Boston and Maine Railroad and Mt. Washington Cog Railway. He is survived by one daughter, Mrs. Carol Edwards of Gloversville, N.H.; one son, Steven Jones of Essex Junction; three grandchildren. Funeral services will be held Thursday (12/1) in the Mallory Funeral Home. A Masonic service will follow, interment will be in the Woodlawn Cemetery *(alongside his wife, Mary who had died in 1976)* in Rochester, Vermont at a later date." *- Ancestry.com / Newspapers.com / Burlington (VT) Free Press – Tue, Nov 29, 1977 pg. 3 / Email to Jitney Jr - July 7, 2020*

Jon - Jor

Dana L. Jones 1985 - 1988

Marshfield kitchen - Dana Jones: "I worked all through high school I believe 84 -88. I was too young for trains worked in the kitchen. Bill Bedor picked me up and brought me home."

James W. Jones 1981

Jones was living in Goshen, New Hampshire when he worked on the Cog Railway grounds crew in 1981 and earned $3.35 an hour. *- Railway Corp / Bencosky-Desjardins Collection*

Marjorie M. Jones 1971

From North Stratford, New Hampshire, Marjorie M. Jones earned $1.60 an hour as a chambermaid in the Boarding House.
- Bencosky-Desjardins Collection

R. N. Jones 1950 - 1951

Railway Ledger

Thomas Jones 1903

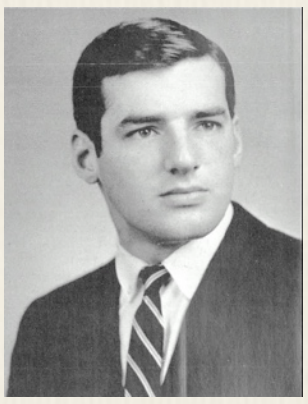
Attends 1903 Cog Party Masked Ball wearing a "Mask"
- Among the Clouds - Aug 31, 1903

Claudia Jordan (1970)
- Jordan Family Collection

Claudia Jordan 1968 - 1969

Claudia Jordan had no middle name and was from Gloucester, Virginia. She worked on the Marshfield counter. Her second summer she earned $140 a month. She was born on May 21, 1948 - the daughter of William Manson Jordan and Jean Nottingham (Hill) Jordan. She had one sister, Wendy. Her father co-founded one of Virginia's largest building contracting firms in Newport News, Virginia. She graduated from the Hampton Roads Academy and then from Converse College. At 24, she married fellow Cogger Glenn C. "Bud" Nye on August 29, 1970 in First Presbyterian Church in her hometown. The reception was held at Berkshire, the Gloucester, Va., home of the parents of the bridge. Bud was attending Jefferson Medical College, and Coggers Tim Bemis, Norm Koop and Bill Oedel were in the wedding party. Jitney Jr. visited the Nye's in Lexington, Kentucky in 1975 while Bud was doing a residency there. The couple had three children before their marriage officially ended on November 1, 1982. The 34-year old Jordan was living in Norfolk, Virginia when she married 37-year old divorcee Gary M. Price on January 9, 1983 and was there when her father died in November 1991. Bud told Jitney Jr. Claudia taught school on a small naval base in southern Japan in the mid 90's. A people finder service on the web in 2020 indicated her current address was an Armed Forces post office in Europe.
- Bencosky-Desjardins files / See Vol. 1 Ch. 9 Sec. 9

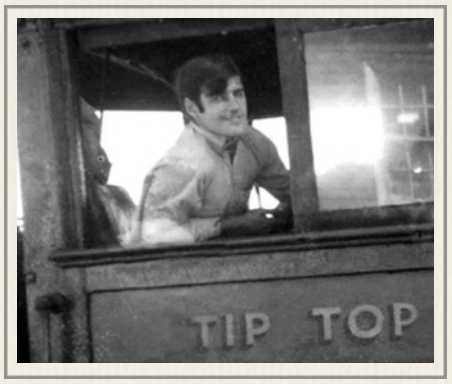
Claudia J. Nye (1975)
- Lewis Family Collection



John Mark Jordan (1964)
- Chestnut Hill Academy

John Mark Jordan 1963 - 1967

John Mark Jordan was a 17-year old high school junior living at Sheaff Lane, Whitemarsh, Pennsylvania when he came to Mount Washington for the summer. He was born on September 30, 1945 to William P.C. Jordan and his wife, Verna. He had two sisters, Deborah and Abigail, and a brother - Matt. He graduated from Chestnut Hill Academy in 1964. The same year he qualified as a fireman *(right)* and earned $1.15 an hour shoveling coal for Bob Kent. Mark's Academy yearbook devoted a whole page to each senior. Mark played football, basketball and baseball and was part of Players organization his senior year. He also was involved in"Property Care" in '63 and '64. The quote selected for Mark was from Mark Twain: "Always do right. this will gratify some people, and astonish the rest." His yearbook story went like this:



Mark Jordan
- Tom Norcott Collection

"As a thunderous, deafening roar reverberates from the banks of the Wissahickon to the white mountains of Ambler a blinding black blur slides sideways brakes straining, tires screaming to a panic stop outside study hall. And as the dust slowly settles, the terrified onlooker finds himself face to face with the fabled "baker" and its handsome, notorious Jockey. "Man!! did ya see those wheels?," he shouts ecstatically as he climbs from the cockpit to check his smoking tread. this is Mark Jordan, king of the "hill," barron of Ambler, and one of the most popular students in Chestnut Hill Academy's long history. Entering C.H.A. in his sophomore year, Mark quickly won the school with his amiable disposition, unique personality, and great athletic prowess. Affectionately known as Hawk to fellow students he has been an excellent addition to the school in every respect. A good student, Mark has made several appearances on the honor roll and, if left undistracted, can be one of the most diligent workers in school. Though

his school work does him credit Mark is best known for his performances on the athletic fields. He is an outstanding player on the football team where he holds down the weak-side end position. He is also a fine basketballer in the winter and a first-rate baseball player in the spring where his sure glove and powerful bat have made him a great second baseman. This year he will combine his excellent talents with those of his brothers in the famed "33" club to form a strong nucleus for the team. Mark is also one of the most humorous persons the school has ever known. His after-dinner Campbell-baiting sessions in the lunch room leave most of the senior class rolling in stitches on teh floor and his gospel-truth "Baker" stories can never be forgotten. These stories concern his red hot 1964 Studebaker "six" which has done everything from laying 331 feet 2-inhes of rubber in third gear to blowing Mickey Thompson off the Bonneville Salt Flats. He is also said to be able to throw a "speeder" so fast that he beats the "syncro" and down shifts from third to first at 95 with no clutch. however, taking nothing away from the "Baker," for it is truly an amaz'n machine, one tends to be slightly skeptical of some of its sworn-for capabilities.

The Hawk Catchin' some Z's (1964
- Chestnut Hill Academy yearbook

Mark is also a full fledged blood brother of the infamous Hoffia, which includes such undesirables as the Dragon, Zombi, Salami and the Turkey. this much publicized organization lives and dies by certain principles which seems very nebulous ot the outsider but general seem to lean in the direction of destruction: What we're not quite sure, but be alert. However, despite his devil-may-car attitude and his apparent connections with the underworld, the humorous Hawk seems destined for greater things." *(1965)* Columnist Ruth Seltzer describes location for a Teague interview: "We met railway owner Teague at the Whitemarsh home of Mr. and Mrs. William P. C. Jordan, whose son, Mark, worked for the railroad two summers ago." Mark's next appearance in the society pages occurred in August 1972 when Katherine Gillespie's brother announced his sister's engagement in August and the couple's marriage *(10/7)* at the Meadow Lodge in Bryn Mawr in October.

- Seltzer's Philadelphia Scene column - Philadelphia Evening Bulletin / Philadelphia Inquirer - Sun, Aug 13, 1972 pg. 98 & Sun, Oct 8, 1972 pg. 110 / See Vol. 1 Ch. 9 Sec. 12

Matt Jordan 1966

Base crew - "Matt, our mailman, Master of Terpsichore and conveyor of Pete's wagon, comes from "Philly" and is going to St. Peter's Prep School in Peekskill, New York. Later, Matt hopes to go to UCLA to study law and eventually will work for his uncle in California. His magic number is now 8. *(Cog Clatter v1n9 – September 2nd, 1966)*

- See Vol. 1 Ch. 9 Sec. 1

Naomi Joress (1977)
- UMass Amherst yearbook

Naomi E. Joress 1973

From West Roxbury, Massachusetts, the 19-year old daughter of Sumner M. and Selma (Druckman) Joress worked a the Cog between her "freshman and sophomore year at UMass Amherst. I started out as a chambermaid and ended up being a short order cook and dishwasher - also had to clean the guys dorm which was always nasty," Joress wrote in 2020. "I went with Ann Schubert whom I worked with as nursing assistant at local nursing home. (She) was going to work there and asked me to go as well. We both brought our dogs for the summer. We worked 6 days per week. On days off often went up to top of Mt Washington climbing up and taking train down or vise versa. We stayed at Lake of the Cloud hut one night. We saw the northern lights from the male dorm front porch. We told tourists that there was still snow on top as they would look up and see white which was rock above tree line. It was a great summer." She earned $2.00 an hour. She graduated from the University of Massachusetts - Amherst and then went to Boston University School of Nursing. Joress is now a Nurse Practitioner specializing in pediatrics at Atrius Health in Massachusetts - a firm she joined in 1985. She received a faculty appointment at Northeastern University.

Naomi Joress NP (2020)
- Atrius Health photo

- Marshfield / Bencosky-Desjardins files / www.atriushealth.org/clinicians/naomi-joress-377 / Email to editor - Thu, Jul 9, 2020 9:38 pm

Christine Joyal 2019 to present

From Littleton, New Hampshire, Christine Joyal became the Mt. Washington Cog Railway's chief financial officer in 2019, and was listed on the Cog's Facebook roster for opening day that year. A graduate of Spaulding High School and Champlain College, she is a fan of learning more about who else has worked on the railroad and its history.

Christine Joyal (2018)
- Joyal Family Collection

Edwin "Ed" Judkins 1868 - 1878 / 1880 - 1886

Conductor of the Cog road, an ex-sheriff of Merrimack County, full-bearded, dignified and reserved - would hang out at Marshfield House from Franklin, New Hampshire and ran it? The oldest inhabitant on Mount Washington - Edwin Judkins, conductor of the Mount Washington railway. He came to the mountain in 1868, before the railway was completed, and, with the exception of two

Jud

seasons, has been regularly employed on the railroad ever since. He has also been the high sheriff of Merrimack county. According to *Ancestry.com*, Edwin Judkins was born on February 12, 1833, in Franklin, New Hampshire. His father, Richard was 32, and his mother, Mehetable (Worthen) Judkins was 31. Edwin had an older sister, Mary Ann. He married Mary Augusta Ladd. *The New England Farmer* of Boston reported in February 1866 that Judkins was a co-owner of a Franklin, N.H. stocking mill that "burned on the (February) 18th. Insured for $6,000, which will probably cover the loss." The captain of the Cog baseball team in 1878, Edwin scored a home run by batting the ball through the top of railway coach parked near the "Cow Pasture" playing field. Mr. Judkins retired this year *(1879)* from railroading on account of ill health. Judkins returned to the Cog in 1880 – "The position of conductor on the Mount Washington Railway, is acceptably filled this summer by Edwin Judkins, who occupied the same place several years ago and made many friends by his genial and courteous disposition." A lively program and a good time - The first dance that ever took place in the Summit House occurred Friday evening *(9/24/1886)*. The employees of the railway and others are indebted to Conductor (Edwin) Judkins for a special train to and from the Summit. Later that year, Judkins is appointed postmaster for Franklin. In August 1888, Judkins is stricken by a "sudden sickness" but returns to complete the autumn season. He dies on November 26, 1888 at the age of 56 He was buried in Franklin, N.H.

- Boston Daily Globe, July 4, 1926 / Among the Clouds - July 31, 1877; Aug 8, 1878; July 9, 1879; Jul 10, 1882; Sep 25, 1886 & Jul 112, 1889 / see Vol. 3 Aggregated Timeline - July 1889.

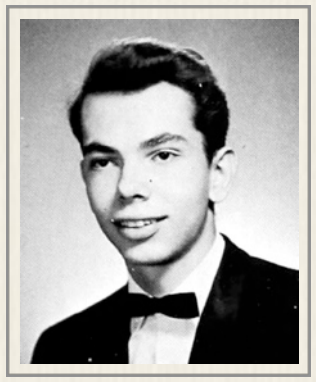
George Judkins 1895 plus earlier

"George Judkins, for many years connected with the Mount Washington railway, is the passenger conductor this *(1895)* season." *- Among the Clouds - Jul 15, 1895*

Christian Judson 2016 - 2020

Brakeman - "Brakemen Christian *(left)* and Fred (and Eli, not pictured below), and engineer Stephen stand proudly with the first blazing firepit of the season. The fire bowl, by the way, was built onsite from an old steam locomotive smoke stack." Prompted tourist Jennifer Desmarais comment - "Christian !!!! I had the pleasure of riding the Cog for my 1st time on Oct. 1st , and Christian was on our train on the way up. He was so fun and knowledgeable, had a great attitude and told us he enjoyed his job and you could really tell. His enthusiasm made for a great experience. Very friendly, offered to take our photo boarding the train and happily did all the little extra's. He was great !!" Dave Moody: "brakeman and diesel engineer, off and on employment for 3-4 years" *- Mt. Washington Cog Railway Facebook page - Oct 20, 2020*

Paul S. Kahne 1968 - 1971



Paul S. Kahne (2018)
- DuVal HS yearbook

The 19-year old from Cumberland, Maryland came to Mt. Washington and worked with John Ruggles in the car shop and stayed there through 1971. Known as "Railroad Joe" to his classmates at DuVal High School in Maryland, Kahne hoped "to go college in Vermont and teach art there." He focused on ceramics, script lettering, geology and history during his senior year. He earned $1.70 an hour at the Cog in 1969. He got a ten cent an hour raise in each of the next two summers before ending at a $2.00 an hour rate in 1971. That job in the car shop led to the following Cog story. "(Paul) Kahne and somebody else... were doing something with the brakes on one of the coaches," recalls Steve Christy. "They needed some measurement, so they got it in their head that it would be fun to take the welding cart up there (to the Base switch). It wasn't that heavy. They just pushed it up, and then they used it to help them make their measurements. Lionel Rodgers was the general manager. Lionel had these flags for everything. Nobody ever figured out what the hell they were, but I know we needed a white flag if it was a work train. So (Kahne) put a white flag on this (small welding cart)." The pair had also worked out how they would coast back down to the Shop after taking the measurements. "The theory was they were gonna get on this thing and they were going to use (two) sticks to slow them down. They jumped on the cart and within a few feet they realized this is not a good idea... This cart gathered speed, so they jumped..." The cart continued without them. The transfer at the shop was lined up with the mainline. "Young" Pliney Granger had just returned from doing repairs up at the Base and was walking across the tracks to go into the shop. Christy says the unmanned cart "was just coming like a streak and as he stepped across the track... towards the door he heard something and looked... There goes the cart and the track ran out right there. (The cart) went down below the pump house into the woods before it stopped. And (Pliney) comes in and he says, 'Jesus Christ, something just went by me... and I think it might've been a deer. It had a white flag!' He's lucky," says Christy. "I mean he was literally within a second or two of getting hit and I'm sure he'd of been killed instantly."

Deuce Debut: *Paul Kahne on the transfer tractor, Roger Clemons and John Ruggles pushing out the rebuilt Deuce Car. Clemons says "I was "loaned" to the car shop in 1970, from my firing duties, to help paint and letter the car." (1970)*
- Roger Clemons Collection

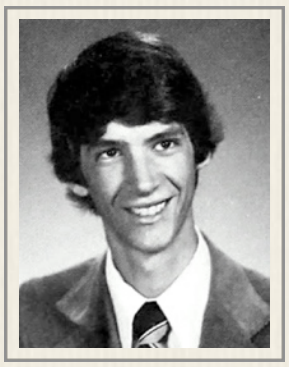
- Railway Corp / AST Corp /Bencosky-Desjardins files / Ancestry.com

Ralph S. Kaplan 1968 - 1969

Summit House cook from Silver Spring, Maryland. Ralph Stirling Kaplan appears on the payroll summary for July 1968 as earning $135 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $100.41. Kaplan's salary was booked in the Summit House "restaurant" column. Ralph Kaplan appears on the July 1969 summary as earning $250 a month as a cook. "Free" room and board was worth $93 a month for tax purposes. His net monthly pay was $192.54. Kaplan's salary was again booked in the Summit House "restaurant" column during the Cog's Centennial summer.

- Bencosky-Desjardins files / July 1968 & July 1969 Summit Payroll summary

Donald J. Kazan 1978



Donald Kazan (1980)
- Wellesley HS yearbook

17-year old Donald J. Kazan was going to Wellesley High School in Massachusetts *(Class of '80)* when he came north to work on Base crew in 1978. He was from a large family with a brother (Vladimir) and three sisters (Renee, Marie & Dorothy). His father, a Czech born naturalized citizen and head of the Harvard Travel Service, who was targeted as a spy by his homeland when Donald was six years old. In November 1966, Vladimir Kazan-Komarek was flying on a Soviet airliner from Moscow to Paris to when the plane made an unscheduled landing in Prague. He was taken into custody, charged and convicted of espionage by a Czech court on February 1, 1967. Sentenced to eight years in prison, he was released three days later after intense diplomatic relations and sent home to reunion covered intensely by the *Boston Globe*. Donald's dad left his family in the Fall of 1971 and went to Europe to work on a book while living in Estepona, Spain. He went missing in early May 1972 and his body was discovered in September of that year. U.S. State Department officials said there was no indication that Mr. Kazan-Komarek was still involved in intelligence work and never had been employed by any U.S. intelligence agency. Cogger Donald Kazan talked about his father's secret life in a March 1981 interview student Paul Coleman made for a class at the University of Maine at Fort Kent. Don Kazan, who at times has gone by the name Kormarek, also went missing for a time in 1997 while living in Salem, Massachusetts. Massachusetts State Police asked for public help in locating 36-year old Donald Kazan-Kormarek after the Coast Guard found a kayak floating five miles off the coast of Gloucester on Sunday, March 30, 1997. Kazan-Komarek had last been seen the day before buying the kayak, an oar, and a life vest in Cambridge. The kayak was found "with a life vest, leather coat, and a set of keys. A car Kazan-Komarek rented from Thrifty Car Rental at Logan Airport, where he (was) a security employee, (was) also missing." A web search indicates that Donald lived for a time in the early 1990's in Colebrook, New Hampshire, but there was

no follow-up to the 1997 missing persons report in the *Globe* nor any indication of Donald's death.

- Railway Corp / Ancestry.com / Newspapers.com / Boston Globe - Sat, Feb 4, 1967 pg. 1 & 14 & Sat, Apr 5, 1997 pg. 14

J. Frank Keating 1946

Engineer for Boston & Maine Railroad from Concord, N.H. - not to be confused with the J. F. Keating who is an attendant at the State Hospital although in one city directory both Keatings are living at the same address.

- TRAINS Magazine / Ancestry.com / Newspapers.com

Kittie Keefe 1903

Attends Cog Party Masked Ball as "College Girl"

- Among the Clouds - Aug 31, 1903

Charles Keegan 1961 -1962

From Cambridge, Massachusetts, Keegan was paid $2.80 an hour as boilermaker in 1962, and was also listed in "terminated group." A web search an found engine inspector - Charles F. Keegan of the Cambridge Corporation living with his wife Alma P. Keegan at 987 Memorial Drive in 1954 with a son Charles F. Jr. who was going to school. To make things more interesting a Charles F. Keegan married to Mary was an insurance broker on 848 Mass Ave. Charles Sr. - the engine inspector dies on September 8, 1956 so he's not a Cogger.

- Railway Corporation / Bencosky-Desjardins files / Ancestry.com

Dan G. Kelley 1910

Brakeman

- Among the Clouds - Season of 1910 (Fall)

Tom Kelley 1951

Railway Ledger

Walter T. Kelley 1953

Railway Ledger

William A. Kellogg Jr. 1957

Summit House

Robert A. Kellow 1956

Railway employee from Saylersburg, Pennsylvania

- Railway Corp

Alex Kelly 2008 -2009

Railway brakeman - Broke for engineer Eggy Eggleston on the No. 6 and No. 9 or is this "Alex" training with Kelly"??

- Dispatch Report 5-31-08 & 5-31-09

David J. Kelly 1965

David Kelly was living in Boston when he came to the Summit House to work on the counter and in the gift shop. He earned $130 plus $64 plus $20 a month. David Kelly appears on the Summit payroll summary for July 1965 as earning $194 a month. "Free" room and board was worth $64 a month for tax purposes. His net monthly pay was $112.57. Kelly's salary was booked in the Summit House "gifts" column.

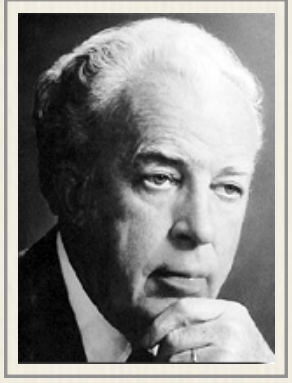
- Summit House / Bencosky-Desjardins files / July 1965 Summit Payroll summary

Francis J. Kelly, Jr. (1941)
- 1941 Medic yearbook

Francis J. "Frank" Kelly Jr. 1938

A loudspeaker system is installed at the base. A *Littleton Courier* article calls it an innovation in Sept 1938: "Helpful to the newcomer are the frequent announcements made over the loudspeaker system, giving the departing times of trains and interesting information about the railway. During the summer Frank Kelley (sp) of Concord, who formerly broadcast the Holy Cross football games when he was studying there, was the official announcer. Recently he left to return to his classes at Hahnemann medical college in Philadelphia, and his place was taken by another young man." Sometimes the speaker system was used for more than train announcements and mountain information. Ken Randall recalls one day during the summer of 1951 or 1952 when he was working in the Gift Shop. "There was an individual who sold tickets in the ticket office and he had set up (the system) to play records. He was an older individual. On a Monday morning he started to play... Beethoven's first symphony and he went from the first symphony right through the 9th symphony and it turned out to be almost dark at night when he finished playing." That person was not the 1938 Cog announcer, Francis James Kelly Jr. from Concord, N.H. Kelly earned Ph.B. from Holy Cross College, and was a member of the Fisher Clinico-pathological Society; the Van Lennep Surgical Society at the Hahnemann Medical College. His residency occurred at Hahnemann Hospital, in Worcester, Mass. All of this information courtesy of the 1941 *Medic*

yearbook. He was the son of Francis J. and Grace C. Kelly and was working in the college dining hall as a 24-year old waiter when the 1940 Census was taken in Concord. His father was dead and his 52-year old mother, Grace was the head of the household and a grade school teacher in the city. Frank Jr's 17-year old sister, Margaret G. and 15-year old James F. Kelly were the rest of the household. Frank Kelly would become a doctor and head west to Texas where he died in 2002 at the age of 86. *(2002)* "Dr. F. J. Kelly M.D., 86, of Amarillo died Saturday, May 11, 2002. Mass will be at 10 a.m. Tuesday in St. Mary's Catholic Church with Monsignor Francis A. Smyer officiating. Burial will be in Llano Cemetery by Boxwell Brothers Funeral Directors, 2820 Virginia Circle. Dr. Kelly died Saturday while surrounded in love by Beth, his devoted wife of 61 years, and his four children. He was born in Concord, N.H. He received his bachelor's degree from Holy Cross College and his doctorate of medicine from Hahnemann Medical School in Philadelphia. He took surgical training at Scott & White Hospital in Temple prior to moving to Amarillo 50 years ago as a certified surgeon and chief of surgery at the Veteran's Hospital, Northwest Texas Hospital and Saint Anthony's Hospital. He also served as medical director at Pantex. He was a member of Saint Mary's Catholic Church Survivors include his wife; two sons, Frank Kelly of Fort Lauderdale, Fla., Captain Mark Kelly of The Woodlands; two daughters, Danis Kelly of Milwaukee and Suzanne Kelly of Raleigh, N.C.; a sister, Margaret McClare of Concord; and four grandchildren. The family suggests, in lieu of flowers, memorials be to Amarillo Opera, 2223 S. Van Buren, Amarillo, TX; or to Santa Fe Opera, P.O. Box 2408, Santa Fe, NM.



Dr. Frank Kelly Jr.
- Kelly Family photo

- Littleton Courier - Sept 22, 1938 / Randall interview with author / Ancestry.com / Amarillo (TX) Globe-News - May 13, 2002

Patrick Kelsey 2015 - 2017

Railway employee - Tom Lane: "Patrick Kelsey - Post Office, 2015-2017."

- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022

Adam Kendall (2019)
- Kendall Family photo

Adam Kendall 2008 & 2016 - 2020

Adam Kendall graduated from Billerica Memorial High School. A Cog dispatch report has Kendall working as a brakeman with engineer Gooden on No. 8. His Facebook page indicates he was a 30-year old Cog Railway train crew member in 2016 and was trainmaster in 2019. Now lives in Gilman, Vermont

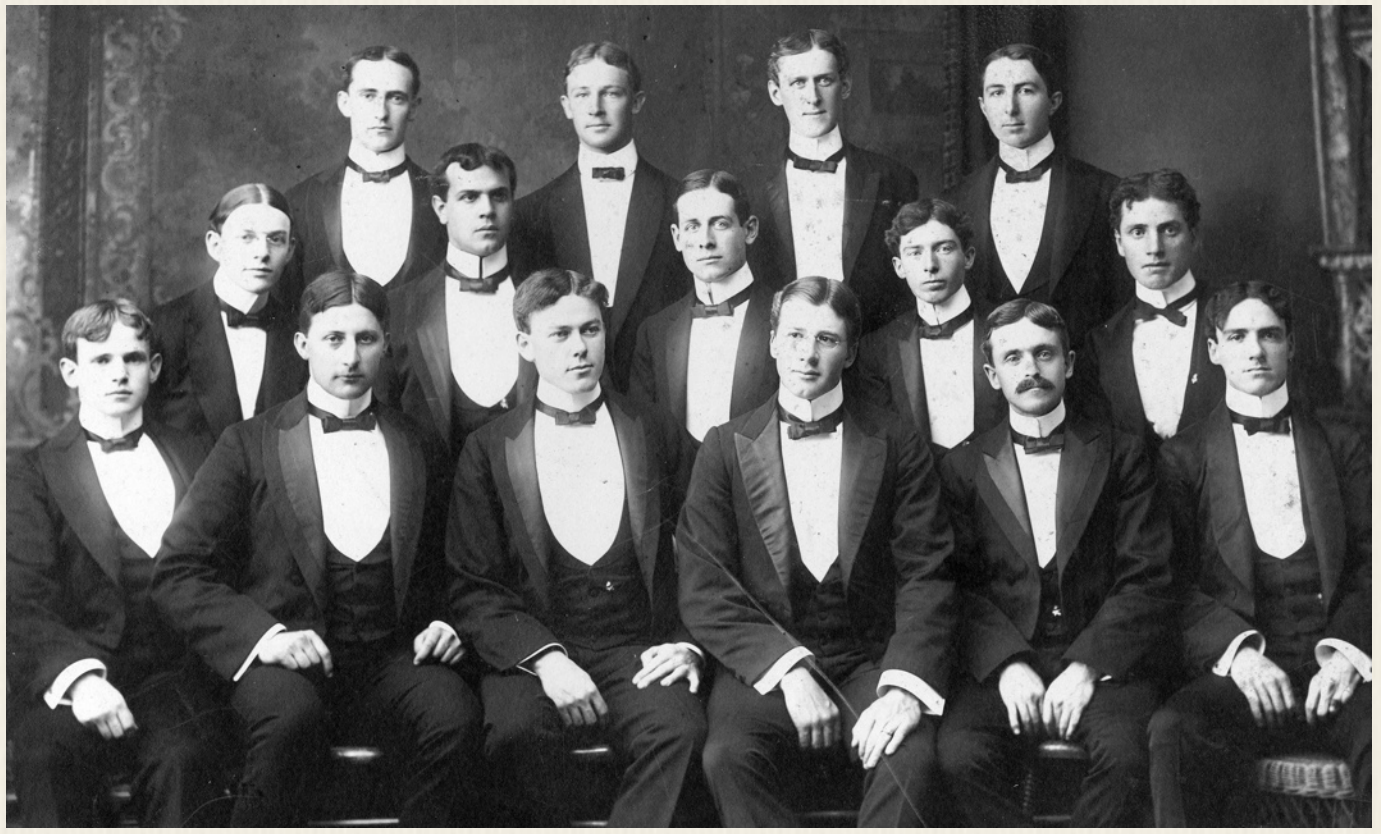
- Facebook.com / Dispatch Report 9-20-08 / Lane email to Jitney Jr. - Thu, Jun 23, 2008

Warren C. Kendall 1891

Base Station telegraph operator - *(1891)* "Pompanoosuc Notes: Warren C. Kendall is at Base Station, Mt. Washington, as operator." The 14-year old Cog telegrapher would go on to a career in railroading that had him making sure necessary war materials would be efficiently shipped across America during two World Wars. *Ancestry.com's* lifestory summary: "Warren Cleaveland Kendall was born on May 22, 1877, to 20-year old Cora Lillian Cleaveland and 30-year old Hershey Eugene Kendall (in the upstairs rooms of the Pompanoosuc, Vermont railroad station where his father was agent.) Kendall married Helen Augusta Hodgkins in Somerville, Massachusetts, on May 11, 1905, when he was 27 years old. They had three children during their marriage - Roberta *(b. 1909 d. 2001)*, William Hersey *(b.1910 d.1989)* and Gordon Hodgkins *(b. 1912 d. 1995)*. Warren Kendall's wife Helen Augusta passed away at age 82 on October 4, 1963, while riding on a train from Washington to Boston. The couple had been married 58 years. He died in March 1964 in Pinellas, Florida, at the age of 86, and was buried in Kennebunk, Maine." From 1876 to 1902 Hersey Kendall was postmaster and station agent. He, his wife, Cora, and their two sons, Warren and Leon, lived on the second floor of the station. Warren Kendall graduated from St. Johnsbury Academy in 1895 and went to Dartmouth College. Upon graduation in 1899, "he immediately entered upon his railroad career as a telegraphy operator for the Boston & Maine. Subsequently, he was appointed to a clerkship in the superintendent's office and later served the vice-president's office in Boston in a similar capacity. In 1903, he was made a chief clerk and became assistant general manager, general manager, general superintendent and superintendent of transportation, which position he occupied in 1912, when he was appointed superintendent of car service. In 1917, he was again appointed superintendent of transporta-

Warren C Kendall
- Kendall Family photo

Ken



Dartmouth College Class of 1899: *The senior class portrait is largely lacks identification. Only Nelson Pierce Brown is noted as standing in the back row - first on the left. Jitney Jr. thinks the young man in back row - last on right is a younger version of Warren Cleaveland Kendall. (1899)*
- W.H.H. Langill photo / Rauner Special Collections - Dartmouth College

The Kendall brothers and David change the sign. (1943)
- Norwich History.org

tion and while holding this position, was called by the American Railway Association at Washington, D.C. to become a member of the commission on car service. He had occupied this position (for) a year when the world War broke out and the railroads of the country were taken over by the government, at which time Mr. Kendall became chairman of the federal commission on car service, handling with great success this important phase of the transportation in the United States. For two years, the railroad facilities of the country were taxed to the utmost while munitions and supplies were being shipped overseas. In 1920, Mr. Kendall was appointed manager of the railroad relations section of the American Railway Association which position he has held up" to his appointment in April 1933 when he became chairman of the service. *(1944)* In June, 1944 the "name of the station at Pompanoosuc, Vermont was changed to "Kendall" to honor the two Vermont boys who were born (there) and are now high in railroad circles in the country." The ceremony saw Leon, Warren and his nephew, Dartmouth College David, tear down the old sign at their birthplace and hang up a new sign bearing the name "Kendall." Kendall Station closed in 1958-1959. *(1947)* Warren Kendall received a citation for his war work from the U.S. Navy that said they was "able to fulfill personnel commitments throughout the world and to return more than 3,000,000 men and women to civilian life in slightly more than a year." Kendall is quoted as saying, "Unity between shippers, military and government agencies made this miracle possible." Kendal coordinated traffic movement over more than 400,000 miles of tracks across the country. *(1964)* "Warren Cleaveland Kendall of Pompanoosuc (VT), former chairman of the car service division of the Association of American Railroads and former Dartmouth College Alumni Association president, died last Friday *(3/13)* in his physician's office in Clarwater, Fla. He was 86 years old. Kendall was born in Pompanoosuc where the Kendall station was named after his family. He graduated from Dartmouth in 1899 after school at St. Johnsbury Academy. Dartmouth awarded him an honorary degree in 1949 for his service as head of the nation's freight car supply in both world wars. For some years he has lived in Sarasota, Fla. His wife, the former Helen Augusta Hodgkins, died last fall. Surviving are two sons, William H. Kendall of Louisville, Ky., president of the Louisville & Nashville Railroad, and Gordon H. Kendall of Jacksonville, Fla., vice president of the Atlantic Coast Line; a daughter, Mrs. Rolfe M. Kennedy of Charlotte, N.C.; a brother, Leon B. Kendall of Clearwater; four grandchildren and three great-grandchildren." *- The Landmark (White River Jct., VT) Fri, Jul 24, 1891 pg. 5 / Ancestery.com / St. Johnsbury Caledonia Record - Mon Jun 11, 1945*

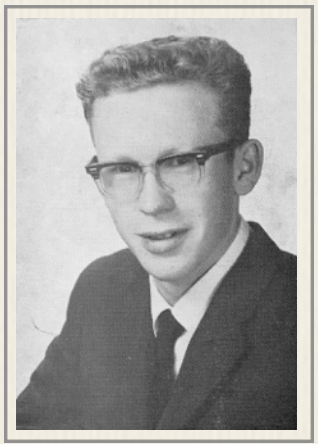
pg. 3 / St. Johnsbury (VT) Republican - Mon, Apr 3, 1933 pg. 1/ St. Johnsbury Caledonian Record - Thu, Jan 9, 1947 pg. 5 / Bradford (VT) United Opinion - Fri, Mar 20, 1964 pg. 5

Benjamin Kenison 1962

LCpl Benjamin Kennison
- USMC photo

The 16-year old son of son of Arnold R. and Lois M. (Clukay) Kenison came up from Jefferson, N.H. to work at the Summit House in the Fall of 1962. He earned a dollar an hour. Four years later, he was a Lance Corporal in the U.S. Marines fighting in Southeast Asia. *(1966)* "Benjamin, son of Arnold and Lois (Clukay) Kenison, was killed in action on September 16, 1966 as the result of small arms fire in the Quang Tri region of South Vietnam. Benjamin's name can be found on the Vietnam Veterans Memorial at Panel 10E, Line 101. Among other medals and awards, Benjamin was presented, posthumously, with the Navy Cross. The citation, found in the Military Times Hall of Valor, reads: "The President of the United States of America takes pride in presenting the Navy Cross (Posthumously) to Corporal Benjamin Albert Kenison (MCSN: 2098437), United States Marine Corps, for extraordinary heroism in connection with operations against enemy forces while serving as a squad leader with Company D, First Battalion, Fourth Marines, THIRD Marine Division (Reinforced), Fleet Marine Force, in the Republic of Vietnam on 16 September 1966. During Operation PRAIRIE, the Second Platoon was caught in an ambush. In the initial burst of fire a member of Lance Corporal Kenison's squad was seriously wounded. Realizing that the wounded Marine could not be left unattended, Lance Corporal Kenison quickly maneuvered his squad into a position from which they could best provide covering fire. Then, with full knowledge of the hazards involved and with complete disregard for his own personal safety, he bravely advanced alone by crawling up a steep slope and going forward in the face of withering enemy fire in order to bring his wounded comrade back to safety. Upon reaching the Marine who was receiving fire in an exposed area, Lance Corporal Kenison gallantly attempted to carry him back to safety. At this time both men were hit by an enemy hand grenade and mortally wounded. Lance Corporal Kenison's fearless courage, inspiring leadership and loyal devotion to duty reflected great credit upon himself and the Marine Corps and upheld the highest traditions of the United States Naval Service. He gallantly gave his life for his country."

- Summit House / Bencosky-Desjardins files / Ancestry.com / Find-A-Grave.com / General Orders: Authority: Navy Dept Board of Decorations and Medals



Charles Kenison (1967)
- Berlin H.S. Meteor

Charles G. "Sparerib" Kenison 1966 - 1975 / 1996 - 2014

Marshfield kitchen/brakeman then fireman in 1967/ later General Manager - Charles Gilman Kenison, the son of Mr. and Mrs. Frank J. Kenison Jr, was born on New Year's Day 1949. He went to Berlin High School and was known there as "Mandrake" *(left)*. He graduated in 1967. He played basketball his freshman year and was part the Audio-Visual Club, too. He hoped to become an electronics technician. His class prophesy was that he would become an "electrician for the new Birnel skyscrapper (sp)." Charlie Kenison began working at the Cog Railway in 1966 washing dishes for Pete Rusinski in the Marshfield kitchen. He also obtained a new nickname "Sparerib." He moved to the trains as a brakeman. *(1967)* "Among the young (high school) graduates of the area are the following Jefferson youths: At Berlin - Charles Kenison took the electronics course after transferring *(to Berlin)* from Lancaster for his final two years. He is employed at the Mt. Washington Cog Railroad as a brakeman this summer and will go to General Dynamics in Quincy, Mass., in the fall. Mark Sweeney, also a transfer student from Lancaster, took electronics and will attend concord Technical school in the fall. He is employed by Arthur S. Teague." / "Jefferson notes: Weekend *(7/29-7/31)* guests of Mr. and Mrs. Frank Kenison, Jr., were their daughter, Mrs. John Frazier, and Mr. Frazier of Fair Haven, Vt. A family cookout and mountain trip were enjoyed with a visit with Charles Kenison at the Mt. Washington Cog Railway on Sunday *(7/31)*." That was about the time, Charlie started firing. In September 1967, fireman Kenison was being trained by Gordon Chase in an effort to qualify as an engineer that season. *(1968)* "Jefferson Notes: Charles Kenison has returned to his work at the Mt. Washington Cog Railroad after being hospitalized." Kenison started running in 1969 and earned $2.00 an hour. He received a nickel an hour pay increase when he returned in 1970. *(1971)* "Jefferson Notes: Charles Kenison returned to Springfield Tech College on Sunday *(1/29)* after mid-year break at home with his parents, Mr. and Mrs. Frank Kenison, Jr. Charles has attained a rank of 4.00, the highest possible, in electronics which he is taking at the college." *(Editor's note: In same column was the announcement of Kenison's engagement to Carolyn Dale Rodgers, the daughter of Cog general manager Lionel Rodgers.)* / "Jefferson notes: Charles Kenison, who, with his wife, is working at the Mt. Washington Cog Railway, graduated with high honors at Springfield (Mass.) Community College recently." The married engineer made $2.25 an hour in the summer of 1971. In 1973, Charlie joined his father, "Chub" Kenison in the shop and earned $165 a week as both a mechanic and engineer. "Mrs. Charles Kenison was up from Norwalk, Conn., to spend the weekend with Mr. Kenison at the home of his parents, Mr. and Mrs. Frank Kenison, Jr. Charles Kenison is employed at the Mt. Washington Cog Railway and his wife will join him as soon as she completes her school year. There was a family get-together on Sunday *(5/27)*." In 1974, Kenison made $225 a week as an engineer. Kenison would leave the Mountain that fall and not return until 1996. He came back as a General Manager for the new owners of the railway and would serve in that capacity until 2014. 2014 Reunion movie interview: "Yeah, Charlie Kenison I"m the current general manager, I'll be retiring this fall after 19 years. I started here in 1966 is the dishwasher or graduated to short order cook, worked with Fanny Teague in the kitchen. Then the next year became a brakeman and went onto the train crews. Worked here through college and several years after college. I think I left here in '74 or '75 came back

Charlie Kenison
- Maureen Driscoll Collection

Ken

here in '96 and this has been my home for the better part of my life. Most of the people that you see here at this reunion are my real family, we've been friends all these years. I think living here in the 60s with no outside influences like TV and telephone and radio. We became very closely knit and got to know each other pretty well. Worked together 80 hours a week. I can tell you that, uh, several of the children of the folks that I worked with back in the 60s have worked for me here since some of them came here for the same reasons we did. Our parents sent us here to straighten us out and get a new lease on life. Had some of the guys from the 60s come back here and work part time and share some of our new experiences with us. Some of the best, best stories, this is our second reunion here of this group... it's always a blast to get together.... have everybody see the things that have changed. Remember things as they used to be." Kenison talked about the Cog's impact on his life at the third Cog reunion in 2019: "There were poor little rich kids - some of us were poor little poor kids - we all got thrown in together. We had no telephone. We had no TV. It was just us and we were working long, long hours. We got one day off a week if we were lucky. We learned to live together. I went to college because of these guys. I wouldn't have ever gone to college. I grew up in rural New Hampshire. I'd have gone to work in the mill in Berlin. But then I spend a couple of years with these guys, and it's like I want to be like them, you know?"

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / Littleton Courier - Thu, Jun 15, 1967 pg. 3B; Thu, Aug 3, 1967 pg. 7C; Thu, Oct 10, 1968 pg. 4; Feb 4, 1971 pg. 5A; Thu, Jul 1, 1971 pg. 5B & Thu, May 31, 1973 pg. 7 / See Vol. 1 Ch. 9 Sec. 3 & 5 - Also Appendix Sec. 21

Damon Kenison (2019)
- D. Kenison Collection

Damon Kenison 2016 - 2019

"Jefferson, NH born and raised," Damon was part of the track crew that installed the new Summit switch in 2016. He graduated from White Mountains Regional High School.

- Facebook / Twitter

Deanna Kenison 1962

From Jefferson, New Hampshire, Kenison graduated from Lancaster High school in 1962 and worked at the Summit Housethat summer.

- Bencosky-Desijardins files / Ancestry.com

Donna Kenison (2019)
- D. Kenison Collection

Donna Kenison 1999 & 2022

Donna Kenison from Fitzwilliam, New Hampshire graduated from Monadnock Regional High School and the Keene Beauty Academy. Her resume also lists employment at the Mt. Washington Cog Railway. *(1999)* Museum Coordinator / Landscaping etc. *(2022)* Food and Beverage Director. Married to Charlie Kenison.

- Facebook / Ancestry.com / Littleton Courier - Wed, Oct 27, 1999 pg. 10 /www.zoominfo.com

Erich Kenison (1995)
- Dover HS yearbook

Erich Kenison 1996

Brakeman from Barrington, New Hampshire who unfortunately met a moose with his car - an accident recalled by Cog colleague, John F. Kurdzionak on the *MWCR: We Worked There* FB page: "In 1996, new brakeman Erich Kenison of Barrington, N.H. hit a moose on 302, right near where the Cherry Mountain Road intersects 302. The moment we heard about it, we all raced down the Base Rd. to check it out." Kenison graduated from Dover High School in 1995 where he played bass in the Jazz Band. Known as "Jerrycurl," he was also apparently a fan of the movie, *"The Adventures of Buckeroo Banzai Across the 8th Dimension"* as Kenison's yearbook quote was "Where ever you go, there you are" - a part of the 1984 classic's "Remember, no matter where you go, there you are." After the Cog, Erich Kenison took his guitar and became part of the Barrington rock 'n roll band, "Juggling Biscuits" - profiled in the *Boston Globe* in December 1997. At that point the members were in the woods cutting and hauling logs to fund their first full-length CD. The trees were on land owned by Erich Kenison's parents, who donated the wood to help fund the project. Band founder and lead guitarist Toby Jensen's day job was driving a logging truck. Reporter Mark Dagostino wrote "Kenison, 21, who plays bass and occasional guitar in Juggling Biscuit, picked up his mother's acoustic guitar as a child and ended up touring with Sweet Roy Jones at age 16. After running steam engines up and down Mount Washington for the Cog Railway during the summer of 1996, he came back to find an ad for a bass player that Jenson and *(lead singer & lyricist Angel)* Falcone had placed in a local newspaper. "I lived right up the street and I didn't even know these guys," (Kenison) said." When the CD was released, Dagostino was back with an update. "(Angel Falcone's) solid voice - a belting combination of Pat Benatar and Melissa Etheridge and a whole lot of positive energy and confidence - is still the centerpiece that holds the band together. But it's the increasingly tight, rocking guitar work of Toby Jensen and Mike Allswede, bouncing off the Phish-inspired bass lines of Erich Kenison,

Cog brakeman & bassist Erich Kenison backs up lead singer Angel Falcone in NH seacoast rock band, Juggling Biscuit (1999)
- Boston Globe photo

that keeps the head-banging bar crowds enthralled." Erich Kenison now lives in Newmarket, NH but has also spent time in Dover, New Hampshire Barrington, New Hampshire and Collbran, Colorado. Erich is related to Gunnar W Kenison and Claire M Kenison. *- MWCR: We Worked There / Ancestry.com / Boston Globe - Sun, Dec 7, 1997 pg. 17 & 20; Sun, Jan 17, 1999 pg. 14*

Frank J. "Chub" Kenison Jr 1971 - 1983

Frank J. "Chub" Kenison Jr
- Mary Anne Barnes Collection

Shop Mechanic - Frank James Kenison was born on June 24, 1921, in Jefferson, New Hampshire, to 22-year old Alice May Blair, and 29-year old Frank James Kenison. 20-year old Frank Jr. was working as a "truckman" when he married 18-year old Freida E. Dawson on December 26, 1941, in Whitefield, New Hampshire. They had seven children in 20 years, including Charlie Kenison. The day after Valentine's Day 1942, the newlywed went to register for the draft. He was working for his father and was described as 6-feet 1-inches tall, 158 pounds with brown eyes, blonde hair and a ruddy complexion. "Chub" Kenison's Cog career started in the shop at $160 a week when he was 50-years old. He got a raise to $190 a week in 1973 then $195 a week the following year. Chub arrived early and stayed til the end. $5.75 was the hourly rate for 1979 and went up 50-cents an hour the following summer and went to $6.50 an hour in 1981. the 62-year old Kenison completed 14 seasons building and repairing Cog locos in 1983 when the railroad was sold and died on July 31, 1987, in Hanover, New Hampshire, at the age of 66. *(1987)* "Frank J. Kenison Jr., 66 died Friday, July 31 at the Mary Hitchcock Memorial Hospital in Hanover, NH after a short illness. He was a lifelong resident of Jefferson and was the widower of Freida (Dawson) Kenison who died in 1986. He was a former mechanic for the Mount Washington Cog Railway, retiring in 1983. He was a member of St. John Methodist Church in Jefferson. Mr. Kenison was a former member of the Mount Jefferson Lodge, Independent Order of Odd Fellows, and a former member of the Jefferson Fire Department. Family members include three sons, James I. Kenison of Riverton, Charles G. Kenison of Fitzwilliam and Warren F Kenison of Dalton; three daughters, Mrs. jean R. Miller of Whitefield, Laraine A. Frazier of Hydeville, VT and Debra J. Moody of Dalton; 16 grandchildren; one brother, Paul Kenison on Ogunquit, ME; two sisters, Mrs. Evelyn Smith of Lancaster and Mrs. Virginia Ellison of Barrington; and nieces and nephews. Burial was in Starr King Cemetery, Jefferson." *- Railway Corp/AST Corp / Ancestry.com / Bencoksy-Desjardins files / Littleton Courier - Wed, Aug 5, 1987 pg. 2*

K. Kenison 1971

Marshfield/Cabins Corp

Margerite E. "Sis" Kenison 8 Seasons

Marguerite Kenison
- Bailey Funeral Home

Marguerite E. Kenison, 87, passed away Thursday afternoon, August 30th, 2018, at the St. Vincent de Paul Nursing Center in Berlin where she resided since December 2013. "Sis" was born on March 28, 1931, Berlin, NH, the daughter of Leland and Eva (Lavoie) Kenison. She later moved to Jefferson with her family and spent the remainder of her years in her family homestead. She loved to take care and maintain her home and beautiful lawns and gardens where she could sit and enjoy the beauty of the cog railroad and Mount Washington. Although she did not marry and have children of her own, she certainly loved kids and was like a second mother to many. Throughout her life she entertained many nieces and nephews at Santa's Village, Six Gun City, trips to the beach, fishing, walking through the woods, sledding at the Waumbek and also snowmobiling. She was a very generous and loving Aunt. For 10 years Marguerite was employed with Western Union and then another 35 years with Western Union Telegraph where she retired as a relief manager covering all of New England. She also worked 10 years for the Whitefield Bank & Trust and 8 summers at the Cog Railway and the Lantern Inn. She was a Communicant of St. Agnes Church, Jefferson NH, a member of the Tabernacle Society and the American Legion Ladies Auxiliary of Gorham. Surviving family members include her sisters Jeanette Corrigan of Randolph and Elizabeth Riendeau of Berlin; her brothers Robert Kenison of Mansfield, TX and Auvern Kenison of Randolph. She was predeceased by her brothers Norman Kenison, Leland "Jr" Kenison, Elliot "Pete" Kenison and a sister Sylvia LaRoche.

Martha Kenison 2005

Railway employee from Fitzwilliam, New Hampshire - daughter of Charles G. Kenison and Linda Bencosky Hope.

Reginald Keniston 1951

Railway Ledger - Though it needs to be confirmed with further research, Jitney Jr. believes this Cogger "Reg" Keniston is 35-year old Reginal E. Keniston of Littleton, New Hampshire. Uncertainty stems from the *Littleton Courier's* coverage of his 1985 death and the recollection of his wife as Gladys, not Glenna. We do know that 24-year old Reginald E. Keniston of Littleton was working on the Tramway in Franconia in October 1940 when he registered for the draft. Here is the *Courier* article by Reginald Colby, who had worked with Keniston doing a story on the Mt. Washington Observatory: "The sudden death of Reg recently in Silver Spring, Md. saddened his many friends in the Littleton-Plymouth regions where he and his wife, the former Gladys Diamond (LHS Class ot '51) resided before he went to Washington to launch what was to be a rewarding career in government service for 34 years that offered him opportunities to call upon his unique abilities in promotion and publicity that he early demonstrated

back home in Littleton... As a free-lance still and movie photographer, Reg Keniston kept his beloved North Country on the map with newspaper, magazine and TV coverage of the spectacular, many events of his own promotion he had a talent for injecting enthusiasm and boundless energy into whatever activity with which he was associated, a talent recognized by Gen. George Patton during World War 2 when he was an aide with Patton, after serving with the 10th Mountain Division Ski Troops (he was a natural at skiing and could be considered to have been well ahead of his time as something of a 'hotdogger' - *Editor's note: Indeed, stories of skiing exhibitions in the Newport area were found on Newspapers.com*)... His war time service was recognized at full military honors extended by the 10th Mountain Division at the funeral rites... Following the war Reg returned to Littleton and as Capt. Keniston commanded the Littleton Co. 1 National Guard unit from Nov. 47 to Aug. '50." First Lieutenant Reginald E. Keniston is buried in the Crownsville Veterans Cemetery in Maryland alongside his wife, Gladys C. Keniston who is listed as Glenna Roberta Dupont on their marriage license.

- Railway Ledger / Littleton Courier - Wed, Apr 3, 1985 pg. 3A / Ancestry.com / Newspapers.com

Daniel Kenly
- Kenly Family Collection

Daniel E. "Dan" Kenly 2001 - 2022

2nd Generation Cogger - son of Shop foreman Mike Kenly & Gretel Datz Kenly - A graduate of White Mountains Regional High School, 18-year old Daniel Kenly was a brakeman in 2002 and listed as an engineer on the railway in 2019. He was working in the shop in 2022.

- MWCR: We Worked There FB / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Julie E. Closson Kenly 1973 - 1977

From Guilderland, New York, she began work at Mt. Washington as a housekeeper when she was 16 years old. She moved to staffing the counter/café in Marshfield in 1974 earning $1.60 an hour.. By 1977 she was working in the Marshfield kitchen. *(2022)* Julie Closson Kenly passed away peacefully on September 8, 2022, following a brief illness. Those of us who were blessed to be in Julie's life have lost an irreplaceable woman. Julie was 65 years old. She is survived by her mother, her two brothers, her sister, three nephews, a niece, extended family members and a circle of close friends. She is predeceased by a brother and father. Julie comes from a long line of accomplished and creative women; she was named after her great grandmother, an author of 15 books. Born in 1957 in Syracuse, Julie spent her early years in upstate New York. Her brothers remember her running around barefoot all summer and her natural gymnastic ability, performing cartwheels and back flips all day long. In the winter she loved to ski with her dad. During her teenage years, Julie spent summers working at the Cog Railroad in New Hampshire in the kitchen where she began to hone her culinary skills. After graduating from RIT, Julie had a brief stint in Chicago and then returned to the East Coast. There she had a successful career in the advertising world as an art director. Her keen and creative eye stretched from the workplace to her home space. But it was in Hoboken New Jersey that she found her true place. Purchasing her home when most of her friends were living with roommates, Julie created a sanctuary that gave her comfort for more than 30 years until the end of her life. Her small stature belied her strength and physical ability. She was fiercely independent; she didn't shy away from any new experience or challenge. She was an accomplished scuba diver, skier, yogi and overall sports person - if she was the one doing the sport. With each new interest came a new group of friends who became family. Her scuba family visited the Galapagos, the Caribbean and Costa Rica. Julie loved cats and rescued several kittens throughout her life who were beneficiaries of her loving and generous spirit. She was an avid gardener; it seemed that anything Julie put in the ground or in a pot would flourish. That went for the kitchen too. Preparing delicious meals for friends and family was one of her greatest pleasures. But most of all Julie was the consummate sweetheart and selfless in every way. She never put herself first and was always generous with her time and talents. Her friendships were long lasting whether they were next door or across the country. As her childhood friend Darci said, "any visit with Jules is a milestone and a cause for celebration". At a time of her life which should have been relaxed and unburdened, Julie had to confront a devastating illness. She did so with grace, dignity and bravery that was hard to fathom. And that is how she left us, with grace, dignity and bravery. We didn't have her for nearly enough time. In lieu of flowers, please send a donation to one of Julie's charities: https://www.aspca.org/ or https://www.worldwildlife.org/ or https://www.als.org/donate. Art Poltrack: "She died of ALS at age 65. Just terrible. She was a wonderful person."

Julie Closson Kenly (2022)
- Kenly Family Collection

- Marshfield Corp / Bencosky-Desjardins Collection / Published by Legacy on Oct. 2, 2022

Michael Kenly
- N.H. Union Leader

Michael A. Kenly 1973 - 1982

Originally from Vestal, New York, Kenly began working as a 20-year old brakeman in 1973 who also was welding for $2.20 an hour. He qualified as a fireman in 1974 and later that summer as engineer. In 1975, Michael Kenly was listed as a "veteran" engineer in an early season report to the state. In 1976, he was listed as a mechanic who also made 49 trips up the Mountain: one in June; five in July; 12 in August; five in September then nine after Labor Day before concluding with 17 trips in Oc-

Mike Kenly relaxing in cabin (1970s)
- Charles Morrill photo

tober. Kenly continued working in the shop for complete seasons in 1977, '78 and 1979. His '79 pay rate was $4.50. It went up to $5.25 in 1980 - then $6 in 1981. *Brett Hall:* "Mike Kinley's chow, Penny. In the late 70s/early 80s she would find a dog-friendly hiker headed up the mountain and walk with them to the summit. Once she was there she would wait for a train to arrive and the passengers to alight. She would board the coach as soon as the last passenger was off and take the downhill seat on the fireman's side and not relinquish it to anyone." In 1982, Kenly was living in Jefferson and was managing the shop ten years later. Son Dan Kenly announced his fathers death on the *Mt. Washington Cog Railway: We Worked There* FB page on June 20, 2020 - the day he died saying "For love of the railway." It triggered a thread of remembrance. *Phil Beroney:* "Sorry Dan, He was a good man and glad to have known him. R.I.P Mike" *Brian McMinn:* "So sorry to hear. I liked him very much. He deserves a plaque in his honor on the property somewhere." *David Huber:* "He was my roommate for two seasons at the Cog. I remember the year he started, he spent quite a few days on the mountain welding loose cog rack spools." *Jean LaPrade:* "He was one heck of a good guy!!! Al really enjoyed working with him and had great respect for him!! Prayers for you & the family. Hugs" *John F. Kurdzionak:* "He was always nice to me and always helpful when I needed something. One of the most interesting car rides of my life was when I drove Mike Kenly over to his house and back, via the Cherry Mountain Road around 1993-ish. It was like driving with a comedian/philosopher. You always knew the gears were turning in his brain no matter what was going on, and what a blessing when he opened his mouth and shared some of his brain with you. A couple years ago I took my family on Cherry Mtn. Road to sneak over to Jefferson, and I was trying to describe to them the amazing ride I had taken with Mike on that road so many years earlier." *Alan Warner:* "I remember like yesterday walking out of Marshfield late from dinner that spring ('72?) and finding Mike in the parking lot newly arrived. Took him down to the boarding house and introduced him to the gang. He was a unique guy with that amazing sense of humor. He'll be missed." *Amy Wentworth:* "Your dad was so nice. I have some picture from JB and my wedding of you with your dad. Thoughts and prayers to your family." *Paul Forbes:* "Sorry to hear this, Dan. The Cog and the shop was never quite the same after he left. Always a good guy to talk to." *Ann Schuber Turner:* "My first year at the Cog was also Mike's first year. 1973. We became good friends. He will be missed by all." *Jon Sykes:* "Mike was for many of us, 'the dude.' He knew everything about everything Cog and much more. He was a mentor, guide, and so many different things for me and the boys that put their time in. He always set you straight, but with a gentle, whimsical approach. And he was always willing to teach you if you showed deep interest in the task at hand. I swear I can hear his voice right now. The Cog family will never forget the legend that was Mike Kenly." *LW Barrett:* "Jon, Amen, his words always were spot on" *Dave Kurz:* "This is awful news! I'm sorry for your loss but know that he left cher-

FB Photo Dialogue with Subject: *"This Is Michael Kenly, what the fuck is up with this up with this photo?" Tommy Bonnet: "I think I took this one of you in '94" Kenly: "Tom, I'm surrounded by a sea of shit, with a really mad expression on my face. Do you remember what was going on here?" Bonnet: "I want to say it was early season 1993 or 94 - and there was just a lot going on; I think you were just really busy in general and were annoyed that i was taking your picture" Kenly: "If I would have been annoyed, I probably would have stuck my tongue out or gave you the fi- Oct 12, 2009nger. It has to be something else. Surely not Management!!???#" Bonnett: "coudn't POSSIBLY be the management lol" (1970s)*

- Tommy Bonnet photo/ Mt Washington Cog Railway: We Worked There - Dec 12, 2009

ished memories to so many of us who had the honor to work and play with him in the early 70's" *Steve Giordani:* "Mike was one-of-a-kind. He always knew what to do on the hill, no matter the situation." *Barry Stewart:* "Mike and I were close and I think most people know that. I'm in shock right now, I just found out. Please ask if you need anything and extend the same to your Mom/ family." *Patricia Karen Asencio:* "No way! This BREAKS my heart to the core. I am so sorry to hear this. Your dad was one of my ALL TIME FAVORITES." *Barbara Coussons Lennon:* "I am so sad to hear this Dan. He was one of my favorite people while I was at the cog. Always made me smile and laugh. I can still hear his voice saying 'forty-two'." *Art Poltrack:* "My condolences to the Kenly clan. Mike was a wonderful guy and mentor to many. He could take a look at anything and improve upon it. He will be sorely missed. A very sad day." *Les Poltrack:* "RIP Mike. Learned a lot from you, about machines and life." *Wayne Presby:* "So sorry for your loss Danny. My sincerest condolences to you and your family. Mike was a brilliant guy and I enjoyed working with him for many years. May he RIP." *Jimi Preston:* "Dan Kenly, I'm not a Cogger, My wife, Heather Preston Allen was a brakeman and fireman. She passed May 30th. I hope she and Mike are swapping Cog stories together. She loved her Coggers." *Tommy Bonnet:* "So sorry to hear of your Dad's passing... He was always an inspiration to me when I worked there and funny as hell besides !!!" *Charles Morrill:* "I loved your dad. So many memories. What a sense of humor, also shrewd and sometimes absolutely disarming and brilliant in his understanding and sensitivity. He saw everything and missed nothing. Then of course there were the after hours experiments with acetylene, oxygen, and styrofoam beer coolers in which static electricity added an unwanted element of surprise...." *Peter Richter:* "Michael was a Cog original- he got the detail of the mechanics and was a wiz at maintenance. A good stand-up guy and held court in the fun-loving category as well. Very sorry to hear of this, and send condolences to the family. God Bless Michael Kenly." *Martha Rodgers Magane:* "An amazing mechanic with incredible wit." *Dave Moody:* "Sorry Dan to hear of your Dads' passing, he was one smart individual when it came to those steamers!" *Thomas Lane:* "He was a great guy and his contributions to the Cog are rivaled by not many others." *Ryan Mooney:* "Dan your dad was very smart man and great person to go to if you had a problem, he always had a solution, a way to fix it." *Joey Orlando:* "Sorry to hear this Danny. I knew him since i was a kid w the rest of the cog family. You have my condolences." Michael A. Kenly was 66-years old.

- Railway Corp / Mt. Washington Cog Railway: We Worked There / Bencosky-Desjardins files / State Report - Jun 24, 1975 / Mt Wash Alumni - Jan 15, 2015 / NH DOT files / Summer Week - Vol. 20 Issue 1 - May 21, 1992 pg. 1 & 21

Aaron Kennedy ????
Railway Employee

B. H. Kennedy 1951
Mt. Washington Club/Summit House

Robert M. Kennedy 1963

Robert Kennedy appears on the Summit payroll summary for July 1963 as earning $68 a month. "Free" room and board was worth $34 a month for tax purposes. His net monthly pay was $57.50. Kennedy's $102 salary was booked in the Summit House "restaurant" column. *- Summit House / July 1963 Summit Payroll summary*

Gordon W. Kenneson 1963

Gordon Kenneson appears on the Summit payroll summary for July 1963 as earning $36 a month. "Free" room and board was worth $12 a month for tax purposes. His net monthly pay for July was $28.56. Kenneson's $48 salary that month was booked in the Summit House "repairs & maintenance" column. *- Summit House / July 1963 Summit Payroll summary*

Engineer Cliff Kenney on the No. 4
- Kenney Family Collection

Clifford E. Kenney 1946 - 1954 & 1956 - 1979

Engineer / Ticket Office – Cliff was firing the train that got hit by a runaway flatcar just off the summit in 1946 *(see Vol. 1 Ch. 9 Sec. 1 also Appendix Sec. 13)*. Clifford Edward Kenney was born on September 22, 1920 in Woodstock, New Hampshire to New Brunswick native John Andrew Kenney and Grace Evelyn (Selingham) Kenney. The family moved to the western New York town of Perry in Wyoming county in 1923 where his sister, Harriett was born. Cliff was almost ten when his father, John died in late July 1929. John Kenney delivered coal in the winter and ice in the summer. A cooling, moonshine-laced beverage was blamed. His mother brought the family (Cliff and three sisters) back to Woodstock, New Hampshire to live with her parents, Freeman and Harriette Selingham. Cliff's mom married Elwin C. Edgell, and the family was living in Campton, New Hampshire in 1940. Cliff left high school after his junior year to enlist in the Army as a private on October 22, 1942. He served in the Pacific Theater as a military policeman with sharpshooter qualifications. Postings included the Philippines and daughter Judy says Cliff never ate rice after returning home. The Army re-

Kenney Cabin at the Cog (1947)
- Kenney Family Collection

corded that Cliff was 5-feet 8-inches tall and weighed 143 pounds. When 26-year old Cliff got out after the war, he went to work at the Mount Washington Cog Railway in 1946. He was the fireman on the train that got hit in a bad storm by a runaway flatcar while stopped near Lizzie's to build up steam. That winter, he was working as a school orderly, and preparing to marry 21-year old Rita Mae Bragg of Twin Mountain. The two would be wed by Father John P. Hathaway in Rita's hometown on February 1, 1947.

- See Vol. 1 Ch. 9 Sec. 1 also Val. 4 - Appendix

Rita Mae Kenney 1952 - 1963

Cabin keeper – Rita Mae Bragg was born on January 10, 1926 in Westford, Massachusetts to Maine-native Elmer Elsworth Bragg and his British-born wife, Margaret Mary Costello. Rita grew up in Twin Mountain and worked as a general maid in the area after high school, including the Mt. Washington hotel. At some point, she met the rice-hating Army veteran and Cog trainman Kenney and the pair planned their wedding for early 1947. By the end of the year, the couple had their first child.

Rita Kenney outside Cog cabins (early 1960s)
- Kenney Family Collection

Joan Marie Kenney 1948 - 1949

Joan Kenney (1948)
- Kenney Family Collection

Cog kid – Joan was born September 18, 1947 in Lancaster, N.H. While Cliff ran the trains in the summer, the family lived in the cabin that the Floyd Williams' family had lived in the late 1930s and early 1940s. Joan would be there only two summers as an accident involving cleaning Cog clothes in a "big old washtub" would claim her life. Sister Judy Kenney Hammond recounted the tragedy in October 2018. "Mama was doing the laundry in the kitchen," says Judy. Rita had filled the tub with boiling water. "Joanie backed up to that wash tub to get Mama to button the back of her sweater up, and she fell in. There was no outside telephone service. They rushed her to Whitefield hospital, which today is a nursing home rehab place. Her skin was coming off in Mama's arms on the way to the hospital. They couldn't do nothing. They didn't have the facilities for a burn patient. Now if it had been today, they'd have flown her out to the burn center in Massachusetts, but she basically died of pneumonia, is what they put down." She died on May 18, 1949, twelve hours after falling into the hot water.

Judith Ann Kenney 1950 - 1967 (?)

Judy Kenney (1952)
- Kenney Family Collection

Cog kid / Cabin Counter worker – Judy was born in 1950, and spent her early summers with her parents in their Cog cabin. "My best memory when I lived up there," says Judy, "was playing in the woods behind our house when I was a little girl. I played right in those woods, every day. I loved it." Mom Rita began working for the railway in 1952, cleaning the tourist cabins and taking care of Judy while Cliff worked as an engineer. Rita cooked, cleaned and made clothes for her youngster. Her daughter remembers, "She was a damn good mother, when she wasn't drinking." Cog kid Judy would ride the trains. "I couldn't take up a paying passenger's seat, but I'd sit on the platform and dangle my feet over Jacob's ladder, scare the shit out of the tourists." Cliff ran trains until arthritis hobbled him in 1956. Judy says he spent nearly a year in the VA Hospital in White River Junction, Vermont. "Mom and I drove there every Sunday. I was not allowed to go into the hospital, so I had to stay by the flag pole all the time. I'd take my toys with me and I'd play there while she went and visited with dad for a couple of hours." Cliff couldn't walk when he came home from White River. Physical therapists would come to the house and "got him on his feet. He went from crutches to walking (hunched over) because his knees were bent," says daughter Judy in 2018. "He shared the arthritis with me."

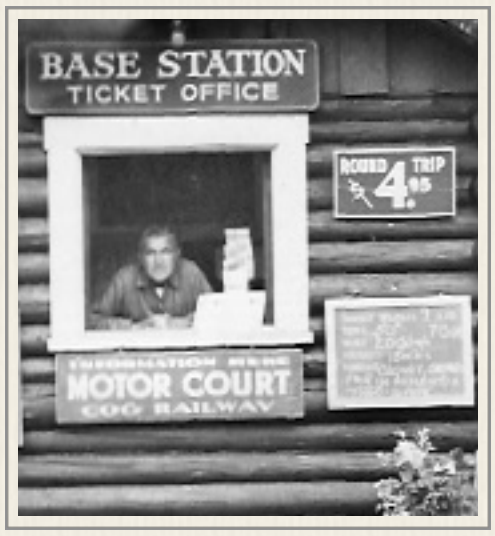
Rita & Judy celebrate Cliff's birthday (1953)
- Kenney Family Collection

Once he was mobile, Cliff went back to work at the Cog in the ticket office. *(Financial records indicate Cliff got paid $45 a week as ticket agent in 1960, '61, & '62. The rate was $75 a week in 1964, then $35 a week in 1969.)* Rita worked the cabins. *(Financial records show Rita received $160 a month in 1960, '61 & 1962)* The family commuted from their home in Twin Mountain stopping to pick up the daily papers for some Coggers. "We stopped and would buy all the newspapers for everybody at the store so they could have the newspapers." They bought papers for Mike Haney, a school teacher and four others. 'I'll never forget the time that

Ken

Rita Kenney & Carl Nevers (1962)
- Ellen Teague Collection

Marilyn Monroe died *(August 5, 1962)*. It was all over that paper. That's all you could see was her picture." The previous fall, Judy had started working at the Cog on the skeleton crew. "From the time I was eleven, after Labor Day, they would let me help out behind the counter," says Judy. "I will always remember Pete telling all of us, 'No fraternizing with the help!!' Grace used to let me help her when she was doing desserts sometimes." It turned into a fairly steady gig. "The Teague's brought up half of Pennsylvania with them when they come up (in the summer.) They brought all the college kids to work… then come Labor Day they're back (at school), and that left a skeleton crew for everything. But I loved it because I got to work. I didn't get paid. Well I did, but it was at the end of the year. The last thing they did before they closed for the winter was give Judy a little brown envelope with $10 in it." Judy continued to fill in where she was needed over the next six years. "There ain't much I didn't do. I didn't drive the train, but I sold tickets. Dad let me do that. I did mom's job (in the cabins), a short order cook for Pete for a while, even worked in the dining room, worked the counter. I didn't work in the gift shop. I liked it. I loved it up there."



Many times, Judy would ride the trains to kill time after helping get the cabins ready for rental. "I don't know how many times I get done the cabins (and go ask), 'Can I go ride the train?' 'Yeah. Be careful.' Because Dad worked late every other night. He had to work… the last train – 'Sunset Special, you're down about twenty after nine.' He'd be out of there by 9:30 – usually." When Cliff had the early shift at the Ticket Office, he'd ride up with track foreman Larry Gooden, who also lived in Twin Mountain. "Larry picked him up every other day when he went in early, when he went in late, we all come up - mum and him - me and Jack."

The family commute to the Cog abruptly ended on July 30, 1963, when Rita committed suicide. "I was 13," says Judy. "I finished out her year with the cabins, and that's when (cabin manager) Cass White made me promise I would never become an alcoholic. And I said, 'You never got to worry about that.' I missed a couple of summers after my mother died." She returned as full-fledged counter girl. Joe McQuaid recalls a conversation with Cliff at the Ticket Office. A pretty waitress was walking through the parking lot towards Marshfield. Cliff asked the teen-aged McQuaid, "Bet you'd like to (make love) to her, wouldn't you? Huh? Huh?" An embarrassed McQuaid demurred. Cliff persisted. "Wouldn't ya? Wouldn't ya? Huh? Huh? Huh?" McQuaid finally admitted that he would indeed like to (make love) to the young woman. "Well don't!" said Cliff. "That's my daughter!" McQuaid heeded the warning. *- See Vol. 1 Ch. 9 Sec. 3*

John "Jackie" Kenney
- Kenney Family Collection

John C. "Jackie" Kenney 1966 & 1991

Judy's brother, Jackie Kenney was seven years old when his mother died. He kept coming to the Cog with his dad and sister until Cliff figured he was old enough to stay home on his own. At the Cog, Jackie became a constant companion of Charlie Teague around the Base Station. He would go fishing in the Ammonoosuc behind the ticket office. His early life, and death is outlined in *Vol. 1 Ch. 9 Sec. 1*. Jack worked on the state road crew in his hometown, and was on the Twin Mountain Fire Department before his father, Cliff died in early 1982. "Clifford E. Kenney, 61, of Parker Road, died Tuesday, Jan 12, at Littleton Hospital after a long illness. Born in North Woodstock, Mr. Kenney had been a resident here for the past 35 years. He had been employed with the Mt. Washington Cog Railroad for 32 years, retiring in 1978. Members of the family include a son, John C. Kenney of Twin Mountain; a daughter, Mrs. Judy Allin of Lancaster; five sisters, Mrs. Dorothy Pickle of Concord, Mrs. Inez Landry of Leganon, Mrs. Harriet Reidy of California, Mrs. Barbara Wiggett of New Jersey, and Mrs. Jacqueline Curtis of Colebrook; three grandchildren, and several nieces and nephews. Burial will be in St. Margaret's Cemetery, Twin Mountain, in the spring."

Jack returned to work at the Cog for one season as an adult in 1991. While Judy inherited Cliff's arthritis, brother Jack apparently took after his mom. Judy says John had Rita's "desire to drink," but was a hard worker. After Cliff died Jack went south to Lincoln, New Hampshire, working in maintenance at places and then a factory there. Each of Cliff and Rita's kids got busy with their own lives. "We kind of lost track with each other," says Judy. "But I knew where he was. He knew where I was." Up to a point. A back injury forced Jack to have surgery in 2009. It did not fix the problem. He couldn't go back to work. "He lost his job," says Judy. "He lost everything." But he didn't tell his older sister. For a while Jack stayed with friends in Lincoln, then he headed north to Lancaster where ended up in a homeless shelter. Judy, who lived in Lancaster, didn't know he was in town. "He was too proud," says Judy. "If I'd have known, he wouldn't have been at the homeless shelter." Judy didn't learn her brother was in Lancaster until the closing hour of December 31, 2013 when police officers knocked on her door to tell her Jack was dead. "He was staying with a guy for like six weeks, and then he met this girl that lived in the apartment (building). I don't think she was wrapped too tight, but that's beside the point. (Jack) moved in with her. I think it was just a place to live myself. She

was 'madly in love with him,' but after (Jack) died she was with somebody else within the month." Despite her failing eyesight, Judy and her husband, professional trucker Dennis Hammond monitored the trial, appeal and continuing legal maneuvers of Steven Dupont – sentenced to three-and-a-half years in jail for punching John Clifford Kenney in the face on New Year's Eve in 2013 causing the fall and the head injury that killed him.

Cliff Kenney's Cog tie clip
- Kenney Family Collection

Judy Kenney Hammond has two boys and a girl. The oldest is 49-year old Clifford L. "Jamie" Whiting Jr, who works for the town of St Johnsbury, Vermont on the road crew. Amy Whiting Landry, 48, owns a consignment shop in Lancaster, New Hampshire - *New To You*. The youngest at 44 is John C Allin 2nd, who works for the Hunger Mountain Coop in Montpelier, Vermont and also buys for Amazon. Judy sent happy 100th birthday wishes to her father on Facebook on September 22, 2020. It prompted Cogger Gordon Champion to comment: "Happy Birthday Cliff!! I learned a long time ago that the Cog Railway was more than coal and cog gears. It was the unique assemblage of personalities that made it so memorable. Cliff, you made it the best memories. Miss you" *- See Vol. 1 Ch. 9 Sec. 1*

Vincent J. Kenney 1954
Summit House

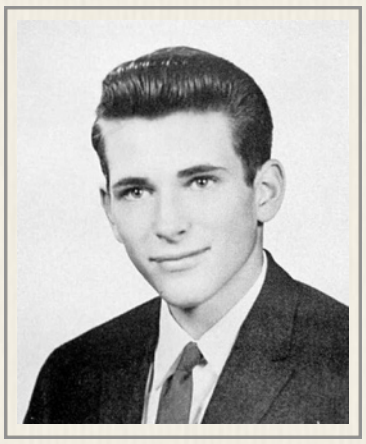
W. E. "Will" Kenniston 1894 - 1897

Conductor - "Conductor W. Kenniston received a severe cut in one of his feet, yesterday *(8/2)*, while descending the Mount Washington railway on a slideboard. He, however, expects to be around again in a few days." *(1895)* Conductor W. E. Keniston (of Woodsville) will run on the Mt. Washington branch this summer, and will move his family there this week." *(1919) Warren News* editor C. E. Caswell profiles W. E. Keniston (sp) and a spur line trip that saw the engineer fall from the train. "Forty-one years ago this coming July there went to work for the old B., C. & M., a lad from the little hamlet of Northfield, who for more than forty years has stayed on the job through thick and thin and made good. That lad was the well-known passenger conductor W. E. Keniston. Today Will Keniston is in charge of passenger trains on the P. V. branch, Plymouth to North Woodstock. In his young days Keniston learned to telegraph and had a key and sounder on the road with him in his buggy and in case of accidents or emergency could "tap" the telegraph wire and communicate with headquarters. He used to run gravel trains, would have a telegraph instrument at the gravel pit which was usually remote from any railroad station, and receive his own train orders and send his own message, thus saving the road good money. Probably there is not or never has been another passenger conductor on the road with a better moral character than Will Keniston. Soon after he was advanced to the passenger service (from freight) he was in charge of trains between Fabyans and the Base of Mt. Washington, and coming out from the Base one day he performed a little act which meant much to the public and road in particular, but considered it "all in the day's work." The newspaper said of it: "Wesley Irwin met with a painful accident, Monday, by falling from his engine while it was in rapid motion coming down from the base of Mt. Washington. It was not a heavy train, but all the cars were not provided with brakes, and they got to going a little above the regulation speed. Irwin thought his tender brakes might be slipping, and stepped into the gangway to look. He had on a new pair of shoes, and when he stepped on the end of the head block his feet slipped, and he shot from the engine.

"When (Irwin) recovered his senses, his train was out of sight and hearing, and he could remember nothing after striking his back on the end of the head block. After three trials he managed to get upon his feet, and walked along the track soon seeing the train backing up to him. He was cut and bruised all over his face seeming to have suffered most, though on Tuesday he was lame he could not be moved in bed without excruciating pain. On Wednesday he was reported as more comfortable, though still suffering a good deal. His fireman did not see him fall and when he missed his engineer he was so alarmed and faint that he could not care for the engine. As the speed increased Conductor W. E. Keniston crawled over the tender and finally brought the train to a stop near the end of the branch where the grade is less. This branch of the railroad is through a very rocky country, and Irwin is to be congratulated on his narrow escape from more serious if not fatal injuries."

- Among the Clouds - Jul 21, 1894 & Aug 3, 1897 / White Mtn Republic-Journal - Fri, Jun 28, 1895 / Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919)

Allen Stratton Kent 1961 - 1962

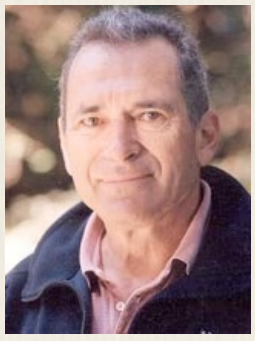


Allen Kent (1961)
- Stephens High School

Brother of Fred, Allen Stratton Kent was one of three grandsons of F. Allen Burt (of the *Among the Clouds* Burts) to work at the Cog Railway. He worked in the Marshfield gift shop in 1961 and earned $150 a month. He was paid $150 plus $60 a month by the railway in 1962 working as a brakeman. Allen was born in October 23, 1942 to Mr. and Mrs. Hudson Earle Kent of Rumford, Maine. He graduated from Stephens High School *(right)* in 1961 where he was on the Youth-Citizens Council as a junior. Kent was college bound to become an electrical engineer according to his senior yearbook entry. He had been president of the freshman class and part of the Footlight Club and glee club. He was on the ski team all four years. Allen Kent's quote was "The noblest prospect which a man ever sees is the high road that leads him to success." He met his future wife at the Cog. Catherine Williams Holt was working in Marshfield in 1962. She was the daughter of Mr. and Mrs. H. Gilbert Holt. They got married on June 26, 1965 in the St. Asaph Episcopal Church in Bala-Cynwid,

Ken

Pennsylvania with a reception following the 4:30pm wedding at the St. Davids Golf Club in nearby Wayne. Coggers Jane Teague and John Klopp were there as a bridesmaid and usher. Brother Frederick Howe Kent was best man. The *Philadelphia Inquirer* society page said Cathy "wore an Empire gown of ivory peau de soie" and "carried a cascade of stephanotis and orchids." Military records indicate Allen joined the Navy in February 1966 and was listed as an ensign in May of 1966. At the start of June 1969, Kent became a Lieutenant. He was still listed as a Lieutenant on a Reserve Officers list in October 1977. Records in Contra Costa County, California say Allen and Catherine Kent were divorced on July 19, 1983. Records indicate that four days later Allen S. Kent came back to Maine to marry Jennifer M. Jeffrey in Maine. They made their home in California where he co-founded a health care company. "Industry veteran Allen Kent brings 25 years of technology management experience in the allied health services and the computer/Internet industries to the SurgiScheduler team. Allen co-founded the business in 1998 and has been a driving force in maintaining SurgiScheduler's relationships with leading customers. Prior to SurgiScheduler, Allen founded HealthStar, a mobile surgical device company. He participated in over 2000 surgical cases with surgeons in general surgery, urology, ENT, orthopedics and interventional radiology which experience has informed the design of SurgiScheduler products. In earlier careers he flew carrier jets for the US Navy and worked for a Wall Street bank. A native of New England he resides in Walnut Creek, CA and has four grown children."



Allen Kent (2018)
- HealthStar Laser Serivces

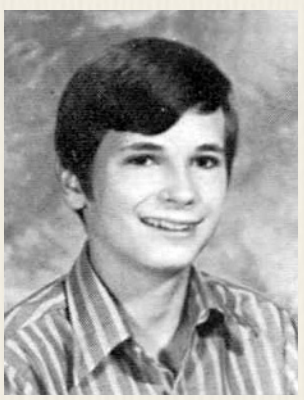
- Marshfield Corp / Railway / Bencosky-Desjardins files / Philadelphia Inquirer - Sat, Jun 12, 1965 & Sun, Jun 27, 1965 pg. 72 / Ancestry.com / http://www.surgischeduler.com/about_us/allen.html

Frederick Howe Kent 1962 - 1966

Fireman - Joseph McQuaid says Fred helped Joe learn to fire - 1966 Tom Norcott photo on 2014 reunion movie shows him firing the No. 1. Worked first summer in Marshfield washing dishes before moving to the trains in 1964 as brakeman where he earned $1.00 an hour. Fred became a veterinarian in Rumford, Maine.

- Marshfield Corp / Bencosky-Desjardins files / See Vol. 1 Ch. 9 Sec. 5

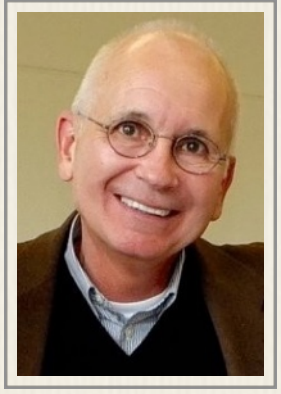
Allen Kent (smoking pipe) in Cog parking lot with (L-R) his mother, and brothers Rob Kent & Rich Kent (1961)
- Kent Family Collection



Rich Kent (1971)
- Rumford High School

Richard Kent 1972 - 1973

Brother of Fred & Allen and older brother of Robert who would work for Pete & Grace at the snack bar. Another grandson of F. Allen Burt - Mary Anne Barnes says: "He was there with his brother and they lived on the first floor in the boarding house." Financial records indicate earned $1.70 an hour working in the Marshfield gift shop. A TKE from Southern Maine University, Gorham ME. Richard Kent is now a professor of literacy in the School of Learning and Teaching at the University of Maine College of Education and Human Development. He is also director emeritus of the Maine Writing Project, a site of the National Writing Project. Throughout his 43-year career, Kent has focused on student-staffed writing centers (grades 6-12), athletes' writing, and literacy portfolios in the high school English classroom. He is the author of 16 books, including "Writing on the Bus: Using Athletic Team Notebooks and Journals to Advance Learning and Performance in Sports," "Teaching the Neglected 'R': Rethinking Writing Instruction in Secondary Schools" (with Thomas Newkirk), "Room 109: The Promise of a Portfolio Classroom," and "A Guide to Creating Student-Staffed Writing Centers, Grades 6-12," the Book of the Year in 2006 for the International Writing Centers Association, an assembly of the National Council of Teachers of English. In January 2018, Kent helped launch the Secondary School Writing Centers Association and serves on the founding advisory board. He has served as a leading force in the high school writing center field, creating and managing three resource websites, including Centers. Kent has studied athletes' writing and its affect on training and performance. As the leader in the field, he has collaborated with the National Writing Project and co-authored athletic team notebooks and journals with Olympic gold medalists, US Olympic and National Team coaches, NCAA coaches, and academics. He works with athletic teams, coaches, athletes, schools, and colleges; he created and manages the resource website, WritingAthletes. A former high school English teacher, athletic coach, and writing center director, Rich served as Maine's 1993 Teacher of the Year and in 1994 received the National Educator Award. He's been a high school administrator, the founding executive director of the Rumford Learning Center, and a teacher-educator in inner city Los Angeles. Along with his education books, he's the author of two young adult novels and a chapbook of poetry. Education: B.S., 1976, University of Southern Maine; M.A. Studies, University of Maine; M.A. Studies, Middlebury College; Ph.D. in Education, Curriculum & Instruction (writing), 2002, Claremont Graduate University



Rich Kent (2018)
- LinkedIn

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com

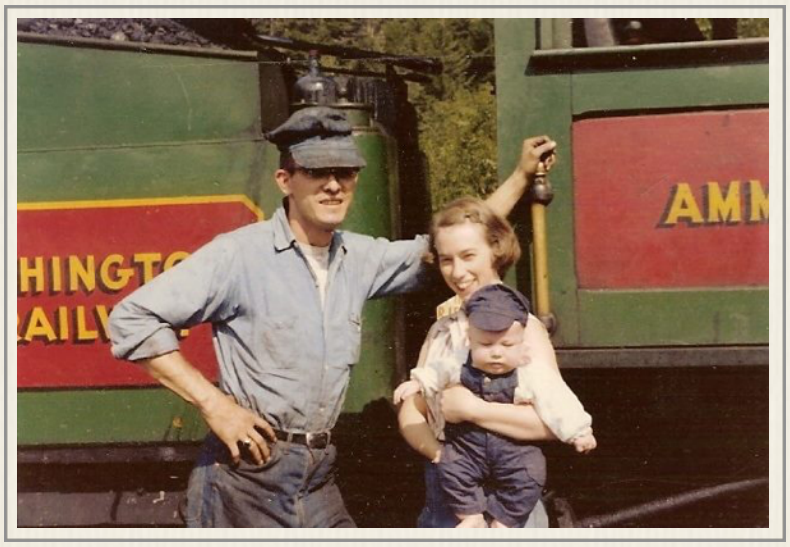
Rob Kent (1971)
- Rumford High School

Rob Kent 1972

16-year old Rob Kent of Rumford, Maine was brother of Allen, Fred & Rich Kent. He worked in the snack bar & restaurant for one summer.

Jeffrey "Jeff" Kent 1966 - 1973

Son of Bob & Shirley *(right)* - policing crew - Later kitchen - "I inherited Charlie (Teague)'s little Sling Shot enterprise - Sold them in the Gift Shop for several years until I was old enough to wash dishes for Pete & Grace," says Jeff. 15-year old Jeffrey D. Kent is officially listed as Marshfield's pastry cook in 1973 earning $185 a month the last summer his folks would work at the Cog Railway. Jeff took his taste of the culinary arts at the feet of Peter Rusinski and began to build a career as a chef in his own right as bio posted for the 2014 Lake Champlain Ditch Pickle Fly Fishing classic - "Jeffery Kent, a Vermont native and family member, has graciously donated his own gourmet recipe for summer with his very own Cock Rub Seasoning that will be going into the *(tournament's)* Captain bags this year! Jeffrey Kent's first culinary experience came at the age of 13, working in the kitchen on the Cog Railway in New Hampshire where his father was a steam locomotive engineer. By age 15, he was working as a pastry chef and full time cook and was introduced to classic French cuisine at 17. Four years later, he moved to New York City to open Water's Edge Restaurant with Brendan Walsh and continued opening numerous restaurants over the next 12 years, including Arizona 206, earning three stars from the *New York Times* and national recognition for its southwestern cuisine. Kent and Walsh started their own fish business, connecting a large network of suppliers directly with producers, long before the term "farm to table" became commonplace. Kent has also consulted for restaurants, including Doral Resort & Spa in Colorado, Mickey Mantle's in New York City and Double Tree Hotel in Santa Rosa, Calif. In 1998, he opened Bistro 26 in the Hamptons, earning two stars from the *New York Times* before taking on his lifetime passion of yachting around the world, experiencing international countries, cultures and cuisines. 2014 was also the year, Jeff helped "re-invent the steakhouse experience" in Dallas, Texas. "Knife is the highly anticipated concept from regionally and nationally acclaimed, James Beard-nominated and Bravo's "Top Chef" contestant Chef John Tesar. Offering high-quality, exceptional meats from Texan ranchers and farmers, Knife features dry-aged classic and prime cuts as well as specialty cuts such as chuck flap, outside skirt, culotte, beef cheeks, oxtail and Akuaushi beef. Knife's extensive charcuterie program and raw bar selections as well as house made pasta, vegetarian and seafood dishes, takes it beyond the steakhouse. Chef de Cuisine Jeffrey Kent, a visionary in the culinary industry who has worked with Tesar on-and-off throughout the past 20 years, drives the kitchen.



Bob, Shirley and Jeff Kent with the Deuce
- Kent Family Collection

Bob & Jeff Kent
- Kent Family Collection

- Bencosky-Desjardins file / Ancestry.com / Newspapers.com / / CultureMap Dallas - Apr 2, 2014 / See Vol. 1 Ch. 9 Sec. 1 & Vol. 1 Ch. 10 http://www.fishthepickle.com/2014/06/summer-flyfishing-and-cock-rubbed-bbq.html

Chef Kent conducting research (2019)
- Kent Family Collection

Robert "Bob" Kent 1956 -1973

Lyndon Teachers College graduate 1957 - fired one year for Jitney on the No. 6 / then became engineer / later operations manager. On Tuesday, June 11, 2019 Claire Dwyer forwarded the following email from Shirley Kent to the Cog family: "Bob Kent passed away this morning at 5:00. The three girls and I spent the night in his room at Respite House. We thought the timing was appropriate. He would leave the house in the morning at 5:00 at the mountain and walk up to Marshfield for breakfast with the men. Bob's heart could not pump any longer. It is possible that Karyl and I may get to the reunion event to represent Bob and the family... We will have a remembrance gathering later on in the summer or fall when he and our grand-daughter Lydia will be home." Former student & Cogger Dave Moody then let the Facebook Cog family know: "I just learned that Bob Kent passed away this AM. He was an engineer and the train master at the Cog for probably a few decades. He was also my Science teacher in 8th grade, you'll never meet a finer engineer or teacher. RIP Bob" There were comments: *Art Poltrack:* "A Cog Legend. RIP." *Alan Warner:* "Bob was the best boss a bunch of college kids could hope for. He'll be missed." *Anne Koop:* "A very

Engineer Kent at the Controls
- Kent Family Collection

special man and a Cog legend to me as well. So many memories of Bob growing up at the Cog. May the Lord continue to watch over his family at this time of loss." *David Huber:* "Bob Kent was a great inspiration to a lot of college kids in his days. "Cleanliness is next to Godliness!" His cab was always clean and if he caught his fireman scraping coal off apron and into the woods, there was gonna be hell to pay for it. I always hoped it would be Cliff Kinney or Bob Kent to answer the track phone if I was calling in a breakdown" *Richard Crandall:* "I was a brakeman for Bob the last year that he ran the Deuce. He had a dry, wry wit that I can never forget." *Roger Clemons:* "A wonderful man who kept us in line, truly a loss. To Shirley, may your loss be tempered with the fact that many young kids learned a lot from him, not only on the Cog. R.I.P." *Steven Comeau:* "I never met the gentleman but I know he was associated with the legend of the MW#2. RIP" *Paul Forbes:* "Sorry to hear that, Dave. I didn't know him, but you speak highly of him so he must have been a great guy." *Charley Kenison:* "RIP Bob. Sometimes a Brother sometimes a Father. When the frost is on the pumpkin....." *Tom Fillion:* "Such a great guy. My favorite Bob Kent quote: you're either going up the mountain...or down the mountain." *David Brenner:* "Bob was a great influence on this skinny kid. Thanks to his daily crew assignments I have been know as Bunker Brenner for 50 years(!)"

- See Vol. 1 Ch. 9 Sec. 6 & Vol. 1 Ch. 16

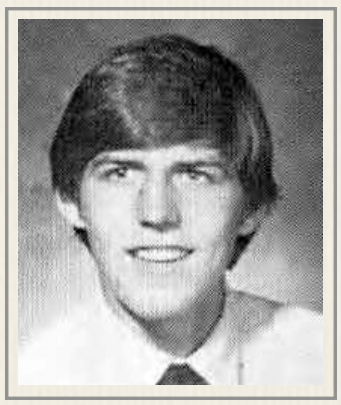
Shirley Jenks Kent (1956)
- Lyndon Teachers College

Shirley (Jenks) Kent 1957 - 1973

Shirley Elizabeth Jenks was born in Newport, Vermont on December 12, 1934, the daughter of greenhouse operator Harold Burton Jenks and his Quebec-born wife, Elsie (Brundace) Jenks. She went to Lyndon Teachers College and came to the Cog Railway as the new wife of fellow LTC student Bob Kent. Known as "Jenksie" in college, she drove a blue Chevrolet, was the 1955 Carnival Queen and had "acting ability" that demonstrated during four years of dramatics at the school. Jenks was on the soccer team all four years, played softball for two, and was part of Lyndon's volleyball and basket ball teams. She was a cheerleader for three years and captained the team in her junior year. Classmates elected her treasurer for two years. Financial records at the Cog indicate Shirley earned $1.30 an hour performing secretarial duties in 1960 and then converted to a $40.83 a week in 1961 while working through September 4. In 1962, she was paid an even $42 a week. She stopped typing and began selling souvenirs in the gift shop as her family grew. Shirley and Mrs. Jitney would swap working the position as their kids (Jeff, Kellie, Kristin & Karyl) got older. Kent was in the gift shop during the Cog Centennial and earned $1.60 an hour. In 1970 she earned $1.70 before going to an $81.60 per week rate in 1971. Her last year at the Cog *(1973)* she was selling tickets and earning $1.80 an hour. The last Kent kid, Keith would be born in May 1974.

- Railway Corp / Marshfield Corp / Ancestry.com / See Vol. 1 Ch. 9 Sec. 3 & 6

James Hayden Kepner Jr. 1977 - 1979



Jame Hayden Kepner (1976)
- Memorial HS yearbook

Kepner came east from Houston, Texas as a 1976 graduate of Memorial High School graduate to attend Dartmouth College and spent three summers in New Hampshire working as a brakeman on the Cog Railway starting in 1977. The son of James Hayden and Janet Joy (Birkelbach) Kepner, Kepner Jr. was born on April 14, 1958. Known as "Magilla Gorilla," he worked at Mt. Washington for two weeks in September of 1978 and closed out his Cog career earning $3 an hour from June 20 to July 12th. The 31-year old Kepner married 28-year old Ratana Kitisook in Harris, Texas in August 1989 while pursuing his legal career. *(2019)* J. Hayden Kepner, Jr. is an accomplished lawyer, author, and educator active in the legal community . During the course of his 25-year career, Mr. Kepner has represented debtors, committees, lenders, major creditors, trustees, purchasers, individuals, and other parties in interest in complex financial restructurings and bankruptcy cases throughout the United States and in several foreign countries. His clients have ranged from giant multi-national corporations, to small, privately held companies, and entrepreneurs. He has represented clients in many of the largest bankruptcy cases in the country, including Enron, WorldCom, Pacific Gas & Electric, Kmart, and Bethlehem Steel, and his engagements have spanned a wide range of industries, including retail, construction, real estate, telecommunications, utilities, oil and gas, finance, restaurant chains, and manufacturing. In addition to bankruptcy matters, Mr. Kepner also represents clients in connection with out-of-court restructurings, workouts, and litigation. He has represented plaintiffs and defendants in a wide variety of matters, including commercial disputes, fraudulent transfers, preferences, alleged breaches of fiduciary duties, lender liability, and contract disputes. Mr. Kepner received his B.A. degree from Dartmouth College in 1980. He received a joint M.B.A./J.D. degree from the University of Houston in 1990, where he was a member of the Order of the Coif, and an editor of the University of Houston Law Review. Before joining Scroggins & Williamson, P.C. in 2008, he practiced Corporate bankruptcy law in the Houston office of Weil, Gotshal & Manges, LLP and was a partner with Arnall Golden Gregory LLP in Atlanta. Throughout his career, he has represented clients in federal, bankruptcy and state courts in more than 20 different states, including Georgia, Texas, New York and Delaware. Mr. Kepner taught International Financial Transactions as an adjunct professor of law at the University of Houston Law Center. He has spoken at and written articles for numerous continuing legal education programs around the country. He has appeared on CNN and radio, been published in the Atlanta Journal-Constitution and the Syracuse Journal of International Law and Commerce, and has been quoted by several legal and business publications. Mr. Kepner is licensed to practice law in

Jame Hayden Kepner (2019)
- Kepner Family Collection

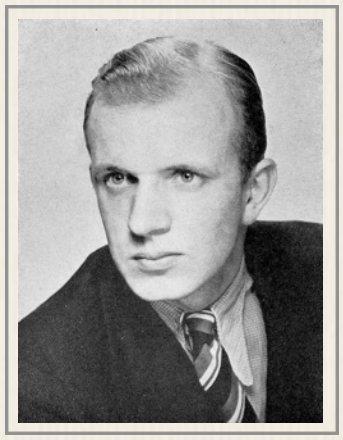
Georgia and Texas, is active in several professional organizations, and is one of only six lawyers in the state of Georgia who are Board Certified in Business Bankruptcy by the American Board of Certification.

- Railway Corp / Bencosky-Deskardins files / Ancestry.com

David O. Kerper 1971, 1975 & 1979

From Wyndmoor, Pennsylvania, 15-year old David Kerper worked on the track crew and the grounds crew at the Mt. Washington Cog Railway. He earned $1.60 an hour in 1971 while helping keep the rails and ties in good repair. He was labeled as a "new" employee in a state report in 1975, and earned $2.90 an hour in 1979 when he worked on the grounds crew from May 21st to June 13th. *- Railway Corp / Bencosky-Desjardins files / State Report - Jun 24, 1975*

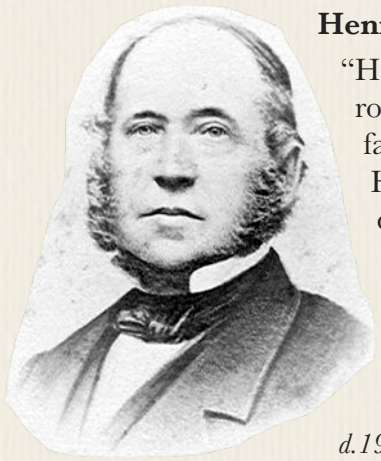
Hans T. "Jack" Kessler 1939-1941



Hans T. Kessler (1942)
- Hamilton College yearbook

22-year old German-born brakeman from Istanbul, Turkey who speaks Turkish, German, French and English and upon completion of his college degree at Hamilton College enlists in the U.S. Army and trains with the OSS. Jack Kessler's story is outlined in detail in *Vol. 4 Appendix* section called "Brakeman - Almost a Spy?" / Jack Kessler was born on August 15, 1918 in Jena in the Federal Republic of Germany, the son of Gerhard and Dorothea (Rauff) Kessler. By the time, he was attending Hamilton College the Nazi Regime had annulled Jack's German nationality because he was a Jew. The paperwork listed Leipzig as his last residence in Germany. "A man of culture rare," wrote the editor of his college yearbook, "Jack has spent most of his spare time since rush week freshman year reading Greek, Latin, German, French, and Anglo-Saxon. Took a crack at football, soccer and fencing but gave them up for the good of the team." Kessler was on Dean's List his last two years and on the ski team as freshman, sophomore and junior. A member of the Lambda Chi Alpha fraternity he lived in the house at the bottom of College Hill. He won several prizes for his linguistic abilities. "First man in the class to get his diploma," noted the 1942 yearbook editors as Jack decided to enlist at the start of the spring semester of his senior year. Jack was not yet a citizen nor married and living in Oneida, New York when he went to Fort Niagara Yorktown on February 6, 1942 to enlist in the Army. He weighed 163 pounds and stood 6-feet 1-inches tall. The records noted he had four years of college and was working as an actor. He went to Camp Croft, South Carolina for basic training and attended graduation ceremonies at Hamilton while on furlough. In 1943, Private Kessler was stationed at Camp Ritchie, Maryland and earned a promotion in 1945 at Fort Benning, Georgia before going overseas with the parachute infantry. At age 28, Kessler was living in Cairo, Egypt working for the Socony-Vacuum Oil Co. and married 24-year old Geraldine Paine Conant of New York City who was also living in Cairo at the time. They were married in St. John the Baptist Church in Maadi, Egypt on November 13, 1946. The couple divorced sometime during the next eight years as Geraldine remarried in December 1958 to Richard Wurts. Socony-Vacuum assigned Jack to a post in Haifa, Israel in 1950 before going to Turkey in 1953. The petroleum executive was working in Dakar, West Africa in 1954 when he married a second time. 31-year old Jane H. Sargent had been born in Evanston and grew up in New Trier, Winnetka and Chicago, Illinois. The couple had a child in 1956. In 1963, Kessler was the co-author of a report published by the Northern Petroleum Council in Washington, D.C. Jack Kessler died July 12, 1997 in Monterey, Massachusetts at the age 78.

- Portsmouth Herald, Sat, July 20, 1940 pg. 6 / Ancestry.com / See Vol. 3 Aggregated Timeline & Vol. 4 Appendix



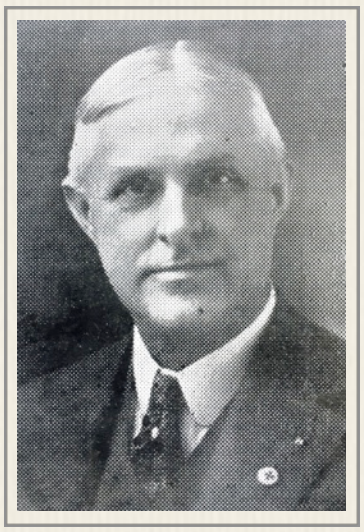
Henry Keyes 1870

"Hon. Henry Keyes *(left)*, of Newbury, has been elected a Director in the Mount Washington (N.H.) railroad." / *Ancestry.com's* summary: "Henry Keyes was born on January 3, 1810, in Newbury, Vermont, his father, Thomas *(b.1774 d.1850)*, was 35 and his mother, Margaretta McArthur *(b.1786 d.1853)*, was 23. Henry had two sisters: Sally *(b.1812 d.1812)* & Harriet N. *(b.1817 d.1832)*. Henry reportedly had two daughters from one relationship. He then married 18-year old Sarah A. Parsons Pierce *(b.1820 d.1853)* on May 2, 1838, in Stanstead, Quebec, Canada. Sarah would die in 1853. Henry then married another woman *(Sarah's sister?)* from Stanstead, 23-year old Emma Frances Pierce *(b.1833 d.1916)* and they had five children together including Isabella Frances *(b.1859 d.1920)* & future prominent New Hampshire politician Henry Wilder *(b.1863 d.1938)*. Henry Keyes died on September 24, 1870, in his hometown at the age of 60. He was buried in the Oxbow Cemetery in Newbury, Vermont. *(1932)* "Newbury notes: It is doubtful if six men can be found in Newbury who remember meeting Henry Keyes, the father of New Hampshire's Senator, Henry Wilder Keyes, a former Governor of the Granite State. M. E. Henessy's article which recently appeared in the *Boston Globe* regarding New Hampshire's Senator (the son), and a massive piece of furniture in the home of the writer are responsible for this reminiscent. Henry Keyes was born in Vershire, January 4, 1810, and came to Newbury when 15 years of age, and later formed a partnership with his brother, Freeman and a mercantile establishment came into being known as the F. and H. Keyes Store. This store was not big enough to hold the restless spirit of Henry Keyes. Keyes was destined to be a builder of railroads. He soon saw the necessity of a railroad, and through his influence the Connecticut and Passumpsic Rivers railroad was pushed through. He was one of the original

Henry Keyes
- Mike Ellis / Find-a-Grave.com

proprietors, and one of the first directors. In 1854 he succeeded Governor Erastus Fairbanks as president of the road. He was also one of the proprietors and a director in the Mount Washington railroad. As a businessman he had few equals. He could attend to the wants of a child or the demands of a railroad with like facility. His honesty and integrity were never question. He never forgot a promise even to a child. The writer well remembers Henry Keyes, as when a boy of 12 years he rushed into "Keyes Store" for a stick of candy. The boy was in a great hurry as he was going fishing and had an engagement with a sucker down in the river. None seemed to notice that the lad was in a hurry, but Henry Keyes did, and slipping back of the counter produced the stick of candy which was exchanged for the cent. As the lad was leaving the store, Mr. Keyes calling him by name and told him to remember that when the candy was all gone, and that he had nothing to show for his money, that Henry Keyes had his cent. Now after a lapse of more than 60 years the writer has come to the conclusion that one of the causes of this "Depression" is that the American people have been spending too much money and have nothing to show for it. Henry Keyes died September 24, 1870. He was only given a few years of life, but in this brief span of 60 years he accomplished more than most men could accomplish if they lived to be as old a Methuselah."

- Littleton Courier - Thu, Jan 14, 1932 / Ancestry.com / Find-a-Grave.com



Frank N. Keyser (1919) - Caswell

Frank N. Keyser 1899 & 1909 - 1910

Railway employee one summer then Conductor in 1909-1910 - "The Bethlehem train this summer *(1902)* is in charge of Conductor Kezar [sp] of Woodsville, who ran one summer on the Mount Washington railway a few years ago, and is pleasantly remembered by old Summit friends. Mr. Kezar has just recovered from a broken leg, the result of an accident on a log train near the Base Station in the spring *(of 1902)*." "Mr. F. N. Keyser, a conductor on the Boston & Maine and formerly on the Mount Washington railway, visited the Summit last night *(8/18/1903)*. He was a guest of Conductor Browley." Frank had two brothers, Winfield and Harry, and all three worked for the B&M. In fact in 1934, the Keyser boys had their own train according to the *B&M Employees* magazine: "The Keyser brothers of the New Hampshire Division - are believed to hold a record unique throughout the country, in that they are said to operate the only "family" train in existence. On several occasions recently, through the regular manipulations of "run" assignments the three brothers have constituted the entire crew of Train No. 20, as conductor, baggage master and flagman. This record, according to some veteran railroad men, is not equalled anywhere else by a train being operated by members of the same family. Frank entered service February 27, 1888, as trainman; was promoted to conductor in 1898, in which capacity he still serves. He has served as Representative from Haverhill, N.H., in the past session of the legislature and is a former state senator. Both the other brothers are also conductors, but owing to curtailments of passenger service have been serving in capacities of baggage master and trainman at various times. Frank, the senior in service, doesn't know what morning when he reports to take charge of his train that he will find it is again the "Keyser Special" as it has been humorously termed. A New Hampshire newspaper, commented on the unique record of the three men, stated recently: "Among the railroad boys, this train is known as the 'Keyser Special.' They cooperate among themselves and with the public, and are a real credit, indeed, to the Boston and Maine Railroad."

Frank N. Keyser (1934)

- Among the Clouds - Jul 19, 1902; Aug 19, 1903 & Sep 13, 1910 / B&M Employees magazine - Jan 1934 pg. 13 / White Mountain Republic-Journal - Thu, May 13, 1902 / Littleton Courier - Nov 10, 1910

Edward Kibbie 1961

18-year old Edward Kibbie gave his hometown as Lebanon, New Hampshire when he worked on the counter at the Summit House in 1961. A 1960 graduate of Lebanon High School, Kibbie had just completed the first year of a two-year accounting program at the Pierce College of Business Administration in Concord. Kibbie earned $120 plus $20 a month and worked until September 4th at the Summit House that year. Ed Kibbie appears on the payroll summary for July 1961 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $102.54. Kibbie's salary was booked in the Summit House "restaurant" column. / Edward Charles Kibbie was born on July 27, 1942 in Hanover, New Hampshire to Clifford Robert Kibbie *(b.1911 d.1978)* and Eleanor Eliza Townsend *(b.1920 d.2012)*. Edward was one of five children: David Lee *(b.1947 d.1956)*, Robert Adam *(b.1938 d.2021)*, Katherine & Deborah. Kibbie grew up in Lebanon. He was part of the 10th graduating class from Pierce College on June 10, 1962. *(1962)* "Edward C. Kibbie of Lebanon, paid a fine of $5 for a stop sign violation. He pleaded guilty" in Municipal Court in Concord on August 2. *(1965)* "Three persons were found guilty of yellow-line violations when they appeared Wednesday *(6/9)* in Enfield (NH) Municipal Court. Edward C. Kibbie, 21, Lebanon, was fined $10…" 25-year old accountant Edward Charles Kibbie returned from Louisville Kentucky to marry 22-year old secretary Donna Anne Dolezal of Lebanon, New Hampshire in a Roman Catholic ceremony on December 23, 1967 in their hometown. It was the first marriage for both. Ed Kibbie left Louisville, Kentucky to move to Richmond, Virginia in 1989 before heading south to Sarasota, Florida where he reportedly lives today.

- Summit House / Bencosky-Desjardins files / July 1961 Summit Payroll summary / Ancestry.com / Newspapers.com / West Lebanon (NH) Valley News – Sat, Sep 23, 1961 pg. 3; Thu, Jun 10, 1965 pg. 16; Tue, Nov 27, 2012 pg. 4; Wed, Jan 6, 2021 pg. A4; / Concord (NH) Monitor – Mon, Jun 11, 1962 pg. 3 & Thu, Aug 2, 1962 pg. 19

Hattie Kickham 1889

Member of Summit House Orchestra

- Among the Clouds - Aug 20, 1889

Rosina J. Kickham 1889 - 1892

Member of Summit House Orchestra. A music teacher, Rosina is listed as living with her father, sea captain Lawrence Kickham at 423 Dudley Street in Boston in 1889 and at 24 West Cottage Street (1893 & 1895). She was born about 1869 in Wales, England, and according to *Ancestry.com*, married a Prince Edward Islander by the name of William G. Burke the day after Christmas in 1897. The *Vancouver (BC) Province* notes in October 1900 that "Mrs. Rosina Kickham Burke is once again in (Vancouver) having returned from Boston after an absence of several months." In February 1901, "Madame Rosina Kickham-Burke will sing Abide With Me at the evening service at the Congregational church" in Vancouver. In early October, Kickham-Burke placed advertisements offering "Vocal culture and Pianaforte Instruction at her Studio: 314 Cambie St., opposite the Arcade." She was part of Mr. Allan D. Seymour's farewell concert on Monday December 16, 1901 in Vancouver's Theatre Royal. The newspaper noted: "Mrs. Rosina Kickham Burke, in Bemberg's Song of the Kiss, will be given ample opportunity to display her artistic vocal capabilities." Mr. Seymour was off to Boston to study singing. She continued to offer instruction and in mid-December 1904, Kickham Burke played a piano solo during the concert at the Opera House by the Vancouver Choral and Orchestral Society. Her last advertisement found in April 1906 said "Rosina Kickham Burke may be found at her studio, 510 Hastings street, daily excepting Wednesdays. Voice culture and pianoforte instruction. Telephone A1214."

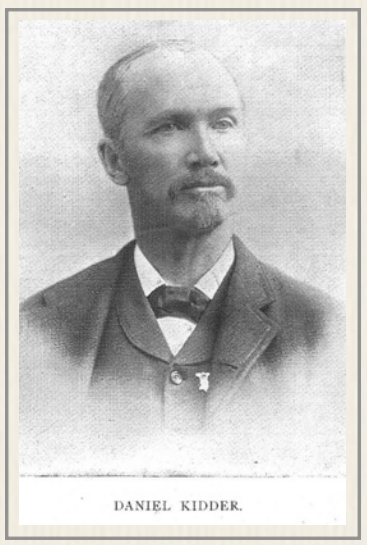
- Among the Clouds - Aug 20, 1889 & Jul 18, 1892 / Ancestry.com / Newspapers.com

Burnie G. Kidder 1933 & 1943

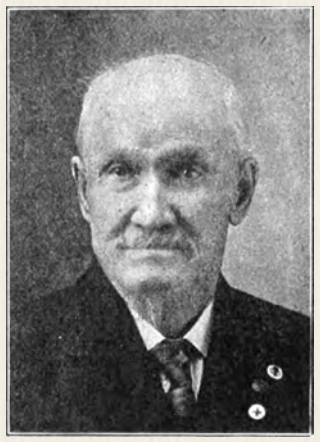
Railway employee - *(1933)* "Bernie Kidder goes to work on the Cog as his former railroad, the Peavine closes. Kidder's stay at the Cog is short as he was stricken with appendicitis a few weeks after starting his new job and went home to Rochester to recuperate." The Randolph Sanatorium reported in the June 1, 1933 *Bethel Courier* that Kidder's appendix had been removed on May 25th. *(1935)* Burnie Kidder attends George Stevens' wife's funeral with a misspelled man named "Tigue" representing the Cog. *(1943)* However, Kidder apparently returned to the Mountain as when he died he was working for the Cog - "Burnie George Kidder, 63, of Rochester, track inspector for the Mount Washington Cog railway, died last night *(11/8)* at his home, and the funeral will be held Wednesday at 2 o'clock in the Federated church with the Rev. Lorenzo T. Dawe officiating. He was born on August 15, 1880, the son of 43-year old (Henry) Clark *(b.1836 d.1916)* and 33-year old Ella Alzina (Latimer) Kidder *(b.1846 d.1918)* and lived in Rochester since he was eight years old. On October 24, 1905, The 25-year old blue-eyed, brown haired Burnie married 20-year old Julia Angie Parmenter *(b.1885 d.1951)* of Rochester who survives with a son, Edgar Clark Kidder *(b.1906 d.1963)*, of Rochester, and a brother, Martin L. Kidder *(b.1876 d.1949)* of California, besides four grand-children." The *Randolph (VT) Herald & News* reported the couple was wed at Julia's home: "The bride was becomingly attired in dove-colored num's veiling, and was attended by two little girls dressed in white and carrying flowers. After the ceremony and the usual exchange of greetings, light refreshments were served, and in the midst of a shower of rice and old shoes, the bridal pair started over the mountain to Randolph, where they took the train for Boston and vicinity, to spend their honeymoon with relatives of the groom. On their return, they will reside at the Kidder home in lower Rochester." In 1920, the *Bethel Courier* had the coverage: St. Patrick's day "was duly celebrated by the Country club at Mr. and Mrs. Burnie Kidder's, afternoon and evening. The afternoon program consisted of Irish songs, readings and wit and humor. At the close an excellent Irish lunch was served, which had been made very attractive with appropriate table decorations. The evening was given over to whist, as usual, seven tables participating in the game. An original poetical program was also enjoyed, some of the members having become quite adept in the art. Refreshments were served." 61-year old Burnie Kidder reported he was unemployed when he registered for the draft on April 27, 1942 just ahead of the 1942 season at the Cog Railway - the last before the railway shutdown for three summers. When Kidder's death came in the fall of 1943 due a cerebral hemorrhage he had found work at the local veneer mill on the glue roll.

- A Whistle Up the Valley: The Story of the Peavine, Vermont's White River Railroad by Wes Herwig with Miriam Herwig and Robert C. Jones / Ancestry.com / Newspapers.com / Rutland (VT) Daily Herald - Wed, Nov 10, 1943 pg. 7

Daniel Kidder 1867 - 1870


DANIEL KIDDER.

He was master mechanic and superintendent of Aiken's Knitted and Machine Shops from 1862 to 1870 and then became Mt. Washington Railway Master Mechanic in 1868 - *The Gazetteer of Grafton County, N.H., 1709-1886* says "the first *(Aiken)* locomotive for that road was built under his supervision and run by him the first two years." The members of the winter summit expedition *(1870-1871)* thank engineer Kidder "for remaining on the mountain longer than was necessary to accommodate us." During testimony in Concord in February 1891, Kidder said he helped build the road and ran it for the corporation the first year as master mechanic. The 1886 *Gazetteer* reports "he belonged to the firm of Aiken, Wilton & Kidder, manufacturers of surgical instruments, has had a shop at North Groton, and is now master mechanic of the Whitefield & Jefferson railroad, and of Brown's Lumber Company." Kidder represented Groton in the N.H. House of Representatives during the 1891-1892 session. His biographical sketch for that term said he was a "Democrat, Liberal, mechanical engineer, married; age, 52. Born in Lowell, June 15, 1838, and has lived in Manchester and Franklin. Served in company C, 1st N.H. Volunteers; seven years superintendent of Walter Aiken's machine shop at Franklin Falls; and the first master mechanic for the Mount Washington railway. At two different

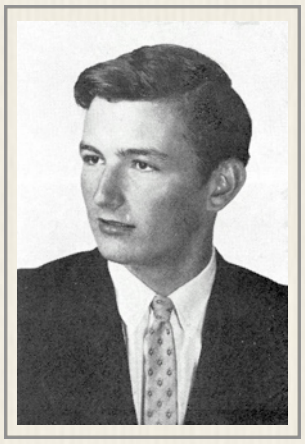


Daniel Kidder (1919)
- N.H. Notables

times he has been master mechanic for the Whitefield & Jefferson railroad; and twice master mechanic for Brown's Lumber Co., at Whitefield. Has served as selectman two years, and treasurer for the past eight. Always a Democrat." Daniel Kidder of Rumney, New Hampshire died at his home on September 9th, 1925 - aged 87.

- Mt. Washington in Winter 1871 / 1925 B&M Employees magazine / 1891-1892 Biographical Sketches of the Governor, Councillors and Members of the N.H. Senate / One Thousand N.H. Notables 1919

Steven G. Kilbride 1970 - 1971



Steven Kilbride (1969)
- Berlin HS yearbook

The 19-year old son of Dennis J. Kilbride came to Mt. Washington and worked on the track crew in 1971 earning $1.70 an hour. The next summer, Steven got ten cents more an hour being a brakeman. Kilbride's ambition was "undecided" when he graduated from Berlin High School in 1968. He'd been in the college prep track and heavily involved in performance as part of the Junior and Senior plays and member of the National Thespians club, and Speech & Drama night events. He was part of the National Junior Honor Society his freshman year and lifted weights as a sophomore. He was part of the Junior Council on Foreign Affairs as junior and senior. He and his wife, nurse Kim Marie were still reported as living in Berlin on Hillside Avenue from 1996 to 2002 after being in Manchester in 1995. *(2022)* "Steven G. Kilbride, 72, of Berlin, passed away on Friday November 18, 2022 at the St. Vincent de Paul Nursing and Rehab Center. He was born in Berlin on August 6, 1950 the son of the late Dennis J. and Annette H. (Laberge) Kilbride and graduated from Berlin High School with the Class of 1968 and received his AD in Human Services at NH College, now Southern NH University. Steve was an avid reader, Red Sox and Patriots fan, enjoyed golf and playing football and softball, hiking, watching movies and enjoying a good meal. His daughter was always his biggest priority. Family includes his wife Kim (Butterworth) Kilbride of Berlin, NH; his daughter Samantha Kilbride of Buford, GA; his brothers James Kilbride and wife Rachel of Vassalboro, ME and Michael Kilbride of Hooksett, NH; sisters Arlene Kilbride of Errol, NH and Cynthia Vaillancourt and husband Robert of Lowell, MA; several nieces, nephews, aunts, uncles and cousins. Funeral Services will be held on Saturday December 17, 2022 at 10AM at the Bryant & Fleury-Patry Funeral Home, 180 Hillside Ave., Berlin. Relatives and friends may call at the funeral home from 9-10AM, prior to the service. Interment will be in the New City Cemetery at a later date. Donations in his memory may be made to the St. Vincent de Paul Employee Fund, 29 Providence Ave., Berlin, NH, 03570. Online guestbook at www.bryantfuneralhome.net."

- Railway Corp / Bencosky-Dejardins files / Ancestry.com / Newspapers.com

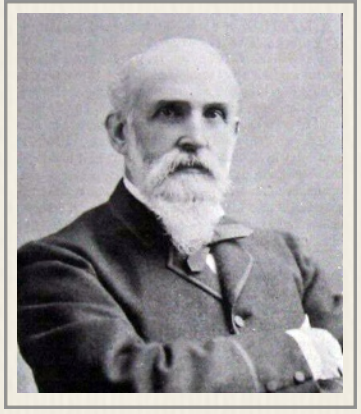
Susan Kilde 1985 ?

Ticket Office - Sue Kilde worked for the railway in the John Rolli era. Jitney Jr has found a 2014 obituary for a "Susan Ross Kilde Cannon" who was born in Littleton, N.H. and lived in Norwood, Massachusetts with a vacation home in Harpswell, Maine but needs additional details about the Cog ticket office worker in the early 1980s before declaring this Susan Kilde Cannon the Cogger on the Roster. *- Rolli email to Jitney Jr / Ancestry.com / Newspapers.com / Boston Globe - Wed, Nov 19, 2014 pg. B10*

Howard "Jack" Kilgore 1966

Summit Night Watchman - Howard Kilgore from Duluth, Georgia appears on the Summit payroll summary for July 1966 as earning $145 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $119.01. Kilgore's salary was booked in the Summit House "administration" column.

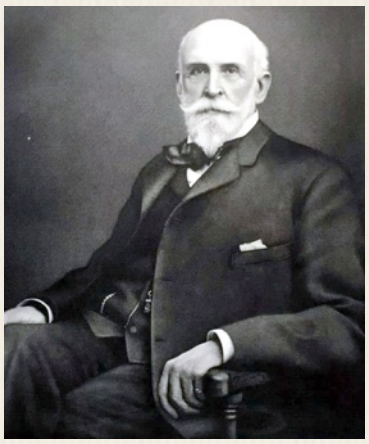
- See Vol. 1 Ch. 9 Sec. 2



Benjamin A. Kimball (~1900)
- pg. 380 eBay offering

Benjamin A. Kimball 1900 - 1919

Mount Washington Railway Manager *(1900-1911) / President (1912-1919)* - "Benjamin A. Kimball, railroad man, manufacturer, and banker, was born in Boscawen, August 22, 1833, and was graduated from the Chandler Scientific department of Dartmouth college in 1854, at once entering the employ of the Concord railroad as a draughtsman. After two years he became foreman, and at twenty-six was master mechanic of the road, resigning in 1865 to engage in business under the firm name of Ford & Kimball. In 1879, he returned to the railroad as a director, to succeed Governor Onslow Stearns, and has since been actively connected with the road's management, becoming, in 1889, a member of the executive committee of the Concord & Montreal railroad. During nearly all his residence in Concord, Mr. Kimball has been prominent in public affairs. For six years he served as a member of the water board, was for four years its president, and was chiefly instrumental in procuring the construction of the city's water-system. He was trustee of the old Concord Savings bank, and is president of the Mechanicks National bank. He is president of the Franklin & Tilton railroad, and a director in a number of similar corporations. In 1870 he was a member of the legislature, and declined a second term. From 1885 to 1887 he was a member of the governor's council, and for some years has been chairman of the board of visitors to the Chandler Scientific department of Dartmouth college. In all the affairs of the community he has had a prominent part, and his activity has always been for good. His rise in life has been due to his own prudence and foresight, and in his successes he has not lost sight of the sound principles which guided his struggles." *(1915)* "KIMBALL, Benjamin Ames, banker. railway official; b.

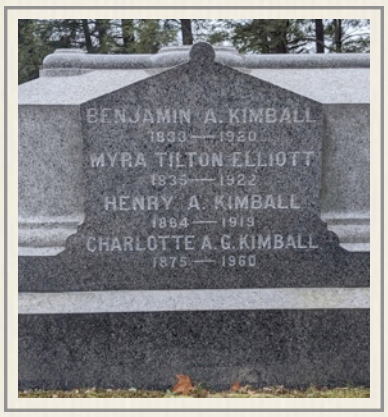


Boscawen, N.H., Aug. 22, 1833; s. Benjamin and Ruth (Ames) Kimball, and descendant of Richard Kimball, who arrived in Ipswich, Mass., Colony in the ship Elizabeth, 1634; prep. edin., Concord (N.H.) High School and Hildreth Prep. School, Derry, N.H.; B.S., M.A., summa cum laude, Dartmouth College, 1854: m. Canterbury, N.H., Jan. 9. 1861, Myra Tilton Elliott. In employ Concord R. R., as draftsman and supt. locomotive dept., 11 yrs.: elected director same road, 1879, and has been president of its successor, the Concord & Montreal R.R., since 1895; member firm of Ford & Kimball, mfrs, of car wheels, etc.. since 1865: pres. Cushman Electric Co., and of Mechanics Nat. Bank (since 1884): incorporator and director Mfrs, and Merchants Mut. Fire Ins. Co.: mem. N.H. House of Rep. 1870, state constl. convs. 1876-89-96: delegate-at-large Rep. Nat. Conv., 1892: elected to Governor's Exec. Council. 1884: trustee Dartmouth College since 1895 (chmn. finance com.). Republican. Congregationalist. Member. Am. Social Science Assn., N.H. Historical Soc. (pres., 1S95– 1897). I.O.O.F. Peta Theta Pi. Address: 44 South Main St., Concord, N.H."

- NH Railroad Commission Annual Report / Concord & Montreal RR Officers - pg 380 of unknown publication offered on eBay Sat, Jul 6, 2019 / 1915 Who's Who in New England

Henry Ames Kimball 1917 - 1918

Railway Corporation Director - Henry Ames Kimball Iron Founder; b., Concord, N.H., Oct. 19, 1864; son of Benjamin Ames and Myra Tilton (Elliott) Kimball; ed. Phillips Andover Academy and by private tutors in Europe; Congregationalist; Republican; member, South Congregational Church, Concord; director of and liberal contributor to Concord Y. M. C. A.; in 1887, admitted (on examination) a Fellow of the Society of Science, Letters and Art, London, England; life member N.H. Historical Soc., and recording secretary, 1905-13; member, Sons of the American Revolution and the Society of Colonial Wars; partner and associate manager, Ford & Kimball and the Cushman Electric Co.; trustee, Merrimack County Savings Bank; director, Mount Washington R. R.; author genealogy, "The Elliotts of Boscawen, N. H.," Rumford Press, 1918; m., Nov. 17, 1904, Charlotte Atkinson, dau. John Harrison and Josephine B. (Atkinson) Goodale, Nashua, N. H. (Wellesley, 1898). Residence, Concord, N. H.



J. Kimball 1971

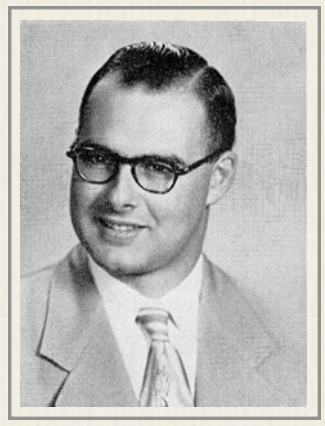
Marshfield/Cabins Corp

Jessica Kimball 2014 - 2017

Railway employee - Accounting & Office Manager / Tom Lane: "Jessica Kimball - Accountant. Lives in Whitefield. She was there for a few years from like 2010 - 2016?"

- LinkedIn / Tom Lane email to Jitney Jr - Thu, Jun 23, 2022 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Leslie G. Kimball Jr. 1951 - 1954



Leslie G. Kimball, Jr (1954)
- University of NH yearbook

Marshfield Corp/Cog Railway Cabins - *(1950)* "North Haverhill notes: Leslie Kimball, Jr., and Robert Thompson are working at the Mt. Washington Base station. Leslie is selling leather goods and Robert is working in the gift shop and is also secretary and bookkeeper." *(1951)* "North Haverhill notes: Leslie Kimball came home from the University of New Hampshire on Friday for the summer vacation. He will go to Mount Washington to work again this summer." *(1960)* "North Haverhill notes: Mr. and Mrs. Leslie Kimball returned home this week from visiting his brother and family, Mr. and Mrs. Maurice Kimball ln Center Conway. On their way home they had dinner at the base station at Mt. Washington with the manager, Michael Haney." *(2008)* "Leslie George Kimball, Jr., 75, died Tuesday, July 1, 2008 at his residence in North Haverhill, N.H. He was born in Haverhill, NH, October 8, 1932, the son of Leslie George and Alice May (Church) Kimball, Sr. He was a 1950 graduate of Haverhill Academy and 1954 graduate of the University of New Hampshire. Les entered the U.S. Army on October 23, 1954 and served in Germany until his discharge on October 2, 1956 as a First Lieutenant. For 33 years he worked for Travelers Insurance in Hartford, CT as a manager in the claims division. Following his retirement he returned to North Haverhill. He was a member of Grafton-Kane Lodge # 46 F&AM of North Haverhill, and Ross-Wood American Legion Post # 20 of Woodsville. Les was predeceased by his parents, two aunts Hazel Bartlett and Frances Bartlett, and one uncle Maurice Kimball. Survivors include one uncle Howard Kimball of California, along with several cousins. There will be no calling hours. A funeral service will be on Wednesday, July 9th, at 11 AM, at Ricker Funeral Home, 1 Birch Street, Woodsville, with Rev. William Watts, rector of St. Luke s Episcopal Church officiating. Burial will follow in Horsemeadow Cemetery, North Haverhill, NH."

- Littleton Courier - Thu, Jun 29, 1950 pg. 15; Thu, Jun 14, 1951; Thu, Jul 14, 1960 pg. 9 / https://www.rickerfh.com/obituary/6172224

Kin

Michael J. Kindellan 1908

34-year old track crew member from St. Patrice-de-Beaurivage, Quebec who was working on Pat Camden's crew to clean up after fire at the Summit - was injured in slide board accident and filed a lawsuit against the railroad. While New Hampshire court records spell his last name with two "L's" his family did not. / Michael Joseph Kindelan was born on July 20, 1874, in Quebec City, Quebec, Canada, to an Irish immigrant farming couple, 37-year old Ann Mullavey *(b.1836 d.1922)* and 38-year old Bernard Kindelan *(b.1836 d.1922)*. Michael was sixth of eight Kindelan children: Margaret Jane *(b.1865 d.1895)*, Thomas John *(b.1866 d.1940)*, Bridget *(b.1868 d.1903)*, Mary *(b.1869 d.1938)*, Anna *(b.1871 d.1950)*, Ellen was born on January 11, 1877, and passed away that same day & Francis Edward *(b.1878 d.1948)*. Kindelan was living in Brooklyn, N.Y. when he took the naturalization oath of allegiance on October 6, 1891. 23-year old Michael Joseph Kindelan married Margaret McArdel *(b.1877 d.1935)* in Manhattan, New York, on January 30, 1898. They apparently had a daughter. Michael Joseph Kindelan died on January 23, 1914 in Manhattan, New York. He was 39-years old and was buried alongside his family *(right)* in his hometown of Saint-Patrice-de-Beaurivage, Chaudiere-Appalaches Region, Quebec, Canada. *- Kindellan v. Mt. Washington Ry. Co - See Appendix Sec. 8 for biographical details & life story / Ancestry.com / Canada Find-a-Grave.com*

Earnest King 1948

Railway employee - *(1948)* "The crew is mainly made up of local men, including Albert Dennis and Pliney Granger, Jr., of Littleton, Pliney Granger, Sr., of Lisbon, Clifford Kenney and Joseph Galarneau of Fabyan, Gordon Chase of Lincoln, Jerry Twomey of Franconia, Earnest King of Lancaster and Alfred LaFrance of Woodsville."

- Littleton Courier - Thu, May 27, 1948

William E. King (1964)
- Berlin, NH HS yearbook

James King 1957 - 1959

Railway employee from Lynn, Massachusetts

- Railway Corp. / Bencosky-Desjardins files

William E. King 1964

From Berlin, New Hampshire, 18-year old William King graduated from the college prep track at Berlin High school where he was known as "Fleet Foot" and played basketball as a junior. He worked in the Summit House kitchen and earned $130 plus $20 plus $64 a month the summer after graduation. William and his wife, Mary (Rogers) King had one child, daughter Terri. They were reportedly living on Hillside Avenue in Berlin from 1993 to 2002. They were still living in Berlin when Mary died on July 7, 2018.

- Bencosky-Desjardins files / Ancestry.com

William J. King 1956

Railway employee who gave his address as the Willey House in Crawford Notch, New Hampshire.

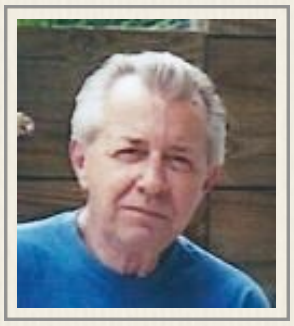
- Railway Corp / Bencosky-Desjardins files

Samuel M. King (1954)
- Wakefield Memorial HS

Samuel M. King Jr. 1955 - 1956 & 1958

Started at Summit House moved to trains in 1956. He was listed as a fireman in 1958 with the supervisor comments that he was a fair worker and should be rehired. *(2015)* "Samuel M. King Jr., age 76, longtime resident of Atkinson, passed away on Tuesday, Oct. 27, 2015, following a long illness. Sam was born on Dec. 20, 1938, in Fitchburg, Mass., the son of the late Samuel M. and Helen E. (Tibbetts) King. He was raised and educated in both Greenwood and Wakefield, Mass. He graduated from Wakefield High School, Class of 1957 *(two years after Coggers Eddie Bird & Dave Saunders)*. Following graduation, Sam enrolled in classes at East Coast Aero-Tech. Upon completion of these classes, he enlisted in the U.S. Army. After serving for two years, he was honorably discharged. Sam worked as an international sales representative for over 25 years for the Ideal Tape Company in Lowell, Mass. Sam's job gave him and his wife, Pat, the opportunity to travel the world together. He was an avid reader who also enjoyed playing golf. He enjoyed following all the local professional and college sports teams on the radio. Sam enjoyed spending time in the outdoors and working around his home. Sam is survived by his wife of 48 years, Patricia L. (Ackerson), of Atkinson; his son, Dr. Timothy M. King, of Woodbury, Conn; his brother-in-law and sister-in-law, Bob and JoAnn Ackerson, of Ossipe; his sisters-in-law, Kim Ackerson of Windham and Sharon Ackerson of Merrimack; and several nieces and nephews.

- Summit House / Railway ledger / Bencosky-Desjardins files / NH Union Leader - Nov. 1, 2015



Samuel M. King (2015)
- King Family Collection

Bob Kingston (1947)
- Salem Witch yearbook

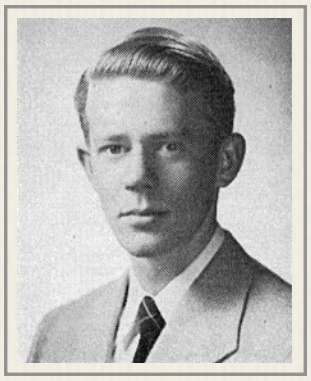
Robert Jeffers Kingston 1953

Assistant Manager at the Summit House – Robert Jeffers Kingston was born on May 30, 1930 in Salem,

Massachusetts – the son of George S. and Rachel M. Kingston. In April 1940, 47-year old George, 44-year old Rachel, 9-year old Bob and his 5-year old sister Marilyn were living at 5 Mooney Avenue in Salem. Bob was in the fourth grade. Dad was a leather worker making $2100 a year and holding down other jobs. Bob was busy when he was attending Salem Classical and High School. He accompanied the school chorus his junior and senior years. He played in orchestra his senior year and studied Latin and Spanish. A Junior Rotarian in his final year along with being part of the Geographical Society. His quote from classmates: "Not too serious, not too gay, but altogether a jolly good fellow." Bob was still living at 13 Highland Street when he graduated with a Masters in Music Education from the Boston University. There was no senior picture, but he shows up in photos of the Phi Mu Alpha fraternity – a brotherhood of musical students advancing the art in America, and the Fantasia Club *(left)*. His BU yearbook entry indicated he had also attended Champlain College after graduating from Salem Classical. The 1954 Boston City Directory lists Kingston as a teaching fellow at the BU College of Music. At twenty-one, he was initiated into the Starr King Lodge of Masons on October 15, 1951 while a student at Boston University. Full membership was granted on January 14, 1952. Kingston relinquished his membership on March 23, 1959. Bob Kingston spent one summer at the Cog working with Hank Lahey at the Summit House. The two got along well together. Kingston was an usher when Hank married Peg in August 1957. The newlywed would visit Kingston a year or two after the wedding. It was the last time they would see him. The Lahey's say he died young from "some sort of cancer."

- Ancestry.com / Archive.org

Nelson H. Kinne 1954



Nelson Kinne (1953)
- Littleton HS yearbook

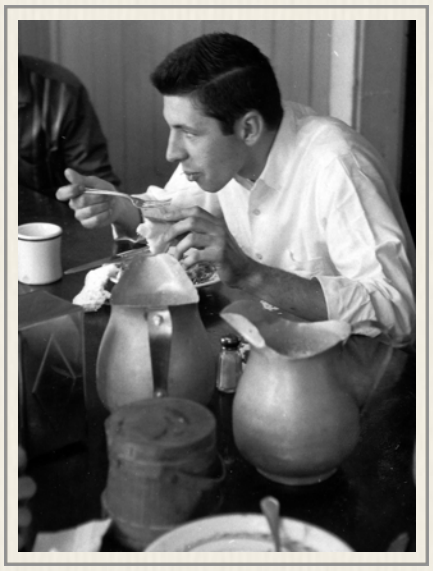
Railway Ledger - *(1954)* "Littleton notes: Miss Carolyn Kinne and Nelson Kinne arrived on Sunday at home of their parents, Mr. and Mrs. Norman Kinne from the University of New Hampshire. On Monday *(6/4)* Nelson Kinne began his summer's work with the Mt. Washington Cog Railway." Born on October 29, 1935, to Norman H. and Gladys F. Kinne, Nelson H. "Nelly" Kinne wanted to become a mechanical engineer when he graduated from Littleton High School in 1953. He was the freshman class president and was part of the Glee club as a sophomore. He ran track his sophomore and junior year and was part of Athletic Association all four years. He won first prize in the American Legion auxiliary Essay contest as a junior. According to the Class of 53's will, "Nelson... leaves his ability never to blush or be embarrassed to Alfred Lane. that takes a log of self control, Al, we hope you've got it." *(1955)* College life apparently was not the thing for Nelson as he was one of seven New Hampshire volunteers who "left Lebanon (NH) at 3:56 yesterday *(3/2)* and were inducted (into the Army) at Manchester today *(3/12)*. Kinne was in Colorado fifteen months later. *(1956)* "Mr. and Mrs. P. Sario Labine have announced the engagement of their daughter, Rochelle C. Labine, to S-3 Nelson H. Kinne, son of Mr. and Mrs. Norman Kinne of Littleton, who is stationed at Camp Carson, Colorado. No date has been set for the wedding." Nelson and Rochelle did get married and once Kinne was out of the service, he began working as an electrician in the Manchester, New Hampshire area. The couple was still there in 2002. *- Railway Ledger / Littleton Courier - Thu, Jun 10, 1954 pg. 7 / Woodsville (NH) River News & Twin State News-Times - Thu, Mar 3, 1955 pg. 1 / St. Johnsbury (VT) Republican - Fri, Jun 1, 1956 pg. 4 / Ancestry.com / Newspapers.com*

Deborah Kinsella (1959)
- Newton High School

Deborah Kinsella 1959 - 1960

From Newton, Massachusetts, 16-year old Deborah Kinsella worked as a chambermaid at Summit House the two years that her older brother Frederick came north to Mt. Washington. Deborah earned $120 plus $20 a month in 1960 and appears on the payroll summary for July 1960 as earning $120 a month. Her "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $102.54. Kinsella's salary was booked in the Summit House "rooms" column.. After graduating from Newtown High School, Kinsella worked as a bank teller at the West Newton Savings Bank. Brian D. Flanagan married Deborah Kinsella on September 12, 1964. According to son, Matthew: "Debbie was the younger sister of his great friend Fred "Buddy" Kinsella. Within a couple of years they moved to Natick (MA), where my mother still resides today. Soon thereafter came his two boys, Patrick and Matthew."

- Summit House / Bencosky-Desjardins files / July 1960 Summit Payroll summary



Mgr Kinsella grabbing a bite to eat at Summit House (1960)
- Joe Bradley photo

Frederic K. Kinsella 1959 - 1960

Also from Newton, Massachusetts, 20-year old Fred Kinsella. like Deborah had grown up in the service industry. Their dad worked at Bob's Lunch, according to the 1953 Newtown City Directory. Frederic Kinsella appears on the Summit House payroll summary for July 1959 as earning $234.99 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $185.47. Kinsella's salary was booked in the Summit House "administration" column. Fred was paid $1,000 for the season managing the Summit House in 1960. Kinsella appears on the payroll summary for July 1960 as earning $329.78 a month. "Free" room and board continued to be worth $62 a month for tax purposes. His net monthly pay was $268.23. Kinsella's salary was booked in the Summit House "administration" column. Summit

Kir - Klo

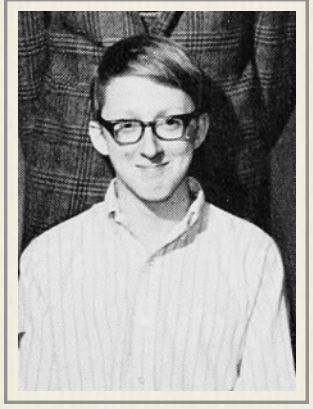
House worker Chas Bickel says Kinsella "was a much less interesting manager in 1960 than Peter Lund in 1959. Lund was hard to beat. Kinsella was bland, but tough when faced with disciplinary issues."

- Summit House / Bencosky-Desjardins files / July 1959 & July 1960 Summit Payroll summary

Fred Kirkman 1903

Summit House employee - Attends 1903 Cog Party Masked Ball as "A Court Jester"

- Among the Clouds - Aug 31, 1903



Dana Kirkpatrick (1970)
- South Hadley High School

Dana A. "Danger" Kirkpatrick 1971-1979

Dana Kirkpatrick came to Mt. Washington the summer after graduating from South Hadley, Massachusetts High School where he was a member *(left)* of the team that would compete or "match wits" with other schools. He worked in the car shop, earned $1.60 an hour, and was touted as one of the "Under 24" crew members in 1971. After his first year at Brown University, Kirkpatrick worked in the car shop and qualified as brakeman so he could split time between the two jobs - earning $2.00 an hour in 1973. He qualified as fireman in 1974 and again, split his time between the car shop and the cab. He qualified as an engineer in 1975. In 1976, he made 230 trips up Mt. Washington at the throttle; thirteen in June; 63 in July; 69 in August; 18 in September before Labor Day and 43 after. He finished the season with 24 trips to the Summit. Two more summers of full-time running trains would occur *(1977-78)* before he went to part-time status at $3.65 an hour in 1979. A photo of the temporarily named No. 4 *Raven* (instead of *Summit*) posted on December 28, 2010 on Facebook had Next Generation Coggers talking about old times and Kirkpatrick. *Charles Morrill:* "You know one interesting thing I don't think a lot of people know was just how much Chub *(Kenison)* respected Dana. He really did. When Dana was teaching me to run one summer evening Chub came over to me and said, "You listen to him, you listen. He knows more than a whole lot of the guys who have ever been through here." *Art Poltrack*: "Who knows where Mr. Kirkpatrick is now? As Chub would say 'Danger' Kirkpatrick?" *Charles Morrill*: "Spoke to him a few months ago. He still lives and works outside Boston in the computer field. I hope to get up to see him this year *(2011)* if I can make it up north. We talk every year or two."

- Railway Corp / Bencosky-Desjardins files / NH Breakdown Report - Aug 22, 1972 / NH DOT files / MWCR: We Worked There

Daniel Kitchen 1972

Under 24 brakeman early in the season

- Railway Corp / Walter King Opening Day Inspection - Jun 18, 1972

Kathy Curtiss Kling 1970

From Philadelphia, Pennsylvania, Kathy Kling worked as the railway's secretary in 1970 and earned $175 a month.

- Bencosky-Desjardins files

Dorothy "Dottie" Wood Klopp 1967

Dorothy Wood (1963
- Splinters Yearbook

Marshfield Gift Shop - Dorothy Pride Wood grew up in Saint Petersburg, Florida and went north to Lowell, Massachusetts to attend the Rogers Hall School *(right)* for two years. And they were a busy two years - captaining the swim team, part of the Student Council, Glee Club and dramatics - running the sound for the fall play, *Flittermouse*, on November 17, 1962. She played hockey, volleyball & basketball, and was a volunteer at Lowell General Hospital. She won the R.H. Award for athletic ability and the Hall Neatness Award. The 1963 *Splinters* yearbook said her senior place card read, "Two Faces Have I," Sony Weather In New England and Frustrated Knitter. When it came to make her bequest in the Senior Will, Dottie left her most cherished possessions: "New England overcast with scattered showers throughout the day, but subject to monetary change" to the "diligent mentors and less diligent undergraduates at Rogers Hall. Dorothy was studying accounting and finance at Rollins College *(above left)* when she met her future husband, John Klopp from Bryn Mawr, Pennsylvania. She graduated from the Winter Park, Florida college in 1967 after attending the University of Sussex in England for a time. A member of the Kappa Kappa Gamma sorority, Dottie was president of her pledge class, a member of the Young Republicans and on the varsity water skiing team. The Klopp's were married in John's hometown on June 9, 1967, John then brought his bride, Dottie north to the Cog in 1967 after the honeymoon. They settled in Rochester, Minnesota in 1969. The first child, Courtney was born in 1972. Son, John Albert Klopp III was born on January 21st, shortly after the Klopp's had a built a house that John had designed. In 1982, the Klopp's teamed up with Dottie's sister, real estate broker Deborah Wood Olsen to form K & K Realty. John did custom house designing and building on land developed by the firm. Dottie also worked as stock broker for Merrill Lynch.

Dorothy Wood Klopp (1967)
- Rollins College Tomokan

- Marshfield Corp / See Vol. 1 Ch. 9 Sec. 3

John A. "Big Sport" Klopp 1963 - 1967

John A. Klopp Jr. (1965)
- Rollins College Tomokan

Ticket Office - John Albert Klopp, Jr.'s first trip to New Hampshire was not to the Cog Railway but to the Dublin Preparatory School. It's mission is to "awaken a curiosity for knowledge and a passion for learning" through individualized learning. Klopp grew up in Bryn Mawr, Pennsylvania along with his sister, Karyl. John likely focused on visual arts in school as his major at Rollins College in Florida was fine arts. He played intramural football, soccer, baseball and volleyball. A member of the Young Republicans on campus, he also was vice president of the Rollins Art Group. A member of the Kappa Alpha Order, he graduated in 1965 with a BA in Fine Arts. John & Karyl's parents, Standard Oil chemical engineer John Albert Klopp and Adelaide F. (Kopperl) Klopp. were good friends of the Teagues, who lived in Chestnut Hill, outside Philadelphia in the "off season." John says he began working at the Cog in 1963. "I was involved in several tasks during the busy summers to include making daily trips to the Bank for depositing daily receipts, stopping at the hardware and other stores for supplies, and picking up the mail in Littleton," recalls John in late 2018. "On most weekends I would be on the road with a horse trailer trailing the station wagon with the Teague girls (Jane, Fanny, Margie, Ann, and Lucy) riding along for horse shows in New Hampshire and New England. In the following years I worked along side Cliff Kenney in the ticket office." Financial records indicted John was paid $1.15 an hour as a driver in 1964. 1966 was nearly John's last year at the Cog, but in June 1967 he and his new wife to a trip to Canada before some graduate school work in Massachusetts. "Dottie and I traveled to Montreal for the World's Fair, then East to (visit) the Cog" before going to Boston University for some graduate credits. Instead the newlyweds stayed at the Mountain that summer. "The Cog won," says John "and we didn't get to Boston. We lived in one of the small log cabins along with the local bats. Charlie Teague, then about 12, and a very resourceful budding businessman, would fill up the cabin in the daytime with bats, then come later to remove them for 25 – 50 cents!" John did finally go to graduate school that fall. "I spent a year at University of Florida in graduate studies in Architecture and City Planning. Upon settling in Minnesota in 1969 my initial work was in architectural design and then added land development, home designing, and building construction."

The Klopps (Aug 2016)
- Facebook

Tracking down the Klopps for the *Jitney Years* took awhile. Online research indicated a John and Dottie Klopp were in Minnesota and had been making philanthropic donations. Early in 2018, Jitney Jr reached out to see if this couple was the same Klopps of the Cog. In addition to Cog confirmation, the *Cog Clatter* publisher was interested in tracking down the architectural drawings of a new three-tier summit building to be built on the Cog's parcel just behind the Lizzie Bourne Monument in 1967 by Arthur Teague *(see Vol. 3 Timeline)*. When contact was finally made John says that early work was no longer in his files. "I vaguely recall working on the Cog Summit building," he wrote, "but have not saved any of those sketches/drawings." Luckily, those sketches were published in the *Littleton Courier* and appear as part of the Jitney Years' in Vol. 3 *Aggregated Timeline.*

- Bencosky-Desjardins Files / Railway Corp

Karyl Klopp 1959 - 1961

Marshfield Corp - While recorded as Karyl in the financial ledgers she appears to have spelled her first name with a "C" when signing her artwork. Sketches *(right)* of Dale Ann Granger by "Caryl" - Worked in the Gift Shop behind Mike Haney's counter earning $100 plus $20 a month in 1960. She worked through September 4 at $120 a month during her final season of 1961. Klopp was always sketching. Karyl Virginia Klopp as born on Jun 8, 1941 – the daughter of John & Adelaide Klopp. She grew up in Bryn Mawr, Pennsylvania and went to the Shipley Day School where she was involved in art. In the spring of 1958, she won the first prize in the eighth annual French contest sponsored by the Omega chapter of Pi Delta Phi, Saint Joseph College in Maryland. Klopp received $25 for her poster "Plaisir dans les petite choses…" The Poster was chosen as the best interpretation of the theme "L'art de vivre, un ideal des Francais" in an original illustrated slogan. Karyl Klopp was on the list of nearly 140 young women who would be coming out during the 1959-1960 Philadelphia debutante season. The *Philadelphia Inquirer's* social calendar listed a luncheon to be held by Mrs. E. Schuyler Lott, of Radnor, for Miss Marcia Livingston Fox-Marin and Miss Karyl Virginia Klopp. The *Boston City Directory* lists Karyl V. Klopp as a student living on Beacon Hill in 1964-65. She becomes friends with Kathleen Spivack and Ifeanyi Menkiti and they begin hand-printing the work of poets like Archibald MacLeish in the basement of Lamont Library at Harvard. Now working as a designer and illustrator Klopp founds the poetry publishing company, Pomegranate Press. The company issues limited editions of such works as Jabberwocky in 1972 – "A striking presentation of this fanciful poem, silkscreened in turquoise, purple and orange" and a folio broadside of Mark Van Doren's poem, Orbit in 1973. In 1991, Klopp designs the cover for an album that records the sound-

Karyl Klopp (1958)
- The Shipley School

scape of a day in the life of the Kaluli people of Bosavi, Papua New Guinea. Mickey Hart of the Grateful Dead is the executive producer and his advanced recording gear is used by anthropologist and ethnomusicologist Dr. Steven Field to capture *Voices of the Rainforest* which is part of a series of albums issued in 1991 called THE WORLD. Klopp is now the principal of Karyl Klopp Design in Chesea, Massachusetts.

- Gettysburg (PA) Times - Thu, Apr 17, 1958 pg. 16 / Philadelphia Inquirer - Sun, Feb 1, 1959 pg. 95 & Sun, Jun 14, 1959 pg. 118 / Ancestry.com

Karyl V. Klopp & Dan F. Toner study one of the vinyl records of Ezra Pound's recorded poem that were passed out at the new exhibition titled "Damon Krukowski: NOT TO BE PLAYED" (Oct 2015)
- Harvard Crimson

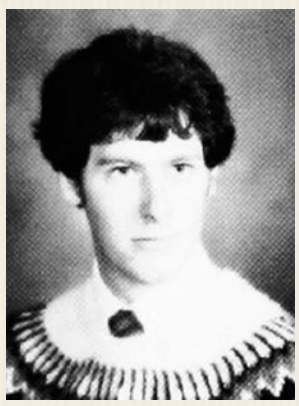
Henry L. Knapp 1877 - 1881

Engineer on the *Cloud* when it broke down on Thursday, August 22nd, 1878 stranding three trains above it. *Geo Stephenson* rescue resulted in another crash on Cold Spring and scrapping of the *Geo Stephenson*. On 1881 list of railroad employees for long period of service in 1881 as an engineer.

- Among the Clouds - Tue, Sep 11, 1877 pg. 1 / New York Times August 26, 1878 / Among the Clouds - Sep 6, 1881

"Willie" Knapp 1878

Cog kid - "Willie, the little son of engineer Knapp of the Mount Washington Railway, came very near losing his life yesterday forenoon by drinking from a bottle of camphor which was lying on a table. By vigorous and diligent efforts the little fellow was restored to consciousness, and is now doing well." *- Among the Clouds, Wed July 10, 1878*



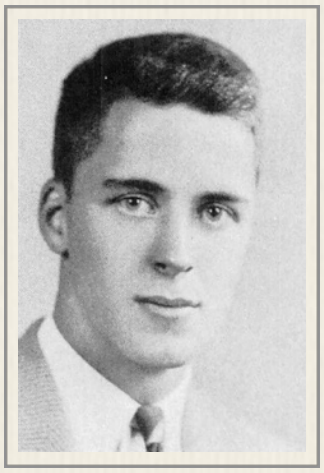
Chris Knight (1982)
- University of Maine

Christopher W. Knight 1978-1983

Chris Knight was from Chelmsford, Massachusetts was 19-years old when he qualified as a brakeman in 1978 and worked from July to September 1st. Knight's 1979 season as a brakeman started on June 13 and ran through September 5. He earned $3.00 an hour. He qualified as a fireman and earned $3.50 an hour in 1981. Financial records indicate Knight worked in 1982 and according to Beth Warren Smith Garrison the photo at right was taken in September 1983. Knight graduated from the University of Maine in 1982 and became a surveyor for the state and lived in Harpswell, Maine. Dave Moody remembers: "Chris was a great Cogger, always ready to work or party." In 2018, Chris Knight was employed in a supervisory position in Maine Department Of Transportation and according to govsalaries.com had an annual salary of $67,944 - 56 percent higher than average and 49 percent higher than median salary in department.

- Railway Corp / Bencosky-Desjardins files / MWCR: We Worked There / Ancestry.com

Peter Oeschsle & Chris Knight (1983)
- Beth Warren Smith Garrison photo



Hollinshead Knight (1952)
- Episcopal Academy yearbook

Hollinshead T. Knight 1953 - 1954

Railway Ledger - "Linny" Hollinshead's summer job at the Cog was noted in the society pages of the *Philadelphia Inquirer* on August 21, 1953: "Mrs. Hollinshead Taylor, of Rittenhouse Square... (is) proud as punch of her grandson 'Linny' Knight, from who she received a postal telling of the thrills of his summer job... running the cog railway up Mt. Washington with another Chestnut Hill lad *(Daniel Alexander "Sandy) Wieland, Jr.)*... making six round trips per day... The Barclay Knights have joined their son... doing a bit of mountain climbing near Crawford Notch, till 'Linny' is free... then he'll take to the mountains with them prior to returning home and off to Yale." *(Editor's note: Grandma or "Linny" may have inflated the young man's workload - six round trips by a single train crew could not happen - total running time would be 18 hours.)* Lin Knight had graduated the year before from Episcopal Academy in Merion Station. The yearbook produced this profile: "Born February 18, 1934; Entered Episcopal 1949 - It didn't take Lin very long after entering the Class in Fourth Form to distinguish himself as a leader and a scholar. He entered wholeheartedly into every phase of the Academy's daily life and soon became an invaluable part of almost everything that was undertaken. Lin *(left)* should receive much of the credit for the *TABULA* and the *Scholium*. As Managing Editor of both these publications he did the work while others got the nominal glory. As a member of the Council and the Vestry he served as solid a backbone as wither of these organization have had in recent years. Lin combined his sense of humor, his intelligence, and his administrative ability into one of the most liked and respected members of the Class." Rev. Hollinshead T. Knight is now priest in residence at Christ Church in Sausalito, California: Born in Philadelphia and a graduate of Yale and the Episcopal Theological School, Hollinshead "Lin" Knight served in the Navy for three years, along with three small missions in Idaho, before moving to St. Luke's in San Francisco as Associate Rector from 1964–1973. He then served as Vicar and then Rector of St. Aidan's Episcopal Church in the Diamond Heights area of San Francisco until 1984, after which he served as Dean of St. Andrew's Cathedral in Honolulu until 1995.

Father Lin has served 12 interim positions in his retirement, including the Diocese of California, Wyoming, and Oregon. Fr. Lin and his wife, Ann, enjoy being back in the Bay Area. They have five children and seven grandchildren. Jitney Jr. put the above bio together for Version 6.1 of the roster using information found on web databases. He decided to email Knight's diocese in early February 2019 to see if the reverend was still there and whether he'd like to talk about his time at the Cog and how he came to the mountain. He did.

Rev. "Lin" Knight (2017)
- Cow Hollow Church News

"I grew up in an area of Philadelphia called Chestnut Hill, where the Teague's lived during the winter when they weren't in New Hampshire. I believe they attended the nearby Episcopal Church, St. Martin-in-the-Fields, Chestnut Hill, where our family also attended. [And where a few years later I would be ordained in the Episcopal Church. From there my priestly vocation would take me to Idaho, San Francisco, Hawaii, Jackson Hole, Portland & Salem OR, now retired in Sausalito CA – 56 years an Episcopal priest -- but that's a whole other story.]

"Our family for many years had spent summers in the White Mountains of New Hampshire. I remember during World War II gas rationing my father filling five-gallon tanks with gasoline and carrying them in the trunk of the car so we could make the trip from Philadelphia to New Hampshire in our old Studebaker. My father used to tell me that I climbed Mt. Washington via the Ammonoosuc Ravine Trail at the age of three, which would have been in 1937. I have vague memories of seeing Jacob's Ladder lying in ruins after the hurricane of 1938.

"During the War, when most able-bodied young men were off in the service and hutmen were hard to come by, my father told Joe Dodge (head of the Appalachian Mountain Club) that the four Knights could run Carter Notch Hut for the summer of 1942, when I was eight and my sister Kate was six. My father would have been 43! I remember the frequent pack trips with my father down the 3¾ mile trail to meet the supply truck at the trailhead, in the Glen House parking lot. And then back up 3¾ miles! My pack frame usually held a carton of milk for my sister and me, whereas my father's load was considerable heavier! Carter Notch Hut had a fine bunch of caves out back, and one of my jobs was vice president in charge of taking people on tours of the caves. One time I fell and broke my right arm, although my parents refused to believe it was broken. They finally agreed to take me to the hospital in Berlin, and I remember walking down the trail with my arm in a sling made with my father's pajama pants, the legs tied behind my neck. Sure enough, the X-ray proved my arm was indeed broken, and I felt very superior after my parents' doubts. "I told you so!" So I knew the White Mountains and Mt. Washington well, and had hiked most of the trails in the Presidential Range. I had a White Mt. trail guide, and most of the trails I had marked in red. Since the Knights knew the Dodges and the Teagues the connection was easy to sign me up to work with Col. Teague on the Cog when the situation arose. Also, my parents had started spending time every summer at Rockywold Camp on Squam Lake, only an hour or so south. On the rare occasions when I could wangle a day off, I'd head to Squam.

Lin Knight (1952)
- Episcopal Academy yearbook

"Sandy (D. Alexander Wieland) was a great friend, the one referred to in my grandmother's blurb, our families had spent summers together, and he also got a job as a Cog brakeman that summer. In fact he is the one in the *Colliers* article apparently leaning way forward on the front of the passenger car *(see Daniel Wieland roster entry)*. Sandy and I had been elementary, high school and college classmates. After graduation from Williams he became an art teacher, and lived and taught in Concord MA for many years. Sandy died a little over a year ago. His wife's name is Glee.

"Sandy and I used to try to throw the switches as fast as we could, and we got pretty good at it. Except for the time when Sandy threw the first four pieces of the switch and I threw the last four pieces. The trouble was there were nine pieces in the switch! Ker-thump, the train slid off the track as it crept over the switch, and there was a bit of a delay while we got the car jacked up and back on the track. We laughed about that for many years after. But not at the time. That first summer I spent a great deal of time with a sweet young thing named Shirley, who worked at the nearby Mt. Washington Hotel (which we referred to as "The Mouthwash." Also that first summer I started as a conductor, riding back and

forth between I think Waumbek and Skyline, until I was qualified to be a brakeman.

"Sandy Wieland and I used to laugh that by definition a brakeman didn't have much to do on the way up, but made up for it on the way down. Actually on the way up we used to stand out on the front deck area, forward of the railing, and lean out so that we'd be perpendicular – but it looked like we were about to fall forward and be run over. Just like the photo in that Colliers article. (Where is that article, BTW? I can't find it in your enclosures. I carried a copy of it with me for years, but in one of our many moves it seems to have disappeared.) We loved to scare the passengers. We would point out the rock cairns above tree line that marked the trails, and would tell them that they were Indian burial grounds. Also there was one place where a little aqueduct ran alongside the track, and because of the angle of the seats in the car the optical illusion made it look like the water was running uphill. We would point that out as a unique event because of the magnetic field on the mountain! When we were braking and someone would come out to the platform to see what we were doing, we would give a little turn to the brake wheel and pull away from the engine a few feet. When the tourist (aka "goofer") saw the empty space between the passenger car and the engine they would usually gasp and duck back inside. Always good for a chuckle – but also a little dangerous. One of the hazards of braking I remember was the hot coals that would float up out of the smokestack and land on us, sometimes painfully. The Cog certainly attracted a bunch of characters. As a young man I was constantly amused by the carryings-on. It's hard to imagine the Cog with quiet diesels instead of smoke-belching steam engines. And run by retirees and seasonals? But those two summers were great fun, more so in retrospect than at the time, as is often the case. We all of course loved to gripe, but we were a privileged group on the "Ho-Ho and Ha-Ha Railway." concluded Rev. Lin Knight.

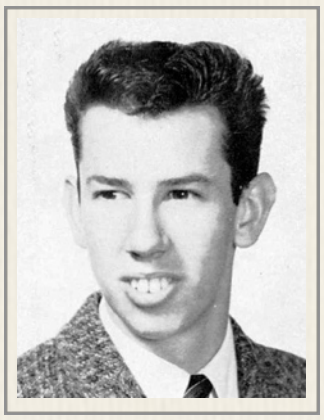
- Railway Ledger / Ancestry.com / Newspapers.com

Susan Knight (1962)

Susan Knight 1965

19-year old Marshfield Base employee - *(1965)* "Monroe notes: Miss Susan Knight is employed for the summer at the Base House at Mt. Washington." / "Monroe notes: Miss Susan Knight returned home this week from Mt. Washington where she had been employed at the Base Station. Mr. and Mrs. W. B. Knight enjoyed a trip up Mt. Washington last week Sunday." / Susan J. Knight was born on January 24, 1946 to 32-year old Walter B. Knight Jr *(b.1914 d.2004)* and his 30-year old wife Dora (Handschumacher) Knight *(b.1916 d.1996)*. Susan was the third child born to the couple. She had an older sister Carla Ann *(b.1943 d.)* and older brother, William W. *(b.1944 d.1985)*. In 1950, the family was living on N.H. Highway 135 in Monroe, New Hampshire. 36-year old Walter "Baldy" Knight was working as a field man for the Eastern States Farmers' Exchange. Susan Knight grew up in Monroe, and like her father, was active and competitive in 4-H… winning livestock contests, traveling to national events, and at 16 was one of the winners *(above right)* of the Grafton County 4-H Dress Revue in the Spring of 1962. In the winter of 1963, she was part of New Hampshire's official delegation to the 42nd annual National 4-H Club Congress in Chicago. Susan Knight was selected to attend as a champion raiser of swine. 25-year old Susan J Knight married 25-year old lawyer & poet William A. Grimes *(b.1946 d.2017)* of Dover in 1971. When her father died in 2004, Susan Knight Grimes and her husband were living in Concord, New Hampshire. Internet sources now indicate the widow Grimes is living in Durham, New Hampshire on Stone Quarry Drive.

- Cog Party list / Littleton Courier – Thu, Jul 8, 1965 pg. 4B & Thu, Sep 16, 1965 / Ancestry.com / Newspapers.com / GenealogyBank.com / Nuwber.com / Woodsville (NH) River News & Twin State News-Times – Thu, May 31, 1962 pg. 8 / New Hampshire Sunday News – Sun, Dec 1, 1963 pg. 42 / Concord (NH) Monitor – Thu, Mar 25, 2004 pg. 12



Robert Knisley (1960)
- Chester High School

Robert J. "Bucky" Knisley 1959 - 1960

From Chester, Vermont, Robert John Michael Knisley came to Mt. Washington the summer between his junior and senior year in high school He earned $125 plus $25 working in the Marshfield gift shop the summer after he graduated. At Chester High School, Knisley was vice president of the senior class. He played soccer and basketball all four years. Co-captain of the basketball team and co-captain of the soccer team, he also made the all-star team for soccer. He also was involved in school's dramatics club as part of the one-act play contest and senior play. Classmates concluded "Our all-around sportsman with the personality!" / Knisley was born on September 20, 1942 to 23-year old machine tool mechanic Kenneth Ray and 26-year old Madeleine Mary (Nadeau) Knisley. After high school, Robert trained to be an educator at Castleton State College. He was teaching and coaching in 1965 at Milton high school when he married fellow CSC grad Anne Marie Rixon a teacher from St. Albans, who was working in the Milton elementary school. They had two daughters: Angie & Kathy. Bucky Knisley was hired as athletic director for the new Colchester High school in 1975. In 1985, Colchester had to forfeit seven basketball victories when it was discovered a senior was academically ineligible to play. In 1988, he was inducted into the Castleton Hall of Fame: "Bucky Knisley '65 was the greatest Castleton soccer player in a generation of great players. He was the first Castleton athlete to win All-American honors. He was a member of the 1963 co-national championship soccer team and starred in the district championship game which set up the trip to the nationals. In his senior year, he was All State, All New England, and NAIA All Tournament. He has had a distinguished career in coaching as an athletic director of Colchester High School and soccer coach at Thomas College. He has been honored by his peers as an outstanding teacher." The couple was living

in Sunset Beach, North Carolina when Ann Marie died on November 19, 2020.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Wilmington (NC) PortCityDaily - Mon, Nov 23, 2020

Charles Knowlton 1882

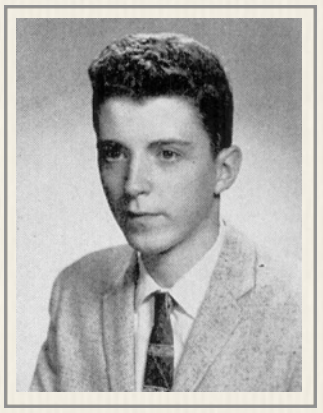
"Charles Knowlton of Franklin, N.H., the porter at the Summit House, will act as cook for the signal station next winter. His brother, Henry Knowlton, filled the position (cook) last winter very acceptably." Charles shows up in U.S. Signal Service records kept by Summit observers: *(October 1883)* "Chas. B. Knowlton, employed at $38 per month from 1st to 31st, inc. to assist in the general work of the station other than the meteorological work, such as cooking, carrying mail from Base to Summit, etc. O. G. Parrou (?) employed from 1st to 31st inc. at $10 per month to carry the mail from the Base to Fabyans two trips per month." *(December 1882)* "Chas. B. Knowlton, laborer, taken sick at Littleton and could not return - I was here alone for 7 days. He returned this evening *(12/30)* sick and utterly worn out. He took his bed immediately - hope for no serious results." / "Chas. B. Knowlton is better today and able to be around. Civilian employee Knowlton pd. $35 per month. His work consisted of doing the cooking, keeping things clean, gathering frost feathers for our water, cleaning snow out of entry and away from windows and the door, making his share of the trips with the mail and all other work which was for him to do." *(January 1883)* "I, Sgt. S. W. Beall, arrived at 8 p.m. after a most fearful journey up the mountain. If it had not been for "Mike's House" *(a Mt. Washington Railway section house built near Skyline)*, where we found a fire, made by Pvt. Paugue, to thaw out by, we would probably have perished as we were both nearly exhausted. C.B. Knowlton accompanied me from the base." Charles B. Knowlton died on February 21, 1926 in Boscawen, New Hampshire. He was 69. *(1926)* "Son of Benjamin F. Henry/Harrison Knowlton *(b.1831 d.1912)* and Jane Miranda Braley *(b.1839 d.1908)*, he married first, Charlotte Minerva Durgin *(b.1861 d.1915)* in July 5, 1884, and they had six children. Among them: Eva May *(b.1886 d.1915)*, Harry E. *(b.1898 d.1899)* & Earl Cecil *(b.1901 d.1961)*. Charlotte died September 2, 1915. Charles Knowlton married secondly, six weeks later, Lillian Getchell, on October 24, 1915. They divorced. He married thirdly, Jennie M. Swain, on April 4, 1923. He was 58 and she was 54. He was a fireman." He was buried with his first wife, Charlotte and son, Harry in the Riverdale Cemetery in Danbury, New Hampshire.

- Among the Clouds Sept 2, 1882 / R.S. Monahan 1933 transcription (p13) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library / Find-A-Grave.com

Knowlty: #1 (1959)
- J. Brady photo

David L. Knowlton 1959 - 1961

17-year old David "Knowlty" Knowlton came to work at the Summit House in 1959. He appears on the payroll summary for July as earning $100 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $87.55. Knowlton's salary was booked in the Summit House "restaurant" column. Knowlton graduated from Wakefield Memorial High School in 1960. Classmates said "Dave will always be remembered for his homemade streamers which gaily decorated the football field at the big games. He is one of our active band members. World History is special enjoyment in school... plans to attend a two-year engineering school." After graduation, Knowlton was back at the top of New England working the Summit House fountain and earning $120 plus $20 a month. The payroll summary for July 1960 shows "Free" room and board was worth $62 a month for tax purposes. His net monthly pay in 1960 was $102.54. Knowlton's salary was booked in the Summit House "restaurant" column. He got the same pay scale in 1961 as the building's watchman. David Knowlton appears on the payroll summary for July 1961 as earning $120 a month. "Free" room and board was again worth $62 a month for tax purposes. His net monthly pay was $102.54. Knowlton's salary was booked in the Summit House "heat, light & power"



David L. Knowlton (1960)
- Wakefield Memorial HS

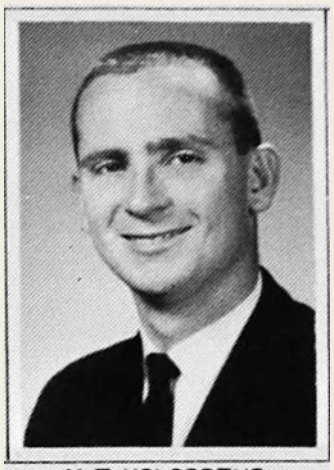
column. He worked through September 4th that season. *(2008)* "David L. Knowlton, 65, of Linebrook Road, Ipswich, Massachusetts died Monday morning September 15, 2008 in the Golden Living Healthcare Center in Gloucester following his extended illness. Born in Melrose December 16, 1942, he was the son of the late Samuel L. and Dorothy (Macullar) Knowlton. He was a graduate of Melrose public schools. He moved to Newmarch Street in Ipswich in 1970 and bought Frank's Volkswagen Clinic. A true Volkswagen aficionado, he operated Dave's VW Clinic for the next thirty-eight years. He was also an avid sailor, and enjoyed spending time on Ipswich Bay and beyond. He is survived by his son, Steven D. Knowlton and his wife Kristen of Ipswich, his daughter, Christine Knowlton of FL, grandchildren Camryn and Jordyn Knowlton of Ipswich, and his former wife, Judith Y. Knowlton of Rowley. *- Summit House / http://www.whittier-porter.com/Photos/Obits/David_Knowlton.htm / Bencosky-Desjardins files / Ancestry.com / Newspapers.com*

Henry J. Knowlton 1881

Summit House cook - *(1881)* "Formerly assistant meat cook at the Summit House, has been promoted to pastry cook." / Henry James Knowlton was born on May 9, 1861, in Danbury, New Hampshire, to 22-year old Jane Marinda Braley (b.1838 d.1908) and 30-year old farmer Benjamin Harrison F Knowlton *(b.1831 d.1912)*. He had one brother, Charles B. *(b.1856 d.1926)* and one sister, Joanna "Jennie" Sarah *(b.1858 d.)*. 24-year old Henry J. Knowlton was working as a mill dresser in Nashua when married Nashua widow 21-year old Drusilla Maria Merrow Walker *(b.1864 d.1932)* on January 23, 1886. It was Henry's first marriage. She was the daughter of Newburyport mason, Charles Merrow. The couple had one child: Charles H. Knowlton *(b.1883 d.1964)*. The family was living at 50 Palm Street in Nashua when the 1900 Census was taken. 38-year old Henry was working as janitor, 36-year old Maria was taking care of the house while 17-year old Charles was at school. When his mother died in 1908, she left him one dollar. *(1917)* "Nashua City Marshall Irving F. Goodwin declared this afternoon *(3/19)* that if Henry J. Knowlton was not found by the end of the week, circulars containing his description will be sent to every city in the United States and Canada asking his arrest on a warrant which charges attempting to obtain $2000 from the Order of Maccabees by a bogus insurance claim. This is the case which came to light Feb 19 in the Board of Health office, when a death certificate showed up with the name of the undertaker and doctor forged thereon. There was no record of any such death having taken place. Attachments against the real estate of Knowlton, now in his wife's name, filed by the Maccabees, are based on evidence of similar transactions in which Knowlton is said to have obtained $9000 from the order. Knowlton, who had been for nearly 20 years a janitor in the public schools at $14 a week had recently bought considerable property and had lived in good style. He was closely questioned by the police after the bogus death certificate was unearthed. He was not then arrested as no evidence had then been found tending to show he had used the certificate fraudulently. He immediately left the city. He is 47 years old, of medium complexion, with a mole on his left cheek. He walks with marked limp." / "In the Nashua, N.H. municipal court yesterday *(3/26)* afternoon Henry J. Knowlton, ex-keeper of records and of finance of Eureka tent, Knights of Maccabees, pleaded not guilty of defrauding the order of $9,000 on three counts and attempting to defraud it of $2,000, and was held for the May grand jury in $18,000. He went to jail in default of bail. The charges are as follows: That on June 15, 1913, he insured James Smith for $3,000, and within a few months reported Smith dead and buried in Woodlawn cemetery and collected, that on Nov. 12, 1914, he insured Frank D. Brown for $3,000, the face of the policy, reported Brown died of pneumonia and was buried in Edgewood cemetery, and collected; that in 1906 he insured Frederick G. Porter for $3,000 and in a few weeks reported that Porter had died and was buried in Woodlawn, and collected; that in 1916 he insured John Vescofski for $2,000 and last January reported him dead and buried in Woodlawn. It was Knowlton's alleged attempt to collect on a forged death certificate in this case which caused the investigation of his doings." / "Henry J. Knowlton of Nashua, charged with misappropriation of several thousand dollars from the order of Maccabees, today *(5/7)* was sentenced to state prison for a term of from four to five years. Knowlton, a former secretary of the Nashua lodge, obtained the funds on fraudulent death certificates." Henry James Knowlton died of a pulmonary embolism on May 28, 1923, in Nashua, New Hampshire, when he was 62 years old. Henry had lived in Nashua for 40 years after moving from Fabyan, New Hampshire in 1883. He is buried with his wife in Woodlawn Cemetery in Nashua.

HENRY J. KNOWLTON

(1923) "Henry J. Knowlton, 61, died suddenly today *(5/28)* at his home, 47 Abbott St. for many years he was janitor of the old Spring Street Schoolhouse, the largest in the city of Nashua, N.H. He was also a leader in fraternal affairs. He is survived by his wife, a son, a brother and a sister." *- Among the Clouds - Jul 22, 1881 / Ancestry.com / Newspapers.com / Find-a-Grave.com / Boston Globe – Tue, Mar 20, 1917 pg. 9 & Tue, May 29, 1923 pg. 9 / Barre (VT) Daily Times – Tue, Mar 27, 1917 pg. 1 / Brattleboro (VT) Reformer – Mon, May 7, 1917 pg. 8*



M. T. KOLOSSEUS

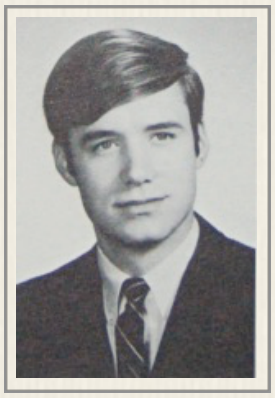
Michael Kolosseus 1961

Michael Tracey Kolosseus as born October 2, 1939. His father, Louis was a pharmacist's mate in the U.S. Navy. He was "somewhere in the Pacific" when 3-year old Michael suffered appendicitis in March of 1943. That left his mom, Cora to take him to the hospital for an emergency appendectomy. Michael was going to the University of New Hampshire in 1961 when he worked on the railroad as brakeman. He was paid $150 a month and worked through September 6th. A member of the Alpha Gamma Rho

fraternity, he would become their social chairman and house manager while majoring in accounting. Kolosseus was also part of UNH's Reserve Office Training Corps program. In August 1962, he was commended for finishing in the top third of his company at summer camp at Fort Devens, Massachusetts. When he graduated in 1963 with a Bachelor of Science degree, Kolosseus went into the Army as a Second Lieutenant, and completed the basic course at the Armor School. Michael went to Oregon State University for a Masters in Business Administration. He also found a bride, Nancy Lee Goddard. She wore a 1912 heirloom bridal gown for the June 21, 1969 ceremony in Milwaukie, Oregon. She would graduate from OSU in 1970 with a degree in elementary education. Meanwhile, husband Michael was a faculty member in the OSU School of Business and Technology. They would settle in Corvalis. They currently live at 8931 Cascadia Ave, Everett, WA 98208-2318

- Railway Corp / Portsmouth (NH) Herald – Wed, Mar 24, 1943 pg. 10 & Wed, Aug 8, 1962 pg. 2 / Corvalis (OR) Gazette-Times – Sat, Jul 26, 1969 pg. 17 / Ancestry.com

David C. Koop 1967



Dave Koop (1967)
- Dartmouth College

Brakeman - Norm's brother - son of the later Surgeon General of the United States C. Everett Koop and his wife Elizabeth. David was an avid and experienced rock climber and geology major at Dartmouth College who died in a tragic climbing accident on Mount Cannon, New Hampshire, at age 20. "On 28 April David Koop and Charles Eriksson were climbing Sam's Swan Song on Cannon Cliff. They had reached the last significant pitch and were slightly off to the left of the usual route. Koop was 40 feet above Eriksson. He had driven in a large angle piton into a crack below a block. He had clipped in with a Bedayan carabiner, with a double sling, and then a second Bedayan to his rope. He had reached up around and over this block and was driving in a second piton into a crack unconnected with the block (the second was noted to be still in place by evacuation party). The block commenced to slide out. It pulled him *(Koop)* off and completely smashed his left leg at the knee joint. He fell approximately 60 feet and was held by his belayer. He suffered head injuries during his fall despite his hard hat. Death occurred rapidly due to exsanguination from the severed major artery in his leg. His belayer secured him, climbed down to him, noted he was dead, and then rappelled off the cliff for help.

- Dartmouth Class of 69 Obituary / See Vol. 1 Ch. 9 Sec. 10

Betsy Koop (1969)
- Driscoll Family Collection

Elizabeth "Betsy" Koop 1969

Betsy Koop from Narbeth, Pennsylvania worked on the Marshfield counter during the Cog's Centennial summer and was paid $140 a month. She was David and Norm Koop's sister.

- Marshfield Corp / Bencosky-Desjardins files

Norman A. Koop 1964 - 1972

Koop came to the Mountain in 1964 and qualified as a brakeman - earning $1.00 an hour. The next year he began firing. *(1965)* "Norman Koop, of Penn Valley, is now a fireman on the cog railway. He was a brakeman last year. Norman is the 18-year-old son of Dr. C Everett Koop (surgeon-in-chief of Children's Hospital of Philadelphia) and Mrs. Koop." Norm was an engineer in 1969 earning $2.05 an hour and kept running through 1972. He made a single trip up Mt. Washington in August of 1976 after coming back to the Cog as a Reverend with wife, Anne (Teague) Koop for a visit. At the 1999 Cog reunion, Rev. Norm Koop said, "I married the boss's daughter, worked there til '72 did everything, and I drove the honey bucket Jeep up the Amoonosuc trail and got it stuck between two trees." He died suddenly in October 2015. He was 69 years old. *- Railway Corp / Ruth Seltzer's Philadelphia Scene Column - Philadelphia Bulletin / See Vol. 1 Ch. 9 Sec. 7, 8 & 10 also Vol. 1 Ch. 16*

Maria Kreilkamp 1959 - 1961

Maria Kreilkamp (1960)
- Joseph Bradley photo

Summit House employee - 16-year old Maria Kreilkamp appears on the payroll summary for July 1959 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $103.45. Kreilkamp's chambermaid salary was booked in the Summit House "rooms" column. Kreilkamp *(left)* appears on the payroll summary for July 1960 as earning $100 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay as a dining room waitress was $86.74. Kreilkamp's salary was booked in the Summit House "restaurant" column. . / Born on August 24, 1942, Tom Kreilkamp was her connection to the Summit House. Her three seasons at 6,288-feet may have helped Kreilkamp when she went to Ethiopia in 1964 as a new graduate of Catholic College in Washington, D.C. with degrees in elementary education and mathematics. *(1991)* "After training briefly at UCLA, she was sent to the Ethiopian village of Woolisso, about 65 miles from the capital city of Addis Ababa. "I really enjoyed teaching English as a second language, and I went on to pursue that career for years afterward," she (told a reporter). For 20 months in the high-altitude coolness, Kreilkamp shared a tin-roofed mud house with two of her pupils. The youngsters, children of subsistence farmers, washed her clothed and ran errands in exchange for room, board, and a few dollars in spending money. When her tour ended in the summer of 1966, Kreilkamp traveled through Eastern Europe before stopping in Germany to visit college friends. "They asked me what it had been like in Ethiopia," she recalled, "and I said it was just life. I got up in the morn-

ing, did my job, and went home." But the experience had changed Kreilkamp in ways that would not become evident until she was back in Washington. "I couldn't believe nothing had changed. The streets of Washington looked the same, and my friends from school were still talking about moves and things like that." For 10 years, Kreilkamp taught English to adult refugees from Cuba and later Vietnam. She eventually became an accountant and settled in Maine, first in Portland and later in Bangor." Kreilkamp married Mainer Paul S. Macaulay on May 30, 1987. In 1991, she was the business manager for WLBZ-TV in Bangor. In 2014, Kreilkamp was secretary of the Penobscot Theater Company. In 2017, Maria Kreilkamp "volunteered to do a review of accounts" for the League of Women Voters of Maine.

- Summit House / July 1959 & July 1960 Summit Payroll summary / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Bangor (ME) Daily News – Fri, Mar 8, 1991 pg. 17

Thomas Kreilkamp (1958)
- Phillips Exeter Academy

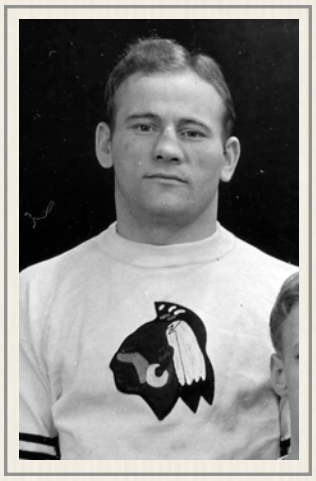
Thomas A. Kreilkamp 1957 - 1961

Tom started working at the Summit House while attending Phillips Exeter Academy in New Hampshire. From South Bend, Indiana he entered the Upper Middle Class at the academy in 1956. He went to Harvard and the Summit House with friend, Richard Saudek. Financial records indicate that he was living at the same address as Maria Kreilkamp in Washington D.C. in 1958 and 1959, but she apparently was not an immediate family member. Tom Kreilkamp appears on the payroll summary for July 1959 as earning $150 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $127.70. Kreilkamp's salary was booked in the Summit House "rooms" column. In 1960, Tom earned $300 a month as the assistant manager of the Summit House. However, the payroll summary for July 1960 as earning $200 a month so there was perhaps a pay raise later in the summer. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $165.74. Kreilkamp's salary was booked in the Summit House "administration" column. He and his wife, Vera Marion Posner were reported living in Southwest Harbor, Maine in 2002.

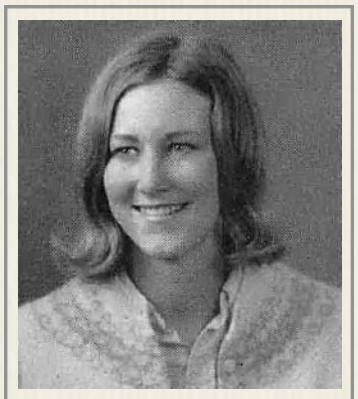
- Summit House / Bencosky-Desjardins files / July 1959 & July 1960 Summit Payroll summary / Ancestry.com / Newspapers.com

John Stanislaus "Johnny" Krol 1939

Railway employee - *(1939)* "Johnny Krol, Waltham all-around athlete who starred for Tupper Lake last summer in the Northern league, has abandoned baseball this summer to work on the Cog Railway at Mr. Washington. Krol definitely has decided to matriculate at Dartmouth in September. This should be good news to followers of the Big Green as Johnny was picked as the best high school football player in New England two years ago." *- Boston Herald - Jun 24, 1939 pg. 5*



Johnny Krol (1942)
- Dartmouth College



Frances "Honey" Kropp (1968)
- USC Columbia

Frances H. "Honey" Kropp 1967

Marshfield dining room / counter - Frances Henrietta Kropp graduated from the AC Flora High School in Columbia, South Carolina in 1964 where the quote next to her senior picture was "Much wisdom often goes with fewest words." In high school she played basketball and was on the track team. Honey was the art club secretary and office assistant. She was also part of the Senior Journalism Club. She went to the University of South Carolina in Columbia for an English degree and graduated in 1968. Kropp says the summer before her senior year she was "looking for a change of scenery from Columbia" and her mother mentioned it a family friend, Dr. George Bunch. Dr. Bunch was a friend of the Teagues and gave Kropp their contact information. She got the job and then came determining how to get there by air. "I remember my mother having a hard time figuring out the best to have me land to be closest to the Cog Railroad," Kropp recalls. "I arrived in Maine" after the plane made an emergency landing in Philadelphia. She changed planes in Philadelphia, but her luggage did not. It finally arrived as she was writing a June 22, 1967 postcard to her family with a request to put "a tracer on my luggage" that was crossed out before the card was mailed on the 23rd. She told them she arrived in Gorham, New Hampshire from Lewiston, Maine at 6:35pm andfound out she was still 28 miles from "the Cog." That's when "an elderly widower went out of his way to find me a place to stay." The widower was Doug Philbrook of the Auto Road. "He bunked me in the boy's dorm with the boy from Due West (Boris Bauer on his way to the Summit House)." Philbrook "also bought me a steak and gave me a free ride on 'the Stage' which is his mode of travel which competes with the railroad. So you can see he was too nice. He is a native of New Hampshire and just lost his wife six months ago, just lost his motel in a fire, and his only son's wife is divorcing him while he is still in Vietnam - already a captain. Yet he (Philbrook) was very happy and so nice. I wrote him a thank you note. Please think of something to send him and write me a suggestion." As for the boy from Due West she met - "Boris Bauer (is) the son of composer at Erskine." The change in scenery she was seeking - "Last night I saw a deer on the highway. The birches here are gorgeous! On the top of Mt. Washington yesterday. These are really nice people up here. Very friendly!! I have had some krazy [sic] experiences and seen so much. It's really beautiful. I'm very busy. I work behind the soda fountain. Most of the people are from Philadelphia. The Teague family is just grand. The girls are real cute and friendly - really wholesome. They have a young boy, too. Thank you for the letter, package, card and $. Love, Honey." Another postcard was sent in mid-July by air mail to the family's business, Kropp Jeweler on Taylor Street in Columbia: "Dear Family! There are many campgrounds (c. $1.00 ea. per nite), but the bugs are awful. The scenery and people are wonderful. Thank you for the pretty sweater and nice alarm clock. I made a bulletin board for my

room out of yellow check material and pasteboard and straight pins. Really successful. Grannie wrote a long letter. I had to buy blue jeans and a parka. the Cog grease is everywhere. We're surrounded on all side by mountains At night you can see village lights in a valley. - Honey." On Friday, August 4, 1967, Kropp wrote a letter to her family on the back of placemat. "Dear Family, I am writing this about two hours after Col. Teague shot himself in the head. Lucy Teague (14) found him in the bathroom. Mrs. Teague said that she had just told him "something that she thought he could take." She hardly ever left him but she seemed to blame herself somewhat for not being with him. You can imagine what it is like here now. Please, (naturally,) call the Bunches... Col. Teague worked too hard running this railway. Charlie Teague inherits it when "of age." I heard some boys saying they would sell it because of the hard work it demands. There are probably seventy-five employees in all. Business depends on the weather. The Teague girls are terribly upset. They're such a sweet and genuine group of girls. Charles is only twelve and is just growing up. Lucy (14) just blurted the miserable story out to him as he came to the house, and he wouldn't believe it. The lawyers, accountants, etc. ere here for a meeting and he *(Col. Teague)* seemed in good spirits." The letter contained other news for the family: "A 24-year old Clemson student (ex-football player called "the Bear") named Joel Bense met me at the counter one day. He worked here a few years ago. He's from Rhode Island and wrote me that he will visit here starting August 9th. He is bringing a friend - linebacker Dave Kormanicki - to date another girl here. There is much going on as usual here. It was great to hear your voices again. I hope Dad is all right. I'm mailing this now. Love, Honey." In a letter home written Sunday, August 27th: "Dear Family! Well, they say that tragedies always come in "three's," and so we've been expecting the third. Tonight Dave Widing [sic] got out of the hospital after two motorcycle accidents within three days which resulted in blood poisoning. One foot - badly stabbed by a stump on the beach - was still causing him to wear crutches when he decided to take another spin (on his motorcycle). He'll be in the hospital for three weeks with four bad vertebrae and head injuries. The first thing he said was to apologize for him for all the trouble he had been. The last time he went to the hospital - three days before - he told how he went about his entry. His foot was bleeding all over the emergency room floor. The nurse asked him if he wanted anything for the pain. "I put on my Paul Newman act," he said and said "No, just a cigarette. The next thing I knew I had passed out." Kropp closed by saying "My hair is getting long. I think I've gained a little weight. Alles gute! Love, Honey" While Witing's accident was a personal tragedy, the Cog would suffer a third major blow in the fall.

Marshfield Waitress Honey Kropp - among her keepsakes, a note & phone number from a "Joe from Orange, NJ who said she was the "best waitress" while Cathy was "2nd best" (1967)
- Kropp-Florence Collection

From the Kropp Cog Bulletin board: The No. 2 at the Marshfield platform ready to go & a snippet of a Robert Frost poem fashioned in 1967 and kept in memorabilia (1967)
- Kropp Family Collection

- *See Vol. 1 Ch. 9 Sec. 3 & Annus Horribilis / Ancestry.com*

Mr. R. Kuehn 1891

Summit House Orchestra - played the Sept 12, 1891 annual hop
- Among the Clouds - Sep 14, 1891

Thomas R. Kuhns 1954

Summit House

John F. Kurdzionak 1992 - 2001

Krudzoniak from Stoneham, Massachusetts has early memories of the railway. From *MWCR: We Worked There* post: "My Dad took me there in 1979 (I was just shy of 8 years old) but trains were sold out. We went up the Auto Road instead. Walter (Mitchell) sold us a postcard stamp on the summit. I remember him in the post office booth, and I thought he was in his 60s with his wiry Einstein hairdo & mustache... he was actually only about 36. In 1980 we returned and this time we got on an early morning train. We were in the front seat, fireman's side. "Where's" Oeshsle was our brakeman. I rode the RR down a bunch of times after hiking Ammonoosuc Trail in the 1980s. On one down trip we were

John Kurdzionak (1997)
- Kurdzionak Family Collection

next to Alexander Hamilton in the coach. On other 1980s trips, I remember Beery Stewart and Steve Giordani as brakemen. Then I started working there in 1992." By then John Kurdzionak had graduated from Stoneham High School and was enrolled at Merrimack College in Andover, Massachusetts. *From his websites:* "While in my last year of college in 1992 *(age 20)*, I went to work as a brakeman on the mountain-climbing trains and steam locomotives of the Mt. Washington Cog Railway in New Hampshire. It was full-time summer work when I was in college, but as the years passed I worked there part time, as my schedule allowed. I was hired as a brakeman in June, 1992; I was promoted to Fireman in 1994; became an Engineer in 1996. I worked there for 3 years full time, and about 7 years part-time, during the 1990s and early 2000s. I 'retired' from the Cog Railway in 2001 when I was 29 years of age. If you rode the Mt. Washington Cog Railway at any time between June of 1992 and July of 2001, I may have been your brakeman, fireman, or engineer." *- MWCR: We Worked There / Facebook.com / www.jfkclock.com / www.FriendsModel.com*

Dave Kurz at Skyline Platform waiting for the meet to occur (1970?)
- Dale Ann Granger photo

David Kurz 1969 - 1973

Kurz came to the Mountain from Saugus, Massachusetts in 1969 and started working on the track crew for $1.60 an hour. He qualified as a brakeman the next summer and got an extra 20-cents an hour in his paycheck. Kurz says a hitchhiking misadventure in 1970 helped him determine the trajectory of his professional career. As he retired in 2020, the Durham, New Hampshire police chief told reporter Kimberly Haas the story: "Kurz, who will be 69 on his retirement date of July 4, grew up in Saugus, Mass. He said he decided to get into law enforcement after being arrested by a New Hampshire state trooper as a young adult. Kurz was working at the Mount Washington Cog Railway in 1970 and got caught hitchhiking alongside the highway in Franconia Notch while trying to get home one day. "I shouldn't have done that. And I knew that. But that is where the cars were. I had a sign that said, 'Going to see Mom.' And I always got a ride," Kurz said. Being arrested steered Kurz toward police work because as a young man with longer hair, he felt the trooper may have pigeon-holed him as a draft dodger. Kurz said he couldn't make bail and had to spend the night in the Littleton jail before he could plead guilty the following day and pay the $5 hitchhiking fine. "I thought to myself, I think I could do this in a more compassionate way," Kurz trained to become a police officer and earned a criminology degree at the University of Southern Maine in 1977. But back in 1971, he was living in Littleton, New Hampshire and had qualified as a Cog engineer. The position was worth $2 and hour. He was touted as being part of the Cog crew that was under the age of 24. A state report on a breakdown on the railroad in 1972 said Kurz was "a five year engineer from Hyannis, Massachusetts." $2 an hour was still the pay rate for Kurz in 1973. *(2020)* ***Dave Moody:*** "Found this pic *(right)* of Clem, the late Joe Smith and Dave Kurz in their boarding house days." ***Alan Warner:*** "Dave - wow, what a relic. And the sacred turntable (musical variety) above Clem's head." ***Charley Kenison:*** "It's just a bottle of Matuse Mom!" ***Dave Kurz:*** "Kenison ...what a memory you have!!!" ***Dave Kurz:*** "I have no idea who or what is going on here! As the FBI say, "I didn't do it and it won't happen again!' Isn't that right Poché....." ***Michael Poché:*** "I believe the statute of limitations has run Dave" ***Dave Kurz:*** "Phew...." Dave Kurz became chief of the Gorham Police Department in Maine in 1985. Partying at the Cog informed his development of new policing tactics when he took over leadership in the college town of Durham, New Hampshire. His 21 officers were trained to work with students who are intelligent but may be impaired. "Most of the people we're dealing with, they're not carrying weapons, and for the most part, they may be confused because of the amount of alcohol they've consumed," Kurz said. Kurz makes sure his department reaches out to the parents of anyone younger than 21 who is arrested, regardless of whether they are a student at UNH or not. That is a helpful police practice, he said. Kurz worked with the planning department as large off-campus student housing units were being built so property managers understood what would be needed as far as security resources, which has helped keep the peace at The Lodges, The Cottages and Madbury Commons. Kurz works with UNH, where students from the Peter T. Paul College of Business and Economics help find out answers to questions like "when is the best time to buy a police cruiser?" "It's been a great partnership. If there's a question, I bet the university has someone who can answer it," Kurz said. Haas reported "the combined number of arrests for Durham and UNH is at its lowest since data was first recorded in 2005, when 1,232 people were arrested. In 2019, 844 people were arrested in Durham, including 528 UNH students. Town Administrator Todd Selig said Kurz is beloved in the community because of his policing philosophy. "Chief Kurz has embraced the philosophy that police are the guardians of the community. That philosophy applies to everyone, no matter who they are, whether they are students or an elderly person in town," Selig said. *- Arthur S. Teague Corp / Railway Corp / Bencosky-Desjardins files / Breakdown Report - Aug 22, 1972 / NH Union Leader - Feb 5, 2020*

"Clem" Clement (L), Joe Smith (C) and Dave Kurz after work in the Boarding House (1972?)
- Dave Moody Collection

Chief Kurz (2020))
-- NH Union Leader

Angela Kuttner 1960

Angela Kuttner appears on the payroll summary for July 1960 as earning $100 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $86.74. Kuttner's salary was booked in the Summit House "restaurant" column. Angela Marie Kuttner spent the summer of 1960 and celebrated her 18th birthday at the Summit House instead in her hometown of Washington, D.C. Kuttner was one of eight children (five sons, three daughters) of Stephan George Kuttner, a Catholic scholar, author, lawyer and authority on legal history and medieval canon law. Professor Kuttner was born, educated and began his teaching career in Germany but left for Italy to teach and do research at the Vatican in 1933 as Adoph Hitler rose to power. Kuttner, raised a Lutheran, converted to Catholicism before bringing his family to Washington in 1940 to teach canon law at Catholic University. Daughter Angela was born on July 23, 1942 to Stephan and Eva S. (Illch) Kuttner. Angela recalled in 2015 that the Kuttner's helped welcome other Germans to the United States. "I knew George as a child. We were close in age. He and his two sisters, Joan and Katherine, lived with us for about a year when they first came to this country. His parents and mine had been close friends in Germany before Hitler came to power. I have fond memories of playing with George and am not at all surprised at the exceptional human being he turned out to be. My condolences and best wishes to his family," she wrote in the online guestbook for Dr. George S. Hsu COL retired. In 1964, the Kuttner family headed for New Haven, Connecticut where he became the first occupant of the Riggs Chair of Catholic Studies at Yale University. The 1965 *New Haven City Directory* indicates Angela and sister, Barbara are the only kids still living with mom and dad at 44 Highland Avenue. Both young women are still going to school. It appears Angela was going to Trinity College in Hartford as she was part of the Junior Year in France program in 1962-1963. JYF participant Michael Koppish *(John Hopskins)* noted at the class' 25th anniversary, "I have not seen Angela Kuttner Bothelho *(Trinity)* for years." On June 6, 1970, 28-year old Angela Kuttner married 28-year old Bowdoin graduate, Jonathan A. Botelho in New Haven. They may have crossed paths in Europe as Botelho was at the University of Grenoble in 1963-64. In any event, Angela Kuttner was working on her doctoral dissertation on *Emile Zola: Symbol and Structure* at the University of Wisconsin and Botelho was teaching French literature in Madison, Wisconsin when they married. The couple was divorced in Alameda, California in August 1976. He would die in the spring of 1999 in Richmond, California after serving as president of the National Hemophilia Foundation from 1994 to 1997. Angela Kuttner Botelho studied law at UC Hastings College of Law in San Francisco and was admitted to the State Bar of California and worked as the Deputy State Attorney General. She was living in Berkeley, California in 1985 - the same city where her father had been teaching at UC Berkeley and was living until his death in 1996. The California Bar Association says Botelho's law license was "active" as of July 2010, but went "inactive" in January 2011 and remains that way.

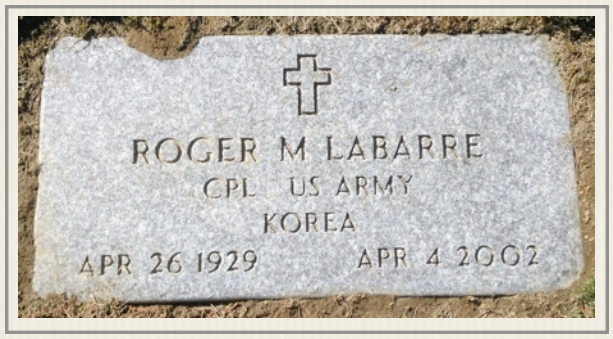
- Summit House / Ancestry.com / Newspapers.com / Archive.org / July 1960 Summit Payroll summary

Summit Complex in September from the north side of the cone. (1960)
- Chas Bickel Collection

LaB - LaC

Roger LaBarre 1960

31-year old trackman from Lisbon, N.H. worked through July 8, 1960. He earned $1.10 an hour during his time at the Cog. / Roger Maurice LaBarre was born on April 26, 1929, in Boston, Massachusetts, to 21-year old Laura M Dubey *(b.1907 d.1980)* and 19-year old Maurice Edward LaBarre *(b.1909 d.1972)*. He had a sister: Theresa Marie *(b.1933 d.1934)*. The family lived in Lebanon, New Hampshire, in 1940. Roger LaBarre was a member of the Lebanon High School Class of 1950. Roger LaBarre served in the U.S. Army in Korea. He left as a corporal. 24-year old Roger Maurice Labarre married 18-year old Lisbon, New Hampshire millhand Shirley Estella Merchant *(b.1934 d.2010)* in Littleton, New Hampshire, on May 22, 1953. Roger Maurice Labarre died on April 4, 2002, in Maine when he was 72 years old. *(2002)* "Roger M. LaBarre, 72, of Glenridge drive, died Thursday, April 4, 2002, at Maine General Rehabilitation and Nursing Care at Glenridge in Augusta after a long illness. He was born in Boston April 26, 1929, the son of Maurice and Laura (Dube) LaBarre. He was an Army veteran serving during the Korean War. He had worked odd jobs for most of his life. Survivors include his son Donald LaBarre of West Nottingham, N.H.; two daughters, Rose Marie Smith of Lyman, N.H., and Linda Martocchio of Londonderry, N.H.; and four grandchildren and several cousins. A committal service will be held at 1 p.m. Tuesday, April 8, at the new Maine Veterans Memorial Cemetery, Mount Vernon Road Augusta." *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-a-Grave.com / Kennebec (ME) Journal – Sat, Apr 6, 2002 pg. 10*



L. P. Labbe 1951

Mt. Washington Club/Summit House

Jacques Labonte pre-1898

"Some years ago there was employed on the Mount Washington Railway a man by the name of Jacques Labonte. He was very ingenious, could use carpenters' and blacksmiths' tools to perfection, and might be called an inventor, as he had devised and perfected various schemes of no possible value."

- *Among the Clouds - Sep 7, 1898 - See Volume 1 Ch.11 Q&A*

Sonya G. Labounty 1971

17-year old Sonya Labounty was living in Lancaster, New Hampshire when she worked in the Marshfield kitchen and earned $200 a month. Labounty had just graduated from the White Mountains Regional High School. White Mountains Regional High School principal Henry LaBrance said Sonya was one of 51 members (41%) of the Class of 1971 that planned to get a job after receiving their diploma. That first job was apparently in the Cog kitchen. Labounty was also one of 21 students enrolled in Home Economics II and "take as part of the course the standard Red Cross Home Nursing program. These students (like Sonya) get basic preparation to assist registered nurses in time of disaster in an organized disaster center as well as being prepared to care for someone ill at home..."

- Marshfield/Cabins Corp / Littleton Courier - Jun 17, 1971 pg. 3, 4B & 8B

Robert S. Lachance 1954

Marshfield Corp

Niles LaCoss 1968 - 1973

Master Mechanic - Completed assembly of No. 10 *Col. Teague* with Steve Christy. LaCoss grew up on the family farm in Etna, N.H. and lettered in football at Lebanon High School. *The Parrot* yearbook described the senior *(right)* as "large as life and twice as natural." Nicknamed "Fat," Niles "is another courageous boy from Etna. He has made innumerable friends with his smile and comical antics. His great ability in serving refreshments at social events proves his willingness to work with such character. Why not be a butler, Niles?" The Class of '31 prophecy predicted he would be a "famous dress designer in Paris... in competition with Chanel, and has even written a book on the ideal clothes figure." The Class gift to him "when you get your big farm under way this tractor will go fine on Etna heights." The farm boy headed off to Durham and joined the University of New Hampshire class of 1937. He would not graduate.

Niles LaCoss (1931)
- Lebanon H.S. yearbook

"Nile's *(left)* came up (to the Cog) in '68," says Steve Christy. He earned $833.34 a month as shop manager in 1969. LaCoss lived just down the road from the C. Everett Koop family's summer place in Etna, N.H. "They became friends over the years," says Christy. "Niles was the kind of guy that you always went to if you had a problem and he generally fixed things for you. He really was a brilliant, brilliant guy... his biggest problem was when he was looking at something and how to resolve it... he would see maybe three or five ways to resolve it. His problem was trying to figure out which was the best way, the most efficient way. He could just see things mechanically and otherwise that just

never would have occurred to me or most of the population I'm convinced. He had gone to the University of New Hampshire... was an engineering student there and he broke his neck his junior year playing football. He had a plate in his skull and I think that ended his college career." But while in Durham, Niles LaCoss came up with an idea that led to his first patent. Christy says, "Briggs & Stratton was trying to resolve... a problem on their air-cooled engines that became ubiquitous." Briggs & Stratton engineers were stumped and the company went to engineering schools around the country to see if any students could find a solution. Christy says the reward was "It will give you a patent and a royalty - now solve it." LaCoss told Christy "he was sitting in his dorm one night sometime after they'd done their presentation. And he said, 'I was putting a book up on the shelf. As I got it up to the shelf, it dawned on me what to do, what the solution to this problem was." To Christy the modification looked like a vane that sat on the flywheel. "For years all of (the little vanes) had his initials stamped on it N-L," says Christy who watched LaCoss fill out the patent renewal paperwork in 1972 when Christy was living in Etna with LaCoss assembling the No. 10. "(The patent) didn't pay a lot of money, but he has that kind of mind." There would be other innovations.

Christy & LaCoss at shop lathe
- Anne Teague Koop collection

In June 1940, the Grafton County Farm Bureau reported that "Niles LaCoss of Etna, one of the first men in the county to cur green oats in the silo, is rigging up a method to introduce molasses at the silo. (He) expects to prevent clogging of blower pipe. (Lacoss) plans to cut in oats again this season." That fall 28-year old Niles Alfred LaCoss went into Hanover to register for the draft. He was working on his dad's farm and stood 5-feet 11-inches tall , 197 pounds with blue eyes and brown hair. That was six days before he married Helen May Warner in Sunderland, Massachusetts on October 10, 1942. They would have two children

LaCoss in his Etna, N.H. blacksmith shop (1972)

At age 56, LaCoss filled the position at the Cog Railway shop made vacant by Paul Philbrook's departure in 1967. "They brought him up because he was a machinist... but he didn't know anything about steam. He could weld and he had a blacksmith shop, that's (the background) he had." Christy says Niles's smithing ability came in handy while putting the wrecked No. 3 *Base Station* back into service. LaCoss found an old forge and it's disparate parts while poking around the Cog Shop complex. "I'd seen it." says Christy "but I didn't know what the hell it was. (Niles) monkeyed around after work for a week or two and found all of the parts to it and set it up in the shop. (It) had a hand-cranked blower on it." Niles and his resurrected forge became the solution for badly bent crank arm that ran from the Three's cross-head to the crankshaft. Christy said the arm and its near 90-degree kink looked unfixable. "I said, you know, you can't go down to the hardware store and buy it... 'I'll show you how we're going to do it,' (said Niles). He laid that thing in that forge and I don't know how long that (arm) lay in the forge. But when it came out, that whole (bent) section was cherry red. He carried it over to the anvil and he dropped it three times. He dropped it once... and it (started to straighten)... a second time, a third time and after the third time it was basically straight. He said, 'You know, if you pound on it, you're going to lengthen it. So the only way you can do it is let it do the work itself.' We put the (crank arm) back on the locomotive and off it went."

Manager Paul Dunn (C) shows Aeroquip™ executive (in suit) LaCoss' use of their product as the Deuce crew finishes service at the Bunker in this corporate promo photo
- Dave Moody Collection via Ellen Crawford Teague

While LaCoss had old school skills, he also adopted new technology to solve old Cog problems. Steve Christy says Niles got tired of fixing the copper tubing that fed oil from the engine lubricators to the cylinders. Art Teague had adopted Teflon-coated copper tubes to lessen the problem, but the lines continued to crystallize due to the engines' vibrations and break. That meant a trip to the Shop where the line would be braised, cured and re-plumbed - only to break again a few weeks or month later. Christy says after awhile, Niles just said, "This is a bunch of bullshit." LaCoss contacted the Aeroquip™ company that made woven, stainless steel, Teflon-lined, high pressure tubing with fittings that screwed right onto the fittings on the back of the lubricator, and the intake line on the steam line. Over time, LaCoss replaced all the copper. "We never had another one go," says Christy. Niles then turned his attention to stack exhaust lines that kept cracking due to the flexing of the straight piping attached

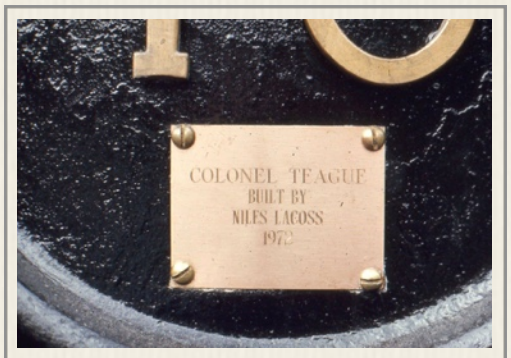
Harold Adams, Niles LaCoss & Earl Cone (1969) - collection

to the locomotive's frame. "He just cut sections of (the exhaust lines) out, welded flanges on," says Christy. "Aeroquip™ made a big sleeve... it was flexible, (he) stuck it in... on all of the exhaust lines, end of problem." LaCoss took one of two frames purchased by Arthur Teague for the new boiler that sat for years on cribbing outside of the shop, and rebuilt the No. 2 *Ammonoosuc's* frame and running gear. Christy says "That was the testbed for building the Ten. After Niles got done with it, (the Two) would go up the mountain like a shot... and it had great compression." In fact, the rebuilt Deuce would later match the performance of the brand-new No. 10 Col. Teague. "The summer of '73 when we brought the 10 up... and got it on the line, Bill Oedell was running the Two, and I was running with him" in the Ten in a double-header. "We ran three trips that day and I couldn't run away from him... he couldn't push me. We got up to the Summit after the third trip... he says, 'You know, it's pretty remarkable.' I said, 'What's that?" He said, 'I've been timing us from Waumbek to Skyline... and the three trips varied by one minute (14, 15, 14) over those three trips.' I was on the top end (in the Ten), and 15 minutes from Waumbek to Skyline? Now that's walking along pretty good."

Steve Christy says when it came to assemble the No. 10 engine's running gear, LaCoss set-up shop in his Etna blacksmith shop *(right)* next to his sawmill. "When Nile's went out of the dairy farm business, he came down here and built the sawmill" using old square nails and reclaimed timbers. While sawing, LaCoss patented another device. "He designed something that as the log was returning, it would set (the log) over automatically" for the next cut. Christy says the Lane Company in Montpelier, Vermont purchased the rights. LaCoss, Christy and another Cogger from Etna, Bill Hubbard built an extension to the blacksmith shop so the frame of the No. 10 could be rolled in off a flatbed truck. "The running gear... was all built right here," says Christy. "The cylinders... all of the guides, the cross heads, the crank arms, the counter balances, everything was assembled here. So when it went up, when it went up (to the Mountain in the spring), all we really had to do was mount the boiler and plumb it"

Steve Christy outside No. 10 assembly shop (July 16, 2018) - Lewis Family Collection

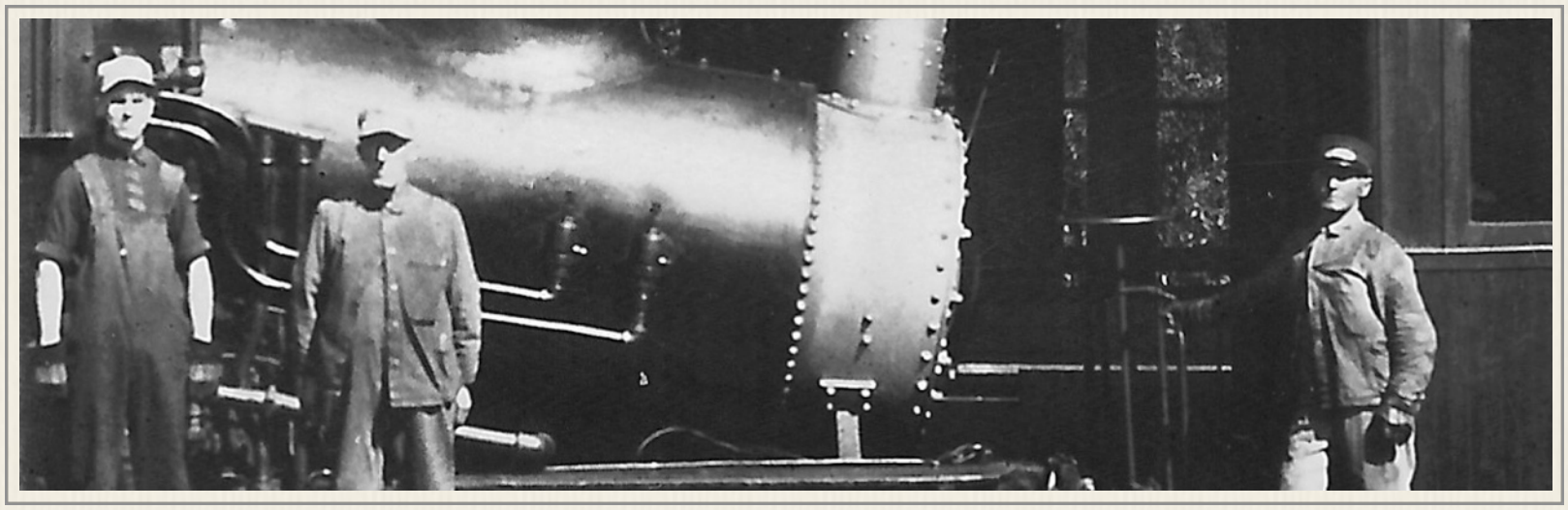
LaCoss' Cog job boosted the ex-dairy farmer's annual income to levels he had not seen before, so Christy says LaCoss took it personally when one of the engines was not operational. LaCoss' frustration when a repair didn't work could be painful for others as Steve found when he tested an engine with brand-new gear boxes by running the locomotive up to the coal bunker. LaCoss met the engine when it returned to the Shop and greeted Christy, "How's it going, Skip?' And I said, 'Well, I wouldn't put this thing on the mountain.' He said, 'What's the matter?' 'Look,' I said, 'I cooled (the box) off up (at the bunker), and I just backed down... put your hand down here and feel it yourself.' And when I bent over to do that, he took his fist and drove it right into my kidney. Just boom... drove me right onto the ground, and then turned around and walked away. Never ever apologized... never said he was sorry... He was just frustrated and I was the target of the frustration. The way he could vent it was to nail me, but he was frustrated that train wasn't on the mountain and he was letting Ellen (Teague) down." However, LaCoss' devotion to Mrs. Teague cooled later. "He was not a loyalist," says Christy. "Down the road of when he saw some of the crap... he finally figured out what the hell was going on. But I could understand his devotion to her early on." Christy is thankful he got to meet and work with LaCoss. "Niles introduced me to my wife... He was the best man in our wedding. He died about a year after we married and we've been married 45 years this year." The Social Security death index says LaCoss died in November 1974.



- Ancestry.com / 2018 Interview with Jitney Jr. / Gorton (VT) Times - Fri, Jun 28, 1940 pg. 7

Albert LaCroix 1964

Track crew - *(1964)* "Gilman, Vt. Notes: Robert Frizzell, David Pelletier, Albert LaCrois [sic], and Albert Lyons have employment at the Cog Railway at Mt. Washington, N.H. Mrs and Mrs. Eudore Pelletier and daughters, Cheryl and Kathy and their guest, Miss Linda McQuen were at the Mt. Washington Cog Railway on Saturday *(6/13)* to visit the Gilman boys there." Albert Joseph LaCroix was born on November 11, 1945 in Gilman, Vermont. He was the fifth child born to Quebec-born wood dealer, 35-year old Henry G. LaCroix and his Rhode Island-born wife, 31-year old Emiliena R. (Plante) LaCroix. As a member of the track crew, Al LaCroix earned $1.05 an hour. In the spring after his summer at the Cog, 19-year old Albert married 18-year old



Nora Elena Martel from Concord, Vermont. Both were listed as students *(Nora was at Lyndon State in 1965)* on the license for their April 24, 1965 marriage in Gilman at the Catholic church - Rev. Paul E. Bouffard presiding. Albert was living in Lyndonville when his mother died in 1991. LaCroix did business as the Farmboy Restaurant.

- Littleton Courier - Thu, Jun 18, 1964 pg. 4B / Ancestry.com / Newspapers.com / Bencosky-Desjardins files

Gordon LaCroix 1960

Gordon Lacroix (1964)
- Lacroix Family

Born and raised in Bennington, Vermont, the newly minted teacher from Castleton State College - Class of 1959 likely heard about the Cog Railway when he came to teach at the Chester, Vermont junior high school in Jitney's hometown. Gordon was one of seven children of Joseph S. and Mildred (Wood) LaCroix born on May 23, 1937. During high school, he was a "cub" reporter on the student newspaper. He could sing, play the organ, and his baton-twirling specialty act won first place in a school talent show. At the Cog he worked in the Marshfield Cabin rental office and earned $175 a month. In February 1961, he got engaged to another teacher from Nashua, New Hampshire, Gertrude (Trudy) Landrry. The couple said "I do" in a Roman Catholic ceremony in Bennington on April 15, 1961. In June 1964, Lacroix earned his Masters Degree *(right)* from the College of St. Bernardine of Siena in New York. At that point he was the guidance director for both the Crown Point Central School and the Port Henry, N.Y. High School. He and Trudy were living in Crown Point with their two daughters.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Joe LaCroix (2020)
- LaCroix Family

Joseph F. "Joe" LaCroix 2002

Marshfield Kitchen Cook - "Joseph F. (Ferdinand, Fred, Pop, Dad, Joe, Pepere) LaCroix passed away peacefully on Christmas morning, 2020. Ferdinand was born on December 13, 1930 in Sutton, Vermont (the youngest of 13 children) to Zephire and Leontine LaCroix. Early influences in his life included time spent with his "spirited" hard-working family and his studies at a seminary in Massachusetts. With a strong sense for adventure and service to country, Ferdinand enlisted in the United States Air Force in 1951. This decision opened up countless opportunities for this enthusiastic young man, resulting in a very successful 24-year career in Air Force Food Service. Following wartime service at Suwon Air Base during the Korean War, Ferdinand made the wisest decision of his young life in marrying his lovely wife of 67 years, Jeanette (Mom, Ma, Ma-ma-zoo, Memere) Guyer of Lyndonville, Vermont. Fred and Jeanette's beautiful life together brought them to Ohio, New York, Vermont, New Hampshire, Japan, Missouri, Montana, Colorado, and Turkey. Also during this time, their 5 children (Ricky, Stevie, Jimmy, Vicki, and Johnny) were born. Family experiences focused on life-long friendships, supporting each other's interests in a wide-variety of sports and academics, always embracing his French-Canadian heritage. Providing an environment filled with faith, hard work, and commitment to family…was what it was all about! After retiring from the Air Force in 1975, Pop's background in food service was rewarded with a great position in Sacramento, California—Project Manager for all food service operations at Mather, Beale, and McClellan Air Force Bases. But after a couple of years, New England was calling them back, eventually "settling down" in Littleton, New Hampshire. Joe's culinary expertise continued in the Littleton area, managing the restaurant at the Continental 93 Motor Inn, overseeing the food service program for the Littleton School District, catering events for many friends and organizations, and managing food operations for the Mount Washington Cog Railway. If you live within a 50-mile radius of Littleton, you may have had some of Joe's popular seafood chowder! Just prior to retiring, he worked as a delivery driver for Bond Auto Parts. Anyone who knew Dad, can attest to his fervent support for the Dallas Cowboys. Over the years, you may have even lost (or won) a couple bucks in a friendly wager! Also a regular fan at Littleton High School sporting events, Pepere's love for local sports continued long after his own children graduated. Joseph F. LaCroix is survived by his wife Jeanette, son Rick and wife Jody LaCroix, son Steve LaCroix and wife Karen Eddy, son Jim LaCroix, daughter Vicki and husband Eric Brigham, son John LaCroix and fiancé Maureen Trujillo, 10 grandchildren, and 2 great-grandchildren. A celebration of his life will be announced at a later date. *(2020)* ***Paul Forbes:*** "Charlie let me know that Joe LaCroix passed away on Christmas day. RIP Joe." ***Dave Moody:*** "Joe was a great man, his track breakfasts (4AM track crew) and his track lunches were awesome." ***Charley Kenison:*** "Dave - Remember the time I brought Joe up on the

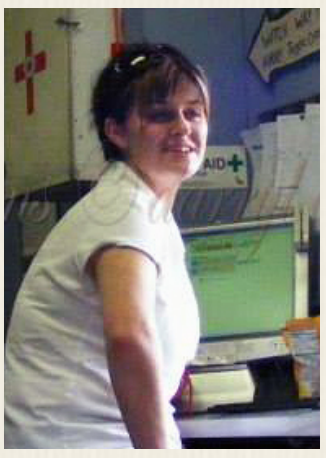
Laf

Speeder to bring you guys coffee break? Joe loved it!" ***Moody:*** "Yes the smile on Joes' face was huge !" *Jon Sykes:* "I used to bump into Joe and his wife at the Topic of the Town often and enjoyed having conversations with them. Retired proud Air Force man and all around nice guy. My deepest condolences to his family. He treated us well at the Cog. Rest in peace old friend." ***Paul Forbes:*** 'Jon Sykes - you are right he treated us well!' ***Brian McMinn:*** "Enjoyed the poker games."

- MWCR: We Worked There FB page - Tue, Dec 29, 2020

R. R. Lafavour 1951

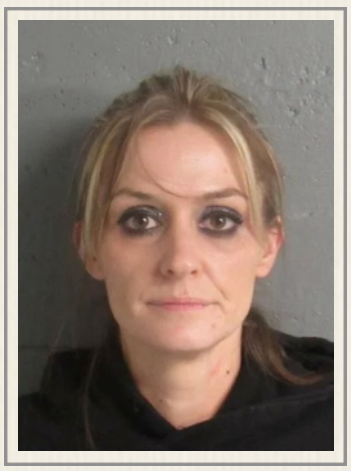
Marshfield Corp/Cog Railway Cabins



Jessica LaFlam in Cog ticket office (~2010)
- Doc Chase photo

Jessica LaFlam 2010

Railway Ticket Office - The White Mountains Regional High School graduate *(2004)* was from Whitefield, New Hampshire. She became engaged to Jonathan Dupont in February 2012, and according to her Facebook account, she has a daughter, Miura Tattersall. LaFlam was a food service manager for the Abbey Group starting in August 2017. The Abbey Group began providing food services at the Mildred C. Lakeway Elementary School that year. *(2022)* "A former cafeteria worker has been indicted after allegedly dropping at her Littleton school workplace a bag of methamphetamine that was found by a school employee, according to Grafton Superior Court records reviewed on Tuesday. Jessica Laflam, 35, of Jefferson, was originally charged by Littleton police with a Class B felony count of drug possession in a school zone for the incident police said occurred on the morning of Friday, Jan. 28 at Lakeway Elementary School. A warrant was issued for her arrest on Feb. 28 and an arrest was made on March 14. On April 15, Laflam was indicted by a grand jury on a Class B felony of violating the Controlled Drug Act by possessing meth. (The indictment does not reflect possession in a school zone). According to the affidavit for arrest by Littleton Police Detective Scott Powers, a school employee had come to the Littleton Police Department at 11:18 a.m. on Jan. 28 to turn over what she believed were illegal drugs found at Lakeway Elementary School. Powers said the employee found the bag containing a clear crystalline substance consistent with methamphetamine as she was walking out of the school, between Bishop Street and Lakeway's modular building. Police then turned to the school's video surveillance. "I requested CCTV video of where the drugs were located," said Powers. "I was provided a video of three people who entered the building in the time frame. One individual was Jessica Laflam, who was seen entering the building at 8:56 a.m." Laflam was employed at the time by the Abbey Group, which provides food to the school. The video is activated by motion and picked up Laflam walking into the building, but the video's motion sensor did not activate until Laflam was a few feet past where the drugs were found, said Powers. "Laflam has her right hand inside her right pocket and was retrieving what is believed to be her keys or phone," he said. "The path that Laflam walked into the building depicted in the video from her vehicle would have had her walking directly to where the drugs were located." The second person in the video was seen entering the building at 9:47 a.m., but not along the path that would put her where the drugs were located, said Powers. The third person who entered was the school employee who brought the drugs to police. Laflam had gone home early that day because of a COVID-19 exposure at her residence and Powers was then unable to speak with her. He wrote that he also knew Laflam's boyfriend was involved with drugs and there was an active investigation into her boyfriend at the time for fraudulent use of a credit card. On Feb. 2, a lab test conducted by a member of the New Hampshire Attorney General's Drug Task Force concluded that the substance found was methamphetamine, said Powers. On Feb. 7, after Laflam had returned to work at the school, Powers went to the school to interview her. "During the interview, Laflam initially denied any drug use or knowledge of drugs," he said. "Laflam consented verbally to a search of her phone, and I reviewed the phone in the presence of Laflam. While reviewing the phone, I observed communications between Laflam and her boyfriend, John Dupont." The communications included drug prices and a photograph Laflam sent to Dupont holding a methamphetamine pipe, said Powers. "I confronted Laflam about the picture," he wrote. "Laflam admitted during the interview that she was struggling with issues at home and had used methamphetamine three times, with the most recent time being a week and a half before the interview." When shown a photograph of the drugs found at Lakeway, Laflam said they were the same drugs she had used and she identified them based on the baggie being an Equate brands baggie and by the smaller baggie inside the clear baggie, said Powers. Laflam said she did not knowingly bring the drugs to the school, he said. In a written statement to the police, Laflam said, "The drugs did fall out of my pocket. I did not knowingly bring the bag to school property. It fell out as I was getting my phone out of my pocket. My life had been very crazy and I had tried this drug the night before. I did not mean for it to be on school property. I take full responsibility for the actions I made. It was unprofessional and dangerous. I would have never purposely put my job at risk or endangered any of the children that go to Lakeway." On April 15, Laflam's attorney, Emily Wynes, of the office of the New Hampshire Public Defender, filed a motion with the court to preserve evidence and authorize immediate independent testing of the drug because the defense "anticipates challenging the testing methods employed by the state of New Hampshire as inadequate, unreliable, and impermissible pursuant to New Hampshire Rules of Evidence 701 and 702." On April 27, Assistant Grafton County Attorney Tara Heater filed a partial objection to Wynes' motion, stating that the prosecution has no objection to making the samples available for independent testing provided that the laboratory and analyst selected by the defendant has identical certifications as the state laboratory and analyst, the samples are provided directly to the defendant's expert from the Littleton Police Department and there is an appropri-



Jessica LaFlam booking photo (2022)
- Caledonian Record

ate chain of custody, and the samples are returned to the police department. The judge approved the prosecution's motion outlining the conditions. Laflam was released on personal recognizance bail. A dispositional conference is scheduled for June 6 at Grafton Superior Court. In New Hampshire, a Class B felony count is punishable by a maximum New Hampshire State Prison sentence of 3 ½ to 7 years." In early 2023, Jessica LaFlam's *LinkedIn* account says she is living in Berlin, New Hampshire and is open to full-time work as a salesperson or housekeeper.

- Tom Lane email - Sat, Jun 25, 2020 / St. Johnsbury (VT) Caledonian Record – May 31, 2022 / LinkedIn.com / Facebook.com

Alfred LaFrance 1948

Railway employee - *(1948)* "The crew is mainly made up of local men, including Albert Dennis and Pliney Granger, Jr., of Littleton, Pliney Granger, Sr., of Lisbon, Clifford Kenney and Joseph Galarneau of Fabyan, Gordon Chase of Lincoln, Jerry Twomey of Franconia, Earnest King of Lancaster and Alfred LaFrance of Woodsville." Alfred Gordon LaFrance was one of the many World War II veterans who worked on the Cog Railway after they came home. LaFrance was the only son of railroad machinist Leon and Pearl (Hutchins) LaFrance – born on June 22, 1920. Five sisters would follow Alfred (Shirley M., Dorothy A., Carol J., Susan L. and Betty J). First-grader Alfred's name would appear in the local paper in 1928 for receiving a "certificate of honor for perfect attendance during the fall term" at the Woodsville Graded School. At age fifteen Alfred was one of nine people in the running to win cash prizes for gathering the most subscriptions to the *Groton Times* newspaper with only two weeks remaining in the contest. The paper was awarding $300 for first place, $100 for second, $75 for third and $25 for fourth. These were not inconsequential sums in the fall of 1935. In 1939, the 19-year old had found work in Quechee, Vermont. When he registered for the draft on February 1, 1941 in Springfield, he was employed at the Cone Automatic Machine Company in Windsor as a grinder and was living with a member of his mom's family, Matthew Hutchins on River Street. The draft registrar said LaFrance was 5-feet 9-inches tall, weighed 145 pounds with a dark complexion, gray eyes and brown hair. He sported an appendix scar and one under his chin. Not quite eight months later, LaFrance went to Rutland to enlist in the Army Air Corps. Intake paperwork said he had completed grammar school and now weighed 131 pounds. After a brief stay at Fort Devens, Massachusetts, recruit LaFrance was assigned to the Air Corps Replacement Training Center in Biloxi, Mississippi in mid-October 1941. Private LaFrance was stationed at the new bomber base, Atkinson Field *(below right)* near Georgetown in British Guiana, South America. The mission of the airfield was defense against German U-Boats and the major staging point for American aircraft crossing the Atlantic along the South Atlantic and for American supplies for British forces.

when he wrote a letter to his grandmother, Hannah Mace LaFrance in early April 1942. Hannah and her husband, George had been keepers of the former toll bridge between South Newbury and Haverhill. "Dear Grammie and Grandpa, Got your letter and was glad to hear from you. Hope you are well and happy. I'm feeling well. There isn't much I can write about but I could be in a lot worse place than I am so don't worry about me. When I come back we will go to one of the church meetings the way we used to when I was a little fellow. Mom and Dad and sisters write every week, so I don't get to homesick. I hope Uncle Harold is well and Gramp isn't working too hard. There's a lot of jungles and sand here and we get to town about once a month. Well, there isn't much more I can say now but will write again soon. Goodbye for now. Lots of love and God bless you. Your grandson, Alfred." The letter arrived in Lisbon on Tuesday, April 21, 1942 the day his grandmother Hannah died of pneumonia at age 76. It was published in the *Groton Times* with her page 1 obituary on May Day. Other letters from Alfred would appear in the paper. Instal-

Atkinson Field, British Guiana, South America(1943)
- sixtant.net

lation of an Honor Roll in the Woodsville Universalist church on September 11, 1942 with ten names of young church members (9 men and one woman) indicated that Alfred LaFrance was in New Guinea. There was no formal dedication just a reminder "that young people have been called from peaceful pursuits to play a part in a world conflict in order that what our country represents at its best may be neither thrown back or lost." A snippet of a letter from Private LaFrance to his parents appeared in April 1943: "Say, Mom, you want to stay in practice on your cooking because you're going to have a lot of it to do when I get home. It seems so strange to hear of all 'the kids' being in the Navy when not so long ago they were running around in knee pants. Now don't worry, I'm in good health and safe as a babe in church. Take care of yourself and I'll be home before you know it." He actually was. His father, Leon became ill, and Pvt. LaFrance was granted a leave of absence to visit home after more than a year of foreign service. He landed in Florida on Monday, May 31, 1943 and was expected in Woodsville by the end of the week. Father Leon would recover and continue to work as a locomotive mechanic through 1958. Son Alfred returned home to Woodsville and started having legal difficulties due to alcohol. Alfred LaFrance was one of four people arraigned on charges of intoxication on Monday, July 28, 1947. He plead guilty, was fined $15 and costs of $9.85 with an alternative sentence of two days for every dollar in Washington County Jail. He worked at the Cog in 1948 and may have worked other summers before 1950. His budding career in machine shops apparently faltered as he would be listed in the future as a carpenter or laborer. He would board at his parents' home from 1953-1958. In April 1958, the 37-year old LaFrance pleaded guilty to intoxication and went to jail because he did not have money to pay the $5 fine and costs of $19.34. He was lodged in jail for 30 days in September 1965 due to drunkenness. Late March 1966, LaFrance was back in jail "to serve out (his) fine after a plea of guilty." LaFrance was 46 when he went to jail for 42 days for lack of funds. "The Woodsville, N.H., carpenter admitted being intoxicated in Wells River March 6, 1967 and was fined $5 plus costs of $37.99. On January 13, 1969, LaFrance appeared before Judge Samuel Rothman in Chelsea District Court. He was charged with being drunk in Bradford on January 10th and plead guilty. The fine was $5 and costs of $21.50 or 27 days in jail. LaFrance went to jail for the last time. On his third morning in the Orange County jail next to the courthouse in Chelsea, Alfred LaFrance helped the county sheriff's wife serve breakfast to the other inmates in the cell complex about 7:30. The day before LaFrance had borrowed a razor from another inmate so he could shave. At about 20-minutes after 8, inmate William Senecal called out to Sheriff Russell Bagley, "the old man is all covered with blood." Bagley "went to the cell and found LaFrance covered with blood, but still alive." Bagley went and called Dr. Brewster Martin but returning to the cell two minutes later he found Alfred Gordon LaFrance dead. He was 48. He was buried in Pine Grove Cemetery in Woodsville. *- Littleton Courier - Thu, Jun 18, 1964 pg. 4B / Groton (VT) Times – Fri, Jan 6, 1928 pg. 1; Fri, Oct 10, 1941 p.g 5; Fri, May 1, 1942 pg. 1 & 8; Fri, Sep 11, 1942 pg. 1; Fri, Apr 30, 1943 pg. 1; Fri, Jun 4, 1943 pg. 5 / Burlington (VT) Free Press – Tue, Jul 29, 1947 pg. 13 / History of Woodsville, NH One Person at a time… / White River Valley Herald – Thu, Apr 17, 1958 pg. 1 / Bradford (VT) United Opinion – Thu, Sep 2, 1965 pg. 5; Thu, Mar 31, 1966 pg. 1; Thu, Jan 16, 1969 pg. 5 / Barre (VT) Times Argus – Wed, Mar 15, 1967 pg. 3; Thu, Jan 16, 1969 pg. 20 / Ancestry.com / Newspapers.com*

Mark LaGuardia 1977

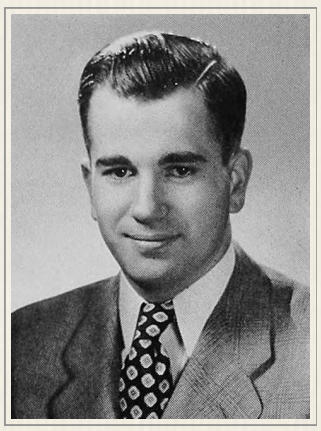
From Philadelphia, Pennsylvania, Mark LaGuardia worked at the bunker and around the base.

- Railway Corp

Henry C "Hank" Lahey Jr. 1952 - 1955 / 1958 - 1964

Ticket Office / Summit House Manager / Assistant Manager from 1960 through 1962, he earned $400 a month. He was paid $20 a day for his time in the ticket office in 1964. Husband of Peg / As of May 2020, Hank was living with his wife at an assisted living facility in Exeter, New Hampshire.

- Railway Corp / Bencosky-Desjardins files / See Vol. 1 Ch. 9 Sec. 2



Hank Lahey (1952)
- Boston College

Peg Lahey (1961)
- Elvira Murdock photo

Margaret "Peg" Lahey 1958

Wife of Hank - worked one summer doing clerical in office above gift shop before taking care of daughters at the *"Peppersass"* House - got paid in 1959 for piece work. As of May 2020, Peg was living with her husband at an assisted living facility in Exeter, New Hampshire.

- Railway Corp / See Vol. 1 Ch. 9 Sec. 2

Michael G. Laleme 1984 ?

Laleme's name was noted on Rob Maclay's Cog Railway mailing list found by Maclay's daughter while cleaning out her father's Boarding House apartment.

James Laliberty 1968

AST Corp - Track crew

Ronni M. Lalumiere 1973

From Jefferson, New Hampshire, Lalumiere earned $200 a month working in the Marshfield kitchen.

- Bencosky-Desjardins files

D. P. LaMarca 1951

Mt. Washington Club/Summit House

C. J. LaMontagne 1952

Mt. Washington Club/Summit House

Charles E. Lamora 1910 - 1911 & 1927 & 1929

Mount Washington Railway employee from Concord, N.H., Lamora is listed as a Cog blacksmith in the September 1910 end of season edition of *Among the Clouds.* The next summer, "George A. Gosbee of Gloucester, Mass., of *Among the Clouds* staff and Charles E. Lamora of Concord, N.H., an employee of the Mt. Washington Railway, had a remarkable tramping experience on Sunday *(7/16)*. They took the train from the Base to the Summit and after mailing some post cards to friends from the top of Mount Washington, started down over the Southern Peaks." / *(1929)* "Charles LaMora, a garage owner of Concord, who was requested to run an engine on the road for the (*Peppersass* Celebration) day because of his five years' experience on the line, was in charge of the (photo) train that followed *Old Peppersass* down the Mountain, and his was the only train to descend to the base. Alfred Truedel was his fireman." Charles Edward Lamore was born on December 12, 1886, in West Danville, Vermont, to Marie Anne (Mary Ann) Plante, age 36, and Louis Lamoureaux, age 52. On April 22, 1910, Census enumerator Frank G. Cooke found 22-year old Charles Lamora working as a blacksmith in the B&M railroad shop in Concord, N.H. while living with his brother-in-law, James H. Welch on Water street. Charles would head up to the Cog that summer. He married Alice Mary Larochelle *(b.1894 d.1980)* on September 30, 1912, in Concord, New Hampshire. The 1913 Concord City Directory says Charles E. Lamora is now a chauffeur for Suburban Transit Co. and living at 12 Pierce Street. The following year he's working at the Eagle Garage while living at 22 Water Street. When the 30-year old Lamora registers for the draft in early June 1917, he is running his own garage in Concord. He says he has had one year of military service as a private in Company E of the New Hampshire National Guard. Lamora asked for an exemption from the draft based on having four dependents to take care of. He and his wife, Alice (Larochelle) Lamora now have three children. At the 1920 Census, Louis is 6, Earl is 4, and Eleanor. When the 1930 Census is taken, Charles is back working for the railroad as a machinist. 7-year old Arthur Alfred *(b.1922 d.1976)* has joined the family, and Alice is taking in sewing. Daughter Eleanor marries a mechanic in 1936. When 55-year old Charles registers for the draft in 1942, The 5-foot 6-inch tall Lamora with gray hair, brown eyes and a light complexion is working in the state highway garage in Concord. He is still there when the Concord City Directory is published in 1946. Alice is now a seamstress at the New Hampshire State Hospital. Charles Elmer Lamora dies on May 19, 1949 in Concord and is buried in the Calvary Cemetery in that city.

- Among the Clouds - Sep 14, 1910 & Jul 18, 1911 / Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3 / Boston Globe - Mon, Jul 22, 1929 pg. 7 / Ancestry.com

Arthur "Art" Lamoureaux 1940

Arthur Alfred Lamoureux was born on July 14, 1922, in Concord, New Hampshire, when his father, 35-year old Cogger Charles Elmer (Edward) LaMora and his mother, 27- year old Alice M (Larochelle) LaMora. Arthur's dad was a "Lamoureaux"

when he was born, but went by the more anglicized "Lamora" later in life. Arthur began as a "Lamora" but when he went to work as a waiter at the Mt. Washington Club in 1940 at age 17, he switched back to the original French spelling. He was mentioned in the first edition of Col. Henry Teague's Mt. Washington Daily News as being part of the crew creating paths for tourists to be able to walk to better scenic vantage points at the Summit. And Daily News editor Richard Carlisle let Arthur Lamoureaux write a July 6th article about Teague hiring many college students as waiters at the Club "enabling them to secure an advanced education." Lamoureaux listed 23 colleges and universities being represented on the Summit House staff. He did not mention which college he might be attending but did allow as tourists enjoyed being served by "the more intelligent and ambitious sort of young men." Two years later at the end of June 1942, Arthur Alfred Lamoureaux was working for Paul Rittenhouse, manager Guest Relations for the National Broadcasting Corporation at 30 Rock in New York, City and living in Brooklyn at 180 Sterling place. Lamoureaux registered for the draft on June 30 saying his mother Mrs. Charles Lamoureaux (another spelling change) in East Concord, New Hampshire would always know his address. The 19-year old was described as 5-feet 7-inches tall, weighing 140 pounds with black hair, brown eyes and a light complexion. Lamoureaux did not wait to be drafted. On November 18, 1942, he went to Boston and enlisted in the U.S. Navy. An October 31, 1943 muster roll for the *Landing Craft Infantry (Large) No. 475*. Lamoureaux had been in the Navy longer than *U.S.S. LCI(L) 475 (left)*. The keel was laid on August 28, 1943 at the New Jersey Shipbuilding Company's yard in Barber. The LCI was called a "craft" rather than a ship because it was less than 200 feet long ("ships" were over 200 feet long), and it could not travel across large bodies of water. However, the necessities of war required the LCIs to prove their sea-worthiness, as those "Lousy Crate Indeeds" crossed both the Atlantic and Pacific Oceans in the early days of World War II. The LCI was the third largest of the beaching craft. In addition to the crew, it could carry about 200 troops and land them directly on the beach by means of two ramps, lowered on either side of the bow. All American LCIs had bunks installed for the troops as well as for the crew. No. 475 launched on September 30, 1943. Lamoureaux came on board on October 19th and served under her first commander Lt. C. W. Hartness USNR.

USS LCI(G)-475 at Samar Island, Philippines (Feb 1945)
- Harold S. Radcliffe image

When November 1943 began, Lamoureaux was one of 24 enlisted men on board. A Yeoman Third Class, he performed "typing, stenographic, clerical and other office duties" for Hartness and the three other officers. He received $78 a month. There was likely a lot of clerical work to be done. *LCI No. 475* was designated the Flagship of Flotilla 13 - a group of 36 ships bound for the Asiatic Pacific Theater. The ship would become an infantry gunboat in June 1944 and participated in the capture and occupation of Guam *(21-28 July 1944)*; the Leyte landings on 20 October 1944; the Lingayen Gulf landing at Luzon on 9 January 1945 and the assault and occupation of Okinawa *(24 March - 1 June 1945)*. *USS LCI(G)-475* earned four battle stars for its World War II service. Exactly when Art Lamoureaux was on board, and when the boat was decommissioned are dates unknown. *No. 475* was struck from the Naval Register in 1946. Lamoreaux's death certificate indicates he was a disabled veteran of World War II and had never married. Family members say Arthur was "never the same after coming back" from the war. He was living in Peacham, Vermont on July 26, 1976 when he suffered a heart attack at about 5 p.m. Dr. Ralph Jardine of Lyndonville pronounced him dead at 8:30 pm. He was 54 years old and was buried in Cavalry Cemetery in Concord, New Hampshire.

- Mt. Washington Daily News - June 30, 1940 / Ancestry.com / http://usslci.org/facts / https://www.navsource.org/archives/10/15/150475.htm

Roland Lanctot (2018)
- Lanctot Family photo

Roland Lanctot 1971

15-year old Roland Henry Lanctot was living in North Stratford, New Hampshire when he came to the Cog to washes dishes and work in the Marshfield kitchen. Roland was one of eleven children of Stratford Plywood Company worker Cyrille Lanctot and his wife Catherine (Cote) Lanctot. Roland earned $180 a month at the Cog. His mother died that same year. Roland would enlist in the United States Marine Corps, served in Vietnam, and became a sergeant. After getting out of the service, he came back to North Stratford, then moved to Chicago for a short stint before heading to Ocala, Florida in the late 1980s where his father and stepmother were living. The 62-year old Vietnam vet was living in a tent in a densely wooded area off of Northwest Blitchton Road and Northwest 33rd Avenue in Ocala near Fuqua's Sawmill in January 2018 when he was shot three times in the face and killed. His sister found Lanctot's body on the afternoon of January 17th. Lanctot was a confidential informant and key witness to a drug deal involving 31-year old Kenneth Mills. Police said Lanctot "had conducted several drug purchases under the direction of the Unified Drug Enforcement Strike Team, which included deals with... Mills." When Mills' father learned Lanctot's identity during a court proceeding, police say he gave 27-year old La'Mathis Eugene "Doughboy" Hamilton $3,000 dollars to the former Cogger. Hamilton was charged with first-degree murder and Ken Mills' 53-year old father was charged with "principal to a first degree murder. Roland Henry Lanctot's obituary said "Roland was an entrepreneur. In his early part of his life was in the Military as a cook and moved later to Ocala, Fl where he did construction work and later on sold hot boiled peanuts for sporting events throughout Florida. Roland had a deep love for the outdoors. Growing up he loved to hunt, fish, and play sports. However as he got older, his love for all of that went from doing to watching (ha-

haha) Roland loved to watch football with some of his siblings. This Super Bowl is for you Roland (Go Patriots) may you rest R.I.P. from your loving sister and brothers. He was "survived by his stepmother Joyce Lanctot. Siblings, Roger and Donna Lanctot from NH, Richard Guy, Courtney Lanctot from AK, Rene, Tiea and Rene Lanctot from VA, Rosemarie, Catherine, Shane Prince from FL, Robert and Karen Lanctot from Germany, Rex, Joy, Nick and Justin Lanctot, Sylvain, Michael, Ryan, Elissa Gatineau, Daniel Gatineau, Steve, Andrew, Savannah Lanctot and Michael Lanctot." A Military burial was conducted at the Florida National Cemetery in Bushnell, Fl. following the services on February 8, 2019.

- Marshfield/Cabins Corp / Bencosky-Desjardins files / Ancestry.com / Find-A-Grave.com / Ocala Star Banner - Mar 13, 2019

Jane Lancy 1965

Marshfield Base employee

- Cog Party list

"Babbie" Landreth (1962)
Springside H.S. yearbook

Charlotte Taylor "Babbie" Landreth 1964

19-year old "Babbie" Landreth was born and raised in Chestnut Hill, Pennsylvania - the daughter of Charles H. and Barbara (Brown) Landreth. Her father was the last of Landreth family to run D. Landreth Seed company that was established in Philadelphia in 1784. He and his brother Burnet sold the company in the late 1940s and they founded a garden supply store in Cornwells Hieghts. The Penn's Manor store closed in 1962 as Babbie's father became business manager at his alma mater, Chestnut Hill Academy and daughter, Charlotte graduated from the sister school, Springside Academy. From 1962 Springside Academy yearbook entry for Charlotte Taylor Landreth: "Babbie... Babs... Bab-o... four-year member of hockey squad... Glee Club... Quiet and retiring in class - enrages teachers by never voicing her opinions... brother who breaks arm, wrist, or collarbone every month... mathematical mind - fourth year Math... mad crushes on boy next door and on boy two houses down... never gains weight - has weighed the same for last four years, yet eats anything... long, naturally blonde hair... temporary member of Self-Government in junior year... tennis and basketball squads... one of the first members of the class... Greek chorus in eleventh grade project... petite. Lives at 151 West Highland Avenue, Philadelphia - "He who has lived a retired life has lived well. - Ovid" Landreth attended Babson Junior College in Haverhill, Massachusetts before heading for Trinity University in San Antonio, Texas. She earned $110 plus $10 plus $64 a month for her summer working for the Marshfield Corp. at Mt. Washington. In August 1966, 21-year old Charlotte T. Landreth and 26-year old Navy veteran John L. Rodgers 3d applied for a marriage license. The couple married that month, honeymooned in Nassau, and came home to live in Chestnut Hill. They had at least one daughter, Margaret Taylor Rodgers. In 2010, Babbie's old school and her dad's merged. She attended a Class of '62 reunion of the Springside Chestnut Hill Academy *(right)* in 2020.

"Babbie" Landreth '62 (2020)
- Springside Chestnut Hill Academy

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Russell K. Landry 1968

Summit House employee - Russell Landry appears on the payroll summary for July 1968 as earning $81 a month. "Free" room and board was worth $36 a month for tax purposes. His net monthly pay was $63.95. Landry's salary was booked in the Summit House "heat, power & light" column.

- July 1968 Summit Payroll summary

Albert A. Lane 1957

17-year old Albert A. Lane was living in Eaton, New Hampshire when he worked for the railway in 1957.

- Railway Corp

Fred A. Lane 1957

Fred A. Lane was living in Eaton, New Hampshire when he worked in Marshfield in 1957. He is likely a relative of Albert's but exactly how they are related is unknown.

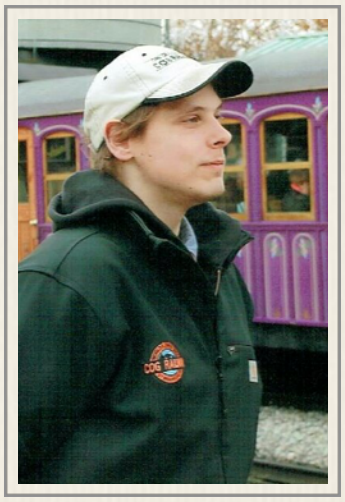
- Marshfield Corp

Richard J. Lane 1889

Summit House chief waiter - "Mr. Richard K. Lane, chief waiter at the Summit House will soon leave for Boston. By his gentlemanly and courteous bearing during the season he has won to himself many warm friends." Richard J. Lane (*Among the Clouds* typesetters may have missed the right letter for his middle initial as the only waiter consistently working in Boston was a Richard J. Lane was born in Halifax to Irish-native Frederick W. and Nova Scotia lass, Mary Lane. At age 21, Richard was working in a Boston restaurant. The 1880 Census found him living on Albany Street with his mother, 49-year old Mary Lane and seven other relatives. He married Mary E. Lalor from Lawrence, Massachusetts on September 13, 1885. The 1886 Boston City Direc-

Tremont House (1886)
- Boston Public Library

tory finds Richard still working as a waiter. He is the is listed as head waiter at the Tremont House *(previous page)* in Boston in 1889, the same year he ventured to the top of New England to run the Summit House dining room. He's helping manage the Boston hotel in 1892. Richard is 48 when the 1910 Census is taken. He and Mary have been married for 21 years. Richard is still a waiter. Mary is working in real estate. *- Among the Clouds - Sep 9, 1889*



Thomas Lane
- Lane Family collection

Thomas Lane 2007 - 2020

Thomas Lane started working at the Cog Railway in the kitchen. He moved to the ticket office *(2007-2017)* and qualified as a brakeman in 2012. He joined marketing in 2017 after spending three seasons as the railroad's Sylvester Marsh impersonator. He continues to work in marketing/media operations as he outlines in his LinkedIn profile. "I've worked in the travel & tourism industry for 13 years and have helped collaborate on large projects including the construction of the Mount Washington Cog Railway Museum, the official Mount Washington Cog Railway Website (thecog.com), the Cafe Lafayette Dinner Train official website (https://www.nhdinnertrain.com) and other projects including running the social media outlets of multiple organizations. I've also contributed to several different major projects involving digital marketing and content creation including but not limited to the production of informational and promotional videos about the attractions. Needless to say, I enjoy sharing my love of the White Mountains and the tourism industry with others. Amusement parks and railroads are a major interest of mine and I love to discuss and share my experiences in these industries with others. If you are the type of person who enjoys creating digital content or are also in the ticketing business feel free to message me and have a discussion! There's nothing better than sharing ideas back and forth to make your projects even better!" July 2, 2020 - started new job at White Mountains Attractions Assn.

- Facebook / email to Jitney Jr. / LinkedIn

Olin A. Lang 1892 - 1893

Railway conductor - Twin Mountain notes: "A new conductor appeared on the Concord mail train Monday *(6/5/1893)*, Mr. Lang resuming the position of last year between Fabyan and Base." A search of *B&M Employees* magazine index notes an Olin A. Lang - a conductor from Lakeport with over 50 years of service. He started with the railroad in 1882. *(1930)* "Olin A. Lang, freight conductor, has the sympathy of all the boys in the loss of his sister, Mrs. Alden Cram, and his brother-in-law, Alden Cram, who both died the same day of pneumonia at their home in Lyndonville, Vt.," *(1936)* "Freight Conductor Olin A. Lang, the oldest conductor in that class of service on the White Mountains roster, has recently been pensioned. He last held position as conductor on Lakeport switcher, which has been assigned to Conductor N. Lindsay." Olin Andrew Lang was born in Dalton, New Hampshire on June 10, 1861 to Jonathan Mitchell Lang *(b.1837 d.1923)* and his wife, Harriet Ann (Griswold) Lang *(b.1834 d.1916)*. Olin grew up on the family farm with five siblings (a brother & four sisters) and went to Littleton High School for two years *(1875-1876)*. He left school to work on the farm. Around 1882, Olin A. Lang went to work for the railroad. The 30- year old railroad conductor married the 29-year old daughter of a shoemaker Hattie E. Gibson *(b.1862 d.1925)* of Whitefield on October 20, 1891. It was the first marriage for both. In 1900, Hattie and Olin were living in Carroll, New Hampshire. Their 17-year old niece, Elizabeth Hatch was staying with them and going to school. The couple never had any children. In 1910, the 48-year old steam railroad Conductor Lang and his wife were living in Woodsville on Nelson Street. Two years later Hattie came down with an illness (which would claim her life 13 years later in 1925). Mrs. Lang got sick the same year her husband successfully ran for a seat in the New Hampshire legislature. He was the only Democrat in the three-member delegation from Haverhill that included former Cogger Harold K. Davison. Widowed a year, 64 year old Olin married a 62-year old widow and minister's daughter from Concord, Jennie M. B. Grant *(b.1863 d.1933)* on June 10, 1926. In 1930, Olin was a freight conductor on the B&M. He and Jennie were hosting three boarders including 11-year old Jeanette Fullerton. In 1932, Jennie fell ill and they moved back to her home, Cable Tow, in Winnesquam, where she resided until the time of her death on May 14, 1933. Olin continued living there. During the 1940 Census, the 72-year old retired railroad man had a 42-year old live-in housekeeper, Helen S. Poole. He was diagnosed with arterio sclerotic heart disease in 1945. It sent him to the hospital in May 1947. He died two days after his 86th birthday - three weeks after entering the Laconia Hospital. Olin A. Lang was buried alongside his first wife in the Pine Street Cemetery in Whitefield.

- Littleton Courier - Wed, Jun 7, 1893 / B&M Employees magazine - Feb 1930 pg. 27; Jun 1936 pg. 20 / Ancestry.com / Newspapers.com

John D. Lange Jr. 1954

Brakeman on No. 2 Ammonoosuc with engineer Cliff Kenney & fireman Paul Philbrick although his last name is mis-spelled as "Large" *- Railway Ledger*

Howard Langill 1900

Summit House employee - *(1900)* "Plymouth notes: Howard Langill has gone to Mount Washington." Howard Herbert Langill was born on January 16, 1877 in Springhill, Nova Scotia - one of five children (3 boys, 2 girls) born to carpenter Laban and Elveyna (Vaun) Langill. In 1891, Howard was recorded as a 15-year old baker's apprentice in his hometown. Two years later

he headed south crossing into the United States on a train at Hollon, Maine and then on to Boston where he lived for about three years before settling in Plymouth, New Hampshire. In early June, 23-year old Howard Langill was working at the Pemigewasset House run by William F. Adams and his wife, Glennie then he headed north to the Summit House. Langill listed his occupation as clerk when he married 19 year old Kate Lillian Piper from Woodstock, New Hampshire on May 20, 1901. The couple would have seven children (Winthrop H, Clarence, Jeannette, Evelyn, Lillian, William and Clementine). Langill went to court in 1904 to become a naturalized U.S. Citizen. In 1910, Howard and his family were renting a house on South Main street and he was still working as a hotel clerk. When Langill registered for the draft on September 12, 1918 at the age of 41 he was an order clerk for the Draper-Maynard Company in Plymouth. He was described as short and stout with gray eyes and brown hair. The 1920 Census found the Langill's living at 8 Winter Street. Howard was an clerk at a sporting goods factory. His oldest son, 18-year old Winthrop was a locomotive fireman. Three years later, Howard and Kate divorced. Kate petitioned for the split citing "extreme cruelty" and was living in Littleton, New Hampshire when the decree was granted on January 31, 1923. In 1930, 53 year old Howard was living alone in Plymouth and still taking orders at a sporting goods factory. The Holderness, New Hampshire town report says Howard Langill died on September 6, 1950 at the age of 73. He is buried in the Trinity Churchyard Cemetery in Holderness, New Hampshire.

The Pemigewasset House was in its fifth decade when Howard Langill clerked here. The grand rear porch overlooking railroad and river was gone to make room for fire escapes. BC&M Railroad president John Lyon died here in 1878 when his nightclothes caught fire. (~1900)
- Detroit Publishing image / Library of Congress

- Among the Clouds - Jul 16, 1900 / White Mountain Republic-Journal - Fri, Jun 29, 1900 / Ancestry.com / Newspapers.com / Archives.org

Robert Langlands 2012 - 2013

Robert Landlands' LinkedIn profile says he worked as a brakeman on the Cog Railway for two summers. He "provided information to others of history of Mt. Washington and Cog Railway. Inspected track and mechanic of train. Supervised hundreds of people while traveling. Helped built the new M5 engine." Langlands is a 2011 Gorham High school graduate and was going to the University of New Hampshire studying civil engineering when he worked at the Cog. In addition to the Cog he worked at Wildcat Mountain. He received his B.S. degree in 2015 and went to work for the Doppelmayr Cable Car America company where he is a ski lift installer. Doppelmayr is the same company that Cog owner Wayne Presby turned to in 2000 for a proposal to install a funicular railway alongside the existing cog railway to boost ridership to the Summit. *(See Appendix section - "Putting the fun in..." for that proposal)* Tom Lane: "Bobby Langlands - Was Abbey Presby's boyfriend, who worked as a brakeman. You'll see his name pop up alot, so don't confuse it with Bobby Trask. From Shelburne. His parents own some resort out that way."

Robert Langlands (2015)
- University of NH yearbook

- LinkedIN / Ancestry.com / Tom Lane email to Jitney Jr - Thu, Jun 23, 2022 / bearsofficialsstore.com/company/university_of_new_hampshire/page34

A. L. Langley 1912

Mechanic - *(1912)* "The operation of the road this season is under the direction of Superintendent G. E. Cummings and Master Mechanic Hall. Harry G. Spaulding will be in general charge as Assistant Superintendent with headquarters at the Base. Roadmaster Patrick Camden with corps of able assistants and A. L. Langley with a full force of experienced mechanics have been hard at work at the Base for the past six weeks putting the track and rolling stock in good order." / Albert Lyle Langley was born on March 19, 1882, in Gilford, New Hampshire, to 16-year old Elizabeth B "Lizzie Bell" Wescott and 32-year old farmer Alfred A. Langley. Albert was four when his father Alfred died, and "Lizzie Bell" married Laconia carpenter John R. Brown in 1886. Brown's stepson Albert Langley was an 18-year old railroad fireman and living with the Brown's in Laconia in 1900. Fireman

Lap

Langley's first son, Guy was born in November 1903. Langley was a 22-year old witness to the death of a Boston & Maine brakeman, Arthur F. Merrill, on October 5, 1904. He testified at the New Hampshire Railroad Commissioners' inquiry in December.

"Mr. Arthur F. Merrill… was employed by the Boston & Maine Railroad as middle freight brakeman on the train leaving Concord at 4.10 a. m. for Lakeport, drawn by engine No. 226. On arriving at Lakeport this train drew on to what is known as the long siding, in order to let an extra train pass, and then backed on to the main line near Water street and below the engine house. Mr. F. L. Watson, a fellow brakeman on said train, testified that at this time Mr. Merrill was riding on the pilot of the engine. When about sixty feet from the long siding Mr. Watson, who was riding in the gangway of the engine, heard someone cry out, and, immediately getting off, found Mr. Merrill lying beside the track, having been run over by the pony trucks of the engine. This accident occurred at about 8.45 a. m., and the injured man was carried at once to the Cottage Hospital, where he died at about 2.30 o'clock in the afternoon. Mr. Albert L. Langley, the only witness to the accident, testified that Mr. Merrill fell from the engine when about two car lengths above the Water street switch, and that the train was quickly stopped; only the engine and about half a car having passed the place where he fell. The evidence showed that it is the custom among brakemen in operating the switches in this yard to ride from switch to switch on the engine when convenient, thus saving the little additional time and trouble that would be occasioned in walking the distance. While Mr. Merrill was thus riding on the pilot of the engine he, in some unaccountable manner, slipped and fell. The evidence in this case showed that there was no unusual jar or lurch of the engine, and no fault is attached to any employee of the railroad, as this accident was occasioned by Mr. Merrill's assuming the risk to himself in riding on the pilot of the engine in preference to walking between the switches."

Albert Langley was a 23-year old engineer when married 25-year old Mable Louise Hoyt of Moultonborough, New Hampshire on July 1, 1905, in Langley's hometown of Laconia, New Hampshire. They had four children during their marriage (Guy H., Nathaniel R., Elizabeth B and Edith Rebeccca). Langley moved off the trains and became a machinist which is likely what he was doing during his six weeks at the Cog in 1912. He developed diabetes and died from complications of the disease as a young father on October 15, 1915, in Meredith, New Hampshire, at the age of 33. Albert Lyle Langley was buried there in the Village Cemetery. *- Among the Clouds - Jul 8, 1912 / Ancestry.com / NH Railroad Commissioners Annual Report 1905 / Find-a-Grave.com*

Russell Lapierre (1961)
- Bartlett HS yearbook

Russell R. Lapierre 1964

A 1961 graduate of Bartlett High School in his hometown of Webster, Massachusetts, "Russ" Lapierre had his sights set on being an accountant. He was in the Future Business Leaders of America group during his senior year, and his favorite saying was, "Who, me?" His yearbook quote: "Two great gifts does he possess; That of wit and friendliness." During his summer of 1964 at the Cog the 21-year old earned $300 plus $64 a month working as a bookkeeper. Just before Thanksgiving 1965, Russell Robert Lapierre enlisted in the U.S. Navy. In 1966, Lapierre married Mary David in Dudley, Massachusetts. He was noted as an ensign in July 1967. He served aboard the USS Ranger - Forrestal-class supercarrier. For that service, Lapierre received an Air Medal-Strike/Flight for meritorious service on March 19, 1969. The Air Medal is awarded for aerial operations. The Strike designation includes actions like search and rescue and are met with enemy opposition, evacuation of personnel in an assault, or delivering heavy artillery against the enemy. "Flights" have the same requirements as strikes but do not come across enemy contact or opposition. "Strike/flight" is for participation in sustained aerial flight operations. Lapierre was recorded as a lieutenant in January 1970, and became a commander in the US Naval Reserve in April 1983.

- Bencosky-Desjardins files / Ancestry.com

William B. "Lapdog" LaPierre 1967 - 1969

17-year old William LaPierre to the Mountain from Worcester, Massachusetts to work on the Marshfield counter. He moved from Marshfield to the trains in 1968, and earned $1.70 an hour as a brakeman during his final summer of 1969.

- Marshfield Corp / See Vol. 1 Ch. 9 Sec. 3 / Bencosky-Desjardins Collection

Al LaPrade (1997)
- Paul Forbes Collection

Al LaPrade 1997 - 2020

Born in September 1944, Albert A. LaPrade first career was as an engineer at the Portsmouth Naval Shipyard who worked on nuclear submarines. He came to the Cog Railway after he and his wife, Jean had started spending time in nearby Jefferson, New Hampshire. He worked first as a brakeman welcoming passengers on board for their trip to the Summit. In retirement, LaPrade's design skills were put to the task of building a new type of switch to replace the one designed by Arthur Teague and Lawrence Richardson of the B&M in 1940-41 with its nine moving parts. LaPrade's design moved two sections of track side-to-side to allow cog trains to move onto a new line without having to crossover the cog rack thus minimizing the possibility of derailment. It weighed 20 tons, was automated and was installed at the site of the old Marshfield Station platform. The second set of sliding switches went in at Waumbek so trains could pass and the Skyline switch be removed. The last was built on the grade just before the Summit. LaPrade turned his attention towards the engines and designed the Cog's first operational diesel (Ed Clark's *Spirit of '76* proved problematic during its shakedown) that went into service in 2008. 2010 saw the debut of a LaPrade designed grappling flatbed work car that could pick up cast off track parts along the right of way. The Cog's sixth diesel locomotive was named *LaPrade* in his honor. In 2020, LaPrade designed and built the mount and lifting apparatus that would

put a snowblower on the front of a Cog diesel to aid in late season and winter operations.

- NH DOT archives - Sep 4, 2000 / Caledonian Record - Tues, Sept 9, 2008 / "Cleaning up the Cog" - Mount Washington Railway webpage / Wayne Presby Facebook post - MWCR: We Worked There - Mar 3, 2020

Victor "Vic" LaPrade 2017

Brakeman - "Vic" shows up as a brakeman for Cookie on the M4 on June 30, 2017

- Cog Dispatch Report - 6-30-17

Robert H. Large 1917

Conductor - *(1917)* "Woodsville notes: Robert Large has gone to the base of Mt. Washington, where he will be stationed this summer on the Mt. Washington railroad." / "That the war is indeed a reality is felt at the Base Station, Conductor R. H. Large and Engineer A. H. Watkins having been drawn in the first draft. Both young men are very popular and will be missed both by the Mt. Washington Railway and their associates at the mountain." Robert Haskell "Bob" Large was born on December 1, 1895 to B&M freight conductor Edward J. Large and his wife, Elizabeth L. (Haskell) Large. Bob Large graduated from Woodsville High School in 1914. He was described as "short," of "medium" build with brown eyes and light-colored hair when he registered for the draft on June 2, 1917 at age 21. His employer was the Mt. Washington Railway. Large said his job was "agent" for the road. He served in the Naval Reserve Force as a radio operator during the war. After the war, he became a time clerk for the White Mountain Division of the B&M Railroad and boarded with his folks at 26 Pine Street in Woodsville. He was the Woodsville correspondent for the B&M Employees magazine in 1926. He later found a place to live at 5a Elm Street *(1929-1931)*. The 34-year old Large was selling insurance when he married a 34-year old divorce from Ashland, New Hampshire on June 14, 1930. The couple would have two children. Daughter Nancy Ann *(b. 1934)* and son Rodney S. *(b. 1931 b.1943)* had a leg amputated at Boston Children's Hospital in 1941 at age 10. Robert Large purchased the R. T. Bartlett Insurance Agency in Haverhill following Bartlett's death in 1936. The job allowed him to become active in local affairs. Large became chairman of Haverhill's Local Defense Committee just five days after Peal Harbor. When the area conducted a blackout test on Thursday, July 23, 1942 by going dark for 20 minutes at 9:25 p.m. Large declared "the test to be very good" despite a fire truck heading to a fire with full headlights showing (something wardens did not know at the time was allowed), and a delayed confirmation to the "all clear signal" at the end of test because the volunteer taking at the outlying point "had lost his teeth during the blackout." The draft board was a bit more precise when Large registered in April 1942. He was described as 5-feet 6½-inches tall weighing 205 pounds with brown hair and brown eyes. Large was Commander of the Tracy Ross post of the American Legion – a local auditor, and was elected to represent the state of New Hampshire on Mutual Insurance Agents Association of New England. Robert Haskell Large died in April 1970 at the age of 74. He is buried *(right)* in the Pine Grove Cemetery in Woodsville. *(1970)* "Robert H. Large, 74, died at his home here Wednesday night *(4/15)* night after an unexpected illness. A lifelong resident here, he was a graduate of Woodsville High School and Goddard College, Plainfield, Vt. He was employed as a statistician by the Boston & Maine Railroad for several years before opening an insurance brokerage here. A navy veteran of World War I, he was a charter member of the Ross-Wood American Legion Post and a member of the Scottish and York Rite Bodies of New Hampshire, Bektash Temple A.A.O.N.M.S. and Grafton Lodge, F.&A.M. He served as cemetery commissioner here more than 30 years. The fmily includes his widow, Mrs. Ruby (Blanchard) Large; a daughter, Mrs. Gordon Arnold of Londerry;; and a granddaughter, Mis Robin Arnold of Londonderry. Services will be conducted Saturday *(4/18)* at 10 a.m. at the Methodist Church by Rev. Marvin Milbury, pastor. Burial will be in Pine Grove Cemetery, in Woodsville."

- Littleton Courier - Thu, May 17, 1917 / Among the Clouds - Jul 23, 1917 / Ancestry.com / Woodsville History One Name at a Time / Groton (VT) Times – Fri, Jul 31, 1942 pg. 1; Fri, Mar 13, 1942 pg. 1 & Fri, Nov 12, 1943 pg. 1 / River News & Twin State News-Times – Fri, Apr 27, 1945 pg. 5 / West Lebanon (NH) Valley News – Fri, Apr 17, 1970 pg. 14

Peter Larivere 1960

Ancestry.com searching leads Jitney Jr to believe that 1960 track crew member Peter Larivere worked at the Cog for $1.10 an hour the second summer after high school while seeking an associate degree in Mechanical Engineering at Wentworth Institute in Boston. Peter Michael Larivere graduated from South Hadley High School in 1958. That's just 13-miles north of his 1960 mailing address of Springfield. Freshman class president Larivere played football and helped organize dances his sophomore, junior and senior years in high school. His bio says "Pete" was "cooperative… loves to flirt… tinkers with hot rods… one of our football heroes… Ivy League dresser." Future plans: University of Massachusetts and automotive engineering. His quote: "I almost care!" Despite the distinctive spelling of his last name, Larivere's biographical trail on the web is faint. It appears as a student living in Boston at 53 St. Stephen street in 1961-62… in a list of graduates from Wentworth in 1961. A one sentence blurb in the *Boston Globe's* Society section announcing his marriage to Jacqueline Gormarlo of West Swanzey, New Hampshire. While there are very few references to "Larivere," there are many to "Lariviere" with an extra "i" – are these the 1960 track crew member that was not asked back to work in 1961? Remains a mystery.

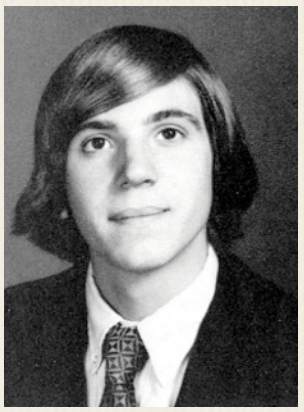
Peter Larivere (1928)
- South Hadley HS yearbook

- Railway Corp / Bencosky files / Ancestry.com / Newspapers.com / Boston Globe – Tue, Jun 20, 1961 pg. 15 & Sun, Aug 26, 1962 pg. 114

LaR

R. A. LaRiviere 1952

Mt. Washington Club/Summit House



Robert LaRiviere (1973)
- South Windsor HS yearbook

Robert O. "Bob" LaRiviere 1975

A 1973 graduate of South Windsor High School in Connecticut, Bob LaRiviere was a member of the track crew, worked around the Base and was listed in a June 1975 state report as a brakeman as well. A member of the Outing Club and a cross country runner, LaRiviere's yearbook bio says his pet peeve was "greasers." His ambition was "College and to have a good time." The Cog likely met those aspirations. Reached by Jitney Jr in late July 2020, Bob LaRiviere in Reno, Nevada was impressed and outlined how he came to work at the Mountain. "Growing up our family spent summers camping at Wilderness Campground in Norway, Maine," wrote LaRiviere. "One of our family friends Ann Schubert from Framingham, MA, had worked at the Cog Railway, and when I left college (New England College-after 2-years) I had decided to apply to work on the Cog for the summer. I recall living in a yellow building for men - 2 of us in each room. I recall working for Ed *(Clark)* a drill sergeant that reminded me of Vic Morrow. I spent the first month on a work crew of 6-8 of us replacing track prior to the summer season picking up. Once the season started I had the opportunity to become a brakeman, which entailed being a storyteller on the ride up the mountain - letting the (car not) bump the engine (on the way down). I remember being paid $3.10 an hour and working 60-70 hours per week and being charged $3.00 a day for room and board. I recall working for Mrs Teague and her son *(Charlie)*. There was a women in Admin - maybe Faith *(Bencosky)*. I met a girl named Marla Snyderman *(from Holliston, MA)*. On one of my days off I was hiking down the mountain with a friend of mine and got bit by a spider and ended up in Littleton Hospital with Cellulitis and spent 5-days in the hospital." As for the days of being a brakeman: "I recall leaving the bottom with a train full of passengers - 70 degrees and arriving at the Summit and it's snowing and you could not see 20' in front of you. I remember the fall with all of the beautiful colors for foliage. I have fond memories of working on the Cog and others anguished in hard work that were all important life lessons. I stumbled around doing odd jobs for the next 1.5 years and went back to college at Paul Smiths College near Lake Placid, New York for a degree in Forestry and Land Surveying. We had a friend from South Windsor that is an accountant who lived in South Lake Tahoe, CA. A good friend of mine from South Windsor and I moved out to Tahoe in the winter of 1978. I moved to Sparks in 1983. Became a Licensed Land Surveyor in Nevada and California in 1990. Have been married *(to Terry L. Smith)* since August 1992, we have a son and grandkids that live near us and I have been at CFA since 1998, and will retire in 3-years *(2023)*. Thanks for contacting me." Dun & Bradstreet says "Cfa, Inc. has 15 total employees across all of its locations and generates $2.33 million in sales." The company website says LaRiviere "is President of CFA, Inc. He is responsible for the firm's overall operations, overseeing all department directors and administrative staff and ensuring that CFA's projects are completed on time and within budget. He also manages CFA's employee benefit packages, insurance and other financial matters. As a surveyor, his work over the last 30 years has focused on legal descriptions, boundary analyses and adjustments, topographic and parcel division maps and ALTA surveys."

Bob LaRiviere (2020)
- CFA, Inc. photo

- Railway Corp / Bencosky files / Ancestry.com / Newspapers.com / State Report - Jun 24, 1975 / Email - Sat, Jul 25, 2020 at 12:10 PM

Nathan Larrabee 1900

Summit House employee

- Among the Clouds - Jul 16, 1900

Paul V. Larson 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Frances D. Larty (1958)
- River News-Twin State photo

Mrs. Frances D. Larty 1927

Railway employee - *(1927)* "North Haverhill notes: Mrs. Ellen Demming spent the week with her daughter, Mrs. Frances Larty at the base of Mount Washington." Mrs. Frances Larty listed her occupation as a "teacher" in the "tourist industry" when the 1920 US Census taken on Central Street in Woodsville, New Hampshire. Born Frances Cleveland Deming on November 2, 1892 to Percy J and Ellen C. (Lang) Deming. The middle child of three (Elizabeth G. & Henry E.), she graduated from Woodsville High School in 1911 and married World War I veteran Wilfred Joseph Larty in 1918. Her parents are living with them in 1920. Her dad working as a carpenter for the railroad. Her husband is now a time clerk for the railroad, having been a crew member of the Steamboat Mt. Washington out of his hometown of Lakeport when they were married. The couple would have two children – John E. born in 1923 and Ruth F. born in 1925. While Frances was likely working as a "tourist industry teacher" at the Cog railway in 1927, it is unclear whether her railroad time clerk husband was there. Wilfred was the night assistant baggage master in January 1930. His timekeeper position was abolished in early 1937. Mrs. Larty was active in the American Legion Auxiliary and other civic groups in Woodsville like the Pro-

gressive Club that she led as president in 1936-37. In 1937, her husband became Woodsville's Chief of Police and served until 1944. He then started an oil company and was a six-term town representative and later a state senator in Concord. Wilfred would die in June 1967. Frances died March 14, 1988. The entire family is buried in the Pine Grove Cemetery in Woodsville.

- Littleton Courier - Thu, Sep 8, 1927 / Ancestry.com / Newspapers.com / B&M Employees magazine / The History of Woodsville: One Name at A Time

Phillip Larty 1917

Brakeman

- Among the Clouds - Jul 23, 1917

Fred Lathrop 1919

(1919) "Fred Lathrop of Newport, VT was employed by the Mt. Washington Railway this summer - visited his parents Mr and Mrs George Lathrop." Manchester, N.H. native George A. Lathrop and his wife, Mina (Coburn) Lathrop had twins on November 25, 1894 - Ralph and brother, Fred Dwight Lathrop. When the boys were five, 48-year old George was farming on 15 acres in Berlin, Vermont. George and Mina had been married for seven years when the Census was taken on June 4, 1900. 22-year old Fred Dwight Lathrop registered for the draft. He was working on the family farm. His card said Fred as of medium height and build with blue eyes and dark brown hair. Fred apparently took a time out from the farm to work on the Cog Railway as it reopened after the war. But he soon returned to dairy farming with his dad in Berlin. The pair were still milking in 1930. When the 48-year old Lathrop registered for the Second World War, he was working for John Cattanach in Montpelier and that Grace Gilbs in Berlin would always know his address. The draft board got specific on his vital statistics – 5-feet 6-inches tall weighing about 160 pounds. Fred Dwight Lathrop died on March 17, 1966 at age 70 of a cerebral hemorrhage at Heaton Hospital in Montpelier. The death certificate said had worked in later years at the National Life Insurance Company in their service department. Fred never married. He is buried in the Green Mount Cemetery in Montpelier.

- The Evening Caledonian Oct 7, 1919 / Caledonian Record - Tue, Oct 7, 1919 g. 3 / Ancestry.com / Find-a-Grave.com

J. H. Lawlor 1916

Spur Line Engineer: *(1916)* "The crew of the Fabyan and Base train this year is composed of W. E. Winters, conductor; James Spinny, baggage master; Ray Bailey, brakeman; J. H. Lawlor, engineer and H. E. Peasley, fireman. The train crew starts from Woodsville this season at 7:50 a.m., running through to Fabyan, where they change for the observation cars to run to the Base, using the same engine. They leave Fabyan again at 5:10 p.m. and run to Woodsville."

- Among the Clouds - Jul 10, 1916

Albert Lawrence 1953

Summit House

Dwight Lawrence 1966

Marshfield counter

- See Vol. 1 Ch. 9 Sec. 3

Patricia Ann Lawson 1980 - 1981

From Hillsborough, New Hampshire, Patty Lawson did clerical work in Cog office for $3.15 an hour in 1980, and returned in in 1981 to earn $180 a week. She is seen at left at Cog Party.

- Railway Corp / Bencosky-Desjardins files

Patricia Ann Lawson (1980)
- Bencosky-Desjardins Collection

Peter Lawthers 1977

From Geneva, New York, Peter worked the bunker, gas station and around the base.

- Railway Corp / Bencosky-Desjardins files

Francis W. "Frank" Leafe 1976

Leafe from Woodsville, New Hampshire made 21 trips up the mountain as a brakeman in 1976 - four in June and 17 in July. It needs to be confirmed but Leafe may have stayed in Woodsville and successfully coached soccer for the local high school

- Bencosky-Desjardins Collection / NH DOT files

Sean Leahy 1992 - 1993

According to a Cog printout, brakeman Sean Leahy made 162 trips up the mountain this season. In 1993 he had qualified as a fireman. *- Kurdzionak Image - MWCR: We Worked There FB page / Trask Letter to Walter King - Jul 8, 1993*

Lea - Led

Paul D. Leaman 1974

Brakeman from Chelmsford, Massachusetts earned $2 an hour during the summer of 1974.

- Railway Corp

Abraham Marston Leavitt 1882

"A.M. Leavitt of Boston, who has acted as steward at the Summit House this season, returned home this week to enter upon his duties as truant officer, a position he has filled for several years." Abraham Marston Leavitt was born in Hampton, N.H. on March 6, 1827 - the first son of innkeeper Thomas and Polly Leavitt, who had four girls and three boys. Abraham married Sarah J. Sanborn from Seabrook and had two sons, William born in 1858 and Alfred in 1869. In 1882, the 55-year old truant officer was going back to his home on West Cottage Street in Boston. He died October 7, 1898 at the age of 71. Sarah died on January 13, 1910 at the age of 80.

- Among the Clouds - Sep 2, 1882/Ancestry.com

Alfred M. Leavitt 1887

Summit House - 18-year old Alfred and two other Summit House workers (James Albion & L.C. Bridgham) head for a snow bank on Mt. Clay on the 4th of July. They stop for a snowball fight on a large drift on the rim of the Great Gulf. Leavitt slips, then slides 125 feet into the Gulf and is knocked out, but not killed when he lands on a bed of moss amongst the rocks. The *Among the Clouds* article describing the incident says "He is a bright and promising young man of 18, is a pupil in the Boston English High School, and is intending in the fall to enter the Boston School of Technology. His father several years ago was steward of the Summit House." Alfred Marston Leavitt was born March 23, 1869 in Boston, Massachusetts. He became a bookkeeper and married Mary L. Sampson in 1891. The couple had two girls, Doris and Anna. He died on October 10, 1902 at the age of 34.

- Among the Clouds - Jul 11, 1887 / Ancestry.com

Leo G. LeBlanc Jr. 1963

Summit House employee - Leo LeBlanc Jr appears on the Summit payroll summary for July 1963 as earning $40 a month. "Free" room and board was worth $20 a month for tax purposes. His net monthly pay was $33.82. LeBlanc's $60 salary was booked in the Summit House "restaurant" column.

- Summit House / July 1963 Summit Payroll summary

Paul L. Leclerc 1954

Summit House

Ovila L. Ledoux 1959 - 1960

Born on February 15, 1899, baby Ovila L. Ledoux was living with his parents, Louis and Rose Ledoux in Lincoln, Rhode Island when the 1900 Census was taken. Louis was working as a baker. 19-year old Ovila Ledoux was living in Rochdale, Massachusetts and working as a machinist for the Standard Plunger Elevator Co. in Worcester when he registered for the draft on September 12, 1918. His nearest relative was his mother, Rose A. Ledoux. Registrar G. Emile Lindgren said Ledoux as of medium height and slender build with brown eyes and hair. The 1920 Census found the family living in Worcester, Massachusetts and it had grown by one. Ovila now had a 8-year old sister, Marie, and was "cooling man" at the machine tool plant. Sometime over the next ten years, Rose, Ovila and Marie headed north to New Hampshire. The 1930 found 54-year old Rose was farming her own place. 30-year old Ovila was a painter and doing odd jobs. 19-year old Marie was there but Louis was not. The family could tune in on a radio set. The 1932 White Mountain Directory said Ovila Ledoux was running a variety store on the Whitefield Road in Twin Mountain. The 1940 Census had 69-year old Rose Ledoux managing the store and restaurant while 40-year old Ovila was a painter for an area hotel. In mid-February 1942, the 43-year old Ledoux registered again for the draft in Worcester, Massachusetts and said he was working locally for the Arter Grinding Company. Ledoux was described as 5-feet 6-inches tall, weighing 145 pounds, with brown eyes and a sallow complexion. His brown hair was now gray. That summer Ovila was back in the White Mountains and joined Fred Staples and Joe Houghton on a U.S. Forest Service. Ammonoosuc Ranger C. L. Kenney wrote at the end of June all three "have been at work for the past ten days putting the trails in order for summer use. While it is probable that trail use will be very light this year a minimum of maintenance work is necessary to prevent total loss of the improvements." After his two summers working at the Cog for Col. Arthur Teague, Ovila Ledoux remained actively involved in Twin Mountain affairs, and served as the Twin Mountain Water Department Superintendent reporting in 1964 that "the Water Board has on hand four new hydrants to replace as needed, those that are obsolete. We are no longer able to get parts for the older ones. We intend to have all hydrants uniform to better meet the needs of our fire department and to make maintenance more economical. We are installing all hydrants with gate valves from the main line so that water service is not interrupted if a hydrant has to be repaired or replaced." *(1982)* Ovila L. Ledoux, 83, of Parker Road, died Friday, Sept. 24, at Littleton Hospital after a long Illness. He was born in Spencer, Mass., was graduated from Spencer High School and attended St. Hyacinth Seminary in Quebec, Canada. He had been a

resident here for the past 61 years. At the time of his death, he was a selectman of the town. At one time he was the tax collector and had been with the town water department for many years. Until recently, he had been head of maintenance at the Mt. Washington Hotel in Bretton Woods. He was a state representative for several years. He was a member of the Littleton Aerie of the Eagles, the Littleton Lodge of Elks and the Knight of Columbus Council No. 1835 of Littleton. He also was a fourth-degree member of O'Neil Assembly, K of C, Littleton and the AARP. Family members include a sister, Mrs. Marie Bellavia of Glendale, Calif. A Mass of Christian burial was celebrated Monday (9/27) in St. Patrick Church, Twin Mountain. Burial was in St. Margaret Cemetery, Twin Mountain. There was an Elks service Sunday at 7:15 p.m.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Groton (VT) Times - Fri, Jul 3, 1942 pg. 6 / Carroll Town Report 1964 / Littleton Courier – Wed, Sep 29, 1982 pg. 2

Jean M. Lee 1965

Summit House worker from Whitefield, New Hampshire earned $150 plus $64 a month in 1965

- Bencosky-Desjardins files

Marcus William "Mark" Lee 1905

18-year old Summit house bellman - co-worker of John Tice - "Lee of Manchester, a universally popular young man." Played third base on the Summit House nine during the 1905 season. Marcus William "Mark" Lee was born on December 21, 1886, in Manchester, New Hampshire, to 25-year old Minerva A Morse and 37-year old mason Robert Wallace Lee. He was the youngest of three children (Edith. *b. 12.1882* and Clinton *b 8.1884*). 15-year old Clinton was working as needleworks operative in mid-June 1900 while 17-year old Edith and 13-year old Mark were at school. According to *Manchester City Directories*, Lee worked as a carpenter in the city after returning from the Mountain. In April 1910, 23-year old Mark was living with his parents and an 8-year old brother (Robert E. *b. 1902*). Father Robert was still laying brick. Mark was a carpenter build houses. The *Manchester Directory* says took up professional baking in 1914. That was his occupation when he was married the first of three wives on Jun 5, 1916. Mary Ella McDuffee was a 38-year old divorcee from nearby Candia, New Hampshire where she had grown up on the family farm. The 30-year old Lee moved to Candia and was working the farm when he registered for the draft on June 5, 1917. The brown-haired, brown-eyed registrant of medium height and medium build did not claim an exemption, but was granted one in August. 33-year old Mark and 42-year old "Ella" are back in Manchester with their 2 ½ year old son, John in early January 1920. He's back to being a house carpenter. The family has a live-in servant, 22-year old Lillian Poore. Mary Ella McDuffee Lee dies on January 27, 1921. The 36-year old widow now Marcus Lee leaves carpentry to run a restaurant and marries a waitress who had lost two husbands, 37-year old Marie Emma Casavant Gelinas, on August 4, 1923. The couple have one child, Bernard in 1926. They divorce in February 1929, and Marcus turns to roofing to earn money. When the 1930 Census is taken he and his son John are living with his mother in Manchester. He's back in the restaurant trade in 1930-33, but carpenter is his occupation when he marries for the third time. *(He may be splitting his work year between carpenter during the summer and restauranteur during the winter?)* His last wife is the woman who was the family's house servant in 1920. Lillian Agnes Poore is now 38 when they marry in Raymond, New Hampshire on August 14, 1936. Marcus William "Mark" Lee dies on June 21, 1951, in his hometown at the age of 64, and was buried there in the Pine Grove Cemetery. *- Among the Clouds - Jul 13 & Aug 10, 1905 / Ancestry.com / Find-a-Grave.com*

Robert Lee (1959)
- Whitefield HS yearbook

Robert E. Lee 1965

Summit House employee from Whitefield, New Hampshire, Lee earned $175 plus $64 a month. He is seen in photo as a high school sophomore in 1959 - two years before he graduates and six years before working at Mt. Washington.

- Bencosky-Desjardins files / Ancestry.com

Joseph Albert Lefebvre 1964

Joe Lefebvre from Berlin, New Hampshire managed the Summit House gift shop in 1965. An *Ancestry.com* search found a Joseph Albert Lefebvre who was a 17-year old Berlin high school student but that sounds too young for the Teague's to put him in charge of souvenirs. However, a Joseph Lefebvre is listed as a properietor of *Le Journal* in 1948 through 1953. He sounds like a more likely candidate, but other than the job and the pay scale and the year no other information has been confirmed. *- Bencosky-Desjardins files*

Paul Lefebvre (1937)
- Dartmouth College

Paul Lefebvre 1935 - 1938

Dartmouth College student *(right)* from Holyoke, Massachusetts - Part of All Collegiate Crew picture in *Boston Globe* seen firing *(next page)* for engineer Paul Dunn. Paul Leo Lefebvre was born on March 13, 1913, the son of machinist Adolphe E. *(b.1887 d.1950)* and Anna (Beauregard) Lefebvre *(b.1890 d.)*. Paul had five younger siblings: Charles Ernest *(b.1917 d.1988)*, Phillip William *(b.1919 d.2009)*, Annette Rose *(b.1920 d.1988)*, George Louis *(b.1923 d.1944)* & Jerome Francis *(b.1924 d.1994)*. A graduate of Worcester Academy in 1933, the Academy yearbook says Paul Leo "Frenchy" Lefebvre had a craving for mustard and lettered as a quarterback "leading us to many victories on the gridi-

Paul Lefebvre (1936)
- Cog RR photo

ron." He also played varsity basketball in his junior and senior years. Paul went on to earn an English degree from Dartmouth in 1938. He was a member of the Big Green football team. Working as a salesman in 1938, 25-year old Paul married the 22-year old daughter of Dr. Forrest Leland in Littleton, New Hampshire on July 18, 1938. *(1938)* "Dr. and Mrs. Forrest LeRoy Leland of Bardwell street announce the marriage of their daughter, Marion Contence *(b.1915 d.1986)*, to Paul Leo Leo Lefebvre, son of Mr. and Mrs. Adolph E. Lefebvre of 31 St. Louis avenue, Willimansett, in Littleton, New Hampshire. Mrs. Lefebvre is a graduate of Colby Junior College in New London, N.H. Mr. Lefebvre is a graduate of Dartmouth College in the class of 1938 and is stationed at the Mt. Washington Railway this summer. Mr. and Mrs. Lefebvre are spending the remainder of the summer in New Hampshire and after October first will make their home in Providence, R.I." 27-year old Paul Leo Lafebvre registered for the draft in Buffalo, New York in 1940. He was working for the Hercules Powder Co. – a chemical and munitions manufacturing company based in Wilmington, Delaware. Hercules was formed in 1912 following the court-ordered breakup of the DuPont explosives monopoly in 1911. Paul Lefebvre was described as 5-feet 8½ inches tall, weighing 185 pounds with brown eyes & hair with a light complexion. Paul Leo Lefebvre *(below right)* died in 1963 at the age of 50. *(1963)* "Paul L. Lefebvre, 50, owner of the E. Ray Ashley Insurance Co. Inc., died suddenly at 9.45 this morning at his home on 40 Lindor Heights. He was stricken with a heart attack. The son of Mrs. Anna B. Lefebvre of Willimansett and the late Adolph Lefebvre, he was born in Willimansett March 13, 1913, and attended the Chicoppee public schools. He graduated from Chicopee High School and Worcester Academy and in 1938, received his bachelor's degree from Dartmouth College. At all three institutions he compiled a notable record in athletics. He played quarterback on the varsity football teams in high school, prep school and as a college freshman. At Dartmouth he was secretary of the senior class, a commencement orator, president of the college Debating Society and a member of the Alpha Delta Phi Fraternity. During the summers of his college period, he worked on the famous Mount Washington cog railroad, first as a brakeman and later as a terminal manager. After his graduation from Dartmouth, he joined the Hercules Powder Co. as a salesman at its branch in Providence, R.I. When Hercules organized its synthetic division in 1940, Mr. Lefebvre was assigned to the Buffalo division. He was promoted to district manager of the Midwest division in 1942, working out of Chicago, and in 1948 went to the company's headquarters in Wilmington, Del., as manager of market development. In 1949 he was advanced to New York district sales manager for the synthetic division. In 1953, he suffered a serious heart attack and the following year retired from Hercules. Mr. Lefebvre returned here (Holyoke) in 1955 to join the Electric Game Co. as its sales manager. In 1958 he struck out for himself and purchased the insurance company. He belonged to the Holyoke Chamber of Commerce and was president of the Dartmouth Club of Holyoke. His first marriage was to the former Marion Leland, daughter of the late Dr. and Mrs. Forest Leland of South Hadley Falls. He married the former Louise Ranger (Moriarty), daughter of Mrs. James E. Ranger of Madison Ave. and the late Mr. Ranger, five years ago *(1958)*. Besides his widow, he is survived by two children, Mrs. (Richard) Barbara Ann (Lefebvre) Morse *(b.1938 d.2020)* of Springfield, currently at Centerville on Cape Cod, and a son, Paul L., a student at the Univ. of Penn.; his mother; three brothers, Jerome of West Springfield, Philip and Charles of Fairview and a sister, Mrs. James Majors of lost Angeles, Calif. The funeral arrangements are under the direction of Alger Funeral home and visiting hours will be Sunday evening, Monday afternoon and evening. Mass will be celebrated Tuesday morning at Holy Cross Church."

- Boston Globe, Sept 9, 1936 / Ancestry.com / Newspapers.com / Holyoke (MA) Transcript-Telegram – Sat, Aug 6, 1938 pg. 15; Sat, Jun 8, 1963 pg. 1&8

Paul L. Lefebvre

Robert Omer Lefebvre 1964

From Berlin, New Hampshire, Bob Lefebvre worked as a waiter in Summit House dining room for $100 a month.

- Summit House / Bencosky-Desjardins files / July 1964 Summit Payroll summary

Tese Lefebvre (1966)
- Berlin HS yearbook

Theresa A. "Tese" Lefebvre 1965 - 1968

In 1965, the young woman from Berlin, New Hampshire was the manager of the Summit House gift shop and earned $150 plus $46 a month plus a $150 bonus for the season. Theresa "Tese" Lefebrve appears on the Summit payroll summary for July 1966 as earning $160 a month. "Free" room and board was worth $52 a month for tax purposes. Her net monthly pay was $129.20. Lefebrve's salary was booked in the Summit House "restaurant" column. The Summit payroll summary for July 1967 shows Lefebvre earning $210 a month. "Free" room and board was worth $66.65 a month for tax purposes. Her net monthly pay was $167.03. Lefebrve's salary was booked in the Summit House "restaurant" column. Tese Lefebrve appears on the payroll summary for July 1968 as earning $275 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $214.67. Lefebrve's salary was booked in the Summit House "restaurant" column. *(2019)* "Bob Gerath of N. Vancouver, B.C., Canada, passed away on March 21,

Tese at Summit House (1966)
- Tom Norcott Collection

2019. He was a Professional Geoscientist, a Fellow with Geoscientists Canada and with Engineers Canada. Bob met his wife Tese on the summit of Mount Washington in 1968 where he was a Weather observer and she an employee of the Mt. Washington Cog Railway. They married in 1970, moved to Canada in 1973 and have two children: Guy (Heidi and son Logan) and Tanya (Shawn)." In 1981, Tese was elected to the school board of St. Joseph's School in Victoria, British Columbia.

- Summit House / Bencosky-Desjardins files / July 1965; July 1966; July 1967 & July 1968 Summit Payroll summaries / Hartford Courant - Apr 5, 2019 / Victoria BC Times Colonist - Wed, Jun 24, 1981 / See Vol. 1 Ch. 9 Sec. 2C.

C. Norman "Carmie" Lefevre 1959

30-year old "Carmie" Lefevre from Swanton, Vermont worked for the Mt. Washington Railway in 1959. Carmie Norman Lefevre was born on May 28, 1929, in Montgomery, Vermont, to 35-year old Maud M (Gallup) Deuso, and 39-year old Alcide (Sidney) Joseph Lefevre. He served in the Navy during World War II enlisting in June 1946 when he was 17 years old. He served aboard the destroyer *USS Compton* while she operated along the northeast coast, in the Caribbean and later the Mediterranean. He left the service in early 1949. He was working for the railroad in Swanton when he married Phyllis M. Smith in August 1953. The couple would have four daughters and separate in 1959 with a divorce being granted on January 31, 1962 after living three years apart. Lefevre suffered from depression. He was self-employed and living on North Union Street in Burlington in early October 1973 when he suffered a heart attack that was attributed to an adverse reaction to his anti-depressant medication. He was 44 years old. *(1973)* "Carmie Norman Lefevre, 44, of 76 North Union St. died at his home Wednesday *(approx. 9am)* after a short illness. He was born May 23, 1929 in Montgomery Center, the son of Alcid and Maude (Deumso) Lefevre. He was a veteran of World War II, serving 56 months' active service in the U.S. Navy. He was a communicant of the Holy Family Roman Catholic Church of Essex and a member of the VFW in Winooski. He leaves four daughters, Mrs. Richard (Marlene) Hunt, Mrs. William (Deborah) Northrup, Miss Brenda Lefevre and Miss Kim Lefevre of Swanton; two sisters, Mrs. John (Louise) Spear of Essex Junction and Mrs. David (Evelyn) Bruyette of Wanton; a brother, Gordon of Hardwick; one grandchild and several nieces and nephews. Burial will be in the family lot of St. Mary's Cemetery. In lieu of flowers, friends may contribute to the Vermont Crippled Children's Association, Rutland."

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Burlington (Vt) Free Press - Sat, Oct 6, 1973 pg. 10

Lawrence Legassie 1953

Summit House

F. H. Leggett 1952

Railway Ledger

Alfred W. LeMay 1956

Railway employee from Twin Mountain, New Hampshire.

- Railway Corp / Bencosky-Desjardins files

Aime J. Lemieux 1956 - 1957

Canadian woodsman from Berlin, New Hampshire. *Ancestry.com* search yielded Lemieux's name in several city directories. In 1923, 1927 and 1930 he was working for the Brown Company, the pulp and paper making company based in Berlin. No employment status for Aime J. Lemieux was noted in the 1932 Berlin City Directory. He was listed simply as a woodsman in 1934 and 1936. Other personal details were difficult to discern as there were two other Aime J. Lemieux's uncovered - one born in Lawrence, Massachusetts and another in Cape Ledge, Canada who worked in southern New Hampshire but did not appear to have ties to Berlin, the hometown the Cog worker of the mid-Fifties used as an address.

- Railway Corp / Ancestry.com

Lem

Chris "Muey" Lemieux 1985 - 1987 & 1994 & 2000

18-year old brakeman from Littleton, New Hampshire *(1985)* August 14, 1985 Walter King collision report "Engine number 8 with Engineer Walton, Fireman Sykes and Brakeman Colburn. Work train. # 4 Thelma – engineer Rob Maclay, fireman Freeman and brakeman Lemieux" Chris Lemieux (right) was brakeman on Mt. Rushmore flag train crew with Cal Callahan and Allen Haggett on September 16, 1987. Dave Moody says: "Chris "Muey" Lemieux was a brakeman fireman and engineer who came and went over the decades. His last job was as dispatcher before leaving for good." Records indicate brakeman Lemieux was an engineer in 1994 and a dispatcher in 2000. Manager John Rolli captured Lemieux *(left)* at the Base.

- NH DOT files 1985 & 2000 / Trask Letter to Tom Walker - Aug 8, 1994

Paul Lemieux 1950

Marshfield Cabin employee then moved to trains

Bob Lempke
- Dartmouth College

Robert "Bob" Lempke 1939

21-year old fireman from Holyoke, Massachusetts - *(1939)* Dartmouth quarterback *(left)* returns to campus in September 1939 "with a fractured thumb and forefinger. Lempke rode the Mt. Washington cog railway all summer as a fireman and then on the last day decided to run down the mountain. He fell and will have to carry his hand in a cast for a while." Legendary Dartmouth Coach Earl Blaik had likely sent Lempke to Col. Henry Teague's railroad as he was trying to groom the sophomore into a starting quarterback for the Big Green. Preparing for a game against Stanford in November 1938, Blaik told reporters he was naming Howard Nopper as the starter instead of Lempke. "If you want to know why, it is because Nopper is playing football right now. We could use Lempke's weight but Nopper is outplaying him," said Blaik. After the Cog, during the 1939 campaign the 190-pound Dartmouth junior was "expected to do most of the blocking the backfield." / Robert Max Lempke was born on October 23, 1917, in Massachusetts, the first child of 25-year old plumber Max and 20-year old Erla (Fricke) Lempke. He had five siblings. He grew up in Holyoke, Massachusetts and went to Holyoke High School and Worcester Academy before heading to Dartmouth College. He graduated from Worcester *(right)* in 1937 where he had played hockey and football his junior and senior years with baseball as a senior. Fellow student described Bob as "efficient… athletic… vigilant… courteous… dependable conscientious head monitor… all-round athlete… enjoyable personality." *(1940)* When "Bob Lempke, letterman center and quarterback, who reported (to training camp) yesterday *(9/19)*, was placed in the blocking back berth on the third team, which also includes four other "D" winners, John Kelley, right end, Dan Dacey, right guard, Jack Guenther, left guard, and Monty Winship, left tackle. With such experienced operatives, the third team was able to run signals with better precision than either the varsity or second team lineups." When Lempke registered for the draft in October 1940 during his senior year, he weighed 193 ponds, stood 5-feet 11-inches tall with black hair and hazel eyes. Registrar Herbert W. Hill noted Lempke had a "stiff joint in left little finger." He would marry in June 1941. *(1941)* "Miss Lillian May McDowell, daughter of Mr. and Mrs. Samuel McDowell of Franklin street, Holyoke (MA) became the bride of Robert Max Lempke, son of Mr. and Mrs. Max Lempke of Springdale avenue, in St. Paul's Episcopal Church at 4 o'clock this afternoon *(6/21)*. A reception followed at the parish house for 150 guests. Here, garden flowers and roses were the decorations. For her trip to the White Mountains and Maine by motor, Mrs. Lempke chose a beige suit with blue accessories. Until fall, the couple will live in Springfield. They will then move to Tilton, N.H., where the bridegroom is connected with Tilton Academy. Born in Holyoke, today's bride was graduated from Holyoke High School and the Springfield Comtometer School. She has been employed as secretary for Massachusetts Mutual Life Ins. Co. Mr. Lempke, a native of this city, was graduated from Holyoke High School in 1935, Worcester Academy *(in 1937)*, and Dartmouth College earlier this month. He will teach as well as coach at Tilton." *(1942)* "Tilton Junior College & Preparatory School, undefeated in football last year and holder of the N.E. Junior College Conference trophy, has completely revamped its athletic activities in accordance with the Naval Aviation physical fitness program. The physical fitness program, under the direction of Assistant Coach Robert M. Lempke will included by spring seven of the eight activities listed in the Navy manual." *(1947)* "Robert M. Lempke, ex-Holyoke High footballer now with the athletic department at the Fay School in Southboro… is one of eight applicants listed as seeking the football coaching post at Holyoke High School… the grid post became vacant recently when Archie Roberts transferred to basketball and baseball coaching duties." Lempke would later ask his name be omitted as a candidate. *(1956)* "Robert M. Lempke of New Britain, Conn. Has been appointed Blood Program chairman for the New Britain Chapter, American Red Cross. Mr. Lempke, who has been with North & Judd in New Britain for nearly four years, is a Holyoke High School and Worcester academy graduate. His wife is the former Lillian McDowell, formerly of this city (Holyoke)… They have two children, Judith Ann and Robert Max Jr. *(b.1945 d.1990)*." In 1960, Robert Lempke was the personnel director of the North & Judd Mfg. Co. in New Britain. In the spring of 1974, he was the company spokesman for Ross & Roberts Inc. in

Robert Lempke (1937)
- Worcester Academy

Bob Lempke (Sep 1939)
- Newspapers.com

Stratford, Connecticut when 250 members of the United Rubber Workers of American local 857 went on strike. Daughter Judy who would be chosen by the Dartmouth Club of Hartford to act as usherettes at the Dartmouth Glee Club Concert in West Hartford in February 1961. He died in June 2000 at the age of 82. *(2000)* Robert Max Lempke, 82, formerly of Fort Myers, (FL) and New Fairfield, CT died June 17, 2000. Memorial service Saturday *(9/30)* Chicopee, MA. Arrangements by National Cremations Service, New London, CT."

- Boston Daily Globe,Sept 11, 1939 pg. 8 / San Francisco Examiner - Fri Nov 25, 1938 pg. 21 / Ancestry.com / Newspapers.com / Hartford Courant - Sat, Sep 21, 1940 pg. 11; Fri, Apr 29, 1960 pg. 7 & Wed, Feb 15, 1961 pg. 16 / Holyoke (MA) Transcript-Telegram – Sat, Jun 21, 1941 pg. 13; Thu, Oct 8, 1942 pg. 14 / Athol (MA) Daily News - Fri, Mar 21, 1947 pg. 4; Thu, Mar 22, 1956 pg. 7; / Fort Myers (FL) News-Press – Wed, Sep 27, 2000 pg. 28 /Bridport (CT) Post – Tue, May 28, 1974 pg. 50

Morris "Moe" Lennon 1960

Morris Lennon (2019)
- Lennonn Family photo

25-year old Navy veteran Morris A. Lennon spent the summer of 1960 working on the Cog Railway for $1.30 an hour. Born as "Maurice" in 1934 to 41-year old truck driver Charles Lennon and his 20-year old wife, Mary (Boucher) Lennon, "Moe" was one of four boys living on Cross Road in Twin Mountain when the 1940 Census was taken. Moe adopted the English-spelling of his name sometime after 1940. *(2019)* "Morris (Moe) Alan Lennon passed away on Jan. 9, 2019 at the Veteran's Administration Hospice in West Palm Beach, Florida after a long illness. He was born on Nov. 19, 1934 in Carroll, N.H. to Charles and Mary Lennon. After high school in 1952, he enlisted in the United States Navy for four years, serving during the Korean War. After being discharged he worked as a heavy machine operator and helped build Interstate 93 and Interstate 89. Next, he became a plumber. He always said, "I am a Master Plumber, with licenses in Maine, New Hampshire, Vermont and Florida." When he retired he worked for the Twin Mountain Transfer station in Carroll, N.H. for four years. After working at the transfer station, he became a snowbird in Okeechobee, Fla. with his three brothers. Moe enjoyed spending time with his grandchildren and took great pride in his one great granddaughter. He loved watching Star Trek and NCIS, playing BINGO along with the Lottery and he enjoyed cooking. He is survived by his two brothers; his son and daughter. A graveside committal service will be held for Morris, (Mo) A Lennon and Raymond E Lennon at the Straw Cemetery, Twin Mt, NH. Morris (Mo), who passed on January 9, 2019 in West Palm Beach, Fl and Raymond, who passed on January 28, 2019 in Barre, Vt, were brothers and both served in the Navy in the 1950's

- Railway Corp / Bencosky-Desjardins Files / Ancestry.com / Find-A-Grave.com / Newspapers.com / St. Johnsbury (VT) Caledonian Record - Feb 19, 2019

Francis A. Leonard 1957

From Lincoln, New Hampshire.

- Railway Corp / Bencosky-Desjardins files

James M. Leonard 1910

James Leonard (1910)
- UNH yearbook

The 22-year old year old from Woodsville, New Hampshire had just graduated from the University of New Hampshire and found work as a fireman on the Fabyan to Base Station train as the son of the Woodsville, New Hampshire yardmaster in Woodsville, James Frederic Leonard. Leonard may been a fireman earlier but no record of that possible employment has been found yet. James Mortimer Leonard was born on January 18, 1888 to J. F. and Ada W. Leonard. The couple had a daughter, Mary Brewer Leonard in May of 1892. She, too, would work at the Cog Railway. James M. known as "Kit" would graduate from Woodsville High School in 1906 and head to the University of New Hampshire, where he would study electrical engineering and was a member of the Kappa Sigma fraternity. He graduated in 1910 after playing varsity football for the first three years and baseball for the first two. His yearbook entry says "Kit thinks this world is a pretty good place to live after all. For three years he has faithfully served as class secretary, putting into his duties all the time he could spare from his own correspondence. After graduation, "Kit" will join the "Woodsville Dramatic Club" playing "Wanted, A Wife." One of Leonard's marriages would make national news in 1933. Before the newly minted electrical engineer traded in his coal shovel and started working for the telephone company in November 1910. The job was in the "Long Lines Plant department at Boston. In 1912 he resigned in order to enter the New England Company, here he remained until the beginning of the World War during

which he became a lieutenant in the U.S. (Naval Reserve Force) serving in the communication service." He enlisted in April 1917 and served Coast Guard Reserves in Newport, RI. A.T. & T's *Long Lines* magazine wrote of Leonard, "In 1919, he re-entered the Long Lines Plant as Plant Layout Clerk in the General Office. A short time later he was designated Technical Employee." The 1920 Census found Leonard rooming in Columbia Heights in the Bronx. "In 1922 he was furloughed to the Cuban Telephone Co. Some months later he returned to the General Office and in September 1923 went to Troy, N.Y., as District Plant Superintendent. In 1924, he moved to New Haven in the same capacity. From 1925 to October 1926 Mr. Leonard served as Office Manager at the General Office. Recently he has been handling Special Assignments." Leonard's telephone company career was reviewed upon his appointment as Transatlantic Plant Superintendent at the A.T.& T Company's General Office on January 1, 1927. His connections came in handy in August 1933 when his fiancee's father could not "come east" from California, and the couple could not travel west for the wedding. An *Associated Press* article explained "Kit" Leonard and Vevah Mears could travel from New York to Leonard's boyhood home in Woodsville. "A minister in LaJolla, Calif., spoke the word which made his daughter, Vevah Wyer Mears, and James M. Leonard man and wife as they stood in a room in the house here (Woodsville, N.H.) in which Leonard was born. Miss Mears, Leonard and the ten persons who witnessed the ceremony all wore head sets to listen to Rev. Charles L. Mears, pastor of the Union Congregational church at LaJolla, perform the ceremony over a special long-distance telephone set-up. The bride was the last of Rev. Mr. Mears' children to be married and he had never performed the marriage ceremony for the other members of his family. Miss Mears and Leonard are residents of New where Leonard is general service supervisor of the long lines department, American Telephone and Telegraph Company. The father was unable to come east and they could not go west. Leonard finally got the consent of Mrs. Clara Perkins to permit the wedding in the house where Leonard was born and so the couple with their attendants and guests came to Woodsville. Miss Mears is a graduate of Carleton College at Northfield, Minn., and Leonard is a graduate of the University of New Hampshire." The Vermont marriage certificate says this was 45-year old James Leonard's second marriage following an earlier divorce. It was the first time to the altar for the 30-year old Mears who was working as a "buyer." The couple would have a daughter. Leonard would retire in 1948 as general supervisor of the long lines department. He and his wife moved to Benton, New Hampshire. He died on August 19, 1964 "at Cottage Hospital in Woodsville, N.H., after a short illness." He was 76.

- Among the Clouds - Season of 1910 (Fall) / Ancestry.com / Long Lines magazine (1927) reprinted Groton (VT) Times – Fri, Feb 25, 1927 pg. 8 / AP article in St. Johnsbury (VT) Caledonian-Record, Wed, Aug 30, 1933 pg. 1 / Baltimore (MD) Evening Sun – Wed, Aug 19, 1964 pg. 44 / New York Times - Aug 19,1964 pg. 37 / Woodsville One Name at a Time

Mary B. Leonard 1916

26-year old Boarding House chambermaid - *(1916)* "Woodsville Notes: Mrs. J. F. Leonard has been spending a few days with her daughter, Miss Mary B. Leonard, at the base of Mount Washington." Mary Brewer Leonard was born on May 15, 1892 in Haverhill, New Hampshire to 34-year old B&M engineer/yardmaster James Frederick Leonard and 29-year old Ada (Weimer) Leonard. Her father would leave the railroad in 1914 in order to become postmaster of the Woodsville Post office but apparently still had connections to get his daughter summer work at Mt. Washington or she may have started working at the Cog earlier than 1916 while dad was still working for the railroad. The March 1910 *New Hampshire College Monthly* noted Miss Mary B. Leonard attended a Kappa Sigma fraternity house party "Saturday and Sunday following the Sophomore Hop. Many of the party enjoyed the excellent sleighing Saturday morning, while in the afternoon everyone attended the New Hampshire alumni basketball game. Saturday evening a very enjoyable dancing party was given in the fraternity hall." Kappa Sig was her brother's fraternity at UNH. The New Hampshire College grand march at the Sophomore Hop began at 9 pm and "was led by Class of 1912 President H. R. Tucker and Miss Mary B. Leonard of Woodsville, in which nearly two hundred couples took part. After the march, dancing was enjoyed until 2 o'clock." Mary Leonard would graduate from Woodsville High School in June 1910. Mary Leonard was working as a stenographer when she married widower and Maine native, Merle W. Crowell on September 3, 1921, in Benton, New Hampshire. They had two children (Robert N. and Gordon) during their marriage. The 1930 Census found 37-year old Mary living in New Castle area of Chappagua Village in Westchester County, New York - taking care of the boys with a 28-year old black child nurse Hester Brooks while 41-year old Merle Crowell was working as a freelance magazine writer (*Argosy*, etc). A 1910 Colby College graduate, he started as a reporter for the *New York Evening Sun*. Crowell became staff writer and associate editor of *American Magazine* in 1915 and became editor in chief in 1922. Crowell because a publisher, so in 1930 he could afford a cook, 31-year old Grace Vann - also an African American. Mary took the boys and Vann to Bermuda that year. They returned to New York from Hamilton on the *S.S. Bermuda* in June 1930. Mary (Leonard) Crowell died on February 16, 1986, in Sparks, Nevada, at the age of 93. *- Littleton Courier - Thu, Sep 7, 1916 / The New Hampshire College Monthly - March 1910 / Ancestry.com / Archives.org*

Henry C. Lerandeau 1954

Summit House

R. P. Lerandeau 1952

Mt. Washington Club/Summit House

E. Lessard 1952
Mt. Washington Club/Summit House

Ronald P. Lessard 1984?
Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Robert L. Levesque 1958
Was paid through Paul A. Saunders' account *- Railway Corp*

Jonathan Levin 1976
Bunker/Base worker from Bethlehem, New Hampshire. *- Bencosky-Desjardins files*

Carol Levine 1959
Summit House employee from New York, New York. *- Bencosky-Desjardins files*

Harold J. Lewellyn 1950 & 1952
Worked in Marshfield in 1950 and then the Railway in 1952 *- Marshfield Corp Ledger / Railway*

Harold J. Lewis 1985

Railway President John Rolli reports to the State of New Hampshire: "Lewis, F+B braking" is part of the No. 8 crew on August 3, 1985 when coach wheels were derailing near the summit. According to Rolli's train delay report said "#8 *(Tip Top)* with (Peter) Oeschle, engineer; (Heather) Allen, brakewoman F-T; Lewis, F+B braking and MacDonald, F, training as brakeman dropped an identical coach wheel in at the same spot on its up mountain journey. Others at the Cog that summer say, "Lewis was a fireman and brakeman for awhile ended up braking his leg in a 'late evening' episode and was then terminated. He sat at the end of the base road in a lawn chair with his leg in a cast, while holding up a sign about unfair labor practices, protesting the cog for a week before he disappeared for good."
- NH DOT Files

Harold J. Lewis (1952)
- Rolli Family Collection

B. G. or D. G. Lewis 1950 - 1951
Mt. Washington Club/Summit House

C. G. Lewis 1950
Track maintenance

Catherine C. Lewis 1974 - 1980

Sister of Susan M. Lewis and Patty Lewis from Lynn, Massachusetts. She worked the Counter *(1974)* Kitchen *(1977-1980)* *- Marshfield Corp / Bencosky files / D. Moody email - Jun 27, 2020 at 2:20 pm*

Susan M. Houck (1977)
- T. Flaherty photo

Susan M. Lewis Houck 1977 - 1982

Susan Houck was living in Littleton, New Hampshire when she worked in the Marshfield Gift Shop in 1982. She is seen *(right)* at a 1977 Cog party.
- Marshfield Corp

Patty Lewis 1983?

Dave Moody: "Sue Lewis... had two sisters that worked there - Cathy Lewis (mid 70's) and Patty Lewis (early 80's ?) All were from Lynn, Mass."
- D. Moody email - Jun 27, 2020 at 2:20 pm

Barbara W. "Mrs. Jitney" Lewis 1952 - 1967

Barbara Whitney (1952)
- Verlyn yearbook

Wife/Mom/Gift Shop - enjoyed hosting evening roundtables at the cabin and raising Cog kids. She received her first Cog pay on July 10, 1952 for work in the gift shop immediately upon return to the Mountain from her honeymoon. Born on May 19, 1928 in Randolph to Earl H. and Cleora N. (Knight) Whitney, she graduated from South Royalton High School in 1946. She met Jitney *(above)* as a fellow student at Lyndon Teachers College. Her yearbook entry says: "Always ready with a son... mirror of courtesy... friendly." She was president of the Glee Club and Dormitory Council, played the lead role in *Bohemian Girl*, as well as being Secretary-Treasurer of both her Freshman Class and later Student Government.

- See Vol. 1 Ch. 9 Sec 3, Ch. 10 and Ch. 16

Cindy "Miss Jitney" Lewis 1955 - 1967

Cog kid - learned how to be an equestrian from the Teague girls (Anne & Lucy) at the Mountain. Graduated from North Country Union High School in 1973 and the University of Vermont in 1977 *(left)* with a degree in Speech Pathology. Legally changed her first name from Cindy to what her mother initially wanted to name her - "Cintra." Worked for a time as a bank teller and then joined International Business Machines in Essex Junction where she met her husband.

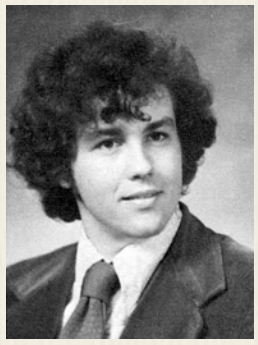
- See Vol. 1 Ch. 10 & 16

Norm "Jitney" Lewis 1950 - 1967

Fireman - fired for Mike Boyce - became engineer and operations manager. Stephen Christy who came to the Cog in 1966, says Jitney *(above w/ Mrs. Jitney)* "was the 'technical' guy of that era that transferred a lot of 'steam technology,' along with 'mountain mentality' to another generation of 'Coggers.' He was the person, in my mind, that brought the discipline of the 'science of steam' to the 'art of managing the mountain." Jit's first Cog payday occurred on June 24, 1950. Jitney talked with a documentary filmmaker at the 1999 Cog Railway employees' reunion: "I was going to college. I was hired by the Colonel Henry Teague in 1950. I started as a fireman. I had fired a little stationary when I was in service and I fired *(at the Cog)* for Mike Boyce, who was the oldest engineer at that time. He went back to when they were burning wood. I fired that first summer qualified *(as an engineer)* that fall, and then I ran for about about 12 years or so. Then I was operational manager for three years and that would be up to 1967." I***nterviewer:*** "They tell me that its quite an art to being a fireman. It's not jut a matter of throwing coal, just willy-nilly into the box?" Jitney: "In any fire... first of all you don't want to have what they call a hole. This lets cold air come up and cool *(the fire)*. I don't know the newer engines now... (they) are better probably, but (back) then the grate surface and the flu surface is very critical to maintaining steam, and those (engines) were working at capacity. So if you had a poor fire, you were in trouble immediately (with) low steam pressure… You'd have to stop to steam up. If you were watching (trains), and you wanted to know if the'vey got a good coal fire, when you see (the fireman) throw the shovel (of coal) in, if it's good black smoke (out the stack), he's in good shape. He hit what we call the hotspot. You try to keep the fire very level and don't permit any holes to blow in it, and it's always burning just right. So you take a real shovelful and spread it over, pull it back and close the door. Your fire controls you with the steam. If you've got a good fire and the (cylinder) rings are good and the flus are clean, these (engines) would go right up there. So the answer is, yeah, you use more steam (the) more work the engine does, but an excellent fire will maintain (steam pressure) right up through, and if you've got a good fire, you open the door a little to cool it down… (You needed) excellent coal, of course, and that used to have to have low ash content, hot coal… bituminous." Jitney talked a bit about after hours. "I used to MC the Cog parties that we had for the troops and put on entertainment. (There were) a lot of talented college kids, I always remember we had a guy named Dennis Buss. I think he still may be teaching at MIT (in 1999), but I thought I knew engines and injectors. (But) he would be there with a stopwatch determining when the force of the water was correct to close the overflow (valve), and he was figuring this out... with math. So besides being a very interesting job, it was also educational. It's a great place to work. I mean, it was in touch with the oldest equipment and people. Mike Boyce, Piney Grainger junior, Harold Adams, these were folks who… Harold Adams had run a steamboat pulling logs down on Winnipesauke… Mike Boyce… he knew how to run these mothers, you know, two slivers of ivory soap in the lubricator. A lot of people didn't know that, you know? So you had all those little gems of how you make the old critters go... Pliney Granger Junior… then there was old Piney... then young Piney, and then there was another Pliney. So back then, families were (at the Cog) down through the years. Joe Fillion, George Trask worked there. You got in touch with people who had great skills... machinists from the old

country… Mr. Liveston… a Scotsman. He used to say "The problem with the United States,' he says, 'Oftentimes they have a big box of papers that tells you what they can do, and 'they carry their tools in their pocket. Over in the old country, you had a big box of tools, and one piece of paper in your pocket!" ***Vincent Lunette:*** "Norman Lewis was known by everyone on the Cog as: "Jitney." Jitney was an excellent engineer on his #6 engine, one of the 2 fastest steam engines on the RR. He was an excellent problem-solver, and very concerned about safety. During Fall, Winter, and Spring he was a teacher, then school principal, then School Superintendent in VT. He was a really wonderful guy and mentor for many, particularly for college students who worked at the Cog."

- Cog Railway Reunion movie - 1999 / Interview with Steve Christy / Railway to the Moon FB page - Jan 18, 2022

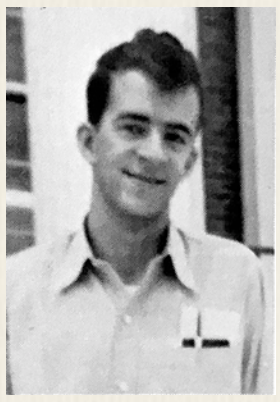


Tim Lewis (1975)
- UVM yearbook

Tim "Jitney Jr." Lewis 1953 - 1967

Cog kid/Publisher - As a journalism professor at the University formerly known as Lyndon State College, Jitney Jr uses the following as an introductory biography for his students. It is also a critical thinking exercise. "Tim Lewis was conceived on Vermont soil. His father grew up on a 10-cow starvation farm in the Northeast Kingdom town of Lunenburg, while his mom came from South Royalton along the White River. Thanks to Lyndon Teachers College they met. Tim and his younger sister went to school in Chester, Vermont before graduating from North Country Union High School in Newport. His college degree came from the University of Vermont - Class of '75. His broadcast career began in high school, baby-sitting Red Sox baseball games at WIKE. He sacrificed his college G.P.A. to campus station WRUV. After graduation, he was one of St. Johnsbury's first disco DJ's. In April 1976, Tim was hired as a news reader at WDEV in Waterbury. 18 months later, he became that radio station's news director - in charge of legislative & elections coverage. In January 1981, Tim was hired by WCAX-TV to be its Statehouse correspondent. He was the producer of the *"First Republic - 14th Star"* Bicentennial series, and anchored Channel 3's Saturday six o'clock newscast for six years. He began a "reverse sabbatical" from WCAX at Lyndon State College in the fall of 1999, and after nineteen years in the classroom was given a real sabbatical from Northern Vermont University – Lyndon to research the history of his summer playground from 1953 – 1967. Tim is proud to have been one of the youngest people to fire a complete trip up Mt. Washington on a Cog Railway steam train, and develop the first-of-its-kind roster of Mt. Washington employees." Students are given a chance to read it, then Prof. Lewis asks where was he born. Most will answer Vermont because the "lead" to this life story was written in an active voice *(Subject-Verb-Object)* and contained sex. They did not think about the time from gestation to birth in humans. Tim was born in July while his parents were at the Cog. Mrs. Jitney got as far as Lancaster traveling back to Vermont. Tim says despite having a New Hampshire origin on his passport, he remains a proud Vermonter - pointing out that from 1777-1791 Vermont was a Republic and 16 New Hampshire and New York towns were part of that political entity for a time. If challenged Lewis will say he was born in "Greater Vermont." It is the journalism students introduction to a press release that is absolutely true, but is written to have reporters think it says something that it does not. ***Vincent Lunette:*** "In recent years, Tim Lewis has almost certainly become the best informed person re the Mt. Washington Cog Rwy re its steam engine history. In recent years, Tim undertook some particularly challenging tasks to pull that history together. He was a very young child during the years I worked there. His dad, Norman Lewis was know by everyone on the cog as: "Jitney." During summers, Tim lived with his parents in a small 'cottage' with his parents… As he grew up, he too worked for the Cog under Col. Arthur Teague." *(Ed note: $100 one summer for parking cars, pumping gas and helping out around the Base - never punched the clock.)*

- See Vol. 1 Ch. 10 & 16 / Railway to the Moon FB page - Jan 18, 2022



David Libbey (1963)
- Lyndon Institute yearbook

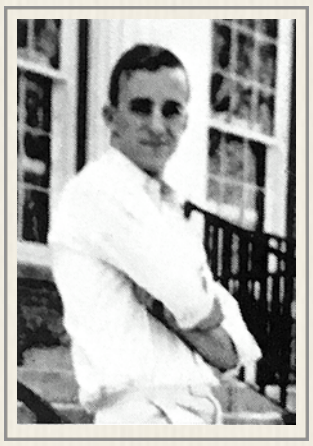
David Allan Libbey 1963

19-year old David Libbey appears on the Summit payroll summary for July 1963 as earning $26 a month. "Free" room and board was worth $12 a month for tax purposes. His net monthly pay was $21.92. Libbey's salary was booked in the Summit House "gift" column.Two Libbeys (David & Stephen) from Lyndonville, Vermont came to work at the Summit House immediately following their 1963 graduation from Lyndon Institute. 19-year old David Libbey arrived having collected an auto mechanics award and American history honors at the ceremony. That David and his brother, Stephen - sons of Harvey Powers and Dorothy Mildred (Cross) Libbey would come together was not surprising. They had been through Cub scouts and the Lyndonville school system together.

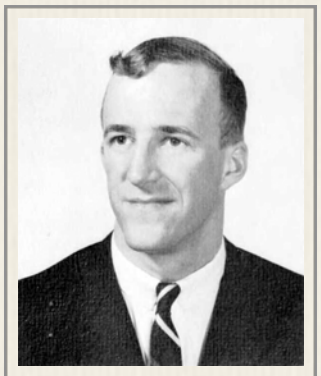
- Summit House / July 1963 Summit Payroll summary /Ancestry.com / Newspapers.com

Stephen Ray Libbey 1963

18-year old Stephen Libbey (David's brother) appears on the Summit payroll summary for July 1963 as earning $24 a month. "Free" room and board was worth $12 a month for tax purposes. His net monthly pay was $20.29. While David Libbey worked in the gift shop, Stephen Libbey's salary was booked in the Summit House "restaurant" column. Stephen Libbey was heading for the University of Vermont after finishing his summer work at the Summit House. He had been awarded an Olin Mathiesen Scholarship at LI's graduation along with a student council pin and an award from the Dramatics Club. Stephen graduated from UVM in 1967 *(next page)* with a speech degree from the College of Arts & Science. He would enlist in the US Army in May 1967 and become a captain. He would marry a German woman, Elisabeth Schmidt in Saar, Germany on November 25, 1970. The couple would have a baby girl in January 1971. They would separate in July 1973 and divorce in April



Stephen R. Libbey (1963)
- Lyndon Institute yearbook



Stephen R. Libbey (1967)
- UVM yearbook

1974. Back in Vermont, Libbey worked as a speech pathologist. A May 1984, lightning strike near his Enosburg Center home started a fire in the basement that sent both he and his 13-year old daughter to the hospital. Nicki Libbey was treated and released. Stephen was held in the hospital with second-degree burns on his right cheek and forehead. The two-story home sustained $17-thousand dollars worth of damage despite the fire - deemed electrical in nature _ was confined to the basement. 56-year old Stephen Libbey married 54-year old Jeannine Caroline LaFountain on October 12, 2001 in Enosburg.

- Summit House / Ancestry.com / Newspapers.com

D. R. Libby 1950

Railway Ledger

Howard Libby 1903 - 1905

Baggage handler - *(1903)* "Mr. Howard Libby, whom visitors to Mount Washington have come to know through his faithful attention to his duties in charge of the baggage car between the Base and Fabyans, was among the visitors to come to the Summit in the special trains on Sunday *(8/9)*" Attends 1903 Cog Party Masked Ball as "Clown." Judges Conductor Browley and Mr. A. Frank Curtis honored him - "presented a most ludicrous appearance and acted his part well." Howard D. Libby was a machinist, living at the Base Station in 1905 when he made model slide board for his friend, Engineer William O. Page. The model was donated to the N.H. Historical Society by Page's son, Albert. *(image of model can be seen in Appendix Sec. 8)* / Howard Day Libby was born on March 19, 1879 in Limestone, Maine. The 25-year old is working for the railroad based out of Woodsville, New Hampshire in 1903. Sometime between 1900 and 1903, he marries a teenager from Bath, New Hampshire, Ida May Chase. She works at the Summit House in 1903. In 1910, Howard is a railroad brakeman. He and his wife, Ida are living on Spring Street in Woodsville, N.H. when the Census is taken in mid-April. The *History of Woodsville: One Name at a Time* says the couple have moved to a house on Mill street by 1915 and Howard D. Libbey is now a freight brakeman for the B&M RR. Their one child, a daughter Leona L. Libby is born in 1917. The following year, the 39-year old Libby is described as being of medium height and build with gray eyes and black hair when he registers for the draft. He's working for D. L. Wiggin as a garage machinist in Woodsville. The young family is living at 15 Terrace Street in Woodsville and he is also doing carpentry in 1919. The 1920 Census says Howard is working in a garage but the *Woodsville Directory* lists machinist as his trade. Howard Libby is working at the Central Garage at 97 Central Street in 1925 and becomes the garage's owner in 1929. He will run it until 1937 when he becomes Woodsville's water and light commissioner. Commissioner Libby was a special guest at the March 8, 1938 meeting of the Woodsville Rotary Club when former railroad conductor (and fellow Cogger) Frank N. Keyser told the group about some of his experiences while working on the railroad for 50 years. Keyser said, "He was on the Mt. Washington trains at times, running as many as seven trains in a forenoon, carrying 350 passengers." The 1940 Census notes the 61-year old Libby is still running a garage, doing welding, and become more involved in the civic life of Woodsville as its fire chief. As World War Two got underway in 1941, Howard Libby opened a defense school for boys 17 to 21 years of age. Howard taught the use of general tools, the principles of machining and how to use an acetylene welder. He convinced Haverhill voters at March town meeting to approve $1500 for the Woodsville Fire District to buy replacement hose, an inhalator, two fire masks and trailer to transport the hose. As president of the Ammonoosuc Valley Fish & Game Club, Libby was in the paper promoting fundraisers. "Those who enjoyed the chicken shoots last year will want to sign up again this year and those who didn't feel they had the time had better plan to get in on the fun this season," says Libby in early May 1941. In January 1942, "Fire chief Howard D. Libby, who is Chief Air Raid Warden has announced the appointments of his assistants throughout Haverhill." Eight men in Woodsville, North Haverhill and Pike. At 63, Libby registers for the draft in April 1942. His hair is now gray like his eyes, and he stands 5-feet 9.5 inches tall, weighs 186 pounds with a ruddy complexion. Tips of three fingers on his left hand are damaged. Libby would continue to run his own garage until his death due to blood clot in his heart in the early morning hours of March 22, 1946. He was just three days past his 67th birthday.

- Among the Clouds - Aug 10 & 31, 1903 / Ancestry.com / Newspapers.com / History of Woodsville: One Name at a Time / 1920-22 Woodsville/Haverhill Directory / Groton Times - Fri, Mar 11, 1938 pg. 1; Fri, Mar 21, 1941 pg. 1; Fri, May 9, 1941 pg. 1 & Fr, Jan 9, 1942 pg. 1 / See Appendix Sec. 8

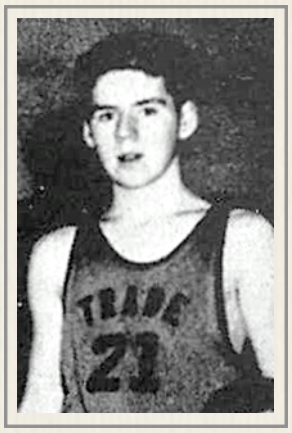
Mrs. Ida M. (Chase) Libby 1903

The 19-year old wife of Cog baggage man and machinist, Howard D. Libby attends 1903 Cog Party Masked Ball as "Ballet Girl." Ida May (Chase) Libby, born on April 30, 1884, is the fifth child of 30-year old Wilbur and 27-year old Alice Chase. Ida's first name was not recorded on the New Hampshire birth record. In the summer of 1896, the *St. Johnsbury Republican* says a "Miss Ida M. Chase of Lisbon, N.H., was in (Harwick) recently for a couple of days." When the 1900 Census was taken, 16-year old Ida M. Chase was living with her parents and siblings. She was already working as a "laborer servant." Her older brothers, 20-year old Elwood and 17-year old George K. worked at the sawmill. Four more children had followed Ida's birth. Oscar S. *(b. Nov 1887)*, Wilbur S. Jr. *(b. Nov 1888)*, and the twins, Leon L. and Lina D. *(b. Aug 1891)*. Only 13-year old Oscar and 11-year old Wilbur Jr were reported "at school." It is unknown whether Ida Chase worked at the Summit House before 1903 or before her marriage to the B&M brakeman and Cog Railway baggage handler, Howard D. Libby. The *Ancestry.com* database did not yield any marriage documents for Ida and Howard, however there was documentation of their 27-year old daughter Leona's second wedding in August 1944. Leona Libby LaRocque was now a waitress working in Concord, New Hampshire and was marrying 32-year old Portland Maine born machinist, Henry James Geary. The mother of the bride, Ida was keeping house in Woodsville while father, Howard was running his garage. Ida M. Libby would live a little over three years after Howard's death. There was no death certificate in the *Ancestry.com* database, however the *History of Woodsville, N.H. - One Name at a Time* reports the "widow of Howard D.

Libby, died on September 17, 1949.

- Among the Clouds - Aug 31, 1903 / Ancestry.com / Newspapers.com / St. Johnsbury Republican – Wed, Jul 22, 1896 pg. 1 / History of Woodsville, NH: One Name at a Time

Cedric J. "Jimme" Liberty Jr. 1958 - 1959



Jimme Liberty (1957)
- St. J Trade School yearbook

Born in 1942, 15-year old Cedric James Liberty Jr came to work in the Summit House kitchen while attending the St. Johnsbury Trade School where he was a standout on the junior varsity basketball team *(right)* Cedric Liberty appears on the payroll summary for July 1959 as earning $250 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $206.80. Liberty's salary was booked in the Summit House "restaurant" column.He would graduated in 1960. His younger brother, Peter would follow him to the Cog. *(2018)* C. James "Jim" Liberty passed away peacefully at The Pines Nursing Home on April 20, 2018, with his family by his side. Jim was born March 26, 1942 in St. Johnsbury, VT, the son of the late Cedric and Beatrice (Williams) Liberty. He leaves his wife of 55 years, Shirley (Martin) Liberty; son, James Liberty and his companion, Star Barden from Lyndonville, VT, Thomas Liberty and wife Kelly Murray-Liberty from Lyndonville, VT and daughter, Susan (Liberty) Boulay and husband, Scott from Little Elm, Texas; a brother, John Liberty from Wheelock, VT; several nieces and nephews and a special nephew, Jeffery Liberty; 9 grandchildren and 4 great-grandchildren (and one on the way). He is preceded by his brother, Peter Liberty and sister, Nancy Kidnocker. Jim graduated from St. Johnsbury Trade School class of 1960 as Valedictorian, before furthering his education at Pratt and Whitney in Hartford, Conn. to obtain his degree as a registered Tool Maker. He worked as a chef at a restaurant on the top of Mt. Washington with his brother, Peter, riding the Cog Railroad to get to his work to earn money for his education. He was a life time member of the Tom Breslin Center and served as the Auditor for many years, also a member of the Loyal Order of the Moose Club and a member of the Son's of American Legion. He also served on the board of St. Johnsbury Academy/Trade School scholarship achievement and academic awards program. He enjoyed playing Cribbage and doing Sudoku, Sunday afternoon rides and spending winters in Florida with his wife. There will be no calling hours per his request. A mass will be held at 2 p.m. on Thursday, April 26, 2018 at St. Elizabeth Church in Lyndonville and a celebration of Life following the service at Lyndonville VFW post 10038. In lieu of flowers, please make donations to The Caledonia Home Health Care, 161 Sherman Drive, St. Johnsbury, VT 05819. *- Summit House / Bencosky-Desjardins files / July 1959 Summit Payroll Distributino /*

C. JamesLiberty 2010)
- Liberty Family Collection

https://www.guibordfh.com/obituary/CJames-Liberty

Gideon Liberty 1923

The 64-year old St. Johnsbury man will "leave for base where he will be employed during the summer season." Gideon Liberty was born in Canada in January 1859 – the son of Vales and Aurilla L. Liberty. The Liberty's came to the United States in 1875 and were living in St. Johnsbury in June 1880 where 20-year old Gideon was helping his 55-year old father farm. The rest of the family was busy, too. 27-year old Mary A. and 19-year old Georgianna were making dresses. 22-year old Theodore was working in the box factory. 51-year old Aurilla was keeping home and taking care of 11-year old Jeffrey. Gideon married Hedwidge M. "Lucy" Nolin on May 25, 1881. Twelve children were born to the couple. In 1884, Gideon and his new wife, Lucy Nolin had their first child, Alside. Albert G. joined the family in 1885. In 1888 their first daughter, Emma J was born. A year later Alma C. In 1890 George T. was born. 1891 was Philip N. Liberty's birth year. Their seventh child Edward J. was born in 1893. On Wednesday, December 8, 1897, fire nearly claimed their lives. Gideon had woken and "lit a fire in the kitchen of their Crow Hill home and went to the barn to do his chores. Coming back *(at about six o'clock)* he found the house on fire and had barely time to rouse his wife and six children and save their lives. Besides losing all his household effects he lost a cow and horse." A few pieces of furniture were save. The destroyed house and barn were valued at $2000. Gideon Liberty held insurance worth $1125. However, Gideon was also holding down a job at the Fairbanks foundry in St. Johnsbury. "His shop mates in the foundry helped him with a gift of between fifty and sixty dollars," reported a local paper. "A friend in need is a friend indeed." 1898 saw the Gideon purchase the H. R. White house on the Danville road in April and baby Adrian joined the family. The 2-year old was the only child not in school when the Census was taken in 1900. In March 1904, St. Johnsbury town agent L. P. Slack was "appointed to convey the hold Clay hill school lot to Gideon Liberty." The 1910 Census enumerator found five boys – Albert (22), George (20), Philip (18), Edward (16) and Adrian (12) living with Gideon on the farm on the North Danville road in Danville. His wife, "Lucy" was now going by the name Hedwidge Nolin Liberty. Pneumonia claimed Hedwidge M. (Nolin) Laliberte on December 12, 1913. She was survived by her husband, seven of her 12 children and four grandchildren. Fire entered the family's lives again in 1914. "The (fire) truck was called out again Sunday *(8/2)* night for a small blaze in the house of Gideon Liberty, 59 Pearl Street," St. Johnsbury. The 1916 St. Johnsbury Directory listed Gideon as a "molder" at the foundry. This was the background he brought to the base station of the Mt. Washington Cog Railway with Wilfren Cardinal in 1923. He would die in 1927 and be buried with his wife and five children as Gedeon J. Laliberte in

Lib - Lin

Mount Calvary Cemetery in St. Johnsbury.

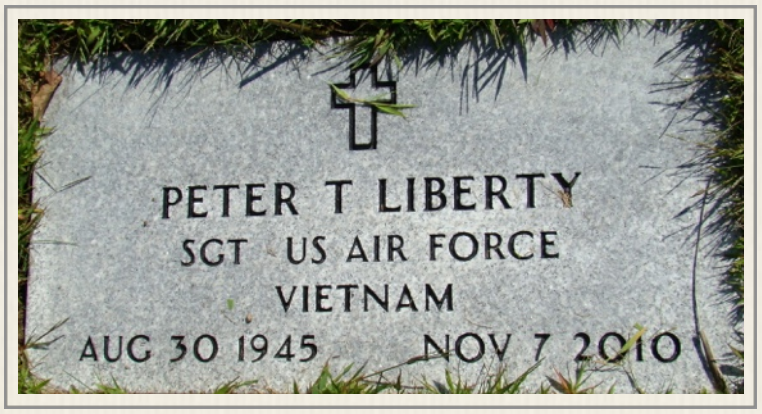
- St. Johnsbury Caledonian – Fri, Dec 10, 1897 pg. 1 & Wed, Mar 2, 1904 pg. 1 / St. Johnsbury Republican – Wed, Dec 22, 1897 pg. 5 & Wed, Aug 5, 1914 pg. 1 / The Caledonian Record - May 12, 1923

Peter T. Liberty (1963)
- St. J Trade School yearbook

Peter Thomas Liberty 1960 - 1964

Born on August 30, 1945, 15-year old Peter Liberty followed in his older brother's footsteps and went to work in the Summit House kitchen in 1960. He, too was going to the St. Johnsbury Trade School. That first year at the Cog, he earned $110 plus $14 a month. The next year he was an assistant cook and got $150 plus $25 a month. He worked through September 4th. He came back in 1962 for the same pay scale. The summer after graduating in 1964, he was living in Lyndon Center and worked as an assistant chef at the Summit House and was paid $250 a month. *(2010)* "Peter T. Liberty, 65, of Lyndon Center, passed away Sunday, Nov. 7, 2010, at Northeastern Vermont Regional Hospital in St. Johnsbury. He was born Aug. 30, 1945, in St. Johnsbury, the son of Cedric and Beatrice (Williams) Liberty Sr. Peter graduated from the St. Johnsbury Trade School in 1963. In 1966 he entered the U.S. Air Force where he served his country until 1972. He completed his basic training at Lackland Air Force Base in Texas in July 1966 and then went to Illinois for training in aircraft maintenance at Chanute Air Force Base. As an airman first class, he was named "Man of the Month" at K.I. Sawyer AFB in Michigan in the PRIDE program designed to reduce Air Force operational costs and increase unit efficiency and combat readiness. He would leave the Air Force as a sergeant. He worked as a machinist for Vermont Tap & Die Co. in Lyndonville for nearly 40 years, retiring in 2007. He was a member of the Tom Breslin Center of Lyndonville and the American Legion Post 7 of Hardwick. Hunting, playing cribbage, photography, spending time with his family at his camp in Wheelock, and traveling the back roads of the Northeast Kingdom brought him much pleasure. Survivors include his son, Jeffrey Liberty of Wheelock (P.O. Box 76, Lyndon, VT 05849); two brothers, C. James Liberty Jr. and wife Shirley of Lyndonville, and John Liberty of South Wheelock; a brother-in-law, Robert Kidnocker of Chillicothe, Ohio; the mother of his son, Karleen Kelly of St. Johnsbury; nieces, nephews, aunts, uncles and cousins. He was predeceased by his parents; and his sister, Nancy Kidnocker. Funeral services will be held at Guibord Funeral Home Thursday, Nov. 11, at 10 a.m. with the Rev. Fr. Dwight Baker officiating. Burial will follow in St. Elizabeth Cemetery in Lyndonville. Friends may meet with the family Wednesday evening from 6 to 8 at the funeral home. Due to the fine care his mother received prior to her death in 2004, donations marked "Hospice" may be directed to Caledonia Home Health Inc., 161 Sherman Drive, St. Johnsbury, VT 05819.

Peter Liberty (1966)
- USAF photo



- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com /
https://www.caledonianrecord.com/community/deaths/peter-liberty-obituary/article_9e0e952e-303b-570a-b6a1-c836cbd5d312.html

R. Lindberg 1951
Mt. Washington Club/Summit House

Dewey E. Linehan 1961

The 17-year old from Gorham, New Hampshire comes to the Summit House to work as a dishwasher and earn $110 plus $25 a month. Dewey Linehan appears on the payroll summary for July 1961 as earning $73.33 a month. "Free" room and board was worth $44 a month for tax purposes. His net monthly pay was $66.51. Linehan's salary was booked in the Summit House "restaurant" column. He washed dishes until September 4, 1916.

- Summit House / Bencosky-Desjardins files

B. Linger 1951
Railway Ledger

Mary Linger 1953
Summit House

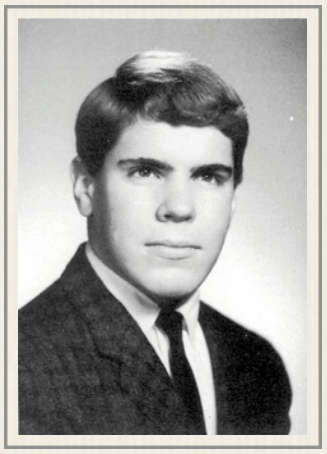
Jennifer Lint Hurley 1990 - 1992

18-year Profile High School graduate from Bethlehem, New Hampshire, Jennifer Jane Lint would start working at the Cog Railway answering the phones and assisting in the railroad office. She would meet her future husband, Patrick W. Hurley and would transition from the office into Marshfield and be the cashier for food operations.

- Jennifer Lint Hurley intv - Fri, Dec 30, 2022

Jennifer Lint Hurley (2019)
- Facebook profile photo

Lawrence F. "Larry" Little 1965



Lawrence F. Little (1966)
- Conestoga HS yearbook

The high school junior came to the Summit House from Strafford in Wayne County, Pennsylvania to work as a waiter in the dining room. Lawrence F. Little earned $130 plus $64 a month. When he graduated from Conestoga High School the following year, the yearbook noted "Larry" had shot on the Rifle Team as a freshman, wrestled as a sophomore, then ran track his sophomore and junior year before closing out his career running Cross-Country in both junior and senior year. Little said he wanted to be a professional pilot and had the following pet peeves: "a certain Latin teacher, wipeouts, mother...." His saying, "Happy Birthday, Larry!" While on the academic track in high school, it's unclear what exactly he did upon graduation. Born on December 27, 1945, Lawrence was one of three children (two boys and a girl) of Robert B. and Katherine (Fox) Little. Research revealed a "1st Lt. Lawrence F Little" received letter of appreciation for outstanding service during a change of command ceremony for the 275th Supply and Service Battalion of the U.S. Army Reserves in December 1973. He died on November 5, 2002 at the age of 56.

- Ancestry.com / Newspapers.com / Wilmington (DE) News Journal - Fri, Dec 28, 1973 pg. 27

Barry Liveston 1965

Marshfield Base employee

- Marshfield Corp / Cog Party list

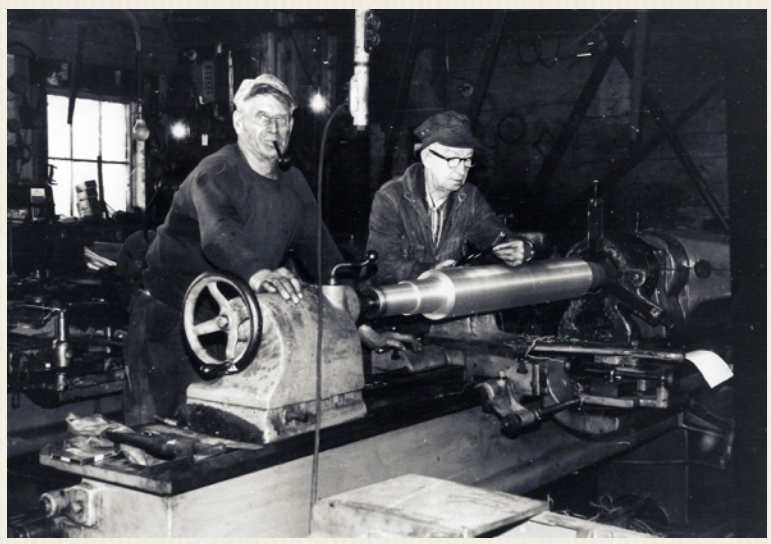
Clementina Liveston 1954 - 1967

Marshfield Base employee / wife of machinist Bill Liveston. Mrs. Liveston was on the Cog payrolls in 1960 as a chambermaid for the Marshfield cabins and was paid $165 a month and received the same rate through 1964. Clementina Proctor Skea was born on March 1, 1897, in Arbroath, Angus, Scotland, her father, John Blair Skea, was 24, and her mother, Mary Ann Munro (McKenzie) Skea, was 23. Clementina had a sister, Susannah Munro, four brothers; George, John who died at age 8, David, and Frederick. She married William McLarin Lydie Liveston on December 31, 1917. They had five children in 16 years. James was born in 1918 in Scotland. Daughter, Clementina in 1921 in Abroath, Scotland. The Liveston's came to the United States arriving in Boston on September 1, 1923. They lived in Barre, Vermont where son Frederick was born in 1934. *(1968)* Mr. and Mrs. William Liveston, of 29 Woolson road, (Lisbon), observed their Golden Wedding anniversary on New Year's Day at their residence, with their son James and his wife. Mr. and Mrs. Liveston were married in 1917 at Arbroath, Scotland. The ceremony was performed by Rev. Mr. Hitchcock in the Presbyterian church. The couple moved to Lisbon in 1946 from East Barre, Vt. Mr. Liveston obtained employment at the Lisbon Co., Inc., as master mechanic, where he designed and built many machines for that industry. He has been employed as master mechanic at the Mt. Washington Cog Railway for about 13 years. Although semi-retired the couple is quite active. Mr. and Mrs. Liveston had five children. James of Lisbon, Clementina (Mrs. Ralph Donahue) of Clearfield, Utah, both born in Arbroath, Scotland; William, deceased, Frederick of Enumclaw, Washington, and Norma Jean, deceased." She died in December 1973 in Layton, Utah, at the age of 76.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Littleton Courier – Thu, Jan 18, 1968 pg. 2

William "Mr." Liveston 1954 - 1968

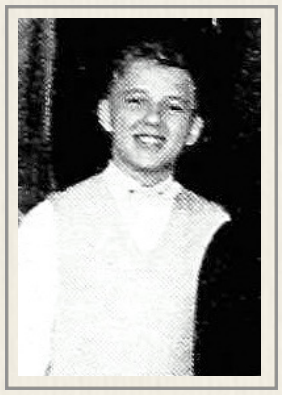
Machinist - *(1954)* "The Mt. Washington Cog Railway has installed machinery at the residence of William Liveston in Lisbon and will employ him to machine spare parts for locomotives during the winter months. Mr. Liveston was employed by the road during the summer months." *(1957)* "Lisbon notes: Mr. and Mrs. William Liveston have gone to the Base of Mount Washington for the summer months." According to Cog financial records, Bill Liveston was paid $450 a month for the 1961 season. In 1962, his winter rate of pay was $375 a month and $475 in the summer. He was paid $135 a week in 1964. *(1968)* "William McLaren Liveston, 71, died at the Littleton hospital on Wednesday, July 3, after a brief illness. Mr. Liveston was born in Forfar, Scotland on Dec. 25, 1896, the son of James and Janet (MacKenzie) Liveston. A tool and die marker, he served his apprenticeship in Arbroath, Scotland and Jan. 1, 1917 married Celmentina Skea. In 1920 the family came to America and he became well-known in his trade. For 13 years he was employed as master machinist at the Mount Washington Cog Railway, designing and improving many of the working parts of the cog locomotives to make them more efficient. He did the winter repairs for the railroad in his home workshop. He was twice awarded the Navy E for his workmanship during World War I. Mr. Liveston was a paid-up life member of the St. Vigeans lodge of Masons in Arbroath, Scotland, a 32nd degree Mason in Samuel Washburn lodge of Perfection Valley of Montpelier, Vt., a member of the Clan Gordon, order of Scottish Clans, Barre, Vt.; Mt. Calvary Council, Princes of Jerusalem and Frank Martin chapter, Rose Croiz, all of Montpelier. The family, besides his wife, includes two sons, James Liveston of Lisbon and Frederick Liveston of Enumclaw, Wash.; a daughter, Clementina (Mrs. Ralph) Donahue of Clearfield, Utah; a brother, Norman Liveston of Deerfield Beach, Fla.; two sisters, Mrs. Ina Moir and Isabel (Mrs. Robert)



Bill Liveston (R) with micrometer at the lathe with Harold Adams
- Elvira Murdock photo - Teague Family Collection

Bruce, both of Scotland; and 13 grandchildren. Funeral services were held a Pillsbury Funeral Home in Lisbon on Sunday *(7/7)*. Burial was in Grove Hill cemetery… Among those from out of town who attended the services (included) Mrs. Arthur Teague, Harold Adams, Robert Kent and Tony Poltrack of the Cog Railway, Mount Washington."

- See Vol. 1 Ch. 9 Sec. 4 / Railway Corp / Bencosky-Desjardins Files / Littleton Courier - Thu, Nov 18, 1954 pg. 6; Thu, Jun 13, 1957 pg. 2 & Thu, Jul 11, 1968 pg 1



Roger B. Lizotte (1955)
- Groveton HS yearbook

Roger B. Lizotte 1959

19-year old graduate of Groveton High School - Class of 1958 spent one summer working on the railroad. Born December 4, 1939, Roger B. Lizotte was a member of the Boy Chorus as a freshman in 1955. But he was apparently no choir boy as he was the subject of two newspaper articles in the fall of 1961 involving a pair of escapes from the Coös County Jail. Three men - 39-year old Everett Grover of Stewartstown, 21-year old Wayne McMann of Stratford and Roger Lizotte "fled Coös County Jail Sept. 12." Lizotte of Groveton was caught the next day in Norton, Vermont. Grover and McMann "were reported captured (Sept. 23) in the home of a relative." Then on November 19, 1961, "Two prisoners overpowered a guard and escaped from the Coös County Jail Sunday night but both returned voluntarily a few hours later. State police identified the pair as Wayne McMann of North Stratford and Roger Lizotte of Groveton, both 21. Officials said both were serving sentences at the West Stewartstown institution on rape charges. Police said the men overpowered a turnkey and locked him in a cell before fleeing." Roger B. Lizotte of Groveton died on December 21, 2017 at the age of 78.

- Railway Corp / Bendosky files / Boston Globe - Sun, Sep 24, 1961 pg. 39 / Burlington Free Press - Tue, Nov 21, 1961 pg. 20

James Lochner 1978

Base worker from Penfield, New York he was at the mountain from May 25 to October 4th of that season.

- Railway Corp / Bencosky-Desjardins files

Alan Locke 1975

Shop helper from Lisbon, New Hampshire

- Railway Corp / State Report - Jun 24, 1975

Arlie A. Locke 1886

Summit House Assistant housekeeper - *(1886)* "Mrs. Arlie A. Locke, the assistant housekeeper, was presented Monday evening *(9/27)* with a handsome card-case containing the cards of the donors, and a handkerchief case from the employees of the Summit House." Arlie A Gee Barrett was born on November 28, 1846, in Marlow, New Hampshire, the daughter of plumber Asa Gee. At 18, she married Samuel Locke in Ashland, Massachusetts. She had three children (Edna, George, & Ernest) with Samuel Locke and one other child. Husband, Samuel died in Belmont, Massachusetts in December 1904. She died of catarrhal gastritis on March 30, 1910, in Kittery, Maine, at the age of 63. She was buried in Manchester, New Hampshire.

- Among the Clouds - Sep 29, 1886 / Ancestry.com

Charles "Chuck" Lockhart 2021

Conductor/Brakeman Diesel Railway - Qualified in August 2021.

- Dave Moody email - Sep 24, 2021

John "Jack" Lombard 1946

Railway employee - *(1946)* "Bethlehem notes: Jack Lombard is employed at the base of Mt. Washington."

- Littleton Courier - Thu, May 2, 1946 pg. 8

Elizabeth Ann Long (1964)
- Lower Merion HS yearbook

Elizabeth Ann Long 1964 - 1965

From Merion Station, Pennsylvania, Elizabeth Ann Long is the first of three children of Dr. Joseph P. and Dorothy (Ranck) Long Sr. to work at the Cog Railway. Elizabeth Ann was a waitress in the Marshfield Dining room who earned $80 plus $20 a month plus $64 in 1964.

- Marshfield Corp / Bencosky-Desjardins files

Joseph P. Long Jr. 1965 - 1969

Elizabeth Ann's younger brother came to work in Marshfield in 1965 with his sister. He would move to the railway becoming a spare brakeman, a fireman and engineer *(right)* earning $2.00 an hour running trains in 1969 and $2.05 an hour in his final year of 1970. Joe Long talked about his time at the Mountain in the 2014 Cog Reunion movie: "I worked here from 1965 to 1970 six summers. I started out working with Pete and Grace *(Rusinski)* in the kitchen, along with Joe McQuaid back in that era. The following summer I came up, that was the summer The Hut had burned down that fall, and they worked several odd jobs. I finally got on the crew that break. Then the following summer I guess was 67.... I came on a little late, went to

Joe Long at the throttle (1969)

the kitchen. Colonel Teague was there and he says, "Joe, what do you want to do this summer?" I said, "I'd like to fire. He said, "Frank Thompson's down at the coal bunker. He needs a fireman." So I fired for Frank all that summer, daytime. The following year, I qualified as an engineer when we, Joe McQuaid and a couple of the other guys. That was the year after the accident and I ran the last three years. That first summer I ran Charlie Kennison was my fireman and they had Peter. Jesky is my friend. And the following two years, a tricky, tricky Dick. Tirrell Uh, and, uh, Frank Wayman was my brakeman Tricky was my fireman... I've truly great memories of being up here... the camaraderie of everybody (it) was our own little campus up here. We had a great time, great summer job, great place to work. Great people to work for their, memories will always stick with me."

- See Vol. 1 Ch. 9 Sec. 11 &12 / 2014 Cog Reunion movie

Judith Long 1966

Marshfield Corp

Paul R. Long 1968 - 1969

Joe Long's brother *(right)* came north from Merion Station, Pennsylvania to work two summers in Marshfield gift shop. He earned $1.60 an hour during the Cog's Centennial summer of 1969.

- Marshfield Corp / Bencosky-Desjardins files

Trainman Longfellow 1992

According to a Cog printout, a train crew member named "Longfellow" made 11 trips up the mountain this season. *- Kurdzionak Image - MWCR: We Worked There FB page*

John A. Longstaff 1911

39-year old conductor from Woodsville, N.H. *(1911)* "J. A. Longstaff is conductor of the Boston & Maine branch from Fabyan to the Base this summer." Longstaff was still on the job in 1935. *B&M Employees* magazine said he was taking over the Groveton, N.H. passenger run for C. E. Taylor during the winter months of that year, while S. A. Chesney was covering Longstaff's usual train. John A. Longstaff was born on November 23, 1872 either in Maine or Centreville, New Brunswick, the son of 32-year old John and 29-year old Elizabeth (Harnet) Longstaff. John Allen was the fourth child born to the couple. He was a 23-year old railroad brakeman when he married a 23-year old housekeeper from Franconia, New Hampshire Jennie B. Aulis in Lancaster on December 16, 1896. When he registered for the draft in 1918 he was a conductor on the B&M Railroad working between Wing Road and Berlin, N.H. He was described as being of stout build and medium height with blue eyes and brown hair. *(1915-25)* He and Jennie B. Longstaff owned a house at 40 Ammonoosuc Street in Woodsville. The couple had two children; John H. "Jack" Longstaff born 1901 and Granville A. Langstaff born 1908. Longstaff would work for the B&M for 47 years. John and Jennie Longstaff moved to Maine, prior to 1935. Jennie Bell would die on December 1, 1941. When Conductor Langstaff died in Bangor, Maine fourteen years later on March 30, 1955 at the age of 82, he left $2,000 each to his sons and $100 each to his grandchildren Carolyn Jane and Ronald Longstaff - the sons would split the residue of the estate.

- Among the Clouds - Jul 13, 1911 / B&M Employees magazine - Oct 1935 pg. 29 / Ancestry.com / Story of Woodsville: One Name at a Time / Newspapers.com

Claudina Lopez 1940 - 1941

Cog kid *(right & below)* - Daughter of German & Irene Lopez - operators of the Marshfield grill and restaurant. Graduated from Lake Worth High School in Florida in 1952 - Married Ted G. Lee in January 1957 and filed for divorce in February 1962. She later married David Jenkins and became a real estate agent. Jitney Jr. was able to contact her via email in August 2020: "Oh what fun! I have great memories of those times. Dad was born in Lugo Spain, I have been to the homestead farm that sits outside the walled city of Lugo. A story to itself. He came into the US by way of Cuba. He was determined to come to the USA. It took him a couple of tries I understand. There is no Vincent anywhere in the family tree. There was a Vincent maybe Lopez who was a pianist at that time. Dad also ran the kitchen at the Mt. Washington Hotel either before or after the Cog RR, I do not recall which. During the war he closed his own restaurant and ran the kitchen at the Hollywood Beach Hotel for the Navy. Yes, I was one of the "Cog kids" as you call them, and have the scars to prove it. I had to sneak away to run down the tracks to play with the car barn kids. I pretty much had the run of the base station, I don't think there were any other children living there. The Dartmouth college students who worked

4th of July: German Lopex & daughter Claudina behind Marshfield (1941)
- Lopex Family Collection

Claudina Lopez (1951)
- Lake Worth HS yearbook

Cog Kids *on Floyd Williams' Porch: Claudina front row center - flanked by David & Beverly Williams. The Cliff Kenney's & Bob Kents' would later live in this cabin (1940-41)*
- Lopex Family Collection

there were our babysitters/playmates. My dog and I climbed the mountain one pretty day, the search parties found us almost at the top. I had been up and down with the Dartmouth trail guides before. Something neat for you to know….the wildflowers that grow all over the base station grounds are not natural. My mom bought packets of seeds and scattered them. I remember jumping off the porch of whatever building stuck out over the river into that icy cold pond section of the river with the Dartmouth guys catching me. I remember sleeping in the dormitory up above and peeking out a little door next to the fireplace down into the main lobby at night. I always thought that fireplace in the base station was gigantic, until I went back for a visit as an adult. I remember Colonel *(Henry)* Teague sitting in a big chair next to the fireplace. So glad you found me, I am happy to share whatever I remember. Crowd sourcing is awesome! - Claudina Jenkins" *- Ancestry.com / Newspapers.com / email of Aug 7, 2020*

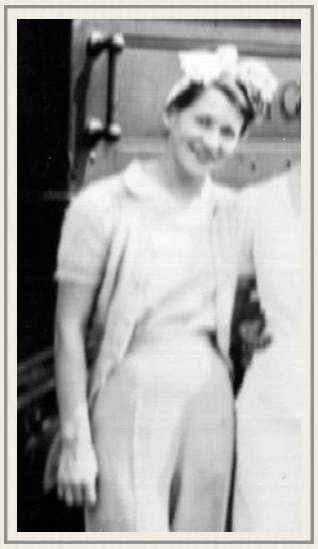
Claudina & daughter Irene (2019)
- AZ Active Adult Communities

German S. "Jerry" Lopez 1940 - 1941

Restaurant & Boarding House manager - *(1940)* "German S. Lopez of Hollywood Beach, Fla., has leased the log house restaurant at the base station. Mr. Lopez has had wide experience in the business and is carrying out extensive improvements on the property including a new grill and soda fountain to accommodate 200 persons an hour. For 14 years he was with the Weber Duck Inn at Wrentham, Mass., and for 10 winters with the Hollywood Beach hotel. For 18 years he has been in business in America, and 15 previous in Spain. He is married and has one child. Mrs. Lopez will act as cashier this summer, and they will employ 10. The new grill will be open by June 10, and the Base Station restaurant will be prepared to serve anything from a 10 cent sandwich to a $1.25 full course dinner. The dining room will accommodate 100 people at a sitting. Fried chicken, southern style, will be a feature on the daily menu, and all grill work will be personally handled by Mr. Lopez who is busy planning for a banquet of 200 members of the American Newcomen society which meets in N.H on June 20-21-22 and 23." German Somoza Lopez was born in Lugo, Spain on January 29, 1903. He came to America via Ciego De Avila, Cuba on the passenger ship *Levisa* – docking in Boston on April 7, 1923. When he applied for citizenship *(above right)* he was unmarried, 30 years old and was cooking at the Weber Duck Inn in Wrentham, Mass. He was 5-feet 8-inches tall, weighed 150 pounds with a dark complexion, dark brown hair, and blue eyes. German is married to 24-year old Irene when the Census is taken on April 22, 1940 in Hollywood, Florida. They have a five-year old daughter, Claudina who was born in Massachusetts and would become a Cog kid that summer. *(1941)* "Vincent Lopez returns to direct the restaurant and boarding house." The name "Vincent" adds some confusion to the identity of the Marshfield House kitchen lessee. The 1940 Census lists a "Vincent Lopez" who is a retail market buyer living in Wellesley, Mass. He is married but has no children, so it appears German is the guy unless Vincent is a relative who also came to the Mountain the following summer. *(1997)* German S. (Jerry) Lopez, Hollywood (FL) Pioneer, Restauranteur, passed away in Pompano on Tuesday *(2/25)*. He was 94. Mr. Lopez, born in Lugo, Spain came to Hollywood in 1927 to formally open the Hollywood Beach Hotel. He became executive chef there. In the summers he was chef at the famed Weber Duck Inn in Wrentham, MA, the Carolina Hotel in Pinehurst (NC) and the Mt. Washington hotel in Bretton Woods, NH. In 1940 he opened the Lopez Grill in Hollywood, only to close for the duration of WWII and run the kitchens of the Hollywood Beach Hotel once again, for the U.S. Navy. He received com-

German Somoza Lopez (1933)
- Ancestry.com

Ellen's Souvenir: *A placemat found by Anne Teague Koop in her mother's keepsakes may have been under the plate of charcoal grilled lamb chops Ellen Crawford ate on her first date with Arthur S. Teague on July 15, 1941. They drove to the Base and she talked about the meal, the train ride on the front platform & dessert at the Summit House in her scrapbook. If Ellen saved items from an impressive date for her… well…" (2023)*
- Anne Teague Koop photo



Irene Lopez (1941)
- Lopez Family Collection

mendations for this job. His restaurant was a popular eating place and during the period gambling was permitted, had an active casino. Jerry is a charter member of BOP Elks #1732, and of the Hallandale Kiwanis and has more than 50 years membership in the Hollywood Moose Lodge #919. Jerry put his talents into several restaurants in Florida and Massachusetts until his retirement in 1977. He leaves his wife of 64 years Irene in Lighthouse Point, FL; two daughters, Gerene Rodgers of San Francisco and Claudina Jenkins of Lighthouse Point; granddaughter Irene Jenkins of Taos, NM; grandsons Jerry Rodgers of San Francisco and Kent Jenkins of Breckenridge, CO."

- Littleton Courier - Thu, Jun 6, 1940 pg. 12 & Thu, May 8, 1941 pg. 1 / Ancestry.com / South Florida Sun Sentinel - Thu, Feb 27, 1997 pg. 31

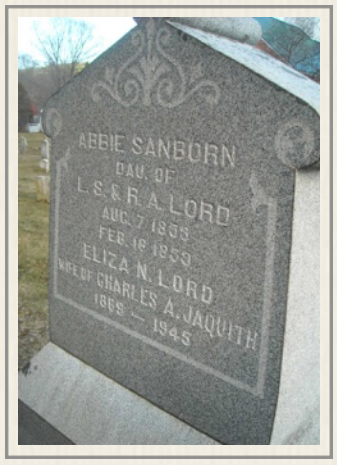
Chef Lopez at Mt. Washington Hotel the year before taking over the Marshfield restaurant operation (1939)
- Lopex Family Collection

Irene Lopez 1940 - 1941

Restaurant cashier - Married to German S. Lopez - Mother of 5-year old Cog kid, Claudine *(1997)* "Irene Grace Lopez, a Floridian since 1933, passed at her home on Friday *(3/7)*. She follows her husband of 64 years, G.S. (Jerry) Lopez who passed away 10 days before. Irene worked with her husband in their restaurant businesses. They had resided in Lighthouse Point since 1986. She leaves her twin sister, Evelyn Scariatelli of North Attleboro, MA; another sister, Helen Freno of Quincy, MA; a daughter, Gerene Rodgers of San Francisco; a daughter, Claudina Jenkins of Lighthouse Point; Three grandchildren, Jerry Rodgers of San Francisco, Kent Jenkins of Breckenridge, CO, and Irene Jenkins of Taos, NH. Burial will be in N. Attleboro, MA." *- South Florida Sun Sentinel - Mon, Mar 10, 1997 pg. 27*

Eliza Lord 1885

Summit House - *(1885)* "Miss Eliza Lord returned from her sojourn at Mt. Washington summit, Monday *(8/24)*. She was there two months. She reports some fine sunrises and some strong wind, such as blowing one young lady entirely across one room into another room She says the display of electric fire is something sublime there in a thunder shower." Eliza Nelson Lord was born on March 9, 1869, in Norwich, Vermont, when her father, Lucius Stebbins Lord *(b.1818 d.1900)*, was 50, and her mother, Alpa Rosetta (Little) Lord *(b.1826 d.1895)*, was 43. Her summer at the Summit House at age 16 came three years after she nearly died due "a sickness caused by mumps and too close application to her studies." She suffered "a relapse, and is pronounced by Dr. Currier to be in a critical condition." Lord would recover and attend St. Johnsbury Academy. She graduated in 1891 and met Charles Jaquith '92. Lord would go to Smith College while Jaquith went to Dartmouth. Lord married Rev. Charles Arthur Jaquith on July 3, 1899. They had no children, but moved around the country as Congregational missionaries. She died on December 1, 1945, in her hometown of Union Village, Vermont at the age of 76, and was buried there. *(1945)* "On Sunday morning, December 2, the community was shocked and grieved by the news that Mrs. Charles Jaquith had suddenly died the night before. Mrs. Eliza Lord Jaquith was born in this village 76 years ago, daughter of Lucius and Rosetta Lord. She graduated from St. Johnsbury academy and taught school for several years in order to enter Smith college from which she graduated in 1896. For three years she taught in Paterson, N.J., High school. She then married Rev. Charles Jacquith and they spent nine years in Connecticut parishes. After experience in a Home Missionary academy in Nebraska Mr. Jaquith served as a professor in Maryland State Normal school in Baltimore. From there they went to Talladega college in Alabama, under the American Missionary Association, where he was head of the English department for 22 years, and Mrs. Jaquith a teacher in the college department. In the last years she taught the History of Art and for the educational value they both visited England and Italy in 1929. Poor health compelled Prof. Jaquith's retirement and they came to Union Village. Funeral Services were held at the church Wednesday, December 5, with Rev. Harold Messner of Norwich, officiating. Mrs. C. E. Barstow played the hyns she loved so well. The bearers were John Wilson, Earl Todd, A. W. Todd, and Warren Bradley. She was buried *(right)* beside her mother in the Village cemetery. Mrs. Jaquith was highly esteemed as a teacher whose enthusiasm stirred the ambition of students for intellectual achievement."



- The Valley Sun (White River Jct., VT) - Fri, Aug 28, 1885 pg. 1 / Ancestry.com / Newspapers.com / The White River Junction Landmark - Sat, May 6, 1882 pg. 7 & Thu, Dec 13, 1945 pg. 6 / St. Johnsbury Republican - Wed, Jul 19, 1899 pg. 8

Harry T. Lord (1918)
- One Thousand NH Notables

George T. Lord 1903

Attends 1903 Cog Party Masked Ball as "Tramp"

- Among the Clouds - Aug 31, 1903

Harry T. Lord 1882

"Louis J. Tyson, the assistant clerk at the Summit House, and Harry T. Lord, also connected with the hotel the past season, will 'paddle their own canoe,' on their homeward trip. Going from the Summit to Weirs by rail they will launch their canoe in Lake Winnipesaukee, thence by the Winnipesaukee and Merrimac rivers to Manchester, N.H., visiting the principal places along the route." Lord's summer at the Summit apparently came after graduating from Manchester High School and just before he headed to

Darmouth College in Hanover. *(1919)* Lawyer; born, Manchester, N.H., May 7, 1863; son of Harrison Dearborn and Juliette (True) Lord; educated: Manchester public schools (high school 1882); Dartmouth College, A.B. 1887; studied law with Hon. David A. Taggart and admitted to the N.H. bar in 1894, since when he has been in practice in Manchester; Episcopalian; Republican; president Manchester Common Council, 1899–1902; member N.H. constitutional convention, 1902; N.H. house of representatives, 1905– 6, 1907–8; N.H. Senate (president), 1909–10; executive council, 1911–12; member local Draft Board, Div. No. 1, city of Manchester, 1917–19; member A. F. & A. M., Knight Templar and Shriner; I. O. R. M.; N.H. Soc., Sons of the American Revolution (vice president); Manchester. Historical Soc. (treasurer); Calumet Club, Mancheser (secretary, 1893–1914); married 1st, Sept. 29, 1897, Flora I. Cooper, Manchester, d.; married, 2d, Oct. 16, 1912, Florence M. Stanley; one daughter, Elizabeth, born July 13, 1899, now in school of Museum of Fine Arts, Boston. Residence, Manchester, N. H.

- Among the Clouds, Thurs Sept 7, 1882 / Ancestry.com / Newspapers.com / One Thousand NH Notables by Metcalf (1919)

Raymond Losier 1963

Summit House - Raymond Losier appears on the Summit payroll summary for July 1963 as earning $56 a month. “Free” room and board was worth $28 a month for tax purposes. His net monthly pay was $47.35. Losier’s salary was booked in the Summit House “restaurant” column.

- Summit House / July 1963 Summit Payroll summary

George E. Lothrop (1919)
- Norwich University

George E. Lothrop 1919

Railway employee - *(1919)* “(*20-year old*) George Lothrop was at the home of his parents, Mr and Mrs. Fred Lothrop, over Sunday. He left Monday *(6/16)* for the White Mountains, where he will be employed on the Mt. Washington railway for the summer.” Lothrop lived on the East Side of Newport (fka Derby) / George Edwin “Pecker” Lathrop (of Newport, Vermont) entered (Norwich University) in the fall of '15 and immediately became popular with the upper classmen in that he was acquainted with every feminine within a 200 mile radius of the University. Many were his escapades in his first year. It was during this year that one of his memorable trips to Montpelier resulted in a romance that has come to be known as the “Romance of the Silk Pajamas.” This by the way happened to occur when said George was in ‘pelier for the purpose of studying the architecture of Farrar’s Restaurant (I meant to say the State House.) Through the summer of 1916 when all true Norwich Cadets went to Forth Ethan Allen, George was among them in the end because one of the honorable Winooski “vets.” Last year George left us at the start of the year and entered that noble corps of "star Polishers" otherwise known as the balloon service. (WWI-era attendance at the Fort Omaha Balloon School) As a result we lost our “pride” for a short time. However, one of the first men that the writer met this year when returning to school was “Pecker” steaming around the hill. A fall in a balloon put him out of the service, for which we are all very sorry, but we are glad to have him back again with us. He showed his nerve this fall, however, by taking one of the much coveted “N’s” in football and was also manager of the famous jazz band. If he keeps on as he is doing at present, we will have high hopes of seeing electric locomotives drawing trains into White River Junction some day in the near future as his interests seem to be somewhat in that direction.” *(1961)* “Funeral services for George Edwin Lothrop, a former Newport (VT) resident, will be held Dec. 22, at the Powers Funeral Home in White River Junction. Mr. Lothrop died Dec. 16 at a Veterans Hospital in Dayton, Ohio. He was born in Wells River on Nov. 19, 1898, son of Fred B. and Hannah Drew Lothrop, later coming to Newport with his parents. he was educated in the Newport schools and attended Norwich University. He was veteran of World War I and due to injuries received was hospitalized much of the time thereafter. Survivors include a son, John, of Irvington, N.H.; a sister, Mrs. Bessie Lothrop Dodge of Burlington; a brother, Norman of Medfield, Mass.” George Lothrop was buried with his wife in the Mt. Olivet Cemetery in White River Junction, Vermont.

- Newport (VT) Express & Standard - Thu, Jun 19, 1919 pg. 4 / 1919 Norwich University - War Hoop yearbook / Newport (VT) Daily Express - Wed, Dec 20, 1961 pg. 8 / Find-a-Grave.com

John E. Loud 1953

Railway Ledger

Miss Clara Lougee 1910

Boarding House waitress

- Among the Clouds - Season of 1910 (Fall)

Frank Lougee 1876

Spur Line Fireman - In 1919, F. W. Lougee wrote to the *Warren News Press*: “In 1876 they built the road between Fabyan and Base of Mt. Washington. I was firing for John Swain at that time. There were four engines doing the work – the *Belknap*, *Pehaungun*, *Winnipesaukee* and *Paugus*. We had the *Pehaungun* and this was the first engine that run a passenger train over that road. Dr. Ordway’s party from Lowell. We had only one car and that was all this locomotive could handle. Mr. John E. Lyon and Mr. J. A. Dodge were riding on the engine at that time. They had a new engine built named *Mt. Washington* to run on this road and when

they opened it up in July this engine was put onto the train; Geo. A Ferguson was engineer and John F. Marsh, fireman. They run this engine in the summer months and in the winter, it was taken to Lakeport (then Lake Village) and stored on account of being too heavy to run on the main line. If this engine was here today *(1919)* it would be stored on account of being so light it could not handle the trains." Later F. S. Whiting wrote to say that he, not John Marsh, fired the *Mount Washington* the first summer of operation to the Base. Frank Warren Lougee was born in March 1857 in Lakeport, New Hampshire, to Mary Ann Sargent, age 20, and Joseph M Lougee, age 30. Frank married Mary E Piper in Gilford, New Hampshire, on December 24, 1879, when he was 22 years old. Their son, Joseph Henry was born on May 14, 1880. Frank was working as a fireman on the railroad. Son Charles A. was born in August 1888 and son, Carl W was born in February 1895. In 1904, Frank W. Lougee was quoted in the *Boston Globe* in a story involving the death of two Laconia, New Hampshire Christian Scientists, Mrs. Mary S. McLosky, 73 and her daughter, Alice M. McLosky, 39 - both "were taken with a severe cold about New Year's day." Mother and daughter "depended upon the method of cure prescribed" by the religion and administered by a former physician, now Christian Science healer from Somerville, Massachusetts.. However, Mrs. McLosky's son who did not approve of the treatment called Laconia doctor, Dr. George H. Saltmarsh, who examined her and told the family she was "past aid from medical skill, and... she would die before morning." Mrs. McLosky did just that on January 6th. Three days later, the daughter was suffering from bronchial pneumonia and it was decided Miss McLosky would go to Boston for daily treatment. Frank W. Lougee, related to Alice M. McLosky through marriage "carried the stricken girl in his arms down the stairs of her home to a carriage in which she was taken to the station. Mr. Lougee says that as he looked into the face of his charge he was stricken with the fear that her life would end in his arms, so vividly was the near approach of death stamped on her features." Alice McLosky made it to Boston but died at 4 o'clock that same day - about 2 ½ hours after her arrival. Back in Laconia, Dr. Saltmarsh was filling out the death certificate for Mrs. Mary S. McLosky that concluded: "Cause of death pneumonia and heart failure, contributing causes Christian Science treatment and lack of care." That controversy put the story onto the front page of the Globe on January 14, 1904. Railroad roundhouse foreman Frank W. Lougee would become a widow when his wifeMary Ellen passed away on April 8, 1920, in Lakeport, New Hampshire at the age of 63. They had been married 40 years. Lougee married a widow, Annie Florence Bemis in Laconia, New Hampshire, on April 18, 1923, when he was 66 years old. Frank W Lougee died on October 28, 1939, when he was 83 years old.

- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / Ancestry.com / Newspapers.com / Boston Globe - Thu, Jan 14, 1904 pg. 1 & 2

L. Bertha Loughlin 1950

Marshfield Corp Ledger

John F. Love 1957

Summit House

Mark Love 1974

Railway consultant - *(1974)* Walter King writes: "Mark Love was interviewed about his role in the (Cog) operation. He is presently employed by the Penn Central Railroad in a track maintenance supervision capacity. Previously, he was with the New York Central. In the past ten (10) years his major field has been in the track and bridge upkeep and construction. It was suggested (by King) that Mr. Love make every possible effort to make arrangements to appear before the Public Utilities Commission with his intention of track and trestle work prior to commencing work. Mr. Love is having a study made, at no cost to the Cog, of stresses of the various timbers in the track in hopes to arrive at some alternate and possibly better solutions for track and trestle. Some of the immediate thoughts are heavier rail, placing nearly 50% of the track on a bed with regular ties, setting the horses on concrete rather than rocks with shims and blocking. Jacobs Ladder and Long Trestle will be left on trestle work. Mr. Love claims he will be a consultant for the railway and would be available only on weekends mostly. By days end it was very evident that Mr. Love will have a definite role in the decision making of what the future track changes will encompass." He does not appear on any of the employee records. *- Walter King Inspection Report - May 17, 1974*

John B. Lovelle Jr. 1990 - 2004

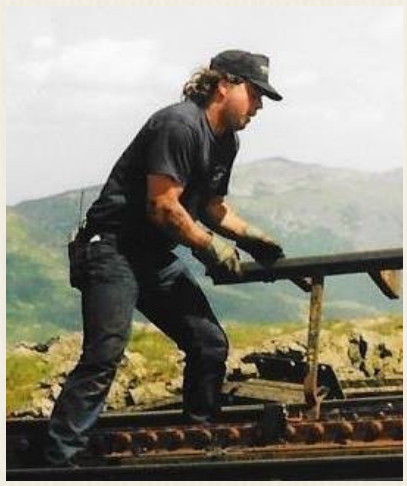
Not sure exactly when "Johnny" Lovell started at the Cog but we do know he was firing in 1990 thanks to Cogger Tommy Bonnet, "I was brakeman for him and Gareth most of my first year. It was always an experience" and he was on the Cog roster in 1996 thanks to Tom Kurdzionak's Facebook post of December 3, 2009. His Cog friends paid tribute following his death in 2020. *(2020)* John B. Lovell Jr., 49, died unexpectedly at his Maidstone (VT) home Wednesday morning April 1, 2020. John was born in Lancaster NH on October 25, 1970, the son of John and Kathy (Pelletier) Lovell. He was raised in Gilman and Maidstone VT and Nenana AK. He was a graduate of Groveton High School. For most of his life John worked as a carpenter but as a young man was employed several years at the Cog Railway, starting out as a fireman and working his way up to engineer. He made many lifelong friends during his tenure there. John's passion was music. He played several instruments and enjoyed making music with his friends and family and was especially proud when his son Parker became an accomplished guitarist as well. He also enjoyed spending as much time as possible with his grandson Connor, who fondly referred to him as "Grandpa Rastus." Surviving family members include his

Johnny Lovelle at Waumbek
- Allen Hagget Collection

children Amber Lovell and Parker Lovell; his grandson Connor; his parents John Lovell & Kathy Lovell Noyes, both of Maidstone; a sister Linda Lovell of Center Harbor, NH; and two brothers, Scott Lovell of Maidstone, Shawn Lovell of Juneau, Alaska. John was a lover of animals and always had dogs and cats. He leaves behind Winston his loyal fur baby companion of ten years. Due to the impact of the COVID-19 virus, a celebration of John's life will be held at a later date. (Friends Remember on FB) ***Allen Haggett:*** "John was an awesome co-worker." ***Tommy Bonnet:*** "I was brakeman for him and Gareth most of my first year *(1990)*. It was always an experience." ***Dave Moody:*** "Nice pics of John, he was a good man. I always appreciated his help on the track crew. One year he had agreed to be my assistant for the summer and was offered a higher paying job elsewhere. I overheard a conversation he had when another employee told John to take the other job as he hadn't signed a contract to stay at the Cog. John looked at the employee and said "I did something more important than a contract I gave Dave my word I would stay for the summer." John did honor his word and stayed, that is the sign of true man. RIP" ***John F. Kurdzionak:*** "Dave Moody that's a great story. I didn't know about it before you posted it, but I can picture John being exactly that way." ***Jonathan Hutchins:*** "Dave was a shock to wake up see this.... He was a true man hard working MF.... I remember passing you guys daily up there..... really sad news ..." ***Michael Thompson:*** "He was a true friend." ***Barbara Coussons Lennon:*** "Oh no! What happened to Johnny? Great memories of that crazy boy. He was fearless. Saw him jump once from the high cliff at Upper Falls, had to jump far enough to clear the lower ledge.... then he did it again. Loved him." ***Donna Kenison:*** "He was a great guy. Sorry to hear the news" ***Jonathan Hutchins:*** "R.I.P. Lovell.... Sad to know you're not out yelling someone's name... can hear ya now ... See ya on the other side my friend!" ***Jennifer Lint Eckard:*** "I remember him from my time there. RIP" ***Judy Ryan Watkins:*** "Thank you both for your nice remarks of John. He was a wonderful husband. We thought we'd have many, many years together. Never take today or any day for granted. Thank you."

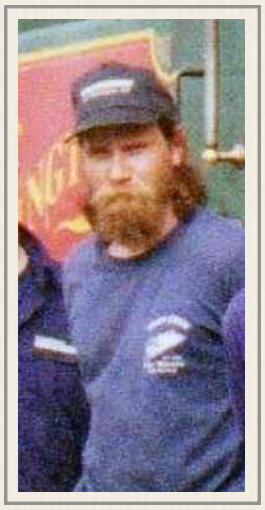
Allen Haggett (L) and Jon Lovell (R) with new cross bracing for bents above the skyline on Mt. Washington (1990s)
- Allen Haggett Collection

- https://www.baileyfh.net/obituaries/John-B-Lovell-Jr?obId=12593675 / Mt. Washington Cog Railway: We Worked There page



Joe Lovely at Skyline Switch
- MWCR: We Worked There page

Joe Lovely 1996 - 2004



Team Presby-Bedor - He was a good friend of Brian McMinn, who remembers "His sister Trish worked one season as brake woman. She is a group member and I also remain ties with her as she is the sis of a good ole Cogger friend. Joe died St. Patrick day 2016. He is the only Cogger I know that had his cremated remains blown through engine 9 while going over Jacob's. The passengers didn't even know." Joseph Edward Lovely born on Dec. 31, 1965, to Walter W. Lovely Sr. and Margaret J. (Moore) Lovely in Concord, N.H. Joe died Thursday, March 17, 2016. Formerly an employee of the Mt. Washington Cog Railroad *(left & below at Skyline Switch)* he was most happy on a train going up or down the mountain. Joe also spent many years working on northern sugar bushes, a second love for which he demonstrated adept skill and dedication. A skilled carpenter, woodworker and mechanic he could fix almost anything. Joe will be remembered for his mischievous catchphrases and his uncanny nicknames. He is survived by a son, Daniel R. Beldin; siblings, Margaret (Peggy) B. Pierce, Walter W. Lovely Jr. and Patricia (Trish) L. Lovely and by many people who loved him dearly. In honor of his memory we ask that you do the right thing and be good to one another. Lovely's ashes were scattered on the mountain by friends & family - some distributed through the firebox during the single operating steam train's morning run on July 29, 2016 with engineer Steve Comeau and fireman Dan Kenly in the cab of No. 9 *Waumbek*. ***Brian McMinn:*** "A burst of white smoke came out followed by brief rain of ash and cinders... and Steve blew the whistle, Joe always blew the whistle on Jacobs when we teamed up." ***Trish Lovly***: "I want to thank the Cog family for the love and respect you have shown my brother on the date he took that last great train ride out of this world. It has made a date that weighs heavy in my heart easier to bear. Thank you from all of my heart."

Dave Moody: "Trish, Your brother was one of a kind!" ***Tommy Bonnet:*** "That is a fact. We all miss him!!" ***Mark Sodergren:*** "Always in our hearts" ***Damon Kenison***: "We all miss Joe"

- Mount Washington Cog Railway: We Worked There FB page

Trish Lovely ????

Brakewoman - Sister of trackman/engineer Joe Lovely - Brian McMinn: "Trish worked one season as a brake woman."

- Mount Washington Cog Railway: We Worked There FB page

Frank Lovin III 1940 - 1941

Mt. Washington Club chef - "still makes those wheat-cakes that are the summit of perfection," according to the *Mt. Washington Daily News.* Walter Frank Lovin III was born on November 1, 1904 in Gibson, North Carolina – the son of 25-year old Walter Frank Lovin Jr. and his wife, 22-year old Della K. (Stubbs) Lovin. In 1910, the family was living in Lower Williamson, North Carolina. Frank's father was working in a general store there while Della was taking care of the six-year old. A daughter, Inez would later join the family. Frank Lovin may have first come to the attention of Cog president Col. Henry N. Teague in 1932. Lovin was the kitchen supervisor at the Everglades Inn in Palm Beach, Florida. The Everglades' manager, Roland G. Eaton had managed the Miramar Hotel in Miami – a hotel also on Teague's resume. At 33, W. F. Lovin married 30-year old Alabama native Ruby Christine Abel *(b.1903 d.1975)* on June 2, 1934 at Pratt City (near Birmingham) by Rev. P. L. Newton. In 1937, Ruby was working as a waiter at the Casino Restaurant in Birmingham while Frank was a salesman. In April 1940, the Lovin's were living on 17 Street in Birmingham. Frank was working as a steward at a local hotel. Ruby was taking care of their two sons, two-year old Walter P. and three-month old Ronald. That summer Frank Lovin was making wheat-cakes at the Summit House. According to his draft registration card from February 1942, Lovin was also working at Mt. Washington in the summer of 1941 as he listed his employer as "Col. Henry N. Teague – Mt. Washington, N.H." but he was also working at the 350-room Thomas Jefferson Hotel in Birmingham, Alabama in the winter. Registrar Kathlyn Parson recorded that the 37-year old Lovin was 5-feet 7-inches tall, weighed 160 pounds with brown eyes and black hair on that Valentine's Day in 1942. Ruby A. Lovin would die in 1975. Frank died three years later in 1978. They are buried *(right)* in the Ellerbe Cemetery in North Carolina.

- Mt. Washington Daily News, June 30, 1940 / Ancestry.com / Newspapers.com / Find-A-Grave.com / The Palm Beach (FL) Post – Fri, Jan 1, 1932 pg. 3

Tammy L. Lowe
- John Rolli Collection

J. B. Lovis 1950

Mt. Washington Club/Summit House

J. E. Lowd 1951 - 1952

Railway Ledger

Tammy Lowe 1984 ?

Gift Shop - Seen in John Rolli photograph

Lloyd Lowell 1971

Lloyd Linwood Lowell
- Lowell Family Collection

Retired B&M boilermaker/machinist Lloyd L. Lowell from Concord, New Hampshire was paid $180 a week in 1971 to work in the Cog shop from the Arthur S. Teague Corp account. / Lloyd Linwood Lowell was born on October 24, 1900 in Cando, North Dakota. Lloyd was the eighth child and second son born to George Leslie and Jane Albee "Janie" (Gibbs) Lowell. George suffered a head injury and the farming family moved east to Wiscassett, Maine by 1910 and the children now numbered an even dozen with birth of baby, Chester M. just two months before the Census enumerator showed up in early May. Lloyd completed the 8th grade but then began working. The Lowell family says George vanished in 1915 and was declared dead when Lloyd was 16. "A mystery, but often attributed by some to have been due to bouts of amnesia he (George) began to suffer after his head injury," writes great granddaughter Stephanie Libby. After his father was gone, Lloyd left home. The start of 1920 found the 19-year old in Chester, Pennsylvania. Lloyd Lowell was renting a room with Duncan and Florence MacDonald on West Seventh Street while he worked as a lineman in the shipyard. However, ships did not have the allure of locomotives because by the end of 1923, Lloyd Lowell was a railroad man living in Littleton, New Hampshire. On December 8, 1923, he married a 23-year old divorce Susie Nault. The couple would have a daughter, Dorothy M. in 1925. They lived in and around Woodsville in Haverhill, Bath and Wells River as Lloyd learned to be a machinist. In February 1928, some of Lowell's work landed in his backyard. The *Barre Daily Times* reported: "Three runaway freight cars arrived in Wells River Monday *(2/6)* about 8 o'clock, going at a high rate of speed, having come all the way down grade from Ricker's mills, where they had broken away from the engine and crew who were shifting them. One car was switched through the Wells River train yard by George Leonard, who saw it coming, and it passed through Woodsville unobstructed, something which couldn't have happened once in a hundred times, and continued until it reach Haverhill, where, its momentum lost, it finally came to a standstill. The caboose jumped the track and came to a stop in the Wells River yard at the passenger station. The other car, loaded with pulp wood, failed to make the curve at the underpass by Mr. Gochey's,

B&M machinist Lloyd Lowell & wife Vena Hatch Lowerll
Photo by friendly tourist with Polaroid / Vincent Lunette Collection

jumped the rails, and pitched its load of pulp to the left of the track, the body of the car leaving the track on the right hand side and the trucks or wheels, jumping the bank at the curve, landed in Lloyd Lowell's back-yard, not many feet from the house." In April 1930, the family – 29-year old Lloyd, 29-year old Susie, 5-year old Dorothy and Susie's 7-year old daughter from her first marriage, Helen were still living in Wells River. Lloyd was now a machinist in the Woosville enginehouse working on the B&M's steam engines. In 1934, Lloyd Lowell went to court seeking a divorce telling the judge Susie had abandoned him and refused to cohabit. The divorce was granted October 12, 1934 and the paperwork says only one minor child was affected by the decree. The 1940 Census found 39-year old Lloyd Lowell taking care of his 16-year old daughter Dorothy in a rented house at King Street in Woodsville. He was working 40-hour weeks as a machinist for the railroad. His income was listed as $1,560. Lowell registered for the draft on February 16, 1942. He was described as being 5-feet 10 ½ inches tall, weighing 150 pounds with brown hair, hazel eyes and light complexion. Daughter Dorothy was his next-of-kin and could be found at 16 King Street, Woodsville. She would graduate from Woodsville High School that spring. On the Monday after Thanksgiving 1945, 45-year old Lloyd Lowell stood with 26-year old widow, Vena Hatch Butson before Rev. Reginald B. Nichols and both married for the second time. In May 1947, Lowell is now a boilermaker and is part of Enginehouse Crew photo that appears in *B&M Employees* magazine. In October '47, he earns a cash award for a suggestion made. Two girls would be born to the couple - Jane in October 1946, and Joan in October 1949. They would continue to live at 16 King Street through at least through 1958. Family members say the Lowell's moved to Concord shortly thereafter and worked as a machinist in Concord and then Billerica, Massachusetts before retiring at about the time they went to the Cog. He died in Concord, New Hampshire on May 22, 1989 at the age of 88. Granddaughter Stephanie Libby says Lloyd "always dreamed of attending college but instead was a self taught man and a voracious reader as a result. So his years working with the railroad didn't stand out more than anything else he talked about, because he had such a wide range of topics he liked to talk about. He could also be a quiet man and liked the company when he was out working in his yard, or taking his grandchildren around the wooded property." Ms. Libby told Jitney Jr, "He loved his years working the rails and any time we *(relatives)* hear a train whistle we think of him fondly. He was so passionate about trains, he had an amazing steam engine clock that lit up that I remember he had that the grandchildren all treasured. While I remember visiting him up at the Cog in 1971 it was more because my sister burned her fingers on a heater while we visited him. My mother cannot recall what time of year. she thought maybe autumn. My memory of standing on my toes to peek out the window that looked over the tracks, in my memory it featured snow on the ground. If it was Autumn I would have just turned 3 at the time and my sister would have been 1. The trauma of her burning herself imprinted that visit in my mind!"

- Ancestry.com / Newspapers.com / Barre Daily Times - Thu, Feb 9, 1928 pg. 8

Vena H. Lowell
- Lowell Family Collection

Vena H. Lowell 1971

Vena and husband, Lloyd Lowell came to work at the Mt. Washington Cog Railway from Concord, New Hampshire in 1971. While husband machinist Lloyd worked in the shop, Mrs. Lowell earned $1.60 an hour working as a chambermaid in the Boarding House. Granddaughter Stephanie Libby says her aunt Joan was at the Cog as well. "She stayed up there with them for a summer, helped my grandmother clean the boarding house every morning," writes Libby. "She said she remembered the young men got up early to get to work for 5:30 or 6. (Joan) said it seemed like Lloyd was intrigued and excited to work there when he started. He loved the mountains so much. However as the year went on he found the working conditions weren't that good. She went on to say that he said they wanted him to build a new steam engine and also to make machine parts out of basically nothing. So he was only there for a year." Vena Vivian Hatch was born on February 25, 1919, in West Fairlee, Vermont, when her father, Harry, was 29, and her mother, Ivie (called "Iva" by her husband) Jane (Lindsey) Hatch, was 21. The Hatches lived in Bradford in January 1920. Harry was a general farm worker, while Iva was taking care of the kids - 5-year old Kneeland B, Fred A. and baby Vena. Fred would celebrate his third birthday in February while his sister Vena would turn one. Ivie Hatch would die from "complications of toxemia during a pregnancy when Vena was five," says grand-daughter Stephanie Libby. "At this point Vena was the middle of five (Hatch) children. Vena was fostered out to area farms as were her brothers after their mother died." The 1930 Census found 11-year old Vena living with Guy and Thelma D. Powers in Haverhill, New Hampshire. Guy Powers worked on the highway. Vena completed her first year at high school. At 16 she is reported "working for Richard Knapp at Horse Meadow" on Ladd Street in North Haverhill. In May 1936, Vena went to "Newbury to work for Mrs. Charles White as well as learn to run the telephone office." At age 18, Vena married 30-year old Perley Eugene Butson. The local paper reported the newlyweds "are now keeping house in the upstairs tenement of Charles Waite on South Main street at Newbury." They would have three children together, Robert Henry, John P. and Marian Lindsey. Marian was 2 and Robert was one when the family was counted by the 1940 Census living on Main Street in Newbury Village, Vermont. Perley Butson died August 9, 1942, "after a long illness" in Monroe, New Hampshire leaving Vena a widow. They had been married five years. Vena Hatch Butson married Lloyd Linwood Lowell in 1946 and they had one child together. She

died on September 4, 2002, in Concord, New Hampshire, at the age of 83.

- Ancestry.com / Newspapers.com / Groton Times - Fri, Nov 8, 1935 pg. 5; Fri, May 29, 1936 pg. 5; Fri, Jan 15, 1937 pg. 6

George S. Lowry 1968

Railway Corp

Isabelle Lucas 1905

Summit House employee - *(1905)* "Litttleton Talk of the Town: Miss Isabelle Lucas, who has been passing the summer at the Summit House Mt. Washington, is visiting her parents here, before returning to Providence." The 1906 *Providence City Directory* says Isabel L. Lucas was working as a stenographer in the Union Trust Building while boarding on Benefit Street.

- White Mountain Republic-Journal - Fri, Sep 15, 1905 / 1906 Providence RI City Directory

Nicholas Lucker 1965 - 1966

Marshfield Gift Shop *(left)*

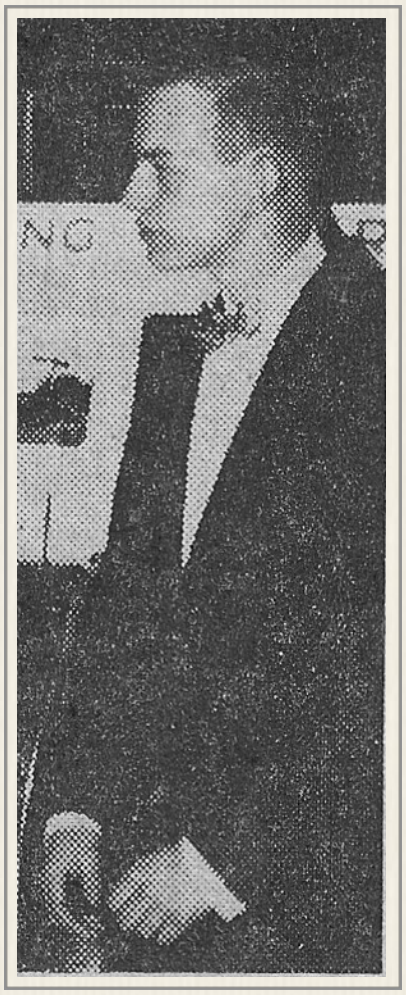
- See Vol. 1 Ch. 9 Sec. 3

Mary B. Lund
- Lancaster Academy

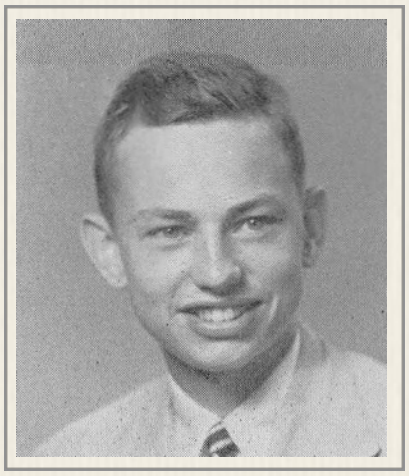
Mary Lund Stephen 1955 - 1957

Marshfield dining room - 1955 Lancaster Academy graduate *(right)* born in Lancaster, N.H. married Sandy Stephen and now live in the Randolph, Vermont area - Recalled by Hank & Peg Lahey. (1954) "Lancaster notes: Miss Mary Lund is employed for the summer at the Base station of Mt. Washington Cog railway."

- LIttleton Courier - Thu, Jul 1, 1954 pg. 4 / See Vol. 1 Ch. 9 Sec. 5



Peter Lund of Lancaster, manager of the Summit House seen in an August 15, 1958 Manchester Union Leader photo while playing host to Gov. Lane Dwinell's visit to the top of Mt. Washington (1958)
- Nancy Harris photo



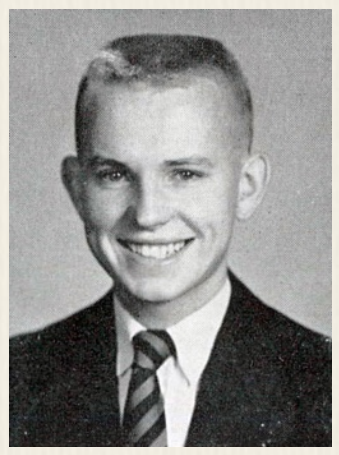
Peter B. Lund (1955)
- Phillips Exeter Academy

Peter B. Lund 1953 - 1959

Started as ticket seller/dispatcher then in 1956 went up to the Summit House Manager *(right in 1958)*. Peter Lund appears on the payroll summary for July 1956 as earning $200 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $200. Lund's salary was booked in the Summit House "restaurant" column. Peter Lund went to Harvard / Hank Lahey recalls Lund's father owned a farm in Jefferson, New Hampshire and that his sister, Mary, "worked at the soda fountain at the Base and had the attention of all the males." Lund appears on the payroll summary for July 1959 as earning $180 a month. "Free" room and board that year was worth $36 a month for tax purposes. His net monthly pay was $146.80. Lund's salary was booked in the Summit House "administration" column. / Peter Bradley Fedithaus Lund was born on June 4, 1937 in Lancaster, New Hampshire - the son of Theodore Roosevelt Lund and his wife, Grace Harrison (Bradley) Lund. He entered the Lower Class in 1952 and graduated *(left)* from Phillips Exeter Academy in 1955. While there, He was part of the Benjamin Abbot Society and played Varsity squash as well as being part of the All-Club Tennis and JV tennis program. He went to Harvard and while their attended the US Naval Officer Candidate School in Newport, Rhode Island. He completed OCS in 1959 *(left)* and served first as a line ensign. He was promoted to a Lieutenant J.G. in June 1959 and full lieutenant on December 1, 1963 and was still listed at that rank in the Navy Reserve Officers register in July 1967. Peter married Patricia Mary Fleming on December 19, 1964 in Newton Center, Massachusetts. The couple would have have two children, Eric and Amy. In later years, he and his wife split their time between Plymouth, Massachusetts and Fort Myers, Florida. He died on July 11, 2010 in Plymouth. His obituary asked that memorial donations be made to Crohn's and Colitis Foundation or the American Cancer Society. He was 73.

Peter B. Lund (1959)
- US Naval OCS

- Rack & Pinion, The New Yorker Sept 12, 1959 / Marshfield/Cog Rwy Cabins / Summit House / Littleton Courier – Thu, Jun 20, 1957 pg. 11; Thu, Jun 26, 1958 pg. 16 Bencosky-Desjardins files / July 1956 & July 1959 Summit Payroll Distributino - See Vol. 1 Ch. 9 Sec. 5



Theodore B. Lund (1954)
- UNH yearbook

Theodore B. Lund 1956

Railway Corp - Theodore Bradley Lund is the older brother of Mary and Peter Lund. He was

born on November 22, 1932 in Lancaster, New Hampshire. Ted attended the University of New Hampshire. A member of the Acacia fraternity and the Canterbury Club, he gradated in 1954 *(right)* as a geology major. During college he was part of the advanced Reserve Officer Training Candidate program.

- Ancestry.com / Newspapers.Com

Vincent Lunette

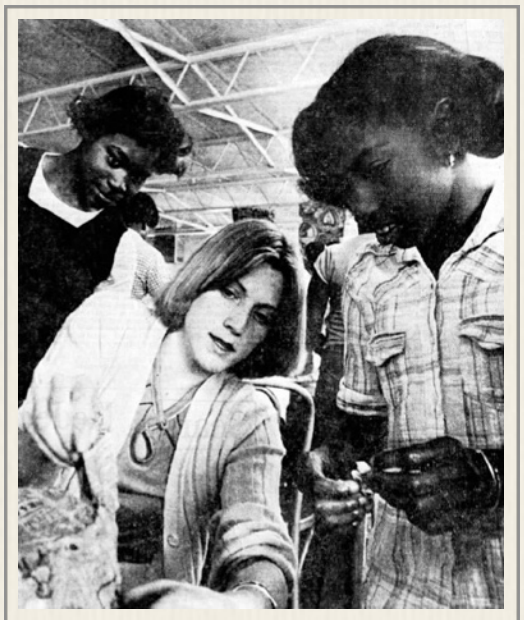
Vincent Lunette 1957 - 1958

Harvard student - Brakeman in LIFE Magazine photo, May 26, 1958 - returned to mountain September 2015 and posed *(above)* next to museum display for CogArazzi cameras. "During the time I worked on the Cog, on most weeks I worked 7 days / week," writes Lunette in 2018. "We punched in and out on a time clock but did not receive any increment in our weekly wage until our clock time exceeded 56 hours in that week (including meals and often a "track lunch" on the train. Following the 56 hours, I think I earned $0.90 per overtime hour in 1958. (College tuition, etc. were also much lower in those years.) However, back in those days, one of the things some of us looked forward to was our "End of the Year Bonus." (Those who were responsible and reliable expected to receive one, and I did.)"

Brakeman Lunette with the Chumley & the No. 1 engine (1958)
Photo by friendly tourist with Polaroid / Vincent Lunette Collection

Martha G. Lux 1975

Marth G. Lux was born on New Year's Day 1952 to Turner Sanders and Violet Julia (Blakewood) Lux Jr and came work in the Marshfield Gift Shop in 1975 from Baton Rouge, Louisiana. She had graduated Baton Rouge High School in 1970 where she had played in the school band was part of the Speech Club, Art Club and Future Homemakers of America. She followed her interest in art in college at the Louisiana State University where she earned an art education degree in 1974. She was a member of the Delta Gamma sorority and received the Outstanding Senior award. She met Cogger Michael Poché during college and that's likely why she came to Mt. Washington in 1975. They were engaged in the fall of 1976 when Poché was going to the LSU law school. They exchanged vows in a candlelight ceremony on December 18, 1976, and spent their honeymoon skiing on the slopes of Vermont and new Hampshire. Coggers John Bolton, Lee Fisher and Michael Kenly were part of the wedding party. Poché would earn his law degree in the spring of 1977. Martha was working as a visual arts consultant in schools. In 1978, she was part of an arts in education pilot project in four parish elementary schools called "Collage." "Creativity is the whole point," she told reporter Alice B. Thomas. "Maybe sometimes I don't correct enough because I want children's work to have individuality." Martha (Lux Poché)'s use of art focuses on developing originality through exposure to art techniques In turn techniques become learning tools. Under her direction papier mache, plastic sculpture, clay work, print-making and "tempura for gobs of thins" are used in teaching subject matter. "For example, if a teacher says her class is studying Africa, I might suggest making masks. That gets in the techniques and the materials along with the subject content." Clay balls are turned into memorable math teaching aids. Children are more likely to remember a cube has six sides, Martha said, when each child drops a clay ball until it becomes square. She has also "geared down" sculpture and silk screen techniques to elementary school lev-



Vicky Johnson (L) and Yolanda Greenhouse (R) watch Martha Poché apply glue-soaked newspaper to a papier maché African mask. (1978)
Photo: Tim Van Riper/ Town Talk

els. The idea, she added, is not to produce 1,001 artists but to provide experiences and exposure. Martha views art as a "real do-gooder." Building better self-concepts is one benefit, she said. The more a child does for himself, the better his self-image becomes. And, she stressed, children can't be "wrong" when they're expressing themselves creatively. "I've seen teachers light up, too. The little Johnny who can't read sure can draw well. Of course, this raises some questions." Describing the collage project as experimental, Martha said the one thing that's made the program positive has been the children's enthusiasm. Although she's worked at four schools "the children don't change, even though the school plants are different." Asked if she used similar routines at each school, Martha exclaimed: "Goodness no. I have too many ideas to keep doing the same things."

- Ancestry.com / Newspapers.com / The Alexandira (LA) Town Talk - Tues, Nov 9, 1976 pg. 15; Fri, Jan 28, 1977 pg. 15 & Sun, May 14, 1978 pg. 2

John F. Lynch 1910

Brakeman - Fabyan & Base Train

- Among the Clouds - Season of 1910 (Fall)

John T. "Jack" Lynch 1961 - 1963

Brakeman Jack Lynch on guitar with future wife, Mary peaking over his shoulder in a wash tub band organized by his good friend, Stretch Buss (1963)
- Elvira Murdock photo

Summit House kitchen/waiter / then Brakeman / Fireman / Friend of "Stretch" Buss. He met his wife at the Cog. She was working in Marshfield. "Mary Griffith and I married in 1965 after I got my MS from MIT. Mary had just completed her junior year at Wheaten College in Norton, Mass. We married early because her parents would not let us date. Mary commuted to Wheaton for her senior year—got her best grades ever and graduated. In 1967 Mary and I moved to California so I could get a PhD from Stanford. Stephen our son was born in 1969. We returned to Boston in 1970 and Becca our daughter was born in 1971. Mary and I got divorced in 1975. Neither of us ever remarried. I worked at MIT, Lincoln Laboratory for 25 years and retired in 1996 at age 55. I have spent the last 23 years in independent study in cognitive science. I self published three books (really one very long book) in 2004, 2005, and 2007. No one has read them. I still work hard on studying cognition and am now writing a paper intended for formal publication. In 2007, I moved from Cambridge, where I had been forever, to South Portland, Maine. Becca my married daughter with two kids, now 10 and 12, and her husband live in Pownal, 20 miles north of Portland. Mary moved to downtown Portland around 2000 and had a summer place 30 minutes west of Augusta Maine. Both Becca and Mary wanted to be closer to that lakeside place and were tired of the Boston Area (crowded, expensive…) My son lives in Brooklyn NY where "everyone's kids live. He has a wife, and a 6 and 8 year old. Since moving to South Portland, I have been very involved in the senior college here, Called OLLI — The Osher Lifelong learning Institute. It's a volunteer organization and I have done a lot.: Board, helped run a lecture series, organized the Wine club. Have taught 8 low-level introductory cognitive science courses (2 hours, once a week, for eight weeks, no homework or grades) and 20 courses in "cross-cultural" line dancing. I have been a dancer since 1976, dancing many nights a week, going occasionally to weekend and week-long events. Taught Swing dancing at band breaks at a bar/music club in Somerville adjacent to Cambridge for six years on Monday nights. We had a simple band and got 100 to 150 people a night ! But I also did English Country dancing, Contra dancing, and Cajun as well as east coast swing, west coast swing and Lindy Hop. I was (am?) a dance junkie. I played tennis for 25 years— tell people I majored in it at Stanford (and minored in Electrical Engineering.) I still remember Jitney asking Dave Woodbury to say something "electrical" and David answering "ohmmmmmmmm". Dennis and I stayed close friends for at least 25 years after graduation. Mary and I visited him and Karen in Texas a few times and he would come up to Rochester Vermont to visit his parents and stay on a 300 acre pice of nearby property he owned, where we would visit. But after divorcing Karen he had several wives and became a world traveler, and a VP at Texas Instruments and we saw each other only at the MIT reunions every five years where we both rowed in the Class of '63 shell against the class of '58, '68, '73 etc. for a short 500 meter race (not the standard 2000 meter course). I rowed in all the races up to our 50th reunion. The oarsmen remained close after all those years and I still visit my old crew coach at least once a year as he still lives in Cambridge."

- See Vol. 1 Ch. 9 Sec. 9 & Appendix Sec 19 - Missing the Train / email of Tue, Apr 30, 2019

Lyo

John E. Lyon (1876)
- Courtesy NH History.org

John E. Lyon 1871 - 1877

Co-manager with Walter Aiken from 1871 to 1877. The president of the Boston, Concord and Montreal Railroad Company was born in Lancaster, Mass., and was a son of Gen. Lyon of Revolutionary fame. He came to Boston as a young man and entered the dry goods house of Jenness, Gage & Moody. He became principal owner in 1835, the firm being Lyon & Vose. The business was sold out in 1868. In addition to Mr. Lyon's interest in the Boston, Concord and Montreal Railroad, he was a Director in the Connecticut and Passumpsic Rivers and Concord Railroad. Mr. Lyon's indomitable energy has a remarkably clear illustration in his twenty-two years' work in opening up Northern New Hampshire. This work, of which no man, perhaps has done so much as Mr. Lyon, has not been confined to railroads, but to general industries. He built, in partnership with Mr. Walter Aiken of Franklin, N.H., the Summit House at Mt. Washington, and was largely interested in other hotels of that region. He died on Thursday, April 11, 1878 at Plymouth, N.H. / *(1919) Warren News* editor C. E. Caswell write: "After Mr. Lyons died, his mercantile partner in Boston, Mr. Vose, was appointed president of the road. Mr. Vose had no experience whatever in railroading and did not like it. Soon after Mr. Dodge's death the Boston & Lowell road made the BC&M directors an offer to lease the Boston, Concord & Montreal, and this offer the directors accepted, and the Boston & Lowell took possession of the BC&M road in 1884. It was run as the White Mountain division of the Boston & Lowell road until 1889, when the Concord railroad, having secured a majority of the BC&M stock, broke the lease and brought about a consolidation of the BC&M road, and the Concord road under the name of the Concord & Montreal Railroad. The Concord & Montreal operated the road until 1895, when it was leased to the Boston & Maine, and has since been runs at the White Mountain division of the Boston & Maine."

- Boston Post - Sat, Apr 13, 1878 / Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919)

Albert G. Lyon 1964

Railway employee - *(1964)* "Gilman, Vt. Notes: Robert Frizzell, David Pelletier, Albert LaCrois, and Albert Lyons have employment at the Cog Railway at Mt. Washington, N.H. Mrs and Mrs. Eudore Pelletier and daughters, Cheryl and Kathy and their guest, Miss Linda McQuen were at the Mt. Washington Cog Railway on Saturday *(6/13)* to visit the Gilman boys there." The 19-year old Lyon worked on the track crew in 1964 and earned $1.15 an hour. Albert Gene Lyon was born on May 6, 1945, the son of 35-year old Raynald Burton and 26-year old Jeannette B. (Sylvain) Lyon. Raynald was working as a finisher at the local paper mill while Jeannette was taking care of the home. In 1969, 24-year old Albert G. Lyon would marry 18-year old Claire Catherine Forest in her hometown on November 20th.

- Littleton Courier - Thu, Jun 18, 1964 pg. 4B / Ancestry.com / Newspapers.com

Jan Marie Lyons 1974 - 1975

From Wichita, Kansas, Jan Marie Lyons worked in the Marshfield Gift Shop in 1974 for $2.00 an hour and returned in 1975. Born August 1, 1951 the youngest daughter of 34-year old Joseph and 30-year old Sarah Lyons. Kathleen was the oldest *(b. 1947)*, Joseph Jr *(b. 1950)*, Michael *(b. 1955)*. She graduated from Mt. Carmel Academy in 1968.

- Marshfield/Cabins Corporation / Bencosky-Desjardins Collection

Jan Marie Lyons (1967)
- Mt. Carmel Academy

M-Q

Allen L. MacBride 1953
Summit House

Marguerite MacCoy (1961)
- Myers Studio,

Marguerite Logan MacCoy 1961

17-year old Marguerite MacCoy came to Mt. Washington from Wa Wa, Pennsylvania to work on the Marshfield counter for $120 a month. She had "come out" as a Philadelphia debutante that spring. She was at the Cog through September 4, 1961 before returning to complete her final year at the Agnes Irwin School. Marguerite was the first child of Agnes Irwin & Vassar graduate, Adele Goodwyn Griffin, and William Logan MacCoy, Jr. – the socially prominent son of a Philadelphia lawyer and banker. The pair married in 1942 when MacCoy was a senior at Princeton. He was "commissioned a second lieutenant of field artillery upon his graduation from Princeton in 1942, then transferred to the air service a few months later." In the spring of 1943, the newlyweds were looking forward to the upcoming summer. Adele was pregnant and had followed her husband to Pampa, Texas. Bill was part of Training Class 43-F at the Pampa Army Air Field and was scheduled to receive his wings on June 26, 1943. Seven days before the graduation, Second Lieutenant MacCoy was part of a two-plane training flight. Late that Saturday afternoon six miles northwest of the airfield, the two twin-engine advanced training aircraft collided in mid-air. No one saw the crash. The pilot of another training craft spotted the wreckage and notified authorities. There were no survivors among the two student officers and two aviation cadets on board. Adele MacCoy learned of the crash at the Adams Hotel in Pampa where she and the wife of the other student officer killed were staying. Two months later, Marguerite Logan MacCoy was born. In 1947 Marguerite's mother Adele married James Sands, with whom she had three more daughters and three sons. Growing up Marguerite apparently helped Adele with her younger sisters and brothers. "I remember polishing my younger sister's saddle shoes under the watchful eye of my older sister," says Priscilla Sands. When Marguerite MacCoy was finishing up at Agnes Irwin, her mother Adele Sands went to work for both their alma mater by heading up the middle school. Adele would be there until 1986 becoming headmistress. In the meantime, daughter Marguerite went to Colby Junior College in Waterville, Maine where she participated in the school's 1963 humanities seminar. On June 15, 1963, she would marry James Pinckney Borden in her mother Adele's wedding gown at Christ Church in Media, Pennsylvania. The run-up to the ceremony was well documented in the society sections of the Philadelphia area papers. The couple would make their home in Hartford, Connecticut following a wedding trip to Bermuda as the new Mr. Borden was attending Trinity College. Their son, James P. Borden III would be part of the Air Force ROTC unit at the University of Mississippi in 1966. They were living in New York when they welcomed a baby girl, Elisabeth Evans Borden, into the world on May 23, 1969. In 2001, James and Marguerite Borden purchased a property along the Jersey shore in Ocean City.

Mrs. Marguerite Borden (1963)
- Tom McCaffrey photo

- Marshfield Corp / Bencosky-Desjardins Files / Ancestry.com / Newspapers.com / Philadelphia Inquirer - Mon, Jun 21, 1943 p. 3; Sun, Jun 16, 1963 pg. 91 & Sun, Aug 5, 2001 pg. 173

Albert L. MacDonald 1950
Railway Ledger

Bonnie H. MacDonald 1967

Summit House - Bonnie MacDonald appears on the Summit payroll summary for July 1967 as earning $125 a month. "Free" room and board was worth $66.65 a month for tax purposes. Her net monthly pay was $100.07. MacDonald's salary was booked in the Summit House "restaurant" column.

- Summit House / July 1967 Summit Payroll summary

Bonnie H. MacDonald (2014)
- Cog Reunion Photo

Doris MacDonald 1950 - 1951
Railway Ledger

Mac - Mac

Elizabeth W. MacDonald 1971

Marshfield dining room waitress from Oreland, Pennsylvania. MacDonald earned $145 a month in the summer of 1971.

- Marshfield/Cabins Corp / Bencosky-Desjardins files

Jim MacDonald (1965)
- Council Rock HS yearbook

James Andrew "Jim" MacDonald 1964

16-year old Jim MacDonald came to work at the Summit House on the counter and in the kitchen from Richboro, Pennsylvania. He was between his junior and senior year at Council Rock High School in Newtown, Pennsylvania. James MacDonald appears on the Summit payroll summary for July 1964 as earning $130 a month. "Free" room and board was worth $64 a month for tax purposes. His net monthly pay was $112.57. MacDonald's salary was booked in the Summit House "restaurant" column. Born on December 30, 1947, his classmates reported in his yearbook that he was a "Hi-Fi enthusiast" who liked science and math and tended to say "Fang." He had been on the basketball team the first three years and would run track the last two. He was part of the chorus and was a Mathlete the last two years of school. At the Cog, he earned $150 a month.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / July 1964 Summit Payroll Distribution

James C. MacDonald III 1981 - 1982

James MacDonald (1982)
- Berlin HS yearbook

16-year old Jim MacDonald came to Mount Washington from Gorham, New Hampshire to work on Grounds crew and man the Gate for $3.35 an hour. He would come back the next year and do the same job. After graduation from Gorham High School, he enlisted in U.S. Army in June 1983 and served for two years. He then went into the National Guard and eventually became a sergeant first class and trainer at Fort Indian Town Gap in Pennsylvania. It was there he died in 2007 at the age of 42. *(2007)* SFC James C. MacDonald III, 42, Pennsylvania National Guard, headquartered to the 166th RTI, Fort Indian Town Gap PA, passed away on Aug. 14, 2007, at his home. He was born in Berlin NH on Jan. 31, 1965, the son of James C. MacDonald, Jr., and Alice B. (Bruns) MacDonald, and attended the Gorham Christian School prior to graduating from Gorham High School. He entered the military the day after his high school graduation. With his first duty, he was stationed in Germany with the Border Patrol and drove a tank for 18 months. James then joined the National Guard in Berlin and later moved to Pennsylvania, where he became a full-time member. At present he was the senior training N.C.O. with the Pennsylvania National Guard, which he very much enjoyed. James was an avid collector of Antique Tractors which he restored, was an avid outdoorsman, enjoyed hunting and hiking, and was an accomplished carpenter and mechanic. Members of the family include his mother Alice (Bruns) MacDonald of Dummer NH; brothers Scott MacDonald and wife Debbie of North Carolina, Perry MacDonald of Dummer, and Andrew MacDonald and wife Jennifer of Northfield NH; sisters Janice Sullivan of Fort Myers FL, Laurie Pilcher and husband Steve of Rumney NH, and Kathy Robitaille and husband Paul of Gorham NH; and aunts, uncles, nieces, nephews, and cousins. He was predeceased by his father James C. MacDonald, Jr.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-A-Grave.com

John F. MacDonald 1956

Summit House employee - John MacDonald appears on the payroll summary for July 1956 as earning $80 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $72.51. MacDonald's salary was booked in the Summit House "restaurant" column. *- Summit House / July 1956 Summit Payroll Distribution*

K. A. MacDonald 1950

Mt. Washington Club/Summit House

Leonard MacDonald
- Chris Lemieux Collection

L. A. MacDonald 1951

Marshfield Corp/Cog Railway Cabins

Lenny MacDonald 1985 - 1994

(1993) "Aug 3, 1985 train delay report to state includes: No. 8 crew aboard - #8 *(Tip Top)* with (Peter) Oeschle, engineer; (Heather) Allen, brakewoman F-T; Lewis, F+B braking and MacDonald, F, training as brakeman dropped an identical coach wheel in at the same spot on its up mountain journey." Dave Moody remembers: "Lenny MacDonald was a fireman and engineer and assistant track foreman - employed for about 10 years seasonally and full time." In 1992, Lenny MacDonald had run 57 trips. *(1994)* AP Photo sent for Advance Sun, Oct 2 - "Mount Washington Cog Railway engineer Lenny MacDonald jumps onto the engine after loading more than a ton of coal onto the engine. The railway, built in 1869, is the only coal-fired steam engine still in regular

Lenny MacDonald (1994)
- Jim Cole photo / AP

operation."

- NH DOT files / Trask Letter to Walter King - Jul 8, 1993 /Brian McMinn posting MWCR: We Worked There

Susan MacDonald 1984 ?

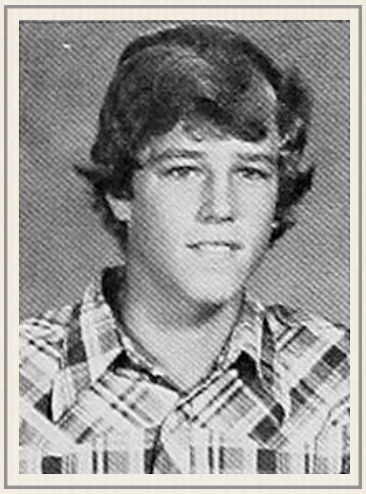
Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Richard "Dan The Dishwasher" Mace 1966

Summit kitchen - Richard Mace appears on the Summit payroll summary for July 1966 as earning $145 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $116.83. Mace's salary was booked in the Summit House "restaurant" column.

- Summit House / July 1966 Summit Payroll summary / See Vol. 1 Ch. 9 Sec. 2

Duncan T. "Travis" MacGregor 1975 - 1976



Travis MacGregor(1976)
- Tarpon Springs HS yearbook

Duncan MacGregor was sixteen years old and had just finished his sophomore year at Tarpon Springs High School when he came north to Mt. Washington to first be a "new"member of the Base crew and then get on-board the trains as a brakeman. During the summer between his junior and senior year in high school he made 105 trips up the mountain as a brakeman. New Hampshire Transportation Department files reveal he mad five trips in June; 66 in July and 34 in August. He was back in Florida by the time September started. A member of the high school tennis team, he graduated in 1977 and went to study business at University of South Florida - Tampa. On October 1, 1983, MacGregor married Tarpon Springs High School classmate, Jill Noblit. She had earned a bachelor's of arts degree at Florida Southern College in Lakeland. At the time of their marriage she was working at St. Luke's Eye Clinic in New Port Richey and he was the a manager and co-owner of Southern Engineering and Automation Inc. of Clearwater. Southern Engineering & Automation was founded in 1980 as a special machinery builder for robotics integration and ultrasonic welding systems. MacGregor was the sales manager and the business grew to sales of $4-million dollars. Meanwhile, Jill Noblit MacGregor was making a name for herself as a poet and author. A third generation native of Tarpon Springs she was the great grand-daughter of the town's pioneer Granville Edwin (G.E.) Noblit, Sr. who came to the area from Brockwayville, Pennsylvania. Jill wrote a historical biography of great grandfather G.E. - the "Daddy of Pinellas" County called "Once Upon A Bayou." She has also written and performed local plays/musicals and sings The National Anthem for featured Bay area sports events. Mrs. MacGregor then took on another historical biography featuring the inspirational account of a local survivor of the sinking of the *USS Indianapolis* in 1945. Meanwhile her Cogger husband left Southern Engineering and created his own limited liability corporation - MacGregor Manufacturing in Tarpon Springs. The couple may have also created a major league prospect - right-handed pitcher Travis MacGregor. He was a 2016 second round major league pick right out of high school. He showed promise but had to have Tommy John surgery. In 2020, the 22-year old is working to get to "The Show" with the Pittsburg Pirates. Jitney Jr. has reached out to the family to hopefully nail down the details of the elder Travis's time at the Cog, and what has transpired since them.

- Railway Corp / Desjardins Collection / State Report - Jun 24, 1975 / Ancestry.com / Newspapers.com

Aileen Elizabeth "Babs" Machado 2006 ?

"Babs" Machado (2007)
- Machado Family photo

Marshfield employee - *(2007)* "Aileen Elizabeth (Babs) Machado, 49, of Route 3, Twin Mountain died Saturday, April 14, 2007, at Littleton Regional Hospital. Formerly of Newport, R.I. she moved to Bethlehem in 1990 and has resided in Twin Mountain since 2000. She was born in Newport, R.I, on February 3, 1958, the daughter of the late Patrick and Elizabeth (Edwards) Mole. She was a graduate of Rogers High School class of 1976. She worked as a waitress and cook at Munroe's Restaurant for several years. Most recently she worked as a cashier at Bretton Woods Resort as well as the Cog Railroad. She enjoyed crocheting and cooking. She was an avid NASCAR enthusiast and was a fan of Jeff Gordon. She enjoyed motorcycling. Family members include two sisters, Lisa Batley of Berlin Heights, Ohio, and Lynn Mullin of Newport, R.I.; three brothers, Kevin Mole of Lafayette, Tenn., David Daniels of Whitefield, and Mark Daniels of Attleboro, Mass.; three nieces and two nephews; and her fiance Robert Garneau of Twin Mountain. Donations in her memory may be made to the ASPCA, Stratham, NH."

- Littleton Courier - Wed, Apr 18, 2007 pg. A18

"Meg" Machell (1981)
- Machell Corey Collection

Margaret Jane Machell 1980 - 1982

Margaret Machell was one of three daughters of Mr. and Mrs David Machell living in Littleton, New Hampshire. The family came to Littleton from Red Hook, New York. Margaret spent three summers in the Marshfield kitchen earning $3.10 an hour in 1980, and $3.40 an hour in 1981. She attended the University of New Hampshire and became a postal worker. She married and now lives in Whitefield as Margaret Machell Corey.

- Marshfield Corp / Bencosky-Desjardins files / Facebook.com / Seen Appendix

Mac

Caroll Macie 1965

Marshfield Base employee

- Marshfield Corp

Carol A. (Maciejewski) Morrow

Carol A. (Maciejewski) Morrow, of Twin Mountain, N.H., passed away peacefully Thursday, June 18th, 2009 in her niece's home with her family by her side. She is survived by her husband, Fredrick Morrow; children: David (Goo) Marchand and his wife Diane of Webster, MA, Dawn (Marchand) Mason and her husband Oliver Mason of Worcester, MA; brother, Anthony Maciejewski of Charlton, MA; sister, Theresa Dodson of Venice, FL and three step-children, Fredrick, Jr., William and Kimberly Morrow; several grandchildren, great grandchildren and numerous nieces and nephews. Former employee of Bretton Woods Ski Area, Mt. Washington Cog Railway and most recently employed by the Twin Mountain Country Store.

- Worcester (MA) Telegram - Jun 24, 2009

Paul MacInnis 1953

Railway Ledger

B. MacIntire 1951

Marshfield Corp/Cog Railway Cabins

Larry Mackay 1965

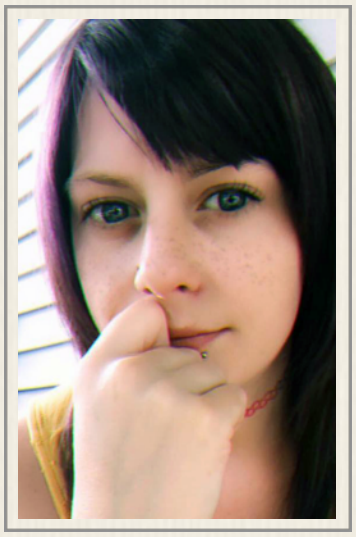
Larry Mackay a brand-new graduate of Berlin, New Hampshire High School worked at the Summit House.

- Bencosky-Desjardins files

Mariah Mackenzie 2014 - 2019

Railway - *(2009)* Tom Lane: "Mariah Mackenzie - Ticket Office - 2009 I think until 2019? From Whitefield. One of the unsung heroes of the ticket office." Mackenzie's *Facebook* profile says she began working on June 7, 2014 to the present doing "ticket counts at the Mount Washington Cog Railway."

- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022 / Facebook.com



Mariah Mackenzie (2020)
- Facebook profile photo

Brad R. "Headlight" MacKinnon 1975

Brad MacKinnon was from Smithtown, New York and began working for the railroad on the Base crew and then became a Brakeman. Entries on a Facebook page for old Coggers explained his "Headlight" nickname: ***Art Poltrack:*** "As I remember, "Headlight" (Brad ?) was Peter's brakeman in 1975. ***Charles Morrill:*** "Art, I think Brad was Brad "Headlight" McKinnon.... Which does, of course, bring us to another wonderful cog story that truly John Hively tells better than anyone. If I'm remembering correctly, it had to do with headlight failing to understand that the train voltage from the Pyle National generators was only something like 32 volts. He was working in the car shop with John, didn't believe him, and decided to hook up all of the coach headlights to 110 volts. In the resulting flash the "headlight" moniker became part of cog history forever...."

- Railway Corp / Bencosky-Desjardins Collection / State Report - Jun 24, 1975 / Mt. Washington Cog Railway: We Worked There FB page

Eric MacKinnon 1992

Railway employee *(1992)* Cogger McKinnon is credited with 4 trips up the Mountain. Dave Moody: "quit after breakdown scared the bee Jesus out of him." *- Email - Sat, Dec 17, 2022*

Tristan A. Mackinnon 1895 - 1903

Mount Washington Railway Manager 1895-1899 / President 1900-1903 *(1903)* Tristram Allen Mackinnon, first vice-president and general manager of the Boston and Maine, died on Sunday *(7/12)* after a short illness at Boston. Mr. Mackinnon passed all his life in the railroad service, and his rapid advancement proved his ability as an organizer of great undertakings. He was born at Londonderry, Ireland, July 7, 1844, but coming to Canada at an early age, he was educated at St. Francis College, Richmond. He entered business as a clerk in the service of the Passumpsic Railway Co., at Lyndon, in 1867, and became chief clerk to the superintendent and assistant superintendent of the road. In August 1873, he returned to Canada, being appointed superintendent of the Brockville & Ottawa & Canada Central Railway at Brockville. He remained there until October, 1880, when he became assistant general manager of the Southeastern Railway of Canada. Five years later he joined the C.P.R. (Canadian Pacific Railway) service, being appointed general superintendent of the Ontario and Atlantic division, with headquarters at Montreal. He resigned this position October, 1890, to become general manager of the Concord & Montreal Railway and in March, 1894, he was yet further promoted to the general managership of the Boston & Maine. A year later he was made first vice-president of the line, and conducted this road with marked success to the day of his death. Mr. Mackinnon was a brother of

Robert Mackinnon of St. Johnsbury. Burial will be in Mount Royal cemetery, Montreal, on the arrival of the train from Boston, Wednesday *(7/15)* morning."

- Montpelier (VT) Daily Journal - Tue, Jul 14, 1903 pg. 3

Robert Allyn "Mississippi" MacLay 1977 - 2022

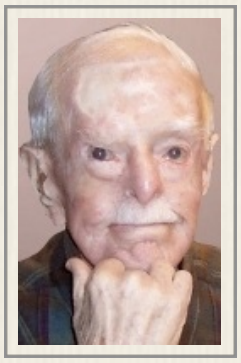
Brakeman *(1977-1978)* Fireman *(1979-1980)* Car Shop *(1981-1982)* - From Cape Elizabeth, Maine, Rob MacLay came to the Cog in 1977 and remains in the Railway's employ in 2020 in charge of passenger coach maintenance and construction. He broke for two years, fired for two years earning $3.05 an hour from June 6 to October 10 in 1979 and $4.00 - $4.35 an hour in 1980. A qualified engineer, MacLay moved to the car shop in in 1981 and saw his pay rate go to $5 an hour. He's been in the car shop ever since. His daughter, Cog kid Emma helped Cogger Tom McCabe get back in touch with former colleagues on Facebook: ***Tom McCabe:*** "I have a question. Does anyone know Rob Maclay ("Mississippi")? His daughter Emma was skiing at Aspen Mountain a little while back and was asking mountain staff if anyone knew Tom McCabe. One of my friends (who we call Roc) was there and from New Hampshire and knew of my time on the Cog which we had talked about over drinks at the Elks Lodge. So Emma writes down the info about the "We Were There" Cog *(Facebook)* site on a napkin for Roc to bring to me. So that is how I got the clue about the crew site where I applied to join. Pretty wild set of circumstances." ***Dave Moody:*** "Rob has worked at the Cog for the past 40+ years as brakeman, fireman, engineer and for the last 30 years as the Car Shop foreman." ***Tom McCabe:*** "Very cool. Please thank him for me if you are in contact. My memory is certainly foggy but I may have a couple of Cogger photos packed away. Now I have reason to dig them out." In the summer of 2020, MacLay talked with Jitney Jr about his Cog story: "I just graduated *(Cape Elizabeth)* high school... one of the guys my father worked with was a rail fan. So he was familiar with the railroad and told me about it. I applied and wound up getting an interview. Alexander Hamilton came out the house," and MacLay starting working in early May 1977. He was in the car shop as the 48/54 passenger coaches were converted to 70. "It was another huge thing when you're running one train and you got 62 people that want to ride the train, you could fit them all on one (train) instead of sending two," says Maclay. At the time of the *Jitney Years* interview, MacLay was working on installing LED strip lighting in the coaches. As for his 44 seasons at the Cog, he says it fit his lifestyle: "You work for two or three months... and then you'd go somewhere. So I went to Alabama worked for a winter there, then California, Hawaii... worked winters as a carpenter in Florida. So that was fun. You know, you travel around that much, but I always wound up coming back here and it was just easy to do, you know? And the work was... it's not work... it's not a job. You just... you're here. You pull in, get your locomotive and your crew. And you just go all summer." Robert Allyn Maclay died on October 21, 2022. He was 65. *(2022)* ***Daughter Emma White Westcott:*** "The Cog was his family just as much as I was, love you all. RIP Daddio, you'll be with me for always. Please read the below, many of you contributed to much of this! There is no greater love than the love my dad had for me. We have been inseparable since the beginning and still will be forever. The shock of losing my sweet sweet daddy so early is immeasurable and will take me a long while to process. I have so much to say and share about him, but for now all I know is that people search their whole lives to feel a special bond and love like we shared every day of my life.. And for that, I'm the lucky one to have lived a lifetime so far with him wrapped so perfectly around me. My dad was hands down the best kind of human. Anyone will tell you. Generous, kind, impossibly patient, mindful, an avid reader, guitar player, meditator and the best Grandpa in all the world. He was tons of FUN, always made you feel a bit more peaceful when he was nearby, was witty and wildly intelligent, an amazing teacher, open listener and of course the master whitey mixer. Dad was so much to so many - but to me, my dad was my calm. He was my center, my best friend and my biggest fan. After 44 years of working at the Cog Railway, dad's skills were unmatched - a master craftsman for the ages. The Cog is so very lucky to have his life's work flowing through it at every turn and on each train that goes up the mountain. Having the Cog share it with the world every day is a gift to us all and brings me great comfort and genuine happiness. I know his life and work will be well remembered and his legend will grow and become part of the Cog's long and beautiful history. Every passenger on every train will experience who he was and take his memory with them in their cameras and minds even if they don't realize it because they're sitting on the coaches & seats he crafted inch by inch. Dad's work is a perfect representation of who he was and it, like him, is unique in all the world. I know that anyone who spent time at the Cog and was lucky enough to work alongside or be taught by dad (there or anywhere) knows much more about their craft, that's a given. However, I'd bet they know more about being a good human too. About problem solving through challenging builds and tough work situations and about accepting change while staying optimistic for what may come. Ultimately though, I think dad's best lesson has always been to realize how much the work and results will reward you if you stop and take the time to think the project through fully and enjoy the work itself. To complete each step correctly and thoroughly and to do so with respect to both the process and the materials. Dad was always happy to head down to the shop to make magic, he really did enjoy what he did. I feel like this is also how he approached life and that he taught me to do the same through many of life's little lessons. And of course Dad's

Rob Maclay works on the No. 9 for newspaper photographer. Barbara Coussons Lennon explains: "My major crush at the time. You were so cute! This photo was taken by Jill Brooks for a story she was doing on the Cog, so I can't take credit. She never used it in the article but gave me this photo as a memento." Paul Forbes: "Rob is the best! He's the guy who can and has done everything at the Cog. A very skilled craftsman who is particular about his work. I am a finish carpenter/furniture builder, lifelong wood worker. We were trimming out one of the coaches in some nice ash and he looked at me very seriously and said "be sure all those joints are tight, we don't do sloppy work in here!" (1992)

- Jill Brooks photo

greatest joy was little miss Ivy. I thought I was his favorite then bam - here came Ivy and he and his world lit up in so many magical new ways. He was totally mesmerized by her and equally at how happy and fulfilled being a mama makes me - Grampy moved on to be her biggest fan and I'm so thankful for the sweet memories we have all together. They were thick as thieves those two. Dad went into Mass General because he wasn't feeling well on 5/21 and was diagnosed with cancer a few days later. We gave it our all, and dad was just so impressive throughout. We never imagined it would all move so quickly. We lost him on 10/19, not even 5 months later. We never really had a minute to catch our breath I'm realizing now, which is tough because it didn't afford us the opportunity to make it back up to Mt. Wash for him to say his goodbyes and see a last sunrise or sunset on the mountain he dedicated his life to and loved so much. That part is hard for me, but he and I spent every day together these past 4.5 months, side by side as always, and I'm so extremely grateful for our time together. Through it all Dad's optimism, dignity and strength was not surprising, but my goodness... My dad sure was something else. I'm super thankful to my uncle and aunt who came to be by their brother's side and help me out too. But most of all, I'll never be able to thank my husband enough - 5 months ago I didn't realize it but I checked out the minute dad got sick. Wally has held us, our life, house and daughter together which wasn't easy, and his support allowed me to be alongside dad every step, every day. Walter, you're the real MVP my love. To honor dad's wishes, we won't have a service now but instead will take a memorial train to the top of Mt. Washington (likely in late Spring, more to come) when we can get up to the summit and celebrate my amazing father. It will be Ivy girl's first trip up the Cog and we'll all take her together for him. We'll show off his final coach which he just completed this winter and is by far the crown jewel of them all. I'll look forward to laughing and loving him with all of you then. For now, please share any and ALL stories, nicknames, photos and videos below or with me directly (especially if he's talking or singing, I miss hearing his voice so much already..) I miss you papa and I will forever. I promise to show Ivy all your love and help her reach for the stars like you always did for me. See you again one day daddy, love ya!" One month later, Rob Maclay's daughter posted on the *MWCR: We Worked There* page to mark an important holiday. ***Emma White Westcott:*** "This year I'm thankful for a lot, but extremely thankful and grateful for all the love and support, cards, meals, calls/texts, flowers, stories, photos, memories and so much more that people who loved dad (and me) have gone out of their way to shower us with these past 5 weeks. And in the months before when he fell ill. I haven't had it together enough to be able to thank so many of you amazing Coggers individually, but every single sentiment means so much to us. You've brought comfort and peace to my heart and helped our family like dad hopefully did to you and yours also. I thank you from the very deepest and most meaningful parts of my heart! With that.. Anyone who knows us, knows Thanksgiving was Dad and my holiday. Even if it was just us two, we did it together every year, and always the right way. Dad's favorite thing was to wake up and have a slice of my "famous" pumpkin cake *(right)* with a cup of coffee, just us. I've been making it for at least a decade and always make it the the day before thanksgiving so we can wake up to it. Each slice had to be cut verryyy thick, then toasted in the toaster oven. Once the edges got crispy I'd add wayyyy too much butter so it melts into it as the toaster still did its thing. The only way you knew there was enough butter was if you had to eat it with a fork because it was too gooey.. And let's not forget - you had better have real butter and nothing less, no exceptions! This was our annual Thanksgiving morning tradition and I love it so much. Simple, meaningful, relaxed togetherness and warm - just like Dad. Hoping to share this tidbit with all of you, here is the recipe that I got back in culinary class (some big shot Boston baking chef came for the day to teach and gave it to us) years ago and this morning's version with the coffee cup I took from dad's place last weekend. Only one paper copy of the recipe exists and is kept under lock and key for the rest of the year! Cheers to you *(last Thanksgiving's photo at left)* and yours, wishing all the Coggers a wonderful Thanksgiving Day and holiday season to come from Dad, me and my entire family! May you take the time to enjoy your own traditions, togetherness (whatever that may look like!) and to think on the memories of those who we've loved through the generations. Happiest thanksgiving to you, I'm grateful to be a Cogger!" ***Paul Forbes:*** "Happy Thanksgiving, Emma. It's no secret that the Cog is very important in my life and Rob was part of that for more than 30 years, I never missed a chance to go to the car shop and visit. I was fortunate enough to also do some coach work with him. One spring I spent some time doing coach work. He asked me what I wanted to work on. I told him I could do finish work and would be glad to work on the interior. He raised an eyebrow and gave me what I now realize was a "test" task. I finished it and he inspected it closely. He said "Yeah, that's how I would have done it, keep working in there." That was the Yellow coach, I never could remember the numbers. I was not able to work at the Cog this season *(2022)* for various reasons. I fully intend to return next year. I know when I pass the Boarding House and his car isn't there, and I go into the car shop and he isn't there, I will feel a great loss." ***Emma White Westcott:*** "Paul - you're the second person to tell me a story that had dad offering a "test" to them when they went to the car shop to help out with a coach within the story. I love that! They didn't realize it either, which is so dad. Thanks for sharing, and yes. I drove up to the Boarding House last weekend and I'm sorry to say it's just the oddest feeling not seeing his car there. Just doesn't seem right. But I'll also tell you that I felt him everywhere too to be honest. In the Boarding House, in the car shop, on the coaches, walking the tracks to the shop. He's still right there with us all, just in such a different way. Happy thanksgiving Paul, hoping you had a nice day today. And I'll hope to see you this season, and definitely for his memorial if you can make it."

- Railway Corp / Bencosky-Desjardins Files / Mt. Washington Cog Railway: We Worked There FB page - Thu, Nov 24, 2022 /



Melvin J. MacMillan 1925

Melvin J. MacMillan, 100, of Laconia, N.H., passed on peacefully, Sunday afternoon, July 25, 2010 with family by his side. Melvin (Mel or Mac as he was called), was born in Stoneham, MA on Oct. 8, 1909. He was the last living member of the five MacMillan children; Arthur, Melvin, Julia, Margaret and Mary in descending order of age. During his high school days, he worked at a local golf course and once caddied for the famous Babe Ruth and Francis Wilmette. During the summer of his youth, Melvin *(right)* had the opportunity to work for the Cog Railway on Mount Washington.

- *http://www.nj.com/cranford/index.ssf/2010/08/obituary_melvin_j_macmillan_10.html*

Bonnie MacPherson (2018)
- Mountain Times photo

Bonnie MacPherson 1998 - 2004

Public relations coordinator *(2018)* "Bonnie MacPherson, newly appointed Northeastern communications manager for Okemo Mountain Resort and Mount Sunapee and before that the public relations director for Okemo for 13 years, was honored Nov. 9, 2018 with a BEWI Award at the 33rd annual BEWI Luncheon and Awards Ceremony. MacPherson began her career as a journalist before taking a position as public relations director at the Mt. Washington Hotel in New Hampshire. That led to joining Bretton Woods as public relations coordinator in 1998 and also overseeing public relations for the Mt. Washington Cog Railway. She moved on to the top public relations position for Booth Creek, headquartering at its properties at Cranmore, Loon and Waterville Valley before making the move to Okemo. One writer called her "the fastest and friendliest gun in the U.S. ski industry," a reference to her "speedy and helpful" responses to requests and research." MacPherson told Jitney Jr: "I started with the Mount Washington Hotel, Bretton Woods and Cog Railway in 1998 as a public relations coordinator and left in 2004 as director of public relations. I worked for one year for Booth Creek's eastern resorts: Loon, Waterville and Cranmore, when the opportunity at Okemo came up. I started here(Okemo) in the fall of 2005."

- Mountain Times - Ludlow, VT - November 14, 2018 / email Monday, October 28, 2019

W. J. Madison 1917

Brakeman

- Among the Clouds - Jul 23, 1917

Arthurhyne Madsen 1953

Summit House / Marshfield/Cog Railway Cabins

Patricia Y. Madsen 1953 - 1954

Summit House in '53 / Marshfield in '54

- Summit House / Marshfield Corp

John Mahnker 1992 - 1994

Fireman - Dave Moody email: "John Mahnker (my bro-in –law) was a brakeman and fireman. Not sure if you have his wife listed , Priscilla John she was a groundskeeper during 1992-1993? Marriage from the Cog that lasted !"

- John F. Kurdzionak / Mount Washington Cog Railway - We Worked There posted December 3, 2009 / Waumbek derailing report - Jul 15, 1992 / Trask Letter to Tom Walker - Aug 8, 1994 / Moody email - Sat, Nov 14, 2020

John Mahnker (1992)
- Kurdzionak Family Collection

Annie Mahoney 1900

Summit House employee

- Among the Clouds - Jul 16, 1900

Dennis "Big Dennis" Mahony pre-1876

Railway employee - father of Michael - "My father was Dennis Mahony. "Big Dennis" as they called him. If Mr John Horn [sic] was living but I was after hearing he was among the saints this long time, peace to his sowl, he would remember my father, a good peaceable man, only when things went against him."

- Among the Clouds - Aug 5, 1905

Michael "Long Mike" Mahony pre-1876

Railway employee - "I was a strapping lad Michael by name, but being Long Mike to everybody around." -

- Among the Clouds - Aug 5, 1905

Mai - Mal

Megan Maisano 2005 - 2007

Railway employee *(2005)* Office Assistant - Seasonal. / Designed, formatted and edited a tourist guide detailing the train experience / Processed advance and live ticket sales, created ticket reservations, and assisted in resolving sales conflict / Managed the mountaintop Post Office one day a week - *LinkedIn*

Megan Maisano (2021)
- LinkedIn profile photo

Richard Maiser 1965

Mt. Washington Railway Co. employee
- Cog Party list

Joseph Malandrino (2018)
- Reagan Nat'l Twitter feed

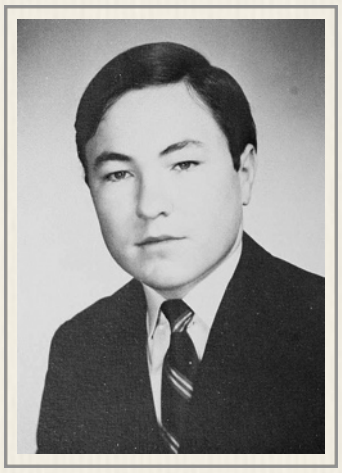
Joseph Paul Malandrino Jr. 1959 - 1962

Railway Corp - Son of a B&M executive from North Billerica, Massachusetts - fired for Leo Boucher. Kevin McKinney talked with Paul in 2019 and passed the following along: "Paul attended Norwich University – The Military College of Vermont and then finished up at The Citadel in Charleston, SC. A career as an Air Force pilot followed. He is still working and is the manager of the Ronald Reagan Washington National Airport in Arlington, VA. He had 3 strong memories of the Cog: 1) He thought the world of Arthur (as we all did). 2) He dated Margie Teague (though he kept calling her "Marjie!" 3) He fired for Leo Boucher and he was always nervous when they had the last run of the day, as Leo descended at a dangerously fast rate so get to the liquor store before closing time!!"

Malandrino was selected in June 2006 to run Reagan National: "James E. Bennett, President and CEO of the Airports Authority said, "Paul is no stranger to the Airports Authority, having served as the Manager of Airport Operations of Dulles International before his recent service with the Transportation Security Administration. He comes to us with a wealth of experience in airport and security operations." Mr. Malandrino most recently served as the Federal Security Director of Thurgood Marshall Baltimore-Washington International Airport since 2002 where he was responsible for a 700 member workforce of Transportation Security Administration employees. Prior to that, he was the Manager of the Operations Department at Washington Dulles International Airport from 1996-2002 where he directed the day-to-day operations of the airport which included aircraft ground movement, safety and security compliance, mobile lounge operations and airport snow removal. He came to the Airports Authority in 1996 from a career as a pilot in the United States Air Force. One of his many assignments in the Air Force was serving as the Commanding Officer of the 380th Bombardment Wing in Plattsburgh Air Force Base, New York, flying FB-111 and KC-135 aircraft. Mr. Malandrino is a graduate of The Citadel and holds a Masters in Public Administration from Golden Gate University."
- Metropolitan Washington Airports Authority press release - Jun 21, 2006

Edward Malarvery 1905

Attends 1905 Cog Party Masked Ball as "Cowboy"
- Among the Clouds - Sep 4, 1905



Frederick J. Maley (1971)
- Brooklyn Preparatory yearbook

Frederick J. Maley 1971

17-year old Fred Maley was a brand new graduate of the Brooklyn Preparatory School when he came to Mt. Washington the summer before he started at John Jay College of Criminal Justice seeking a degree in public administration. At Brooklyn Prep, he had run cross country for three years was involved in Dramatics his last two years as well as being part of the ski club. A member of the National Honor Society, he was class treasurer his sophomore year and was involved in the debate and Oratory clubs. He worked on the Marshfield counter in 1971 and earned $150 a month. In 2018, he was the community relations director for the New York City School Construction Authority and was making $74,331 a year. *- Marshfield/Cabins Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com*

Cynthia A. Malo 1978

From Lynn, Massachusetts, Cynthia Malo split her time at the Mountain between the Gift Shop and the Marshfield Kitchen. She followed her sister, Linda to the Cog.
- Marshfield Corp / Bencosky-Desjardins files

Linda Marie Malo 1977 - 1978

While Cynthia bounced between Gift Shop and Kitchen, her sister Linda *(right at 1999 Cog Reunion)* worked in the gift shop both summers she worked at the Cog. Dave Huber told Jitney Jr. that he and fellow Cogger Bruce Houck were friends from grade school in Pennsylvania. They came to the Cog and both married Lynn, Massachusetts girls - Linda Malo Huber and Susan Lewis Houck, who had been friends since grade school in Lynn. Both couples later divorced. *- Marshfield Corp / Bencosky-Desjardins files*

Dennis P. Maloney 1910

Fireman for J. Alfred Seymour in 1910. The pair reunited in 1961 *(right)* and were photographed by Elvira Murdock. A picture of the pair *(Maloney on the left)* appeared in the *Littleton Courier* on Thursday, August 31, 1961 on page 10 with the following cutline: "Recently two former fellow employees of the Mt. Washington Cog Railroad rode the train to the summit of the line on which they worked together 51 years ago. J. Alfred Seymour *(right)* of Twin Mountain was an engineer in 1910 when Dennis P. Maloney of New Britain, Conn., was a fireman. Mr. Seymour, native of Fabyan and owner of the White Mountain House there that was destroyed by a fire in 1929, took his first job with the Cog Railroad in 1897 when he was only 16. He served in nine sessions of the N. H. Legislature as a representative from Carroll and was a delegate from the state to three Democratic National Conventions. He attended Littleton High school in his youth. He now lives summers at Elmwood Hall, Twin Mountain, and winters at Somerville, Mass. Mr. Maloney is an engineer with the New Haven Railroad from which he will retire this year. The two men were guests of Col. Arthur Teague as they revisited the unique Cog Railroad." Dennis Maloney was born in St. Agathe, Quebec on November 22, 1888. He emigrated to the United States in September1898 from Montreal via the Grand Trunk Railroad arriving in St. Albans. He worked for the railroad as a fireman, engineer and later in management. He was 5-feet 11-inches tall, 165-pounds with auburn hair and blue eyes. when he applied for citizenship.

- Littleton Courier - Thu, Aug 31, 1961 pg 10 / Ancestry.com

Patrick Maloney 1908 - 1909

From St. Agathe, Quebec, Maloney was a track crew member during summer working to clean up after fire at the Summit and was involved in the lawsuit arising from a slideboard collision on Jacob's Ladder. The following summer of 1909 he was a brakeman on the Mt. Washington Railway.

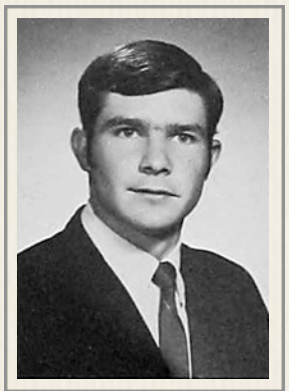
- Kindellan v. Mt. Washington Ry. Co. / See Appendix Sec. 8

Eugene R. Maltais 1954

Marshfield Corp

Alison Maltz 2019

The Mt. Washington Cog Railway Facebook roster for Opening Day 2019 indicated that Alison Maltz *(right)* was working in the ticket office. Engaged to ex-Cogger Tom Lane from Twin Mountain, New Hampshire. The couple got married in October 2022. *- MWCR / Facebook*



Wayne Mamock (1970)
- Lasalle University yearbook

Wayne Paul Mamock 1970

Born in Baltimore, MD on July 1, 1948 to Katherine and Herbert Mamock. Brother to Katherine Borsella, father of Meghan and Gabriel; grandfather to Jackson, Sean, Barrett, Emma, & Kellan. Known by many, loved by all. Wayne (*left*) was a graduate of Loyola Blakefield High School of Towson, MD. Wayne followed the Jesuit teachings and was a "man for others." He earned his Bachelor's degree from LaSalle University in Philadelphia, PA. While attending LaSalle, Wayne, rowed for crew. He would go on to say the experience made him realize the importance of team work and galvanized his inability to quit when times were tough. He would never let his team down. Upon graduation from LaSalle University Wayne lived in Mt. Washington, N.H. He worked for the Cog Railway and became an enthusiast of the magnificent trains upon which he worked, and the beautiful landscape which he viewed. Mamock returned to the Mountain for the 2014 Cog Reunion and talked to a videographer about his time on the railroad: "I worked here in 1970. I had just graduated from college and I was on my way to basic training. So it was just the one year that I worked. I did a little bit of everything everywhere - worked as a brakeman, did some woodworking, worked in the shop, split wood at the summit. The thing that I would like to say to anybody who's watching this, I would like to thank you all. It was an experience like I'd never had before, and I've had a few experiences, but, I would just like to thank you all so very much for this experience and letting me be part of it. I hope you all stay well." That summer of 1970 he earned $1.60 an hour. Wayne was a small business owner. He owned Mamock's Motor Electric in Annapolis, MD. Wayne proudly served in the United States Air Force and was a Combat veteran; having deployed to multiple locations around the globe-to include Italy, Germany, Afghanistan, & Iraq. MSGT Wayne Mamock *(right)* worked on the A-10 Warthog throughout his career in the Air Force, and was proud to support the untold number of men on the ground in harm's way in numerous areas engaged in combat. Wayne's passion for flight lead to his pursuit and receipt of a pilot's license, and in retirement he went on to work at Signature Aviation to remain involved with airplanes. Wayne was a proud brother, father, grandfather, and Catholic. His faith was strong, as was his will to live. He was a devoted Catholic, father, airman, and citizen. He was surrounded by those that loved

him all the way until the end. He will be missed greatly by his family and friends. His support by Terry Fitzsimmons & Deborah Wagner meant the world to him. He valiantly battled cancer for two years, and inspired all who encountered him. He lived by a simple motto, "pray toward Heaven and row toward shore." Interment will be in Arlington National Cemetery at a later date. In lieu of flowers the family suggests memorial donations be made in Wayne's name to Gilchrist Hospice Care, Inc. 11311 McCormick Rd., Ste. 350, Hunt Valley, MD 2103

- http://www.legacy.com/obituaries/CapitalGazette/obituary.aspx?pid=177040239#sthash.OMcU6Phy.dpuf / 2014 Cog Reunion video

Flora Manchester 1900

Summit House employee

- Among the Clouds - Jul 16, 1900

Nettie Manchester 1900

Summit House employee

- Among the Clouds - Jul 16, 1900

Mary Ellen Mancino 1984?

Marshfield kitchen - Dave Moody says Mary Ellen worked for her mom in the kitchen during the John Rolli era.

Sally Mancino 1984?

Marshfield kitchen - Dave Moody says Sally Mancino ran the Marshfield kitch for a year or two during the John Rolli era.

- Rolli email to Fitney Jr.

J. P. Manning 1951

Railway Ledger

Carol Manno
- Terry Flatherty photo

Carol Frances Manno Morrill 1978 - 1979

Marshfield Kitchen - In response to a Bobby Trask question about how members of the Mt. Washington Cog Railway: We Worked There group came to the Cog Carol Manno Morrill wrote: "My sister Nancy would write these amazing letters from the Cog. She worked there a couple of summers before I came. I was aware that the girl to guy ratio was in my favor, and it was in an exquisitely beautiful place. So I packed up my Maverick and drove to New Hampshire. I had never been away from my home town of Philadelphia before, without family. It was definitely out of my comfort zone. Still, my sister never lead me in the wrong direction.. and the rest is history. I am about to celebrate my 33rd wedding anniversary this October 2 *(2015)* !" to Cogger Charles "California" Morrill.

- Marshfield Corp / Bencosky-Desjardins files / MWCR: We Worked There - 2015 / Moody email - Sat, Nov 14, 2020

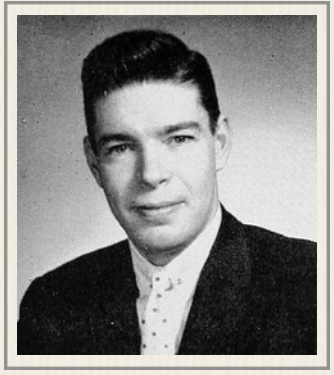
***Manno Sisters:** Nancy (L) & Carol (R) (2018)*
- Sharp FB photo

Nancy Elizabeth Manno 1977 - 1978

Marshfield Kitchen - Nancy was the first of the Manno sisters to come work at Mt. Washington. She was a Rowan University student and started washing dishes. Nancy Manno Sharp was living in Garland, Texas in 2022. She is a third grade teacher at the Bridgeton Christian School that covers PreK to 8th grade. She has two sons: Daniel & Rob and a daughter: Laurel. Nancy also paints and is found online at @artbynancysharp. The two Manno Coggers are seen at right in a family photo from 2018. *- Marshfield Corp / Facebook.com*

E. W. Mansur 1951

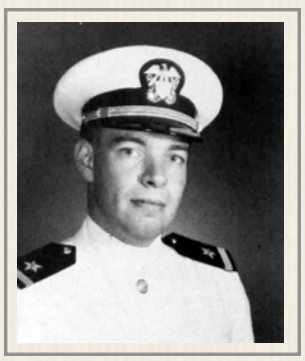
Mt. Washington Club/Summit House



Stephen J. Manthorne (1959)
- Northeastern University

Stephen J. Manthorne 1955

Summit House - Stephen John Manthorne was born on October 26, 1935, in Massachusetts to Elizabeth F Harvey, age 28, and Ralph Joseph Manthorne , age 29. The family was living in Quincy, Massachusetts in 1940. Ralph was supporting his family as a newspaper advertising salesman. Manthorne came to the Cog to work at the Summit House during the summer before entering Northeastern University to study in his father's profession of marketing and advertising. During college he was part of the Advertising Club for three years, Class Vice President as a junior and he worked at William Filene's Sons and Company as part of his cooperative education record. He graduated in 1959. 1960 found Steve Manthorne in Newport, Rhode Island at the U.S. Navy's officer training school - part of Patrol Squadron 19. When Stephen Manthorne



Steve Manthorne (1960)
- US Navy photo

married Dolores Jean Boncella in October 1965 in Erie, Pennsylvania. She was a graduate of the United Airlines Stewardess College in Chicago. He had graduated from the Officers Candidate's School and was lieutenant in the Naval Reserve. The couple honeymooned in San Francisco and the Hawaiian Islands. The planned to live in Ann Arbor, Michigan. He would become a commander in the Naval Reserve. They had two children during their marriage. Stephen J. Manthorne was living in Vero Beach, Florida when died on August 20, 2012, at the age of 76.

- Summit House ledger / Ancestry.com / Newspapers.com / Boston Sunday Advertisers - Sun, Oct 31, 1965 / Boston Globe - Sun, Oct 24, 1965 pg. 99

Joel Marceau 1875 - 1890

"Mr. Joel Marceau, who was for ten years an employee of the Mount Washington Railway, paid a visit to the mountain on Saturday and was warmly greeted by old friends. Mr. Marceau now lives at Lyster Station, in the Eastern townships of the Province of Quebec, and had not been on Mount Washington for some seventeen years. During his employment here he helped to build the observatory *(1880)* and the printing office of this paper *(1884)*. Mr. Joel Marceau of Lyster Station, P. Q., was a visitor to the Summit and Base yesterday *(8/17/1913)*. Mr. Marceau is an old employee of the Mount Washington Railway coming here in 1875 and leaving in 1890.

- Among the Clouds - Aug 5, 1901 & Aug 18, 1913

Joseph Marceau 1889

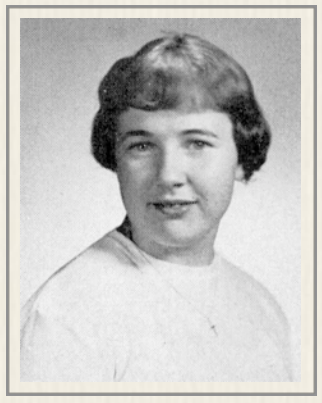
Railway worker known to be one "of the bravest and most experienced" slideboard riders on the mountain. He and Samuel Changrau delivered the first bundles of the *Among the Clouds* newspapers to the Base by slideboard on August 21, 1889. The first "newspaper train" began at 4:10am and lasted ten minutes."

- Among the Clouds - Aug 22, 1889 - Appendix Sec. 8

Florence J. Marchant, RN 1951

Railway Ledger - possibly a nurse for Col. Henry Teague

Lois E. Marchant 1962



Lois E. Marchant (1960)
- Wakefield HS yearbook

19-year old Lois E. Marchant appears on the Summit payroll summary for July 1962 as earning $43.33 a month. "Free" room and board was worth $20 a month for tax purposes. Her net monthly pay was $29.95. Marchant's salary was booked in the Summit House "gift" column. Born in Melrose, Massachusetts in 1942, Lois Elaine Marchant had been out of Wakefield High School for two years when she came to work at the Summit House gift shop. Her senior yearbook entry indicates that "home economics class rates high with Lois... she was working in the school library and at Mystic Novelty mills. Her suppressed desire was to skip school for a day. She treasured her gold cross and after graduation she will further her secretarial education. She had the best wishes (of her classmates) for the future." Her Cog payscale was $130 plus $20 a month. Her address in Wakefield (41 Charles St) indicates she might be the daughter of Mildred.

- Summit House / Bencoky-Desjardins files / July 1962 Summit Payroll Distribution / Ancestry.com / Newspapers.com

Mildred Asycough Marchant 1962

47-year old Mildred Marchant came to the Summit House from Wakefield with her daughter, Lois to work with her sister, Edna (Asycough) Bird who was managing the facility in 1962. Mildred made $130 plus $20 a month.

Martin Marchesseault (2020)
- MWCR photo

Martin Marchesseault 2004 - 2021

From Lancaster, New Hampshire, Marchesseault began working at the Cog in 2004 on the track. His foreman Dave Moody says he then worked as brakeman, fireman and engineer over the years. He is employed full-time now as one of the main men in the Engine shop. Brother-in law is John Szurley who worked a s a brakeman fireman and track worker. A 2008 train dispatcher log has hime working as a brakeman in January.

- Cog Dispatch Report - 1-26-08 / Email from D. Moody - Sat, Nov 14, 2020

Martin Marchesseault
- Family photo

Eugene "Gene" Marcotte 1887 - 1915

1895 Newspaper Train - "The riders were Eugene Marcotte, Arcade Vachon, and Eddie Camden, and in less than a minute they not only out of sight but beyond hearing." The 1900 census taker says the 34-year old unmarried Quebecois is working as a fireman on the railroad while living at the Boarding House. *(1905)* "The Boston and Maine watchman, (Eugene Marcotte) who is stationed at the base of Mt. Washington during the winter slipped while descending the mountain the other day and rolled down about three hundred feet before he was stopped by a rock. He broke no bones but was badly shaken up." Fred B. Maynard mentions winter caretaker Gene Marcotte as his companion on a winter scouting mission to the summit to determine a location for the new building. (The hotel) had to be placed so it could be seen from Fabyans year round. Maynard says he had "spent many nights on previous winter climbs in this region" with Marcotte. Naturalization papers for the 50-year old Marcotte filed in Massachusetts in

Mar

October 1916 report Marcotte was born October 21, 1865 in Capsante, Quebec. He arrived in Fabyan, New Hampshire in July of 1887 which indicates the 5-foot 2-inch, 135 pound brown-haired, blue-eyed Canadian may have started working at the Cog that summer. In 1916, Marcotte and his wife, Katherine are living in North Cambridge, where Eugene is working as an automobile repairer. *- Among the Clouds - Sep 8, 1905 / 1900 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Appalachia 28 magazine (1950-1951) - See Appendix Sec. 8*

R. L. Marcotte 1951

Marshfield Corp/Cog Railway Cabins

Charles H. Marden 1877 - 1878

From Plymouth, New Hampshire was clerk of the Summit House during the summer of 1877 according to *Among the Clouds.* "Mr. Charles H. Marden, for two years ('77-'78) the popular clerk at the Summit House on Mount Washington, is ticket seller for the Boston, Concord & Montreal railroad, at the Fabyan House. His many friends will be pleased to meet him in his new position." *- Among the Clouds July 9, 1879*

Wilma A. Marden (1965)
- Andover HS yearbook

Wilma "Willi" Marden 1966

From Andover, Massachusetts, 19-year old Wilma Marden came to Mt. Washington to work the Marshfield counter after completing her first year at Champlain College where she met her fiancé that summer, Kevin Kopp of Whitefield, New Hampshire. Marden graduated from Andover High School in 1965 where she was part of Girls' Band, Pep Club and Service Club for her last three years. She played softball as a sophomore and went to the Northeast Music Festival. She was part of the Ski Club as a sophomore and a senior. Marden made the *Boston Globe* in December 1963 when Santa gave her a hand on the slopes of the Boston Hill Ski area. It is unclear whether Marden married Kopp who went on to be a well-known Lancaster, New Hampshire car salesman. She surfaced as Wilma Marden Cunningham on Facebook in 2020. Marden followed up her time at Champlain College with financial classes at Merrimack College in New Hampshire.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Boston Globe - Mon, Dec 23, 1963 pg. 19 & Sun, Jul 3, 1966 pg. 32 / See Vol. 1 Ch. 9 Sec. 3

STAND UP AND FLY RIGHT—Santa gives a helping hand to Wilma Marden of Andover at Boston Hill Ski Area, North Andover. Wilma will get some good tips this Friday when second annual Boston Hill-Boston Globe Ski Clinic takes place at Boston Hill Ski Area.

Margaret Margetts 1917

Boarding House chambermaid - *(1917)* "Woodsville notes: Miss Margaret Margetts was at home a few days last week from the base of Mount Washington, where she is employed this summer." Margaret W. Margetts was born on September 9, 1898, in Johnson, Vermont when her father, William George Margetts, was 25, and her mother, Emma Sophia (Hall) Margetts, was 24. The family moved and was living Rumney, New Hampshire in 1900 where her English-born father was working as a railroad track man. By 1910, the family was in Haverhill where her brother, George William was born. A sister, Mary Madeline was born in Woodsville two years later. Father William is now the foreman of the B&M railroad's Woodsville Extra Crew and has a house off Park Street. Margaret is attending Woodsville High School when she heads for Mount Washington. In 1919 she goes south to Brattleboro, Vermont where she meets and marries a World War I veteran Hayden D. Marsh in 1925. He's a former sergeant in the 57th pioneer infantry in France, who also saw service in the Mexican border episode as a member of Company I, First Vermont infantry. Margaret is working as a public school nurse while her husband is a plumber. Marsh dies suddenly overnight on July 6th, 1939 at the age of 48. The couple had been married thirteen years. Six years later on Halloween, Margaret became the third wife of 53-year George J. Kingsley - longtime owner and operator of Kingsley's Market in the Abbott Block on Canal Street in Brattleboro. He would outlive Margaret who continued in her position as Brattleboro's public school nurse. As such she arranged Brattleboro's vaccination program when the Salk polio vaccine was deemed safe, effective and potent in April 1955. "Town and county machinery was put into effect immediately to vaccinate every first and second grade child in Windham County. April 27th was the first of three dates when 1,217 county children received the vaccine," the Brattleboro Historical Society writes. "The local vaccination center was established at Memorial Hospital in Brattleboro. Children were transported in school buses from Academy School, Green Street, Canal Street and St. Michael's School. Students walked from Oak Grove and Esteyville. Mrs. Margaret Kingsley, nurse of the Brattleboro Town School District, headed up the local arrangements. All local doctors participated in giving out the vaccinations, creating rotating teams of one doctor, two registered nurses and a few lay assistants to help with details and paperwork. There were two more booster shots scheduled for May and June." Margaret Margetts Marsh Kingsley died at a local hospice in Brattleboro on April 21, 1975 after a four year bout with pancreatic cancer. Kingsley would die seven months later.

- Littleton Courier - Thu, Jul 12, 1917 / Ancestry.com / Rutland (VT) Daily Herald - Sat, Jul 8, 1939 pg. 5 / Brattleboro (VT) Reformer - Tue, Oct 7, 1975 pg. 9 / https://www.facebook.com/brattleboro.history/ History of Woodsville, NH - One Name at a Time

Thomas Mariano 1971
Railway Corp

Jack D. Marietta 1958

Jack D. Marietta (1958)
- Philips Exeter Academy

17-year old Jack Donald Marietta came to work at the Summit House on Mt. Washington after graduating from Philips Exeter Academy. The son of J. Donald and Florence l. (Baker) Marietta grew up in Dunbar, Pennsylvania with a sister, Donna Jean. He went to the Borough grade school and delivered the *Pittsburgh Press* newspaper to neighbors. He attended Connellsville High School for a year and received a scholarship to Philips Exeter and went there for three years. He played in the band, was part of the Astronomy Group and Outing Club. He was a proctor at the Academy and planned to become a teacher. Marietta went to Washington & Jefferson College in Pennsylvania with some scholarship aid. He graduated summa cum laude with honors in history. He won the Henry Sweet Prize as a junior and the first Henry Wilson Temple Prize in history as a senior. Jack spoke Spanish, was editor of the yearbook *(PANDORA)* and president of the journalism fraternity. Marietta would earn his masters in 1963 and a doctorate in history in 1968 at Stamford University in California. There, the 26-year old historian would marry 23-year old Katherine S. Meister on June 17, 1967. Marietta found work at University of Arizona. Although based in the southwest, he looked at the history of home state. He published *The Reformation of American Quakerism, 1748-1783* in 1984, and with G.S. Rowe published *Troubled Experiment: Crime and Justice in Pennsylvania, 1682-1800* in 2006 - a book that examined the gap between William Penn's "peaceable kingdom" and the extravagant crime committed in the state during the period. The Arizona State Genealogical Society heard from Prof. Marietta about where people might find the records of indentured servants and the problems of changed names to hinders tracking of ancestors in this group on March 13, 1984. In 2008, editors of the *Arizona Daily Star* asked him what would George Washington say about the country he helped found on the first President's birthday. Marietta said Washington would find the notion of a female and black presidential candidate "inconceivable." "Women were not free," said Marietta. "If they were single, they were in the households of fathers or brothers. If they were married, they were strictly legally *femme covert* - hidden women. The only independent women were widows - *femme sole* - and only they could hold property." As for an African American president? "Even merely granting the gift of citizenship for blacks would have been controversial among the founding fathers, Marietta notes." Presidential primaries "is something that was never anticipated," Marietta says. "The founders didn't even anticipate that there would be political parties. Politi-

Jack Marietta (1962)
- Washington & Jefferson College

cal parties were not in their vision. (Thomas) Jefferson said something like, 'If I could get to heaven only with a political party, I would not go." Marietta told the paper, Washington "believed a political party subverts the independent thinking of an individual." He was granted emeritus status in history within the College of Social & Behavioral Sciences.

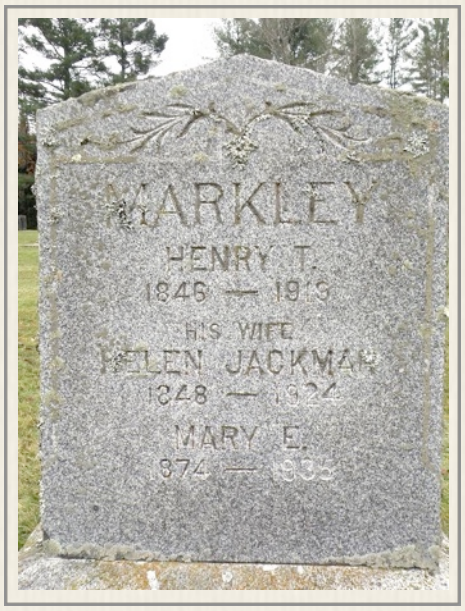
- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Uniontown (PA) Evening Standard - Sat, Jun 16, 1962 pg. 7 / Arizona Daily Star - Mon, Feb 18, 2008 pg. A8

Anthony Marino 1971

Marino came to Mt. Washington from New York City and earned $180 a month washing dishes and working the Marshfield kitche- *Marshfield/Cabins Corp / Bencosky-Desjardins files*

Henry T. Markley 1866 - 1869

Railway employee - *(1919)* "Littleton Personals: It is of interest to know that the late Henry T. Markley, whose funeral was held in Littleton last week, was one of the pioneer workers on the Mount Washington railroad, which was built 50 years ago. Mr. Markley worked in the sawmill erected at the base of the mountain and it was he who sawed out the many cross ties and beams used in the building of the incline roadbed. The family of Mr. Markley have a photograph taken by the Kilburn Brothers of the mill as it looked 50 years ago. Mr. Markley can be seen standing in the doorway of the building." Henry Thomas Markley was born on May 17, 1846, in Pittsburg, New Hampshire when his father, Jacob, was 44 and his mother, Elizabeth S. (Cade) Markley, was 40. A sister, Ellen E Markley was born on July 4, 1851 when the family was in Kirby. She would die two days after her 9th birthday in 1860 when Henry was fourteen. The 1860 Census found Henry T. Markley living with Alonzo and Sophia Lewis on their Littleton farm. He married Helen J. Jackman on September 7, 1870, in Derby, Vermont. They had one child during their marriage. He died on July 6, 1919, in Littleton, New Hampshire, at the age of 73, and was buried there. 24-year old Henry was working on the family farm in 1870. He married Helen J. Jackman that fall in Derby, Vermont on September 7, 1870. Ten years later, the 34-year old Markley, his 32-year old wife, and 5 year old daughter Mary Elizabeth are living with his father-in-law Carter Jackman and working on Jackman's farm in Lisbon. In 1900, the Markleys have a mortgage on a farm in Littleton and 25-year old daughter Mary is living with the couple. The mortgage is paid off by 1910. On January 14, 1919 files his last will and testament that pays off his debts and funeral expenses first.



Then grants his "beloved wife" Helen the sum of $100. The remainder of his estate "both real, personal or mixed and wherever found" would go to his daughter, Mary with the proviso that she provide a home for her mother Helen for the rest of her life. On July 6, 1919 – the 59th anniversary of his sister, Ellen's death, Henry T. Markley hung himself. He was 73.

- Littleton Courier - Thu, Jul 17, 1919 / Ancestry.com / Newspapers.com / Find-A-Grave.com

Tracey D. Marquis 1976

21-year old Tracey D. Marquis from Lisbon Falls, Maine made 109 trips up Mt. Washington as a brakeman in 1976. Ten trips in July, 60 in August and 16 trips through Labor Day. He made 20 trips after Labor Day and wrapped up his Cog career with three trips braking in October. Tracey Dean Marquis was born on November 15, 1954, in Lewiston, Maine when his father, Arthur, was 31 and his mother, Ernestine "Tina" (Marvel), was 30. His father had enlisted in the US Marine Corps along with his brother, Renee Marquis, in August 1942 and proudly served his country until April 1946. In 1945, Arthur met Ernestine "Tina" Marvel of Delmar,MD, while she was playing the piano at a community center at the Portsmouth Naval Shipyard in Portsmouth, VA. They were married on March 30, 1945. In 1946, they moved to Lisbon Falls to raise their family. Tracey had four siblings - Thomas, Wendy, Jeffrey and Todd. Tracey Marquis served as a private in the U.S. Marine Corps in Vietnam. He died on December 26, 2010, in Lisbon Falls, Maine, at the age of 56, and was buried there.

- Desjardins Collection / NH DOT files / Ancestry.com

Christine Erwin Marro (2021)
- Erwin-Marro Collection

Christine (Erwin) Marro 2006 - 2009 & 2021

Diesel conductor/brakeman from Jefferson, now living in Whitefield, N.H. A 1993 White Mountains Regional High School graduate, Christine Erwin-Marro explained in 2021 how she came to work at the Cog: "15 years ago I applied to work at The Mount Washington Cog railway. For four seasons I worked with a great group of people and I worked for a great man who's name *(Kenison)* is on this bio diesel. After taking a few years off I reapplied to work here again. While standing at the summit today I happened to look up when the train came in and sitting right in front of me was this train. I was so overwhelmed with emotion and pride to see that the last engine built (for now) was dedicated to this wonderful man who helped build all the bio diesel engines that run at the Cog today. Thank you Charley Kenison for my first experience of the Cog Railway." Upon Joe Eggleston's death in 2022, Christine Erwin-Marro recalled: "My favorite memory will always be approaching the summit on the first bio diesel, after the steamer left, each morning and seeing Eggy standing next to the his engine waving at us with a great big smile on his face!! While I know the bio diesels were not his favorite he always smiled and waved at us whether we were coming or going. Thank you for the wonderful memories. He will truly be missed!" During the winter Erwin-Marro drives a school bus - first for W.W. Berry's Transportation Inc. from 2009 and then the SAU 36 White Mountain Regional School District starting in 2014. Her sister, Barbara Hill had also worked for the Cog Railway.

- Facebook / MWCR: We Worked There - Sun, Dec 11, 2022

Corbin Marro 2021

Railway employee

Gabe Marro 2019

Marro is noted as working in the kitchen of the new Marshfield Station on the opening day of the 2019 season.

- Facebook Roster for Opening Day on FB

John F. Marsh 1878 - 1887

Spur Line Fireman/Engineer: In a Feb 14, 1919 letter from Concord, NH Mr. Whiting writes to the *Warren News* editor: "Friend Caswell: I have one thing to criticize in *(Frank W. Lougee's)* letter and that is that John F. Marsh did not fire for (Geo) Ferguson the first summer that the road was opened to the Base. Ferguson and I went to Manchester and received the *Mt. Washington* from Blood Locomotive works and fired that locomotive that summer between Fabyans and Base with Joe Prescott conductor and Harvey Dexter brakeman. I have some nice pictures of the *Mt. Washington* taken at Base…" John Marsh was foreman of section No. 3 (overseeing the track crew during early days of the BC&M). John Marsh later went to firing and in due time became engineer. His influence for good among his fellow workmen had a marked and lasting effect, and to this day many of the old time railroad men often refer to Uncle John's religion." *(1878)* John Marsh attends the funeral of John H. Priest along with several others from the Mountain; *(1879)* - tangles with "new species of wild cat" while bunking at the Marshfield House. In 1883, John is running the *Mt. Washington* loco on the spur line to the Base and will apparently continue to do that through 1887 as reported in the *Caledonian*, J. F. Marsh, an employee of the Lake road shop in St. J "will run a locomotive from Fabyan's to the base of Mt Washington." *(1887)* "John Marsh, a locomotive engineer on the White Mountain Division, has been made master mechanic of the St. Johnsbury & Lake Champlain Railroad." *(1919) Warren News* editor C. E. Caswell writes: "If Uncle John Marsh were living today he would be about a hundred years old. Uncle John many years ago went on his long vacation. The washout at Wentworth was

43 years ago. Uncle John jumped into the stream, was carried quite a distance in the swift current and saved his life by grasping some bushes beside the stream. He told the boys the Lord put the bushes there to save his life. Mention is made of this circumstance earlier in the article. The *Moosehillock* and *Franconia* (locomotives) were badly wrecked at that time…. John Marsh, Sr., formerly worked for the road and run the *Mt. Washington* summers between the Base and Fabyans. If he is yet living is not known to the writer (Caswell), but it is quite probable he is not." Co-worker John O. Rollins of Wentworth wrote of Marsh: "Speaking of that Christian man, Uncle John Marsh who used to run a gravel train from West Rumney gravel pit in the fall of 1881 which was 39 years ago. I remember it, because it was that year my father died, and I was working for Uncle John on the gravel train. We youngsters in those days always called him "Uncle John." Often when we were sidetracked waiting for some train to pass Uncle John would gather the boys one side on the grass and expound the scriptures to us; and I want to tell you it did a lot of us lasting good. One day in particular I remember of his telling us of his faith in the keeping power of God. Near as I can remember it one day Uncle John was taking a heavy freight out of Concord. The rails were wet as it was during a heavy rain, and when the train got to Plymouth or Lake Village, I don't just remember which they hooked on another engine to help the train over Warren Summit. When they hitched up someone told the engineer of the helper that he never would run that train up Warren Summit. He replied, "I will run it up the hill or run it to Hell." Uncle John heard him and felt sorry for a person who would use such language. He climbed into the cab and before the fire box door knelt and prayed to God to take care of him if anything happened or went wrong with the train, and to keep him from accident and spare his life. Soon the train proceeded on its way. A few miles north it encountered water on the track in a number of places, and still a few miles farther on the roadbed was soft from the heavy rains, but when the train got almost to Wentworth depot both engines went off the track into the water. The train crew saved their lives by jumping. Uncle John was last to leave his post of duty and jumped into mid-air from the gangway of his engine almost the instant she pitched over in a mass of wreckage. The current was so swift his body was sucked under the wreckage, passing under the track to the opposite side, carried on quite a ways down the stream where he grasped some alder bushes and pulled himself to safety. He then and there thanked the Lord for a safe deliverance from a watery grave. This incident I can remember made an impression on we boys." Another one of those boys was Charles E. Hardy of Concord, N.H.: "Mr. Bailey was the engineer on the second engine and when asked what he was doing when he went into the washout, (Uncle John) answered he was looking out for Bailey's big ears." Rollins concluded: "I remember a circumstance of that same summer when we were carrying gravel from the West Rumney pit to a fill at the end of Jarve Sanborn's side track at Loon Pond. There was a decline from the main line and a little farther on up the siding an incline. We were going in with a trainload of gravel and the engineer could not get over the bunch. After trying a number of times without any success, Uncle John came over the train and asked if he might take the throttle, which he was permitted to do. He backed the train down to the main line and told us boys to stand by the brakes and when he whistled to put them up quick and hard. The train started and Uncle John put the outfit up over towards Look Lake like a veteran. The whistle sounded and we boys did the rest. Uncle John certainly was a good man. Respectfully, John O. Rollins."

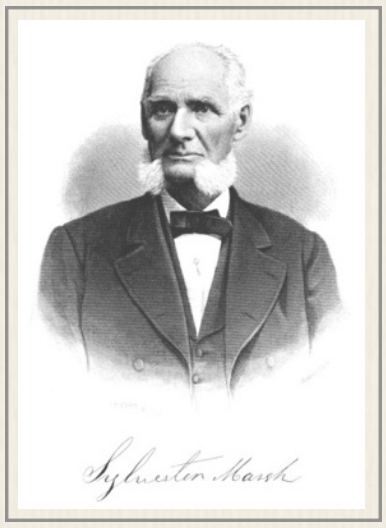
- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / B&M Employee Magazine / Among the Clouds Fri, July 19, 1878; Aug 12, 1879 & Jul 17,1883 / St. Johnsbury Caledonian June 23, 1887 / Littleton Journal - Fri, Jun 17, 1887

John F. "Frank" Marsh 1866 - 1869

Son of Sylvester - A civil engineer, John helped his father locate the railroad. John Franklin Marsh was born to Sylvester and Charlotte Marsh on January 8, 1845. He would die on April 7, 1877 at the age of 32. The 1905 *History of Littleton, New Hampshire* included this entry: "John Franklin Marsh, eldest child of Sylvester, was a young man of talent and scientific attainments; graduated from the Rensselaer Polytechnic Institute at Troy, N. Y., he assisted his father in building the railroad up Mt. Washington, and was afterward employed as a mechanical draftsman by the Whittier Machine Company of Boston. He died in 1877, after a lingering illness. He was a man of promise in his profession."

- B&M Employees Magazine / History of Littleton, N.H. Vol. 1 - 1905

Sylvester "Crazy" Marsh 1866 - 1884



Railway founder *(right)* - Sylvester Marsh's life was chronicled after his death in the *Granite Monthly* magazine by Charles Charleton Coffin: "There were few settlers in the Pemigewasset Valley when John Marsh of East Haddam, Connecticut, at the close of the last century, with his wife, Mehitable Percival Marsh, traveling up the valley of the Merrimack, selected the town of Campton, New Hampshire, as their future home. It was a humble home. A troop of children came to gladden the home. The ninth child of a family of eleven received the name of Sylvester, born September 30, 1803. This boy at play - or rather, working - on the hill- side farm of Campton, was in his seventh year when the spinning of wool by machinery began in this country. Not till he was nine did the first wheeled vehicle make its appearance in the Pemigewasset valley. Very early in life this Campton boy learned that Pemigewassett valley, though so beautiful, was but an insignificant part of the world. Intuitively his expanding mind comprehended that the tides and currents of progress were flowing in other directions, and in April, 1823, before he had attained his majority, he bade farewell to his birthplace, made his way to Boston - spending the first night at Concord, New Hampshire, having made forty miles on foot; the second at Amoskeag, the third in Boston, stopping at the grandest hotel of that period in the city - Wildes', on Elm street, where the cost of living was one dollar per day. He had but two dollars and a half, and his stay at the most luxurious hotel in the city of thirty-five thousand inhabitants was necessarily brief. He was a rugged young man, inured to hard labor, and found employment on a farm in Newton, receiving twelve dollars a month. In the fall he was once more in Campton. The succeeding summer found him at work in a brick yard. In 1826 he was back in Boston, doing busi-

upon a tree standing on the site now occupied by the Court House.

ness as a provision dealer in the newly-erected Quincy market *(left)*. But there was a larger sphere for this young man, just entering manhood, than a stall in the market house. In common with multitudes of young men and men in middle age he was turning his thoughts towards the boundless West. In the Winter of 1833-4 he proceeded to Chicago, then a village of three hundred inhabitants *(below)*, and began to supply them, and the company of soldiers garrisoning Fort Dearborn, with fresh beef; hanging up his slaughtered cattle

"For eighteen years, the business begun under the spreading oak upon what is now Court House square, in Chicago, was successfully conducted, each year assuming larger proportions. He was one of the founders of Chicago, doing his full share in the promotion of every public enterprise. Mr. Marsh was the originator of meat packing in Chicago, and invented many of the appliances used in the process - especially the employment of steam. In common with most of the business men of the country, he suffered loss from the re-action of the speculative fever which swept over the country during the third decade of the *(19th)* century... His entire accumulations were swept away, leaving a legacy of liability; but with undaunted bravery he began once more, and by untiring energy not only paid the last dollar of liability, but accumulated a substantial fortune - engaging in the grain business. His active mind was ever alert to invent some method for saving of human muscle by the employment of the forces of nature. He invented the dried-meal process, and "Marsh's Caloric Dried Meal" is still an article of commerce. While on a visit to his native state in 1857, he ascended Mount Washington, and while struggling up the steep ascent, the idea came to him that a railroad to the summit was feasible and that it could be made a profitable enterprise.

He obtained a charter for such a road in 1858, but the breaking out of the war postponed action till 1866, when a company was formed and the enterprise successfully inaugurated and completed. Leaving Chicago he returned to New England, settling in Littleton, New Hampshire, in 1864; removing to Concord, New Hampshire, in 1879, where the closing years of his life were passed. Mr. Marsh was married, first, April 4, 1844, to Charlotte D. Bates, daughter of James Bates of Munson, Massachusetts. The union was blessed with three children, of whom but one, Mary E. Marsh survives (in January 1885). Mrs. Marsh died August 20, 1852, at the age of thirty- six years. She was a woman of the finest mental qualities, highly educated, and very winning in her person and manners." Charles Charleton Coffin's *Granite Monthly* magazine 1885 profile of the late railroad man skips over Sylvester Marsh's second marriage in 1853 for reasons that become obvious in news coverage of "an unfortunate marriage" in 1865 in both the *New York Times* and the *Chicago Tribune*.

1865

May 3rd

An Unfortunate Marriage: "Supreme Court before Justice Sutherland. *Susan Marsh* vs. *Sylvester Marsh*. – This action was commenced by the wife three weeks after marriage, on the ground of the adultery of the husband. The defendant, in his answer, denies the allegations, and sets up that in 1853 he married the plaintiff. In three weeks after she deserted him, and soon thereafter married another man. The case was referred to S. Jones, Esq., referee, who reported his opinion as follows: "This defendant claims that he obtained a valid decree of divorce from plaintiff in Iowa, and that therefore his subsequent marriage and cohabitation was not adulterous. That plaintiff abandoned him without any excuse; would not live with him, and that by reason of so doing, she has debarred herself from obtaining a divorce for adultery, subsequently committed by him. That a divorce is not matter of strict right, but is merely a matter of statutory enactment passed by a State for the regulation of the domestic status of its domiciliaries; that the statue of this State (NY) is permissive, not mandatory, and that the court is not bound to grant a divorce because adultery has been committed, but may, if there is good reason for doing, withhold a decree. And in this connection, defendant urges that plaintiff married him for his money – that failing to get what she wanted in that respect, she, after living with him for three weeks, abandoned him without any just cause, and has kept aloof from him for ten years – that in the meantime he obtained a divorce from her in Iowa, which he was advised and believes to be perfectly valid, and subsequently married again, and has issue by said marriage, which issue is not living, and that this suit is brought after the lapse of ten years. There are other minor points raised. The plaintiff combats these several points, and as to the Iowa divorce claims that it is utterly voice, because there was no personal service of process on the plaintiff in this action, who was defendant in that suit, and she did not appear therein. On the second point raised by defendant, I have decided against him. On the first point I have decided that, as the evidence now stands, the Iowa divorce is valid and binding. On the third point I have expressed no opinion as yet. The case has been set down for rebutting testimony on behalf of plaintiff. This resume show that important and somewhat novel questions are raised in this case. The labor in this case has been great. There were commissions issued to four different States, and a number of witnesses examined on those commissions. The interrogatories and cross-interrogatories were very numerous and lengthy, and necessarily so. There have been quite a number of meetings before me, and will undoubtedly be a great number more. The defendant is worth at least $150,000. I think, taking in view the questions raised, the voluminous character of the testimony, the labor that must necessarily have been bestowed in the case, the wealth of the defendant, the present value of legal tender notes and the standing and ability of counsel on each side, that $3,000 would be a reasonable counsel fee to allow for all services up to and including the close of the trial before me, up to and

including the decision of the Court of Appeals. With regard to alimony upon the evidence as it now stands, I think but a very moderate sum should be allowed the evidence, as it now stands, tends strongly to establish that plaintiff married defendant for his money, and failing in her anticipations, she, after living with him for three weeks, abandoned him without just cause, declaring she never would live with him. She has lived ten years without any assistance from him. I think, under the circumstances, that for the short time that will elapse before this case is disposed of before me, the sum of 420 a week will be sufficient alimony. I, therefore, report and recommend that there be allowed to plaintiff's attorney and counsel a counsel fee of $3,000 for all services up to and including the close of the trial before me, and the further sum of $2,000 for all services subsequent to the close of the trial before me, up to and including the decision of the Court of Appeals. That there be allowed to the plaintiff for temporary alimony the sum of $20 per week, to commence the 13th day of March, 1865." Upon this state of facts, the defendant, by his counsel, Mr. C. A. Seward, applied to have the report set aside on the ground that the alimony was excessive. The Court reserved its decision." *- New York Times – Wed, May 3, 1865*

May 6th

Prominent Chicago Citizen Sued for Divorce: "A suit for divorce, on the ground of adultery, was tried in the New York Supreme Court, May 1st, in which Susan Marsh was plaintiff, and Sylvester Marsh, an old and wealthy citizen of Chicago, was defendant. The parties were married in the year 1853, in New York city, and immediately thereafter came to Chicago, then the Mecca whither Western bound pilgrims directed their steps, to seek their fortune. The honeymoon was scarce half over, when it was discovered that the newly married couple did not affiliate – that there existed an incompatibility of temper between them which rendered a longer continuance of the marriage relation undesirable. In short, they quarreled. In less than three weeks after the marriage ceremony had been consummated, Mrs. Marsh abandoned her lord and journeyed toward the Atlantic, where she took up her abode with her relations. Matters passed pleasantly with Mr. Marsh for a season, but at last he tired of his enforced single blessedness journeyed to Iowa, obtained by some means a divorce, and married a second wife, by whom he has three children. The former Mrs. Marsh brought suit in the New York Supreme Court for divorce, charging adultery on the part of her former spouse, and claiming that the divorce obtained in Iowa was fraudulently obtained and therefore void. She also charged that his connection with his present wife was an adulterous connection, and that in fact the former marriage was never legally dissolved. Her counsel moved the Court for alimony, alleging that Mr. Marsh is worth $100,000 *(~$1.8-million today)*, and upon this motion reference was made to a Master in Chancery to take proof and report. The Master reported that in his opinion the Iowa divorce was a fraud and recommended a preliminary decree that the Court award plaintiff twenty dollars a week *(~$350 today)* as alimony and a counsel fee of $5,000 *(~$90,000)*. On the first of May *(Marsh's)* counsel moved to set aside the report of the Master on the ground of error, and the case was fully argued by counsel on each side. The Court has not yet rendered its decision. This is the present status of the case. In every respect it is a most extraordinary affair, and the public will look with interest for its determination. Mr. Marsh is a well-known citizen – the inventor of a grain drying apparatus, concerning which mention has often been made in these columns. We know nothing of the circumstances of the case, save as narrated above. There is no doubt that Mr. Marsh thought he had abundant cause for divorce. Incompatibility of temper is as good ground for a dissolution of the marriage tie as adultery, or bigamy or drunkenness. The idea of compelling parties to live together because one of them is a virago (def. – a domineering, violent, or bad-tempered) or termagant (def. - harsh-tempered or overbearing) is perfectly monstrous, and if the law of divorce does not permit a dissolution of matrimonial shackles for such a cause, it should be amended. Whatever may be the result of this suit, the sympathies of the people of Chicago will be with Mr. Marsh and his present wife and children. It looks very much as if it were an attempt on the part of the former wife to extort money, and to stamp with the seal of illegitimacy the children born to Mr. Marsh under brighter auspices than those which distinguished his first essay in the region matrimonial." *(Ed. note: Actually second)* *- Chicago Tribune – Sat, May 6, 1865 pg. 4*

July 3rd

Decision in Chambers: "By Justice Ingraham – *Susan F. Marsh* vs. *Sylvester Marsh*; the sum of $1,000 is allowed as counsel fee. The plaintiff may apply hereafter for further payment, etc. " *- New York Times – Tue, Jul 4, 1865*

1866

January 8th

Divorce Challenge Dismissed: "The *New York Times* of Monday *(1/8)*, in reference to a suit in which well-known Chicago parties are concerned, says, "In the case of *Susan T. Marsh* vs. *Sylvester Marsh*, the *(New York)* Supreme Court yesterday, Justice Sutherland presiding, confirmed the report of the referee, and granted a decree in which it is adjudged that the defendant has not committed the adultery charged in the complaint, and the same was accordingly dismissed." The friends of these parties will be glad to learn of the withdrawal of the case from the courts, and those of Mr. Marsh have reason to congratulate him on the issue which establishes his present marriage for the sake of both parents and children. The history of the affair is briefly that Mr. Marsh obtained a divorce from his first *(Ed note: second)* wife in an Iowa court, on the ground of incompatibility of temper and subsequently contracted his present union, the fruits of which are several children. The divorced wife brought suit again Mr. Marsh in a New York court, on a criminal charge of adultery, on the ground that the decree of the Iowa court had no force in New York. In the result above noted the divorce is re-affirmed and the entire proceedings dismissed." *- Chicago Tribune – Thu, Jan 11, 1866 pg. 4*

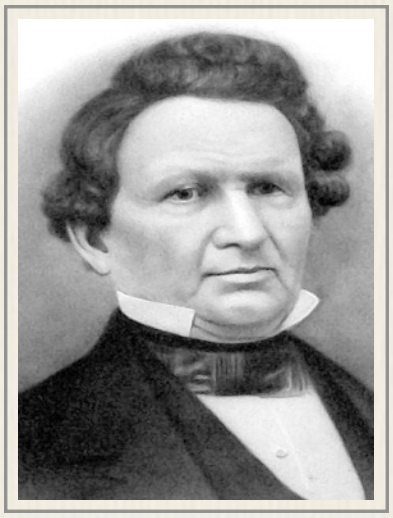
Having skipped over Marsh's three week union, Coffin's *Granite Monthly* magazine 1885 profile picks up here with Sylvester's mis-numbered third wife. "Mr. Marsh married, ~~second~~, March 23, 1855, Cornelia H. Hoyt, daughter of Lumas T. Hoyt of St. Albans, Vermont. Three daughters of the five children born of this marriage live and reside with their mother in Concord, New Hampshire. Mr. Marsh died December 30, 1884, in Concord, and was buried in Blossom Hill Cemetery.

Mr. Marsh was to the very last years of his life a public-spirited citizen, entering heartily into any and every scheme which promised advantage to his fellow man. He was a devout Christian, and scrupulous in every business transaction not to mislead his friends by his own sanguine anticipations of success. His faith and energy were such that men yielded respect and confidence to his grandest projects; and capital was always forthcoming to perfect his ideas. Aside from the daily newspapers, his favorite reading was history. He was philosophical in his desire to acquire wealth, knowing its power to further his plans, however comprehensive and far-reaching. Immense wealth was never his aim. He was unselfish, thinking ever of others. He had a strong sense of justice, and desired to do right - not to take advantage of another. He was generous and large in his ideas. He was benevolent, giving of his means in a quiet and unostentatious way. He took a great interest in young men, helping them in their struggles, with advice, encouragement, and pecuniary assistance. *(Ed note: a sentence*

Sylvester Marsh (1871)
- W. Weller photo / R. Joslin Collection

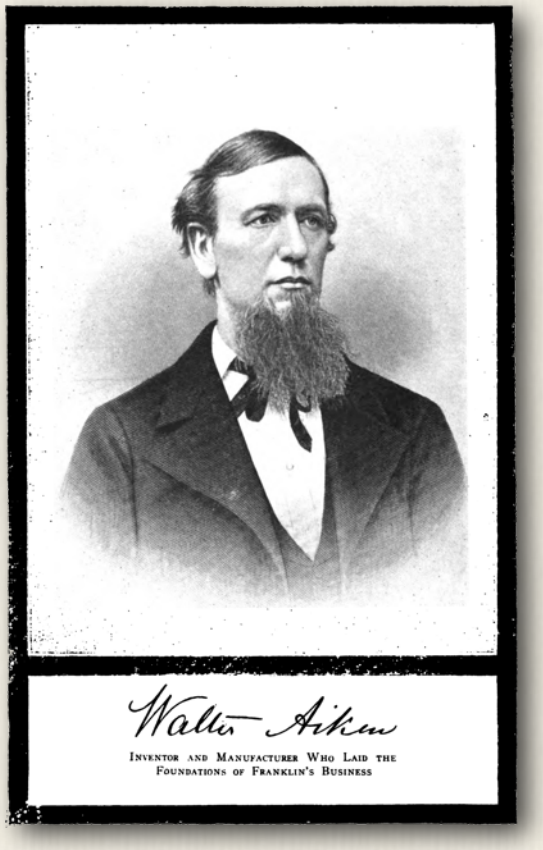
that could apply to Henry & Arthur Teague as well.) Students, teachers, helpless women, colored boys and girls, in early life slaves, came in for a share of his large-hearted bounty... He was a typical New Englander, a founder of institutions, a promoter of every enterprise beneficial to society." *- The Granite Monthly - January 1885*

The *Granite Monthly* obituary, indeed most of the early reports of this new mountain-climbing railroad, give sole credit for its invention to Marsh. Yet when author Eva Speare writes about Marsh and the Cog Railway in her 1975 book, *Stories of New Hampshire*, another name is included. "Apparently," she writes "(Marsh) discussed his plans with an inventor of knitting machinery, Mr. (Herrick) Aiken of Franklin, New Hampshire (father of Walter Aiken.) His great-granddaughter long afterward said that Mr. Aiken suggested the cog rail and made a model of his plan."



Herrick Aiken
- Franklin Historical Society

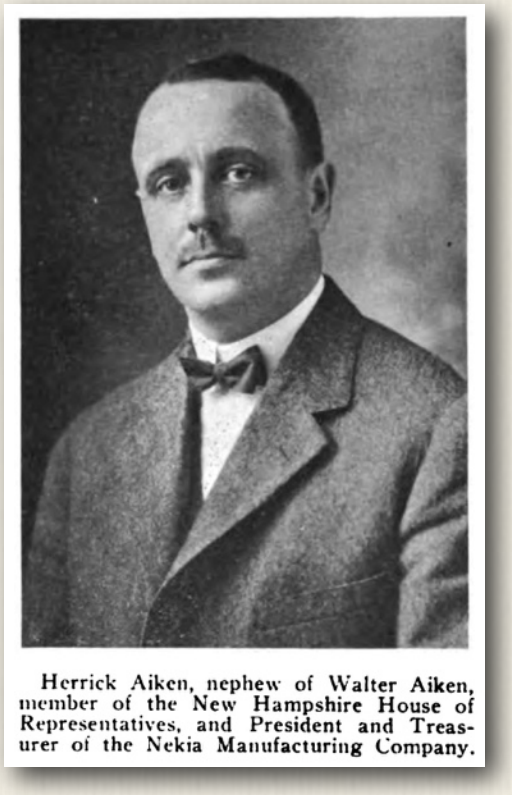
Herrick Aiken's name first appears in connection with the Mt. Washington Railway in the company's 1879 annual report to the New Hampshire Railroad Commissioners. Walter Aiken was now running the railroad, holds a great deal of stock, and likely had input into the narrative submitted to the state. Marsh had retired to Concord. The 1879 report also casts confusion on the completion date of the road - 1872 instead of 1869, and suggests Herrick *(left)* first talked about the idea in 1850, seven years before Marsh's perilous climb that up until this point had been reported as the genesis moment for the Cog. The 1880 annual report to the N.H. Railroad Commissioners corrects the completion date to 1869, leaves out Herrick, but says Marsh carried out "a visionary scheme" that had been "suggested." 1881's annual report did not address credit for the concept, nor did 1882 nor 1883. But in 1884 (the year Marsh died), the report went back to saying construction of the railroad occurred in 1870-1871, and opened in 1872. The Railway Commissioners noted they had looked over the operation "accompanied by the manager *(Walter Aiken)*." The first report to the state after Sylvester Marsh's death saw Herrick Aiken's name back in the document as "originating this novel enterprise," that he built a model of the track in 1857, that construction began in 1870, and that Marsh only "took up the project" because of Herrick Aiken's failing health. The 1885 document concludes that "the care and skill of Walter Aiken, son of the originator, and manager of the road" was responsible for the current fine state of the railroad. The Herrick Aiken genesis story was repeated in 1886, although the construction date moved back to 1868. Aiken as originator would occasionally appear in *Among the Clouds* newspaper, which had its mountain-top homes provided by Walter Aiken.



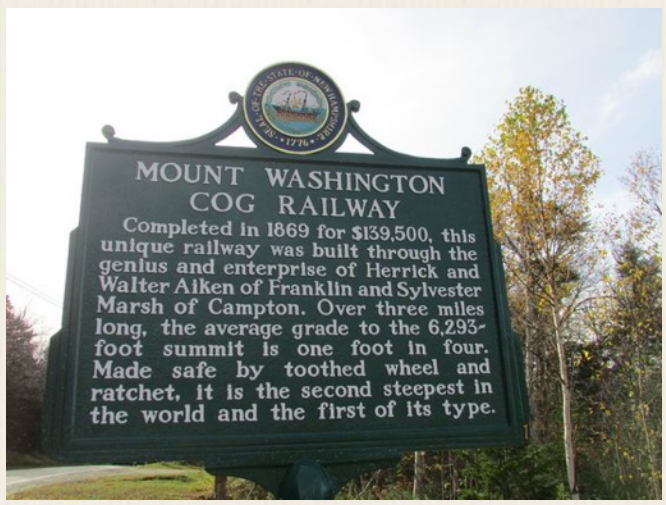
The dispute over the cog railway's invention between the Marsh and Aiken families continued into the 20th and 21st Centuries. A special issue of *The Granite Monthly* in April 1923 (Vol. 55 No. 4) devoted to Franklin, New Hampshire's transformation from a town in 1828 into a city in 1896 opens with a full-page image *(right)* of Walter Aiken. Later on the saga of Franklin's transformation saw the author and the Aiken camp appropriate key parts of Sylvester Marsh's story as their own. The section called *Needles and Knitting - the Romance of Franklin's Business* leaped over Herrick Allen's contributions to talk first about his son, Walter. The magazine's author wrote: "Back in the 1850's, in a little shop on the banks of the Pemigewasset, Walter Aiken perfected two bits of machinery which were of revolutionary significance in the knitting business - the circular knitting machine and the latch needle. Stories differ as to the way in which the inventions came about. Perhaps those Englishmen, Franklin's first "immigrants," who came to work in the "Stone Mill" brought with them from England stories of new developments there which fired the brain of the inventor. Whatever the impetus, the creative genius of Mr. Aiken translated it into the reality of steel, and his inventions replaced the old hand frame for knitting and the old spring needle which had been used hitherto. This means both increased speed and improved product." Walter's father Herrick would show up a page later and be given credit for the Cog Railway: "...the history of Franklin business is to a surprising extent bound up in the his tory of the Aiken family. They are inventors, all of them,— from Herrick Aiken, father of WalterAiken, who conceived the idea of a railroad up Mount Washington and even modeled an engine which should make the climb years before his son, presenting the idea to the Legislature with a request for a charter, was greeted with derisive cries of "Give him a charter to the moon !" *(Ed. note: The charter to build a railroad up Mt. Washington and Mt. Lafayette was granted by the Legislature to Sylvester Marsh)* to Walter Aiken's great-nephew, whose inventive genius not long ago prompted him to undertake the somewhat alarming engineering feat of constructing a windmill from his father's razor blades, carefully stolen and hoarded under the woodshed. Walter Aiken and his father, Herrick Aiken, may be said to be the Fathers of Franklin's manufacturing, not only because of their inventions and their successful business enterprises, but also because in one way or another nearly all of the Franklin factories in operation today have received some contribution from the old inventors. The business which Walter Aiken founded in 1864, and which passed to his sons on his death in 1893, has almost entirely gone in to other hands now, although Mr. Herrick Aiken maintains in Franklin the offices of the Nekia Manufacturing Company, a concern engaged in the making of machinery." The Herrick Aiken with that office in 1923 was Franklin's representative in the House of Representatives in Concord, and the president and treasurer of the Nekia Manufacturing Com-

pany. The muddled Aiken-favoring Cog charter history and the anecdote about the razor blade windmill suggests Rep. Herrick Aiken *(right)* may have been a key source for this story.

That later generations of the Aiken family continue to promote the Herrick Genesis story *(see November 28, 1996 Timeline entry about interview with Aiken relative geophysicist Charles Drake)* is not surprising to Boston University professor emeritus Richard M. Candee. He took a close look at Walter Aiken's other businesses, the patents and manufacture of knitting machinery in Franklin. "I found him (Walter) to be one of the more loathsome businessmen of the 19th (or 20th) century that I ever had to study. Examples of his business greed and ego, and lack of kindness to his family and others, abound," Candee wrote to the *Cog Clatter* publisher in late December 2018. "For the history of the cog-railway, I point out that he didn't really have any experience or skill in RR manufacturing (and got it wrong the first time) but took company stock for all his expenses. In this way he quietly outmaneuvered Marsh, who had originally envisioned the RR as a gift to his sons to manage; Walter eventually outvoted them and controlled the whole thing."



Herrick Aiken, nephew of Walter Aiken, member of the New Hampshire House of Representatives, and President and Treasurer of the Nekia Manufacturing Company.



The confusion sown over the years about the Cog's genesis story was such that the official historic marker *(left)* placed in 1967 for tourists lists all three men. However, while Walter Aiken became very wealthy through his management of the railway, and the construction of the hotels at the Summit and the Base, Speare writes that "During five years *(1865-1869)* Mr. Marsh advanced $30,000, for which he received no renumeration, and supervised the work until July 3, 1869, when the first train climbed to the summit amid the great excitement of the owners of the road and newspaper reporters." She says "although Mr. Marsh did not assume authority for the management of the road, he acted as president of the Mount Washington Steam Railroad Company for a few years." In articles, Marsh would say he did not openly challenge many of Aiken's actions because he wanted the railroad to survive, and he had no male heirs. His three boys - John Franklin *(1845-1877)*, Sylvester *(1856-1877)*, and George Hoyt (1859-1860) were all dead before the Aiken name begins showing up in the railroad's annual reports to the State. They are all buried at the Blossom Hill Cemetery *(right)* in Concord, N.H.

Joseph Marshall 1882

"Joseph Marshall (of Fabyans), in the employ of David Aldrich at the Base, was found dead on the turnpike road last Thursday *(10/19)* morning. Verdict returned, heart disease. He was about 45 years of age and leaves a wife and a blind son, who is attending the Institute for the Blind in Boston."

- White Mountain Republic (Littleton, NH) - Sat, Oct 21, 1882

Peter Marshall 2021

Diesel conductor/brakeman from North Kingston, Rhode Island - *(2021)* "Saturday morning Labor Day Saturday triple features "brakeman Marshall" *(left)* with train master Adam Kendall as engineer. Peter Marshall begins retirement from a job in Connecticut as a brakeman on the Cog Railway. Nov 5, 2021 FB posting: ***Peter Marshall:*** "I have been gone for two weeks, I miss it already. I can't wait to get back in the spring. I worked there for the summer. It is the best job ever. Great people to work with. I worked as a brakeman and I just enjoyed all of the people that rode the Cog."

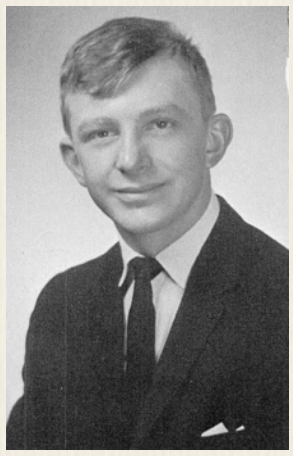
- MWCR Facebook page

Norman Martel 1965

Mt. Washington Railway Co. employee *- Cog Party list*

Peter C. Martell 1965 - 1966

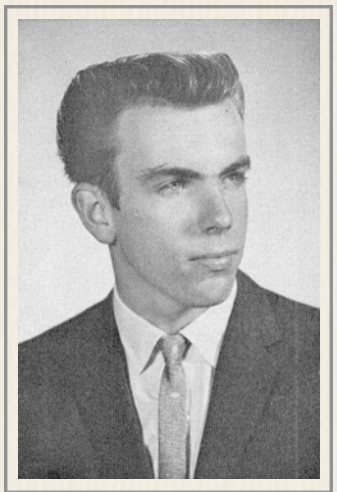
From Goffstown, New Hampshire, 16-year old Peter Martell earned $130 plus $64 a month working at the Summit House doing maintenance in 1965 and 1966. Peter Martell appears on the Summit payroll summary for July 1966 as earning $150 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $120.92. Martell's salary was booked in the Summit House "restaurant" column in July, but Faith Bencosky's files indicated he also performed maintenance at the



Peter C. Martel (1967)
- Goffstown HS yearbook

Summit House that summer. / Peter Cartland Martel was born on November 19, 1948, in Goffstown, New Hampshire, to 30-year old Helen Virginia Gove Martel *(b.1918 d.2009)* and 30-year old storm & screen window salesman Clifford Rupert Martel *(b.1918 d.1986)*. Peter had an older brother, Clifford "KJ" Rupert Jr. *(b.1943 d.2021)*. In 1950, the family was living at 12 West Union Street in Goffstown. 32-year old Clifford was working sixty hours a week to support them. 32-year old Helen was taking care of 8-year old Clifford Jr and one-year old Peter. Peter C. Martell graduated from Goffstown High School in 1967. He was vice-president of his class as a sophomore then served as class treasurer as a junior & senior. His nickname was "Murt." Martell was part of the Dramatics Club all four years and its treasurer as a senior. He served on the student council, helped put the yearbook together and played soccer as a sophomore. Martell was in the ski club and chorus his first two years and was part of the Prom Committee. His ambition was to become an electronic engineer. Peter C. Martell enlisted in the U.S. Air Force on April 2, 1968. He was discharged on March 31, 1972. 27-year old Peter Cartland Martel married in 1975, although some *Ancestry.com* family trees dispute this fact. A Peter Martell of Allenstown, N.H. was divorced from wife, Johnna during the March 1993 term of the Merrimack County Superior Court. Peter Cartland Martel died on August 7, 1995, in Goffstown, New Hampshire, when he was 46 years old.

- Summit House ledgers / July 1966 Summit Payroll summary / Bencosky-Desjardins files / Ancestry.com / Find-A-Grave.com / Newspapers.com / GenealogyBank.com / Concord (NH) Monitor – Sun, Apr 11, 1993 pg. 12 / See Vol. 1 Ch. 9 Sec. 2



Jack Martignetti (1967)
- Littleton HS yearbook

John William "Jack" Martignetti 1964

16-year old Jack Martignetti came to the Summit House from Bethlehem, New Hampshire to work as an assistant to the chef. He earned $250 a month. Martignetti would graduate from Littleton High School in 1967. His yearbook entry indicates his favorite saying was "Oh my hear." Martignetti was involved with the winter carnival in 1965 and 1966. He helped organize the St. Patrick's Day dance as a freshman, the junior prom and the Christmas dance as a senior. He also performed in the Senior Play. John William Martignetti was the son of Edward and Agatha (Lepore) Matignetti. He had several brothers and sisters. Philip, Edward T., Doris, Mary, Albert and Caroline. In the fall after he graduated from high school, a third conviction on a motor vehicle offense forced the State of New Hampshire to revoke 19-year old John W. Martignetti's driver's license. John was living in Bethlehem in 1989 and was back in Littleton in 1994.

- Summit House / Bencosky-Desjardins files Ancestry.com / Newspapers.com / Nashua (NH) Telegraph - Tue, Oct 10, 1967 pg. 18

David W. Martin 1889 - 1890

Summit House - *(1889)* "David W. Martin and Frank A. Andrews of the Summit House descended the Crawford bridle path to the Lake of the Clouds yesterday afternoon and returned in one hour and twenty-three minutes, having in the meantime taken an eighteen minutes' swim in the lake, which they think to be from ten to twelve feet at the greatest depth. This is considered the quickest time made this season. *(1890)* David Martin, an employee of the hotel, while trying, on Tuesday *(7/15/1890)*, to see how quickly he could go from the Summit House to a place below the first water tank on a slide board, was thrown from his board and his left shoulder dislocated, besides being otherwise bruised." Took part in search for missing violinist Ewald Weiss in August 1890

- Among the Clouds - Aug 29, 1889 & Jul 17, 1890 - see Appendix Sec. 8

Gregory W. "Greg" Martin 1977

From Contoocook, New Hampshire, Gregory Martin was hired to work around the Base Station and helping maintain the bunker. Gregory W. Martin was born on January 28, 1959, in Concord, New Hampshire, to 34-year old Gloria Frances Porter White and 40-year old Dr. Philip Clarence Martin. The state of New Hampshire would revoke 18-year old Gregory Martin's driver's license in December 1977. Martin lived in Hooksett, NH in 1993. Gregory used to live at 248 Gould Hill Rd, Contoocook NH. Gregory had lived at this address for about 18 years, after moving in around the area. Gregory previously lived inEnfield NH for 1 year, starting in November of 2001. Starting in July of 2003, Gregory lived at 106 N Main St, Newport NH. Martin was the contact for the White Rabbit Inn & Catering company in Allenstown and it was at that inn where he died. *(2001)* "Gregory Martin, 42, owner of the White Rabbit Inn was killed when then the inn caught fire early Tuesday morning. One member of a NASCAR promotional team staying there was critically hurt. Six or seven people were staying at the inn, Police Chief James McGonigle said. They are members of a promotional crew for a NASCAR sponsor for this weekend's Winston Cup race at New Hampshire International Speedway in nearby Loudon." Senior Fire investigator Robert F. Duval found the fire started in the first floor kitchen just after 1 a.m. but when firefighters arrived signaled by electronic alarm "there were no outward signs of a fire in the building. When the officer from the first engine went closer to the building to investigate, he discovered a

White Rabbit Inn after the fire (Jul 2001)
- National Fire Protection Association photo

fire in the rear of the first floor and three occupants on the roof of a portico calling for help. The three occupants on the roof were rescued over ground ladders, as units began searching for other occupants and the seat of the fire. Two more occupants were found on the second floor and were removed over ladders, as the search continued for the final guest and the innkeeper. The last guest was found near his room on the second floor and was removed via the interior staircase. He collapsed at the front door of the building and had to be resuscitated by paramedics that were standing by. The fire was placed under control at 4:25 a.m. The body of the innkeeper *(Gregory Martin)* was located at approximately 10:00 a.m. in the attic bedroom of the building. Allenstown Old Home Day acting chairperson reported to the town the Old Home Day parade "included a brief moment of silence, ceremonial placement of a wreath and the playing of taps at the White Rabbit Inn in memory of owner and community spirited gentleman, Gregory Martin." The parade concluded at Memorial Field where the remainder of the day's events occurred."

- Railway Corp / Bencosky-Desjardins Collection / Ancestry.com / Newspapers.com/ https://us.motorsport.com/nascar-cup/news/fire-at-new-hampshire-inn/1903814/ / Allenstown, NH Annual Report - 2001 https://nfpa.org/-/media/Files/News-and-Research/Resources/Fire-Investigations/fiallenstown.ashx

James E. Martin Jr. 1954 - 1955

Summit House - Jim Martin from Greenwood, Massachusetts appears on the payroll summary for July 1955 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $204.36. Martin's salary was booked in the Summit House "restaurant" column. It was his second summer working at the top of New England.

- Summit House - July 1955 Summit Payroll Summary

Leo J. Martin 1952 - 1953

Mt. Washington Club/Summit House

Patricia Anne Martin 1992 - 2002 ??

From Twin Mountain, Patricia Martin was a ticket agent/dispatch for the Cog Railway. Patricia Anne Raymond was born on March 20, 1939, in Boston, Massachusetts, to 24-year old Althea Frances Berthiaume and 29-year old Joseph Edward Raymond. She went to public schools in Wilton, New Hampshire. *(2007)* "Patricia Anne Martin, 68, died Nov. 11, 2007, at her home, surrounded by her family, after an 18-month battle with cancer. She was born in Brighton, Mass., March 20, 1939, the daughter of Joseph and Althea (Bertheune) Raymond. She grew up in Wilton, where she attended Wilton schools. She married her high school sweetheart, Ed Martin, in 1956. They settled in Merrimack. In 1973, she moved to Twin Mountain, where she operated a country store and campground. She was also employed at Bretton Woods Resort and Cog Railway for 20 years, where she made many friends. A lover of music and an accomplished vocalist, she cherished singing in St. Patrick's Church choir, at social functions and musicals. She was an EMT in Twin Mountain Ambulance squad for 15 years. She served as supervisor of the checklist and supervisor of town cemeteries. She served as a director of Twin Mountain Snowmobile Club for 25 years. She enjoyed skiing with friends and family, but most of all, she loved spending time with her family and many friends who appreciated her kindness, thoughtfulness, modesty and love. Family members include her husband of 51 years, Ed Martin of Twin Mountain; six daughters, Cheryl Elliott of Weare, Kim Pelzel of Twin Mountain, Diane Bailey of Lyndonville, Vt., Denise Neville of Goffstown, Lori Rogers of Center Barnstead, and Lynda Martin-Bell of Bethlehem; 11 grandchildren; three great-grandchildren; two brothers, Charles Raymond of Penelas Park, Fla., and Richard Raymond of Milford; and one sister, Claire Stickney of Laconia."

- MWCR: We Worked There FB page - Kurdzoniak Recollection / NH Union Leader (Manchester, NH) - Tue, Nov13, 2007

Richard Martin 1964

From Berlin, New Hampshire, Richard Martin worked in the Summit House kitchen and earned $130 a month plus $64. *- Bencosky-Desjardins files*

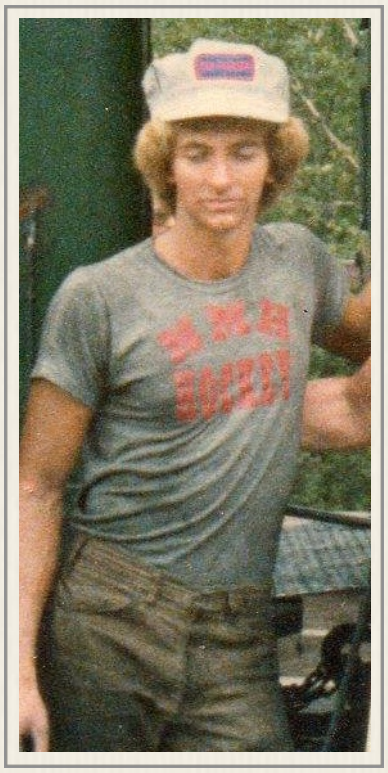
Richard Joseph "Hollywood" Martin 1981

21-year old Richard Martin came to Mount Washington from Houlton, Maine and found work as a brakeman *(right)* for $3.45 an hour. Cogger Margaret Machell caught "Hollywood" *(left)* as part of the railroad's softball team at the game against the Mt. Washington Hotel club

- Railway Corp / Bencosky-Desjardins Collection

Warren D. Martin 1980 ?

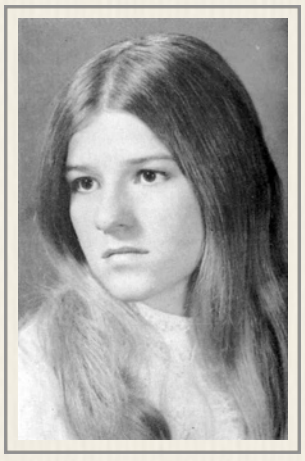
Summit employee - *(2013)* "Warren D. Martin, 89, of North Conway, died on Dec. 24, 2012 at the Lafayette Center in Franconia. He was born in Medford, Mass. in 1923 to David and Ethel (Stevens) Martin. Martin served with the 10th Mountain Division/85th Mountain Infantry from Feb. 1943 to Nov. 1945 and participated in two major campaigns against the Germans in Italy. He was awarded the Bronze Star Medal for heroic action in the Northern Apennines Campaign. After his discharge from the Army, Mr. Martin attended the University of Bridgeport in Bridgeport, Conn. Martin raised his family in Groton, Mass. and worked for GenRad (General Radio Co.) for many years before moving to Hollis in 1972. He retired in 1979 and moved to Sleigh Bell Farm in Whitefield. While living in New Hampshire, Martin held a variety of positions including working in his daughter Robin's businesses, (Sleigh Bell Farm Bakery in Whitefield and Adams Homestyle Restaurant in Salem), working on the summit of Mt Washington, at the Mount Washington Hotel,



Rick "Hollywood" Martin (1981)
- Dave Moody Collection

Storyland and most recently as a greeter at Walmart in North Conway. Martin was active in church, singing in the choir as well as singing with White Mountain Valley Chorus in North Conway. He leaves his wife of 61 years, Virginia May Martin, his brothers Norman (Bud) Martin and Alan Martin, his daughter Sharon (Martin) Strangman and her husband Richard, his daughter Wendy (Martin) Fearon and her husband Gary Darling, his daughter Robin (Martin) Adams and her husband Tom Adams and their daughters Kellian and Ashley, several grand- children, great grandchildren, nieces and nephews. He is predeceased by his parents, two brothers David Martin, and Donald Martin and a sister Eleanor (Martin) Labo. A Celebration of his life was held at Faith Bible Church in Littleton on Thursday, Dec. 27. For more information or to send a private note of condolence to the family, go to www.RossFuneral.com"

- Littleton Courier - Wed, Jan 2, 2013 pg. A12



Jeanne Martineau (1970)
- Berlin HS yearbook

Jeanne C. Martineau 1969

From Berlin, New Hampshire, 17-year old Jeanne Martineau worked in the Summit House gift shop and maintained the rest rooms for $135 a month. Jeanne Martineau appears on the payroll summary for July 1969 as earning $135 a month. "Free" room and board was worth $93 a month for tax purposes. Her net monthly pay was $105.56. Martineau's salary was booked split between the Summit House "rooms" & "gift" column./ Jeanne Cecille Martineau was one of four daughters born to the Coös County Sheriff Emile A. Martineau and his wife, the former Pauline Audet. Born on January 10, 1952, Jeanne graduated from Berlin High School in 1970 where she had worked in the cafeteria and been part of the cheerleading squad. Her yearbook entry said "Jeannie" was taking college prep courses but her ambition was "undecided." She decided to marry Roger Dale Diamond on April 16, 1977 in Broward County, Florida. When her father died in 2014, Jeanne Diamond was living in Tulsa, Oklahoma.

- Bencosky-Desjardins files / July 1961 Summit Payroll summary / Ancestry.com / Newspapers.com

Petre or Peter Martineau 1910 - 1917

Fireman from roadmaster Patrick Camden's hometown. On June 2, 1917, 29-year old Pitre (Peter) Romain (Raymond) Martineau went down the Base road to register for the draft. The clerk found Martineau to be short and stout with blue eyes and "light blue" hair (blonde perhaps?) with all his extremities. Martineau was born on January 15, 1888 in St. Agathe, Quebec - the son of 28-year old Antoine and 21-year old Marie Desanges (Bolduc) Martineau. He had five brothers and six sisters. Pitre was working for the Mount Washington Railway as a fireman. He would serve in World War I, and when he registered for the draft again in April 1942, his name was fully anglicized - Peter Raymond Martineau. He was living in the Webster-ville area of Barre Town. He was unemployed that spring however the quarries would open soon. The registrar said Martineau was 5-feet 6-inches tall and weighted 150 pounds. His eyes were still blue but his hair was brown. On November 4, 1945, the 57-year old quarryman would be arrested by Deputy Sheriff Henry C. Lawson and then plead guilty ten days later to a charge of "breach of peace" for assaulting Donald Benway. Martineau paid a fine of $10 and costs of $10.85. Heart disease would claim his life on March 13, 1959 in Barre, Vermont. He was 71, was single, had been in Barre for 30 years and had been working in the granite quarries. The middle name on his death certificate was now back to "Romain." *(1959)* "The death of Peter Romain Martineau, 71, of Upper Websterville was due to natural causes, according to the medical examiner, Dr. Thomas Dunleavy of Barre. Martineau was found last evening *(3/13)* on the couch of his living room by his brother, Paul, of 17 Cottage St., Barre, about 6:30. It is believed that he died about 2 o'clock yesterday afternoon. The body was removed to the Pruneau Funeral Home in Barre by permission of State Atty. T. Tracy Lawson who was called to the scene. Martineau was born in St. Agathe, Lobiere, Canada on Jan. 15, 1888, sone of Antoine and Marie Martineau, both deceased, one of the 13 children born to the couple. The deceased who had never married is survived by four sisters. A retired quarry worker, Martineau was in poor health for the past year. He was a member of St. Monica's Church, and the CIO. During World War I, he served with the U.S. Army Coastal Artillery. Funeral services will beheld at St. Monica's Church in Barre on Monday morning. Entombment will be made in the Elmwood Cemetery vault to await spring burial."

- Among the Clouds - Season of 1910 (Fall) & Jul 23, 1917 / Ancestry.com / Newspapers.com / Burlington Free Press - Thu, Nov 15, 1945 pg. 10 / Barre (VT) Daily Times - Sat, Mar 14, 1959 pg. 5

Suzanne Delpha Martineau 1968

Summit gift shop - (1968) Suzanne Martineau appears on the payroll summary for July 1968 as earning $125 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $99.77. Martineau's salary was booked in the Summit House "gift" column

- July 1968 Summit Payroll summary

John Martiquette 1950

Summit Kitchen Agent

- Railway Ledger

Albert "Bert" Mason 1914 - 1917

Pumping Station engineer - "the pumps are in the care of Mr. Albert Mason, familiarly known as "Bert," who has held the position for the past three seasons." / Albert Burt Mason was born on October 21. 1879 *(or 1881)* in Lawrence, Massachusetts *(or East Richford, Vt)*, to 23-year old Rosalie Gay and 25-year old Peter Benjamin Mason. The family apparently moved to Richford, Vermont and then to Winchester, N.H. where 20-year old Albert was working as a box groover . Burt Mason married Marion H. Porter in Greenfield, Massachusetts, on August 5, 1902, when he was 22 years old. He was 37 and working as a repairman at the

Winchester (NH) Tannery when he registered for the draft on September 12, 1918. He was described as being of medium height and medium build with dark brown eyes and hair. In 1924, Albert B. Mason was paid $73.75 for work at Keene City Hall. Albert Mason was working setting up chairs in a local chair shop in 1930. At age 60, Albert and Marion Mason were still living at 35 Dartmouth Road in Keene, New Hampshire when he registered for draft again in April 1942. He was now working for the Marlboro Box Company in Marlboro, N.H. His hair was gray. His eyes were brown and he had a dark complexion. He weighed 172 pounds and was 5 foot 8 inches tall. Wife Marion would die in 1959 and Albert B. Mason died three years later on March 13, 1962. He was buried in Saint Joseph Cemetery in Keene.

- Among the Clouds - Jul 23, 1917 / Ancestry.com / Newspapers.com / Find-A-Grave.com

Earle W. Mason Jr. 1959

Earle Wendall Mason was born on December 15, 1939 and at age 19 came to the Cog from Derry, New Hampshire. An "Earle W. Mason Jr." *(right)* graduated from Lowell (MA) Technical High School in 1957. The school is about 20 miles south of Derry so probability is high this is the Cog employee. Earle "Hot Rod" Mason's concentration at Lowell Tech was automotive and his classmates said "With trucks and auto his livelihood - he'll earn a good living it's understood." Mason sang in the school's Glee club for two years. Confirmed Cogger Earle W. Mason Jr. would enlist in the U.S. Air Force and marry Claudia Louise French from Pembroke, N.H. He died in November 1968 at the age of 28. *(1968)* "Earle W. Mason, Jr., 28 of 6 Concord St., husband of Mrs. Claudia (French) Mason, was dead on arrival yesterday *(11/5)* at Alexander Eastman Hospital where authorities said he died of a heart attack. A lifelong resident (of Derry), he was engaged in the trucking business. He was a member of the Church of the Transfiguration, Episcopal. Besides his wife, the family includes two daughters, Michele Mason and Melinda Mason, his parents, Mr. and Mrs. Earle W. Mason and a sister, Miss Brenda Mason, all of Derry, two nephews, aunts and uncles. The Peabody Funeral home is in charge of arrangements." He is buried in the Forest Hill Cemetery in East Derry, New Hampshire.

- Ancestry.com / Bencosky-Desjardins files / Railway Corp / Newspapers.com / Nashua (NH) Telegraph - Wed, Nov 6, 1968 pg. 2

Earle W. Mason Jr (1957)
- Lowell Technical School yearbook

Gene Mason (1994)
- Randall Family Collection

Eugene B. "Gene" Mason 1970 - 1980

63-year old Eugene Buckham Mason of Jefferson, New Hampshire began his Cog career in 1970 as manager of the Marshfield cabins. His wife, Ruth also worked the cabins that summer. He earned three hundred dollars a month. He was back at the Mountain in May 1971 doing the same job for the same pay. In 1973, his job title was cashier and he continued to earn $300 a month. Mason's pay went up to $500 a month in 1974 when he became the cook in the Marshfield kitchen. It would be the Cog job he held for the remainder of his time at the mountain. / Eugene B Mason was born in 1907 in Stratford, New Hampshire, to 30-year old Minnie W. Buchnam and 34-year old Eugene Herman Mason. 3-year Gene and his family were living on High Street in Lancaster, New Hampshire in 1910. His English-born father was making a living as a "fur buyer." Gene's 11-year old brother, Harold F. Mason was recorded as part of the family by the Census takers. Ten years later the Masons were living in Lunenburg, Vermont and running a retail grocery store. Mom, Dad and Harold are listed as sales clerks in 1920. 13-year old Gene did not have a job. By 1930, Harold had left to find his fortune and the Masons were back in Lancaster, living on Stevens Terrace. Gene's father was painting houses for a living while 23-year old Gene was a grocery store clerk. Gene Mason married 20-year old Ruth E Oldham in Cascade, New Hampshire, on November 24, 1932, when he was 25 years old. She was the daughter of 52-year old Berlin, New Hampshire papermaker Harry M. Oldham originally from West Peru, Maine and his 52-year old wife Ethel G. (Hyde) Oldham who grew up in Livermore Falls, Maine. It was the first marriage for both Gene and Ruth. In October 1940 when he registered for the draft at age 34, Gene was working for the Marshall Brothers in Northumberland, N.H. He was described as being 5-feet 9-inches tall weighing 170 pounds with brown eyes and brown hair. In the early 1950s, the Masons lived in Nashua, New Hampshire where Gene worked first as a caretaker for Hugh Gregg, then as a maintenance man for the N.H. Highway Department. He died on December 28, 2001 at the age of 95.

- Marshfield/Cabins Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com /

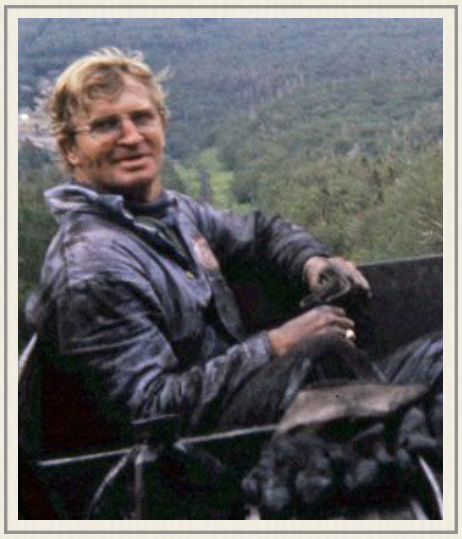
Ruth Elvira (Oldham) Mason 1971 - 1980

58-year old Ruth E. Mason came to work in the Marshfield cabins wiht her husband in 1970 for $260 a month. The next summer, Gene Mason went up to the Base from Jefferson before she did. *(1971)* "Jefferson notes: Mrs. Eugene Mason is visiting her sister, Mrs. Charles Baylor, in Danville, Pa Mr. Mason has returned to his work at the Mt. Washington Cog Railroad." When Ruth Mason did arrive she earned $400 a month for her work taking care of the cabins. In 1973, the Masons moved to the Marshfield operation. While husband Gene was the cashier, Ruth was the counter supervisor and earned $450 a month. The end of the season was not kind as Ruth Mason took a tumble. *(1973)* "Jefferson notes: Mr. and Mrs. Eugene Mason and son, John, returned home on Saturday *(9/1)* from a trip to Quebec City. Mrs. Mason is convalescing from a fractured ankle received when she fell at the Cog Railway." The following summer of 1974, Ruth began working the counter making $3.30 an hour. She joined her husband in the Marshfield kitchen in 1978. *(2008)* "Ruth Mason, 96, of

Ruth Mason (1994)
- Randall Family Collection

Mas

Jefferson Notch Road, died May 28, 2008, at Country Village Genesis Eldercare, Lancaster. She was born in Berlin, Dec. 7, 1911, to Harry and Ethel (Hyde) Oldham. She married Eugene B. Mason of Lancaster. They resided for many years in Lancaster and for several years in Nashua. Together they operated the Stark General Store for a time and also a snowmobile hut in Jefferson. She enjoyed traveling and took trips to Alaska, the Northwest, and Florida. She also enjoyed camping, fishing, dancing, knitting and gardening. She resided in Jefferson for the past 38 years and was presently Jefferson's oldest resident. She was predeceased by her husband, Eugene Mason. Family members include two sons, Ronald G. Mason of Spokane, Wash., and John H. Mason of Jefferson; a daughter, Sandra R. Bent of Brookline; five grandchildren; 13 great-grandchildren; and seven great-great grandchildren. *- Marshfield/Cabins Corp / Bencosky files / Littleton Courier – Thu, May 20, 1971 pg. 5B / Littleton Courier – Thu, Sep 6, 1973 pg. 5A*



John H. Mason 1978 - 1982

Gene and Ruth Mason's younger son, John *(left)* joined his parents at the Cog Railway in 1978. From Jefferson, New Hampshire, the 32-year old was first hired to work at the Base and and the Bunker. In 1979, he went to the Car Shop and earned $4 an hour from May 9th to October 17th. He started in 1980 at $4.25 an hour but that rate was bumped up to $4.60 an hour and the car shop was his primary duty posting. His final year John Mason was found on the books a shop mechanic *(2013)* JEFFERSON – John H. Mason, 67, died Sunday March 10, 2013 at his home on Jefferson Notch Road. Mr. Mason was born in Lancaster on September 14, 1945, the son of Eugene B. and Ruth E. (Oldham) Mason. He was raised throughout New Hampshire and graduated from Simonds High School in Warner. He served in the US Army Reserves where he worked as a cook. Most of his life he has worked in maintenance and was employed for at time with the State of N.H. For many years he worked at the Cog Railway and in recent years at Santa's Village in Jefferson. He also devoted his life to caring for his parents who he now joins with. John loved to travel. He made three trips to Alaska and various other trips including Utah and Montana. For 15 different winters he drove to Florida. He also enjoyed hunting, fishing, gardening and making wood ornaments. A quote from John he asked to include in his obituary: "I hope and pray there will be peace on earth. That would be a gift from heaven from God. Amen". Family members include a brother Ronald Mason of Spokane, Washington; a sister Sandra Bent of Brookline, N.H.; and several nieces and nephews. John's request there are no visiting hours. A graveside service will be held in the spring at Hillside Cemetery, Jefferson. All three Masons who worked at the Cog are buried there.

John Mason (1994)
- Randall Family Collection

- Desjardins Collection / Marshfield Corp / Railway Corp / https://www.geni.com/people/John-Mason/6000000010402256891

Robert Mason 1985 ?

Cog shop employee of the John Rolli era

- Rolli email to Jitney Jr

G. Masters 1969

Summit House employee - A "G. Masters" is on a list of 1969 employees due a bonus for their summer work. It was for $60.

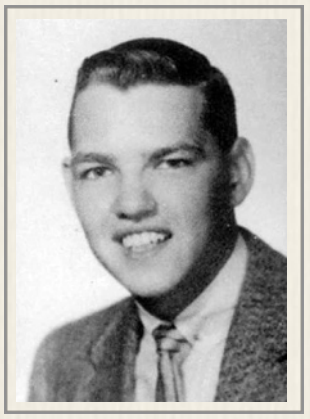
Harry Masterton (1934)
- Dartmouth College yearbook

Harry Masterton 1934

(1934) 22-year old Harry Masterton bids "Au Revoir" to the Summit House on September 29th after a summer at the top of New England. From Malden, Massachusetts, Harry Masterton was the son of New York-born painter Archie Masterton and his wife, Annie T. (Sonia) Masterton - who grew up in Malden. He was born on August 26, 1912. In 1920, the family was living on Rockwall Street in Malden. 31-year old father Archie was a stockman at the Safety Razor Company supporting his 29-year old wife, Annie - their 10 year old daughter Dorothy, 8-year old Edna and 7-year old Harry. 10 years later, Harry was graduating from Malden High School - the family was living on Cliff Street. Archie was now Malden fireman. Dorothy and Edna were stenographers at insurance office while Harry was a messenger for an insurance office. Harry would be heading to Dartmouth College in the fall to major in economics. When Harry Masterton registered for the draft on October 16, 1940, he was living at 69 Main Street in Malden and working for the Waltham Watch Company. The registrar Florence J. Ross noted Masterton was 5-foot 7 ½ inches tall and weighed 145 pounds. His eyes were blue, his hair blonde and complexion ruddy. It appears he was married in 1941 to Florence L. Coombs and in November 1941, the Mastertons moved to 367 Winter St. in Fall River, Massachusetts. He enlisted in the U.S. Navy in mid-May 1942, served as a lieutenant and was released from service three days before Christmas in 1945. The couple would have three children; Marianne, Harry and Thomas. Harry Masterton was an office manager when he was initiated into the Masonic Lodge of Stirling on April 11, 1951. *(His membership was suspended on August 31, 1968.)* Florence would die from cancer on October 3, 1957. Harry would marry again in 1967 partnering with Lorraine Carulli in Hollister, Massachusetts. He died on October 7, 1987 at the age of 75.

- 1934 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com

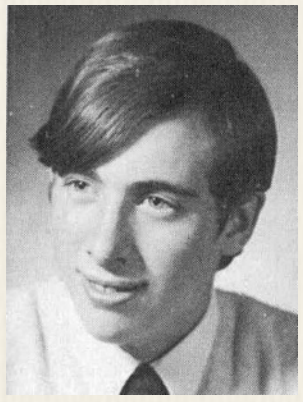
Robert J. Mather 1957



Robert Mather (1958)
- Wakefield HS yearbook

From Arlington, Virginia, it appears that Robert J. Mather came to Mount Washington the summer between his junior and senior year at Wakefield High School in Arlington to work at Marshfield. Robert Mather *(right)* graduated after a busy junior year when he ran J.V. Cross Country and Indoor Track teams. He was also vice president of the Phi Hi-Y organization.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com



Greg Mathias (1972)
- Geo Washington HS yearbook

Gregory Alan "Greg" Mathias 1975

From Livonia, Michigan, 20-year old Greg Mathias was listed as a "new" Cogger in a June 1975 report to the New Hampshire Department of Transportation. He was working on the track crew. An internet search reveals Gregory Alan Mathias was born on October 5, 1954 in Denver, Colorado, and graduated from George Washington High School in 1972. He would spend most of his life in Washtenaw County, Michigan area (Ann Arbor, Livonia, etc.). Gregory Alan Mathias would die there on January 18, 1987 in Lyndon Township at the age of 32.

- Railway Corp / Desjardins Collection / State Report - Jun 24, 1975 / Ancestry.com / Newspapers.com

Bruce A. Matthews 1964

Railway employee from Webster, New York earned $1.00 an hour that summer.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Charles L. Matthews III 1958

Matthews came to work at Mount Washington as a new graduate from the University of Pennsylvania. He was going to attend the Tuck School of Business at Dartmouth in the fall so he claimed Hanover, New Hampshire as his home on the Railway Corporation's roster. *(1989)* "From all over the world, information poured into Ford Motor Co.'s office of the chief executive, staffed by four top executives. To get to them, the information had to first get past the watchful eye of Charles L. Matthews III. "In business decisions, he came across as calm and thoughtful - really in everything he did," said Stan Seneker, executive vice president and chief financial officer. "I think also he had a wealth of experience dealing with the man intricacies of our business." Mr. Matthews died of cancer Wednesday *(5/3)* at his Grosse Pointed Farms home. He was 57 and had worked for Ford for 30 years. He was a native of Philadelphia and came to the Detroit area in 1959 after receiving a master's degree in business administration from the Amos Tuck School of Business at Dartmouth college in Hanover, N.H. He received a bachelor's degree from the University of Pennsylvania in Philadelphia. Ford hired Mr. Matthews as a financial analyst. He went on to several other positions until becoming manager of the capital financial analyst department in 1968. He held that post for nine years. In 1977, he became administrator of the office of the chief executive, where he was responsible for coordinating the flow of information to the chief executive, chairman, vice chairman and chief financial officer. "There's no question he was highly responsible as a business professional and as an individual," Seneker said. "I think he was well liked by everyone. I didn't know anyone who didn't like Charlie." He was a member of the Country Club of Detroit, the Dartmouth Club and the board of directors of the Oxford Institute of St. John's of Detroit. "He was always doing something," said his wife, Barbara. "He was a projects person. He always had projects that he found to do around the house." He also is survived by a son, Charles IV; a daughter, Mary; two brothers, and a sister."

- Railway Corp / Bencosky-Desjardins files / Detroit Free Press - Fri, May 5, 1989

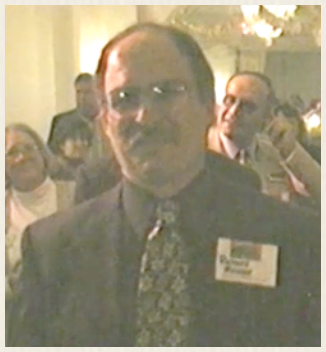
Daniel M. Mattis 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Richard A. Mauser 1964 - 1965

Richard A. Mauser (1963)
- Spaulding HS yearbook

Richard Mauser came to the Cog Railway to work as a brakeman shortly after graduating from Spaulding High School in Rochester, New Hampshire. He earned $1.00 hour that summer. Mauser returned for the 1999 Cog employee reunion: "I was a brakeman for Bob (Kent) over there. One summer I worked for a dollar and a quarter an hour. I worked 90 hours a week and made $90. I graduated from high school, (the Cog) was my first real job. (I had) a lifelong, love of trains. I was going to the University of New Hampshire as a mechanical engineering student and just seemed like a fun thing to do my first summer out of high school. When I think back about it, it was a lot of responsibility for an 18 or 19 year old kid just outta high school. It was a lot of responsibility, more than I realized at the time. One of the things that sticks in my mind was the number of people that would look at the sign, the weather sign board at the Base and say, the summit is socked in visibility is zero and 30 degrees and they go up there in a light jacket. Then at the top ask why they couldn't see it anything <laugh> and that happened over and over. Then you get the occasional person who wants their money back, 'cuz they felt cheated. We told them it was zero visibility, but they didn't see anything at the time." Intv: "Was there real camaraderie amongst the people running the training at that time?" Mauser: "Very much so. Most of the engi-

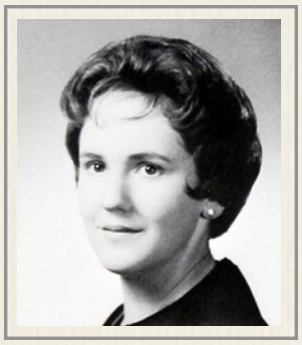


Richard A. Mauser (1999)
- Cog Reunion movie

neers were older. Some of were school teachers, most of the break men were, were my age, college kids. And uh, there was a lot of camaraderie. A few of us had cars, but not many. And we'd all get in ta car... on Friday night and go down to Whitefield... to the laundromat and that was a big night out cause we worked seven days a week. Typical week was 90 hours. I worked for a dollar quarter an hour minimum wage, 90 hour a week, took home less than a hundred bucks. Loved every second loved every second of it. I wish I could thank the Teagues (Arthur & Ellen) personally for the opportunity that they gave me for my first job out of high school, it was a lot of faith on their part to hire us kids and essentially get them their first job as they're going off to college. It was just probably one of the most memorable jobs I've ever had."

- Bencosky-Desjardins files / Ancestry.com

Roberta "Bobbie" Mawhinney 1966



Bobbie Mawhinney (1964)
- Brookline HS yearbook

Marshfield counter - (20-year old) Bobbie comes from Brookline, Massachusetts and goes to secretarial school in Boston. Her hobby is swimming. She plans to be an airline hostess. Bobbi is eating carrots so her vision will be better at night. Roberta Jay Mawhinney was born on March 15, 1946 the only child of a 30-year old disabled World War II 101st Airborne veteran Robert C. Mawhinney *(b.1920 d.1977)* and his 33-year old wife Helene M. (Passmore) Mawhinney *(b.1913 d.2006)*. The 1964 Brookline High School yearbook says Bobbie was very involved in the Future Homemakers of America organization *(state vice president in 1962)*, helped with circulation of the *Sagamore*, was part of the Student Forum, worked as an office aide her senior year and was part of the Junior Red Cross. The 1968 *Boston City Directory* lists Roberta Mawhinney working as a sales clerk for Merrill Lynch and living on Pleasant Street in Brookline, MA. The 1974 *Directory* has Mawhinney still working as a clerk living in Apartment 3a at 180 North Beacon Street. Roberta J. Mawhinney was living in South Yarmouth, Massachusetts when she died on October 7, 2008 at the age of 62.

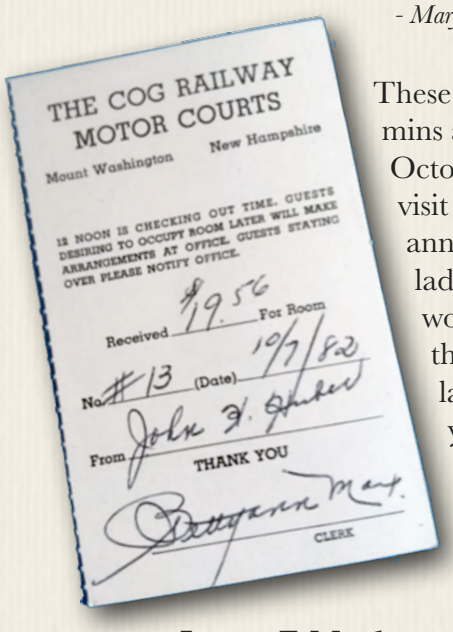
- See Vol. 1 the age of 62. Ch. 9 Sec. 3 / Ancestry.com / Newspapers.come / Boston Globe - Mon, Jul 17, 2006 pg. 28; Thu, Nov 15, 1962 pg. 10

Rouleau & Bettyann Max in Marshfield
- Mary Anne Barnes photo

Bettyann Max 1977 - 1982

Bettyann Max
- Terry Flaherty photo

Betty-Ann Max called Brooklyn, New York home when she started working in the cabins in 1977. Her name next appears on Faith Bencosky's records for 1980 as working in the cabins but it is assumed she worked in 1978 and 1979. She then appears on the 1982 Cog party guest list with a John Max. *(2020)* Terry Flaherty posted photos of Bettyann Max on the MWCR FB page saying "She was a pretty neat lady!" and these memories followed from Coggers: ***Bruce Rockford:*** "I remember her saying she put vitamin C and aspirin in the soil for her plants." ***Flaherty:*** "Bruce, she also swore by drinking apple cider vinegar every day. Back then it sounded absurd. These days.... it's a thing!" ***Mark Rockwood Sr:*** "She loved her vitamins and bran on every thing (including) ice cream." David Huber's October 2020 posting of a signed receipt *(left)* his dad received for his visit to the Cog ain October 1982 prompted another flood of Bettyann Max memories. ***Ann Schubert Turner:*** "She was such a sweet lady." ***John F. Kurdzionak:*** "This was only 10 years before I worked there, but it seems like it would have been an eternity more than that." ***Susan M Houck:*** "Bettyann was a wonderful, kind lady!!! So sweet." ***Nancy Robillard:*** "Remember her like it was yesterday. She was such a sweet lady. Went to Brooklyn NY to her home a couple times after she left the Cog." ***Bruce Rockwood:*** "Nancy, she was one of a kind."



- Marshfield Corp / Bencosky-Desjardins files / MWCR: We Worked There FB page

Bettyann Max with new husband at Cog Party (1982)
- Mary Anne Barnes photo

James F. Mayberger 1978 - 1979

19-year old James F. Mayberger began working at the Cog on May 15, 1978 assigned to Base Station grounds crew. He would head home to Locust Valley, New York on August 26th just ahead of his 20th birthday on September 12th. He came back in 1979 to work the grounds and got paid $2.90 an hour. James was one of three children born to Dr. Harold Woodrow Mayberger and his wife, Eva Marie (Yerkovich) Mayberger. James' older brother, John married a woman from Bennington, Vermont and James served as best man. Their sister is Mary. On April Fools' Day, 2000, James Mayberger married Esmeralda Ramirez in Clark County, Nevada. When his dad died in 2005, James and Esmeralda were living in Pasedena where Mayberger had opened

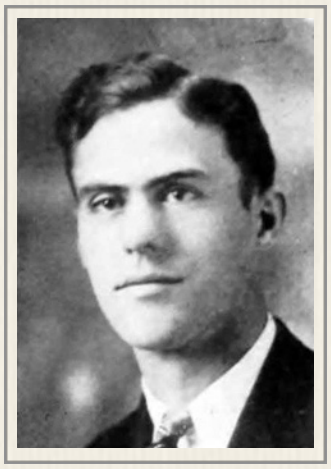
up picture framing shop, Frames by James.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-A-Grave.com / Bennington (VT) Banner - Wed, Jun 25, 1980 pg. 10

Johnny (Pat) Maybower 1935

(1935) Mount Washington Club register notes that Maybower will be rooming for the summer in Tip Top House rooms 44-45 with three other employees - George Vallie, Dan Gore and Joab Dowling. *- 1935 Mount Washington Club Guest Register*

Ernest Mayhew 1927



Ernest J. Mayhew (1929)
- Bay Path College yearbook

"Ernest Mayhew of Wells River arrived here Friday *(5/20)* to work on the railroad." Ernest Joseph Mayhew was born on November 17, 1906 - the fourth son of a Canadian born French speaking couple Odillon and Demerise Lamorie Mayhew. The couple had changed their name to Mayhew from Mailloux. 48-year old Odillon "Barney" Mayhew was working as a freight handler for the railroad in Wells River in 1910 while his 42-year old wife, Lamore was taking care of 14-year old Albert, 11-year old Joseph, 5-year old Fred and 3-year old Ernest at the family's Railroad Street South home. Ten years later, the Mayhews are living on Paddy Here Street in Wells River. Odillon is still handling freight for the railroad and 24-year old son, Albert is a boilermaker's helper in the shops. 20-year old Joseph is driving for the express company. 13-year old Ernest is still in school. Ernest would go to St. Johnsbury Academy and graduate in 1926. He was going to the Bay Path College Institute in the Normal Commercial Department. Mayhew earned a Teachers' Certificate in Gregg Shorthand and Palmer Penmanship. The Bay Path College yearbook for 1929 says Ernest Mayhew was 5-feet 10½ inches tall and weighed 153 pounds and was a candidate for a two-year diploma. He was president of his class at Bay Path for one year and president of the Bay Path Vermont Club. He played basketball, football, track and winter sports. When Ernest J. Mayhew registered for the draft on October 16, 1940 at age 33, he was single, living in Belleville, New Jersey- renting a room from Leon and Yvonne Bradshaw, and working as an accountant for Arthur Ackermann & Son in New York City - a British based publisher, art dealer and print seller. Mayhew had gray eyes, black hair and weighed 161 pounds. He married Christine Adell Russell, who died in 1968 and is buried in Houston, Texas. He married Betty J. Koenig on July 7, 1975 in Harris, Texas. Ernest Mayhew died on August 4, 1991 at the age of 84. He is buried alongside his first wife in Houston's Forest Park Westheimer Cemetery.

- Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg 6 / Ancestry.com / Newspapers.com / Find-A-Grave.com

Francis Mayo 1924

Francis Mayo (1956)
- Caledonian Record

"Francis Mayo, who has been employed on the Mt. Washington railway during the summer, has returned to his home here" in Woodsville, New Hampshire. Francis was attending St. Michael's college and is the son of Boston & Maine Railroad Superintendent Frederick C. Mayo. He spent the summer of 1922 working in Bethlehem where his aunt lived. *Ancestry.com* summary: "Frederick Francis Mayo was born on February 22, 1907, in Vermont, his father, Frederick, was 33 and his mother, Annie Louise (Nash) Mayo, was 34. He had three siblings. Francis married Dorothy Doucette in 1966. He died on November 27, 1978, at the age of 71, and was buried in St Johnsbury, Vermont in the Mount Calvary Cemetery. *- Groton Times, Woodsville, N.H. - Fri, Oct 10, 1924 pg. 5; Fri, Feb 15, 1924 pg. 8; Fri, Jul 14, 1922 pg. 8;*

Frederick C. Mayo 1925

Railway superintendent - father of Francis - Born March 20, 1873, at Johnson, Vt. Educated in the public schools. Entered railway service 1888 as telegraph operator St. Johnsbury & Lake Champlain R. R. (now a part of the Boston & Maine R. R.), since which he has been consecutively 1890 to 1907, dispatcher same road; 1907 to 1917, assistant superintendent; 1917 to date, division superintendent same road. *Ancestry.com* summary says: "When Frederick Carroll Mayo was born on March 20, 1873, in Johnson, Vermont, his father, Francis, was 49 and his mother, Matilda, was 37. He had one daughter with Mary A Fitzpatrick. He also had three children with Annie Louise Nash Mayo. They were married on Wednesday, October 30, 1901 at her home in Burlington at 9 am. He died on December 23, 1934, in Vermont at the age of 61, and was buried in St Johnsbury, Vermont."

- 1922 Biographical Directory of The Railway Officials of America

Ray McAlpin 1907

Summit House employee - *(1907)* "Lisbon notes: Oscar Clark and Ray McAlpin have gone to the Summit house, Mt. Washington, for the remainder of the summer." Ray was the 19-year old son of Lisbon farmer William H. McAlpin and his wife Julia P. Amey of Bath. Raymond E. McAlpine was born on

September 23, 1887 when his father was 26 and his mother was 22. When the U.S. Census was taken in 1900, 13-year old Ray was going to school and his father was a day laborer at the Parker and Grocery Manufacturing Company. Five months after he returned from his summer at the Summit House, Ray McAlpin would fall sick with typhoid fever. Four weeks after contracting the disease, the only child of William and Julia McAlpin died on March 19, 1908. *(1908)* Lisbon Notes: "In the death of Raymond E. McAlpin many homes besides that of his parents, Mr. and Mrs. William H. McAplin, have found cause for sorrowing. That this is so, was clearly manifest at the funeral held in the Congregational church at 2 o'clock Saturday *(3/21)*, when the auditorium was filled with sympathizing friends, and the many costly flowers testified to the loving esteem in which the absent one was held by friends of all ages. A simple service was held in which the Rev. Joseph Simpson of the Methodist church officiated. B. S. Webb sang a solo. The pastor of the church addressed a few words of tribute to the memory of one who had endeared himself to so many by his courtesy upon the street, his uprightness as a boy companion, his manliness upon the athletic field, and his loyalty as a son. Interment with simple service took place at Grove Hill cemetery *(right)* shortly following the exercises at the church. In the loss of their only son, the sympathy of the community of friends goes out to Mr. and Mrs. McAlpin. His age was 20 years." Card of Thanks: "We desire to express our heartfelt thanks and sincere gratitude to all the kind friends and neighbors for the many expressions of sympathy during the trying hours of our late bereavement and for the beautiful flowers. - Mr. and Mrs. Wm. H. McAlpin"

- Littleton Courier - Thu, Aug 22, 1907 & Thu, Mar 26, 1908 pg. 2 / Ancestry.com / Newspapers.com

Thomas McCabe (202)
- Facebook profile photo

Thomas J. McCabe 1967

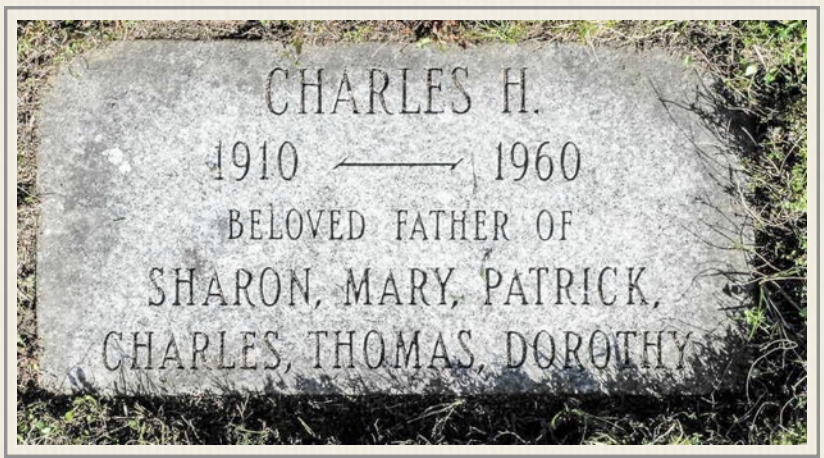
Mentioned by Old Troll in *Cog Clatter* as replacing batteries in track phone. Tom McCabe talked of his time at the Cog on Facebook in 2020: "I worked at the Cog in summer of '67. Rocco Bianchi and I drove there from Philly by every back road we could find because we couldn't afford toll roads. He had a TR3 if I remember correctly and the ride was an adventure. I was going to hitchhike back. Rocco had a job there already but I just went along for the heck of it. The Colonel didn't want to hire me but Mrs. Teague prevailed and I was hired as the railroad electrician. It actually kept me pretty busy." McCabe remembered "The French sisters *(Julia & Kathy)*, the thin gal working in the snack bar whose last name was Honey *(Kropp)* (spelled differently), Rocco and Linda, the strange big dude who did the locomotive work *(Harold Adams)*, the young guy who crashed his motorcycle *(Dave Witing)*, the dark haired young women (bookkeeper?) who worked in the office and was a smoker. The big guy who was the cook *(Pete Rusinski)*. That's it for now. I wasn't a part of the train, track, restaurant, housekeeping, or store crews so while I saw them all I usually worked alone and reported the the Volonel at the end of each day." ***Charley Kenison:*** "Hi Tom I remember helping you with some of the wiring." ***Tom McCabe:*** "Charley I remember your name. The Colonel was building his new house and I wired a bunch of it, so that may have been a place where I needed a second pair of hands. I had a few adventures while on the Cog and after looking at the photos maybe it will jog more memories out of the cobwebs." ***Claire Dwyer:*** "I am the woman from the office who contacted you in 2014 about the then upcoming reunion. We exchanged a few emails at the time. I was the secretary from 1967-71. (I regret that I am being remembered as a smoker!! Stopped in 1971!) We had another reunion in June 2019. My email to you announcing it bounced back." ***Tom:*** "I apologize about the 'smoker' comment. In my own odd way that turns out to be a compliment. Due to some of my childhood realities I grew to hate cigarette smoke and I avoided it as much as I could. So, here and there in life, women who I thought were really attractive and who I very much wanted to hit on, were off limits so to speak. Those cigarettes spared you from being pestered my me. One name that I never forget is Crawford *(Hassen)*. Rocco and I would end up drinking with him at a hotel bar named the Thayer *(in Littleton)*. He had lots of yarns and we always had a great time. Littleton was the town where Rocco *(Bianchi)* and I would make our weekly run to buy alcohol for Coggers. I was surprising how much booze we could fit in that TR3. I remembered the shop bosses name was Paul *(Philbrook)*. He very much kept to himself when off duty and seemed like he was carrying a 'weight' of some sort. We got along OK I think because I could talk machines with him. I kept an eye on the water wheels and generators, climbed poles to do line repairs and kept the track phone lines repaired. I think he appreciated that."

- Railway Corp / MWCR: We Worked There Facebook page

Charles H. McCaffrey 1957 - 1959

The former brakeman on the St. Johnsbury & Lamoille County railroad and trained welder came to the Cog Railway from St. Johnsbury. Charles Howard McCaffrey was born on July 20, 1910, in Milan, Quebec, Canada, when his father, John Christopher McCaffrey, was 38 and his mother, Mary Elizabeth McLeod, was 20. The family came south in 1910, settled in St. Johnsbury on Crow Hill and was listed there in the 1920 Census. His father was working as a blacksmith. 9-year old Charles had four brothers and a sister. At 19, Charles was still living at home and working on a farm in late April 1930. McCaffrey joins the Vermont National Guard and is part of St. Johnsbury's Company D of the 172nd Infantry because the following August, Private McCaffrey is boarding a special train *(8/8)* with his unit to go to Fort Ethan Allen in Colchester via Wells River and Montpelier for two weeks of training with units from Newport, Orleans and Lyndonville. The annual muster and training session will occur again in 1932. On Tuesday, April 25, 1933, 22-year Charles H. McCaffrey is on a 9:30 am bus with 15 other young men heading Fort

Ethan Allen but this time as part of "President Roosevelt's gigantic forestry project." They arrived with a "toothbrush, comb, brush, shaving kit, suit of clothes, and any special pieces of equipment such as flashlight, violin, etc. Unless rejected, the recruit will not be permitted to return home... All food, clothing and medical attention will be furnished by the government after the is finally accepted. To be accepted McCaffrey and the others underwent "a thorough examination and any defect (would) throw the applicant out. After the physical examination the recruits will be assigned quarters and two weeks of strenuous workout under strict army regulations will begin. Then the recruit will be transported by the government to its nearest forestry project for weeks of work in the woods. The 16 young men from (St. Johnsbury)... made arrangements for the government to pay $25 or their $30 monthly income to either their father or mother, or, as in one case of tree surgery expert to his wife." It is unclear if Charles McCaffrey worked in the woods that winter, but he the regimented life seems to have agreed with him as he enlisted in the U.S. Marine Corps. *(1934)* St. Johnsbury Notes: "The roving life of a U.S. Marine is in prospect for Charles H. McCaffrey, son of Mr. and Mrs. John McCaffrey of RFD No. 3, who is now *(8/18)* undergoing training in the drills, duties, and customs of the soldiers of the seas at Paris Island, S.C., according to a recent report of enlistments at that training station." 24-year old Private McCaffrey earns his sergeant's stripes by age 28 as the summer starts in 1939. He marries Elizabeth Violet Deagle/Daigle on July 8, 1939 in Brookline, Massachusetts, and the couple is living with Charles' parents in mid-April 1940. McCaffrey has found work as an electric welder on the St. Johnsbury & Lamoille County Railroad steam engines based in town. He registers for the draft on October 16, 1940, but his service in the Marine Corps has his name struck from the list of potential draftees. McCaffrey is described as 5-foot 8 ¾ inches tall, weighing 147 pounds with blue eyes and brown hair. He has a tattoo on his left shoulder and the end of the third right finger is cut off. The couple had six children during their marriage. When their second child, Mary Elizabeth is born to 25-year old Elizbeth McCaffrey the day before Pearl Harbor is bombed in 1941, 31-year old Charles McCaffrey is now a brakeman on the railroad. Their marriage would end on June 21, 1956 in an uncontested divorce brought by Elizabeth for "non-support" and the action was not contested. From newspaper clippings, it appears the bottle got the better of the marine. *(1952)* "Charles H. McCaffrey, 41, of St. Johnsbury was sentenced to five days in the county jail by Judge Kyle T. Brown Jr., in municipal Court Tuesday *(4/8)* morning when he pleaded guilty to a charge of breach of the peace. State's Attorney John H. Downs advised the court that a move was on foot to have the respondent committed to Waterbury State Hospital for treatment of chronic alcoholism and he recommended the jail term as a means of keeping him from abusing his family pending his transfer to the state institution. The complaint alleged that McCaffrey beat his wife on April 6." McCaffrey was back from Waterbury and back in court on July 24th. "In court yesterday, Charles H. McCaffrey, 42, St. Johnsbury, was fined $10 and costs of $10.30 or ordered to served on day in the county jail for each $1 of his fine and costs on a breach of the peace charge. Village police said McCaffrey broke the peace Wednesday *(7/23)* in St. Johnsbury by "tumultuous and offensive carriage, by threatening, quarreling and assaulting" a police officer, and "by swearing and calling him foul names on a public street." *(1953)* "Charles H. McCaffrey, 43, St. Johnsbury, was sentenced to 12 to 18 months in the House of Corrections after he was found guilty of non-support. He had been held in Caledonia County Jail since Thursday *(8/27)* after he had been apprehended for breaking probation on a similar conviction. *(1955)* "Two men appeared in (St. Johnsbury) Municipal Court for arraignment on breach of peace complaints. Clement P. Therrien, 32, pleaded guilty to a complain charging him with assaulting, beating and striking Charles H. McCaffrey. The court continued Therrien's case for sentencing Monday *(10/31)* and fixed bail at $200, which was posted. Charles H. McCaffrey, 45, pleaded not guilty to the same complaint and with assaulting, beating and striking Therrien. Judge Brown fixed bail at $200 and continued McCaffrey's case for trial." The year after McCaffrey's divorce became final, he began working at the Cog. He was a railway employee doing construction and welding for the final three summers of his life. In late 1959, McCaffrey was admitted to the Kendall Nursing Home in Barnet. He had been diagnosed with colon cancer in 1955. He died on March 7, 1960, in Barnet, Vermont, at the age of 49. McCaffrey was buried at the Mt. Cavalry Cemetery in St. Johnsbury.



- Railway Corp / Ancestry.com / Newspapers.com / Find-a-Grave.com / St. Johnsbury Republican - Mon, Aug 31, 1931 pg. 1; Mon, Aug 8, 1931 pg. 2 & Mon, May 1, 1933 pg. 1 / Caledonian Record - Tue, Apr 25, 1933 pg. 1 & 2; Sat, Aug 18, 1934 pg. 3; Wed, Apr 9, 1952 pg. 6; Fri, Jul 25, 1952 pg. 4 & Wed, Sep 2, 1953 pg. 4 / Burlington Free Press - Tue, Oct 25, 1955 pg. 16

McC

John McCaffrey 1960

McCaffrey was from Billerica, Massachusetts and worked in the car shop earning $130 plus $20 a month. Jitney Jr's internet research found there were two John McCaffrey's of the appropriate age in Billerica. He's hopeful the Granger family that lived in Billerica when Pliney Jr. was employed by the B&M might help sort out which McCaffrey was the Cogger.

- Railway Corp / Bencosky-Desjardins files

Edward W. McCann 1939 estimated

Railway employee - *(1943)* "In Uniform: Proving that hope should never be given up in the case of someone reported missing in action, the family of Pvt. Edward McCann of Twin Mountain were overjoyed at the announcement that Private McCann, last week reported missing in action in the North African campaign, has been found and is now back on duty with his company after being missing for six days. This was a happy announcement that the War Department had for relatives of the Twin Mountain soldier. Before his induction 15 months ago *(July 1942)*, Private McCann was employed by the Lane Construction company on road construction on Route 3 at the northern end of Franconia notch. He also worked for one summer as an engineer on the Mt. Washington Cog railroad." Edward William McCann was born on February 12, 1914, in Tilton (Sawyer's River), New Hampshire, to 30-year old Anne Deady/Deede and 31-year old John Bernard McCann. 26-year old Edward McCann was working for the State Highway Department and living in Twin Mountain when he registered for the draft on October 16, 1940. His uncle, William Joseph McCann of Twin Mountain was designated as the person who would always know where Ed McCann was. He stood 5-feet 9-inches tall and weighed 145 pounds with brown hair and brown eyes. 30-year old McCann was still in the Army when he married 19-year old Eleanor S. Smith of Whitefield on November 19, 1944. Preparations for the wedding were quick. Waivers were filed on the New Hampshire Blood test and the Five-Day-Law the first marriage for both parties, Whitefield's Catholic priest Rev. F. J. Maney performed the ceremony. She was the daughter of George W. and Catherine Frances (Hickey) Smith. They were both 44, but the whereabouts of Whitefield native George W. Smith and his occupation was not known. Catherine was from Lawrence, Massachusetts and was maintaining a house in Whitefield. Ed McCann's 61-year old father, John B. was working for the Maine Central railroad in Bartlett, New Hampshire. John had been born in Carroll. Edwards mother 53-year old Joanna Gertrude Deady, from Amherst, Nova Scotia was dead at the time of the wedding. The couple apparently had no children. Edward W. McCann died in February 1988 in his hometown of Tilton at the age of 74.

- Littleton Courier - Thu, Oct 21, 1943

Etta Mae (Travers) McCarthy 1925

Boarding House chambermaid - *(1925)* "Woodsville notes: Mrs. Peter McCarthy has gone to the Base station, where she has employment for the summer." Born in Whitefield, New Hampshire, USA on April 5, 1898 to John Francis Travers and Mary Ann (Monahan) Travers. Etta Mae Travers-McCarthy married Peter Hugh McCarthy and had 1 child. She passed away on January 3, 1971 in Woodsville, New Hampshire, USA. She was an active member and held leadership roles with the Woodsville Catholic Women's club. See McCarthy, Peter H.

- Littleton Courier - Thu, May 21, 1925 / Ancestry.com / Newspapers.com

Fred W. McCarthy 1951

Railway Ledger

John "Jack" McCarthy 1878 - 1881

Fireman on the *Cloud* when it broke down on Thursday, August 22nd, 1878 stranding three trains above it. *Geo Stephenson* rescue engine effort resulted in another crash on Cold Spring. The 1880 Census describes McCarthy as a married, 23-year old Canadian-born fireman living at the Base "dwelling house" in September 1879. On 1881 list as fireman with long period of service on railway. McCarthy was part of the Mount Washington Railway contingent that went east and spent time running trains on the Green Mountain Railway in Maine. *(1885)* "J. McCarthy and wife, of Bar Harbor, Me., are visiting in this region (of Twin Mountain.) "Jack" is well known as an engineer on the Mt. Washington railway, and left there to accept a similar position on Green Mountain, Mt. Desert." A 1933 recollection of that Maine railroad by Mae D. McFarland says engineer Jack McCarthy was one of the "names to be recalled." He and his wife lived in Eden and Bar Harbor, Maine and he worked as a carpenter when not running steam engines. John J. McCarthy was born on July 28, 1852, in L'Avenir, Drummond, Quebec, Canada, to 27-year old Ann Kellett and 44-year old farmer Dennis McCarthy. 28-year old John J. McCarthy married 22-year old Elizabeth Dennery in 1880. Their adopted son Francis Roy McCarthy was born on March 26, 1886, in Maine. McCarthy's wife Elizabeth passed away on August 8, 1923, in Newfoundland and Labrador, Canada, at the age of 65. They had been married 43 years. There's evidence McCarthy came south in 1870, 1873 and 1875. April 10, 1875 is arrival date used when the 49-year old McCarthy sought and received naturalization in and by the State of Maine in 1902. He said his point of arrival was Franklin, New Hampshire. However, there is an 1870 immigration date on his 1920 Census entry when McCarthy is living in Bar Harbor, Maine and the 1873 immigration date is recorded for the 48-year old railroad engineer in the 1900 Census when he was living in Eden, Maine. Jitney Jr's web search also found two spellings of John's last name, McCarty (earlier) & McCarthy (later). Jitney Jr. thinks Jack McCarthy/McCarty could have been working at the Cog Railway as early as 1870 and may also have the been the subject of an

1877 manhunt by the county sheriff detailed in an early issue of *Among the Clouds*: "It appears that Sheriff Farr of Littleton and posse, under command of Colonel Leach of Franklin, came to arrest one John McCarty at the Base for a crime alleged to have been committed in Canada. McCarty believing that the writ had not virtue and he was justified in resisting, and the whole militia of northern New Hampshire being under the command of the Mount Washington railway, a sharp engagement ensued. Colonel Leach and the whole posse were held at bay until 11.45 pm. They then made their way through and marched up Mount Washington and then marched down again. Later – 1.15 am – The the militia took all the grounds of the railway company, and Leach, Farr and posse fell back to Marshfield, and quietness prevailed. It is expected that Leach will call for troops and a proclamation will be issued, It is understood that McCarty left for Canada, as it was not deemed prudent to have the engagement here as it would interfere with the business of the road, and Colonel Leach will probably march under protection of United States troops to Sherbrooke, where the first engagement is expected, and there it will be settled by the two great armies of the United States and Great Britain. *This item from Among the Clouds v1n6 remains a puzzle. This incident drew no coverage in Littleton newspapers of the time although railroad strikes in the US and Catholic-Protestant disputes in Canada were mentioned. While unconfirmed it makes sense to Jitney Jr. that fellow Coggers may have helped McCarty/McCarthy slip away from N.H. authorities and head back to Canada to sort his legal difficulties out. (1932)* "The funeral of John McCarthy, 80, was held Saturday *(4/2)* morning in the Catholic Church *(in Bangor, Maine)*. He was born in the Province of Quebec and came to Bar Harbor in 1884 to work on the Green Mountain railroad built to the top of Green mountain, now called Cadillac. Previous to this he was an engineer on the cog-wheel road running up Mt. Washington. During the latter part of his residence in Bar Harbor he worked as a carpenter. he was a member of the Knights of Columbus. He is survived by a son, Roy; two grandchildren, two brothers in Canada and a sister in Vermont." *- New York Times article August 26, 1878 / 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Among the Clouds - Sep 6, 1881 / Ellsworth American - Apr 26, 1933 / transcript in Burt papers - Dartmouth College Rauner Special Collections / Littleton Journal - Fri, Oct 2, 1885 / Ancestry.com / Newspapers.com / FindAGrave.com / Bangor (ME) Daily News - Tue, Apr 5, 1932 pg. 4 / Among the Clouds - Thu, July 26, 1877*

Joseph J. McCarthy ????

Railway employee - Lou Doucet of Melbourne, Fla. told Jitney Jr. "My Grandfather was Joseph McCarthy, he lived in Woodville, NH. I don't have any details of when he worked on it, only that my mother told me he worked there (Cog Railway) prior to getting a job as a conductor with B&M Railroad. My Mom passed away last year so I have no way to find out anything additional." It appears Joseph McCarthy is Peter's brother: "Hugh McCarthy, born in Canada in 1860, [Year of immigration: 1877], and spouse Giles M. McCarthy, born in Canada in 1861, [Year of immigration: 1888] are living at 30 Park Place in 1917-1919. The McCarthy's have two sons ... Joseph J. Mc Carthy born in New Hampshire in 1891, and Peter H. Mc Carthy also born in New Hampshire in 1895. The McCarthy's are living at 30 Park street in 1920. ** Joseph J. McCarthy, born in New Hampshire in 1892, is a fireman for the railroad and boards with Hugh McCarthy at 30 Park Street. *(1919)* Joseph is a brakeman for the railroad. *(1925)* Joseph and Anna M. McCarthy, born in 1892, have a home at 30 Park Street. *(1929-1937)* The family including their daughter Pauline F. Mccarthy age 7, are living here in 1930. Joseph and Anna M. McCarthy are now living at 29 Highland Street. *(1953-1955)* Joseph and Anna M. McCarthy are now *(1956-1958)* living at 81 Central Street. *(1963)* "A high mass of requiem was celebrated Tuesday *(3/19)* at 9 o'clock at St. Joseph's church, with entombment in Horsemeadow cemetery, North Haverhill, and burial will be in St. Joseph's cemetery, Bath in the spring for Joseph J. McCarthy, 71, who died Saturday *(3/16)* at Cottage hospital, Woodsville after a brief illness. A native of Lancaster, Mr. McCarthy lived in Woodsville for 50 years. He was a trainman for the Boston & Maine railroad until retirement eight years ago *(1955)*. He was a member of St. Joseph's church and Holy Name society. Survivors include his wife, Mrs. Anna Marie (Mercier) McCarthy; two daughters, Mrs. Ned Case, Erie, Pa., and Mrs. Lucien Doucet, Woodsville, and seven grandchildren."

- Facebook.com communique with Jitney Jr / Woodsville History - One Name at a Time / Woodsville (NH) River News and Twin State News-Times - Thu, Mar 21, 1963 pg, 4

Peter H. McCarthy 1919 - 1929

Conductor/brakeman - *(1919)* "Woodsville notes: P. H. McCarthy has completed his duties in Ashland and has gone to the base of Mount Washington for the summer." *(1922)* "Woodsville notes: P. H. McCarthy has gone to Base station, Fabyans, where he has employment for the summer." *(1923)* "A quiet, but pretty wedding, took place at Whitefield in St. Matthews' church Monday *(10/22)* morning at 8 o'clock when Miss Etta Mae Travers, eldest daughter of Mr. and Mrs. John Travers of Whitefield, and Peter H. McCarthy, son of Mr. and Mrs. Hugh McCarthy of Woodsville were united in marriage. Rev. D. E. Gorman officiated the double ring service being used. The bride attended the Whitefield public schools and is a graduate of Bryant and Stratton business college of Manchester, and for the past three years has been employed as stenographer for the manager of the Bretton Woods Company. Mr. McCarthy is an ex-service man, serving during the war in the United States navy. He was engaged in laying mines off the coasts of the North sea from the *U.S. Housatanic*. At present he is employed by the Boston & Maine railroad, being conductor during the summer season on the Mount Washington railway. After the ceremony the bridal couple left on an extended trip to Canada, Vermont and Massachusetts." *(1924)* "Mr. and Mrs. Peter McCarthy have returned from Mt. Washington where they spent the summer, and are now stopping with Mr. and Mrs. Hugh McCarthy." *(1928)* "Whitefield notes: Mr. and Mrs. Peter McCarthy and little son of Woodsville were guests at the home of her parents, Mr. and Mrs. John Travers over Sunday *(5/6)*. Mr. McCarty went to the base of Mt. Washington, Monday *(5/7)* for the summer. Mrs. McCarthy and son will spend the week with her parents, before going." *(1929)* "Whitefield Notes: Mr. and Mrs. Peter McCarthy and son, Paul, of Woodsville, have been guests of her parents, Mr. and Mrs. John Travers, on their way to the base of Mount Washington, where they will spend the summer." / Peter Hugh McCarthy was born into a railroad family on Feb 21, 1894 in Lancaster, N.H. His father, Hugh McCarthy was a railroad section man, born in Canada to parents who had immigrated there from Ireland. His mother, Giles A. McCarthy had a similar pedigree. The couple lived in Woodsville, N.H. When Peter registered for the draft in June of 1917, he was running

a lumber yard for the Deerfield Lumber Corporation in Mt. Mills, Vermont. However by the time the 1920 Census was taken the brown-haired, blue-eyed 25-year old of medium build, was back in Woodsville in the family business working as a brakeman, while his older brother, 28-year old Joseph was a trackman, and 60-year old father was the section foreman. Ten years later, Peter McCarthy was a passenger conductor, married to Etta M. (Travers) McCarthy. The couple had a 3-year old son, Paul. Paul worked briefly as a car cleaner for the B&M in Woodsville. Father Peter remained a conductor throughout his B&M career. Peter McCarthy died in 1956. His wife, Etta would live another fifteen years. They are buried in Bath, New Hampshire.

- Groton Times (Woodsville, N.H.) - Fri, Oct 10, 1924 pg. 8 / Ancestry.com / B&M Employees magazine - Oct 1929 pg. 29 / Littleton Courier - Thu, Jun 19, 1919; Thu, Jun 22, 1922; Thu, Oct 25. 1923; Thu, May 10, 1928; Thu, Jun 27, 1929; Thu, Jul 23, 1931 pg. 8;

Edith McCloud 1904

Summit House employee *(1904)* "The following people from the Summit enjoyed Sunday (7/10) in Bretton Woods, visiting the several hotels there and recreating along the paths at the base of the mountain. The party returned in the evening, and were unanimous in declaring it a most enjoyable excursion. The personnel of the party was as follows: Miss Edith McCloud, Miss Agnes Green, Miss Grace Johnson, Miss Lettie Blanchard, Miss Maud Goodale, Miss Dora Johnson, Miss Eunice F. Story, Ned Olgeldam, Thomas E. Burns (of ATC), James A. Whipple." *- Among the Clouds - Thu, Jul 14, 1904 pg. 1*

George McCloud 1893

Summit House musician - "The Summit House is fortunate in having in its employ such accomplished vocalists as Mr. Geo. McCloud, for several years baritone in Bishop Brooks' church *(Boston)*, and also Mr. Geo. Boyle of *Gorman's Minstrels*, who favor the guests on many occasions with miscellaneous selections. Miss Cora Elliott of Portland, plays the accompaniments in a highly creditable manner."

- Among the Clouds - Jul 19, 1893

G. F. McCormack 1951

Marshfield Corp/Cog Railway Cabins

Ethel G. McCormick 1950 - 1951

Railway Ledger

Molly R. McCormick - John Granger Collection

Maude R. "Molly" McCormick 1933 - 1936

Boarding House dining room - Real-life character described in *Appendix Sec 16 - 1936 Food Service* story by John Granger as "Milly O'Halloran." In that story "Milly" is "in her late forties (and) handled the dining room tasks. She was diligent but a little erratic in her behaviors, sometimes pleasant, often grumpy" having been married once before. Molly Rivers McCormick was married to Talmadge McCormick, who became "Tom O'Halloran" in Granger's story. *(1935)* "Littleton Locals: Mr. and Mrs. Talmadge McCormack of the base station at Mt. Washington were guests of Mr. and Mrs. A. E. Knighton, Tuesday *(6/4)*" *(1935)* "Littleton Locals: Sunday *(12/15)*, Mr. and Mrs. A. E. Knighton motored to the base of Mount Washington and spent the afternoon with Mr. and Mrs. Talmadge McCormick who live there during the winter. Mr. and Mrs. Knighton were able to drive all the way in to the base although there was quite a lot of snow." Talmadge's obituary indicates Molly was Maude Rivers originally from New York city, but further research efforts about her life story have been fruitless thus far.

- Ancestry.com / Littleton Courier - Thu, Jun 6, 1935; Thu, Dec 19, 1935

Talmadge McCormick 1933 - 1936

Railroad carpenter - John Granger's story says Talmadge "was the head carpenter *(for the Cog)* and a good one," however, he and his wife, Molly "didn't get along very well." Talmadge McCormick was born on March 24, 1890 in Canada the son of Charles McCormick of St. John and his wife, Sarah Grant McCormick. Talmadge's declining health provides the story line for Granger as "Terry O'Halloran" goes to St. Johnsbury for treatment and dies. Talmadge McCormick died on January 2, 1937 from general peritonitis due to cancer in the cecum - a pouch connected to the junction of the small and large intestines. Doctors at St. Johnsbury Hospital had operated on McCormick the day after Christmas, but infection took his life one day after New Year's Day 1937. He was 46 years old. The *Littleton Courier* picks up the story: "Funeral services for Talmadge McCormick, caretaker at the Base Station of Mount Washington for the past three years were held in St. Johnsbury, Vt., Monday *(1/4)*. Mr. McCormick, who was a patient at Brightlook hospital, died Saturday *(1/3)*. Mrs. McCormick suffered a serious fall Sunday *(1/4)* resulting in injuries which made it necessary for her to be cared for at the hospital and she was unable to attend the funeral. *(The Courier would report on Jan 28 that Molly "is still a patient in Brightlook hospital, St. Johnsbury convalescing from injuries received in a fall at the time of Mr. McCormick's death.")* A nephew of Mr. McCormick, Mr. Granger *(Editor's note: not a nephew)*, left for the foot of the mountain, Tuesday *(1/5)* to be in charge at least temporarily." *(1937)* "Mrs. Talmadge McCormick, while making the funeral arrangements for her husband, who passed away early Saturday *(1/2)* morning, fell that evening on Maple street *(while exiting her car)* and is in the St. Johnsbury hospital

suffering with injuries to her spine. The funeral for Mr. McCormick was held at 2 o'clock this afternoon *(1/4)* at the Juneau Funeral parlors with Rev. Thomas R. Burns officiating. the body will be entombed in Mr. Pleasant cemetery. Mr. McCormick, a carpenter by trade, was employed as caretaker at the base of the Mt. Washington Hotel. Although in poor health for the past year with a malignant disease he had only bee a patients at the St. Johnsbury hospital for two weeks. He was the son of Charles and Sarah Mccormick and was born in St. Johns, Quebec., on March 24, 1890. Besides his wife, who was Miss Maude Rivers of New York city, he leaves one sister, Mrs. Beatrice Libby and one brother, Spurgeon McComick of Caribou, Me. His survivors were all there to attend the services." Molly would come back to the Base after his death and then go down the mountain leaving the couple's old dog with young John Granger. Granger's original manuscript concludes with John taking the ailing dog out into the woods and putting him down. That section of the story is not included in *Appendix Sec. 16.*

- Ancestry.com / Newspapers.com / Littleton Courier - Thu, Jan 7, 1937 pg. 4 & Thu, Jan 28, 1936 / St. Johnsbury (VT) Caledonian Record - Mon, Man 4, 1937 pg. 8

Frank McCourty 1971

Railway employee *(1871)* "Since Prof. Huntington established his residence here (on the Summit in the MWR Depot) on the 12th of November, thirty-five persons, independent of the five other members of the expedition, have visited the summit, several of them making a second visit. The visitors' register (included)... May 1 - Frank McCourty, Mount Washington Railway station."

- Boston Journal - Wed, May 17, 1871 pg. 1 supplement

J. McCraren 1951

Mt. Washington Club/Summit House

James P. McCrystal 1955 - 1956

McCrystal worked two summers for the Marshfield Corp. The first year his mailing address was General Delivery in Dover, New Hampshire. The following year his mailing address was the Carolina Hotel in Pinehurst, North Carolina. - *Marshfield Corp / Bencosky-Desjardins files*

"fireman" McCusick 1878

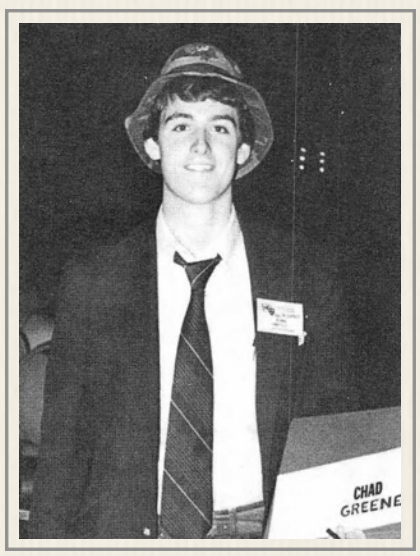
"fireman McCusick… of the engine *Atlas,* on the Mount Washington railway, went from the Base to "St. Louis," loaded four tons of coal into barrels and on to a freight car, and ran the train to the Summit, the whole time occupied in the work being one hour and forty minutes." *- Among the Clouds - Sep 10, 1878*

Sean at Cog Party (1982)
- Machell Corey Collection

Sean M. McDermott 1982

19-year old Sean Michael McDermott was one year out from graduating from St. John's High School - a private Catholic boys' school in Shrewsbury, Massachusetts when he came to work as a Cog railway brakeman. McDermott lived at 42 Burncoat Street in Worcester during high school and ran cross country, indoor track and spring track. He was a member of the National Honor Society and participated in the Model U.N. He i seen at left enjoying himself at the August 22, 1982 Cog party at the old Marshfield Station.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com



Sean M. McDermott (1981)
- St. John's High School Yearbook

Agnes McDonald 1903

Summit House - Attends Cog Party Masked Ball as "Society Girl"

- Among the Clouds - Aug 31, 1903

Archie L. McDonald 1964 - 1965

43-year old Archie McDonald came from Center Conway, New Hampshire and was a fireman/mechanic his first summer at the Cog earning $1.40 an hour. During one trip he flirted with Jitney Jr's babysitter much to the chagrin of brakeman John Hanna in 1964, McDonald was remembered by brakeman Carlos "Chuck" Berguido as an engineer with common law wife, Mrs. Campbell who took care of the ladies toilet at the Base. Archie Lewis McDonald was born on June 28, 1921 to 25-year old Canadian-born naturalized citizen John C. McDonald and his New Hampshire born wife, Blanche. They had married in 1920 just eight years after John had immigrated and Archie was the first of three sons they would have. In 1930, the family was living in the south section of Conway and John was working as a quarryman. 8-year old Archie and 6-year old Norman were in school. Henry was jus 8-months old when the Census was taken. They had no radio set to listen to but the World War I veteran owned his home. Archie completed the 8th grade, and in 1940 was living with his family in the same house. Father John was now working 40-hours a week as an engineer in the quarry and had earned $800 in 1940. Brother Norman was seeking work. 18-year old Archie was not, but apparently had "other" work. There were also two more boys in the family - 9-year old Elmer and 6-year old Fred. Archie McDonald was still unemployed at 24 when he went to register for the draft on August 20, 1945. Registrar George Russell described McDonald as 6-feet tall, weighing 185 pounds with brown eyes, black hair and dark complexion. McDonald also had a "shrapnel scar on left leg." McDonald's gravestone indicates he did serve in the US Army during the World War II period achieving the rank of TEC5. Those who held this rank were addressed as corporal, though were often called a "tech corporal." Technicians possessed specialized skills that were rewarded with a

higher pay grade, but had no command authority. The technician ranks were removed from the U.S. Army rank system in 1948. He died on August 13, 1970 at the age of 49. *(1970)* "Archie L. McDonald, 49, died Thursday *(8/13)* at the Veterans Hospital, Manchester, after a long illness. He was a native of Center Conway, and a World War II Army veteran. He wa a member of the North Conway American Legion Post 95. He worked as a machine operator in a woodworking factory. Members of his family include hi wife, Mrs. Gloria (Thompson) McDonald, Conway; one daughter, Miss Anita McDonald, Conway; four brothers, Norman McDonald, Redstone, Henry McDonald and Fred McDonald, both of Center Conway, and Elmer McDonald, Conway; several nieces and nephews."

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-A-Grave.com / Manchester (NH) Union Leader – Sat, Aug 15, 1970 pg. 10

Joe McDonald 1953

Summit House

Mary G. McDonough 1904

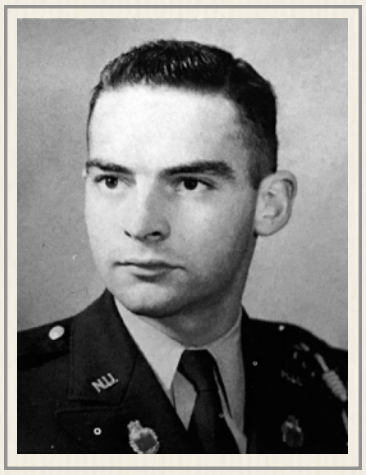
Summit House employee *(1904)* "The Summit House help enjoyed their first concert and ball on Saturday *(7/9)* evening. The program included... a solo by Miss Mary McDonough / Miss Mary G. McDonough of Manchester, N.H. was part of "a large party of the Summit House employees and several from the office of Among the Clouds chose one of the pleasantest days during the past week to make an excursion to the Lakes of the Clouds, a trip that few of them had ever enjoyed. All voted it a walk worth taking, and they passed a pleasant half hour in examining the surroundings of these remarkable and elevated bodies of water." *(1954)* Mrs. Mary G. (McDonough) Shea, 78, wife of the late John Shea, died at the home of her daughter, Mrs. John Kean, 426 Laurel street, Monday *(5/31)* afternoon following a long illness. Mrs. Shea was born in Manchester, the daughter of the late John and Mary (Willis) McDonough and resided here all her life. She was educated in local schools and for many years was a member and soloist in St. Anne's church choir. Survivors include two daughters, Mrs. Genevieve Kearney and Mrs. Margaret Kean of this city; one son, John Shea of Wilmington, Del., eight grandchildren, nieces and nephews. Relatives and friends may call at the Connor Memorial Funeral home, from 4 to 10 p.m. today and from 10 a.m. to 10 p.m. Wednesday. The funeral will be held from the funeral home Thursday morning at a time to be announced later."

- Among the Clouds - Sat, Jul 9; Mon, Jul 11, 1904 & Fri, Aug 26, 1904 pg. 4 / Manchester (NH) Union Leaders – Tue, Jun 1, 1954 pg. 8

Richard L. McDowell 1953 - 1956

Richard McDowell (1954)
- Lewis Family Collection

Railway Ledger - Dick McDowell was a room mate of Eddie Bird at the Boarding House in mid fifties - dated fellow Cogger Mary Lund - and was Jitney's fireman in 1954 *(right)* - attended Norwich University - from Wakefield, MA - 1955 *War Hoop* yearbook photo and address page. Richard Lausen McDowell's senior entry in Norwich University's 1957 *War Hoop* yearbook says: "The saying, 'Variety is the spice of life' has rarely been truer than in the Norwich life of 1957's own "Dickie Duncan," The shining example of this is his academic record. How many men in the history of the school have risen from the Dean's other list to a 3.8 within the space of one year? His spare time is completely taken up in coaching, administering, waxing, and competing for the ski team, making flying trips to Perkinsville, and most important of all, attending high echelon secret meetings of the honorable and ancient MKOS. Dick is by far one of the sharpest members of his class, always able to find time to help out a friend. Whether he decides to 'go regular' or spend his life in the high school classroom, Norwich wish him the very best, at the same time wondering how to replace him as curator of the SAE trophy case." The brothers of Sigma Alpha Epsilon crowned their Queen of the 1956 Winter Carnival on Saturday, February 11th. "She was Miss Mary Lund, who was escorted by Dick MacDowell [sic]," according to a report in the Norwich *Guidon* student newspaper. The liberal arts major was in the Outing Club and on the Ski Team all four years. Dick became captain of the ski team as a sophomore in January 1955 when John Dempsey was sidelined with a broken leg from an automobile accident. McDowell specialized in cross country racing. McDowell went regular Army. On April 18, 1959, McDowell married Jean E. McIntosh of Wilbraham, Mass. She had graduated from the Bouve-Boston School affiliated with Tufts University where she received a bachelor of science degree. She was working as a staff physical therapist at Rancho Los Amigos Hospital in Downey, California. Lieutenant McDowell was stationed at Fort Riley, Kansas. In February 1966, the alumni notes said Capt. Richard L. McDowell had been given an assignment in Korea following completion of a six-month ordnance officer career course at the Army Ordnance Center, Aberdeen Proving Ground, Maryland. He would serve as his battalion's assistant material officer, while



Richard McDowell (1957)
- War Hoop Yearbook

his wife, Jean and their children, Rick and Steven would live with her parents in Wilbraham, Mass during the deployment. Major Richard McDowell's next stop was the U.S. Army Command and General Staff College at Fort Leavenworth. He would graduate in June 1969. The next month family moved to Hawaii as McDowell was assigned to the Plans and Operations section of CINCPAC. On April 28, 1971, he left for Vietnam to assume command of the 69th Maintenance Battalion at Cam Ranh Bay and was promoted to Lt. Colonel on June 28. His wife and sons stayed in Hawaii where Jean was starting her third year as Chief of Physical Therapy at Sultan Easter Seal School for handicapped pre-school children. Rick and Steven were playing Little League baseball, basketball and football on the Fort Shafter teams. Colonel "Dick" McDowell retired to Hawaii from the Army on December 31, 1980. He died sixteen years later at the age 61. *(1996)* "Colonel Richard "Dick" L. McDowell, 61, of Kaneohe, Oahu, died July 25, 1996. Born in Wakefield, Mass. A colonel retired after 24 years with the U.S. Army. Survived by wife, Betty; sons, Rick and Steve; brother, Neil. Graveside service over the ashes 1 p.m. Tueday at Hawaii State Veterans Cemetery. No flowers; aloha attire. Memorial donations tot he Alxheimers and Related Disorders Association or to the American Heart Association. Hawaiian Memorial Park Morturary."

- Railway Ledger / Ancestry.com / Newspapers.come / Find-a-Grave.com / Honolulu Star-Bulletin - Sat, July 27, 1996 / Honolulu (HI) Advertiser - Sun, Jul 28, 1996 pg. 26 / see Vol. 1 Ch. 9 Sec. 5

Cornelius "Connie" McElvoy 1900

Summit House employee *(1900)* "The season of social festivities on Mount Washington opened with a progressive whist party in the summit House parlor on Thursday *(7/12)* evening. There were eight tables and the prizes and winners were as follows. First ladies prize a silver vase, Miss Fannie Tewhill, ladies' booby a "coon" doll, Mrs. Lillian Oulds, first gentlemen's prize, a stein, Mr. Eugene Armstrong, gentlemen's booby an "Uncle Sam" doll. Mr. Cornelius McElroy and Mr. Myron Browley acted as master of ceremonies.

- Among the Clouds - Jul 16, 1900

James McFadyen (1951)
- University of NH yearbook

James McFadyen 1949

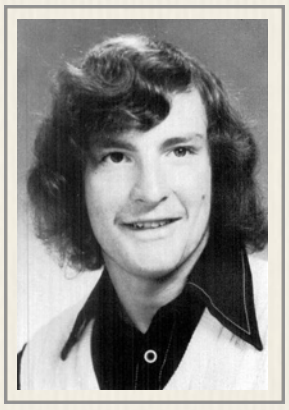
Railway employee - *(1949)* "Lincoln notes: James McFadyen, who is at Mt. Washington for the summer, was the weekend guest of Mr. and Mrs. F. T. Marden." James Daniel McFadyen was born on June 16, 1927 in Conway, New Hampshire - the third child, and second son of 37-year old Lincoln sawmill foreman and Maine native John McFadyen and his 35-year old wife, Hilda R. McFadyen. In 1940, 13-year old James' dad was a sawmill superintendent. His older sister, Marion had moved out and his older brother Eugene still lived with the family and was working as a truck driver. James' grandfather, 72-year old Scot, Daniel McFadyen was living in the Lincoln household as well. 18-year old James McFadyen was working for Fred Mears in Lincoln when he went to register for the draft on his birthday in 1945. He was 5-feet 10½-inches tall, weighed 160 pounds and had blonde hair and hazel eyes. McFadyen served in the U.S. Navy from September 21, 1945 to March 18, 1948. He would marry Nancy M Allison on June 18, 1958 in Maine. James McFadyen died September 25, 2005 at the age of 77.

- Littleton Courier - Thu, Sep 1, 1949 / Ancestry.com / Newspapers.com

E. G. McGee 1951

Railway Ledger

Jerome E. McGee 1973



Jerome McGee (1975)
- White Mtn Reg'l H.S.

From Whitefield, New Hampshire, 16-year old Jerome McGee worked the Marshfield counter for $1.60 an hour. He graduated from White Mountain Regional High School in 1975 after playing soccer his freshman, junior and senior year. He played baseball his first two years then ran spring track his last two years and was on ski team as a senior. He helped organize the Winter Carnival for three years. He continues to live in Whitefield and in November 2003 formed JMWM Associates, Inc. - a construction and real estate firm based at 18 Whispering Pines Drive in Whitefield. He is president of the firm and Wanda McGee the vice president with Daniel Hebert of Colebrook, New Hampshire acting as a director. The company remains in good standing with the state of New Hampshire in 2020.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com

R. T. McGee 1952

Railway Ledger

C. Clifford McGoldrick 1924 - 1926

Summit House - *(1924)* "Whitefield notes: Clifford McGoldrick has gone to the Summit House Mt. Washington where he has a position." *(1925)* "Whitefield Notes: Clifford McGoldrick, Maurice Sheehan and Clayton Colbath have gone to the Summit House, Mt. Washington, where they will be employed during the summer." *(1926)* "Whitefield notes: Clifford McGoldrick of Boston called on friends and relatives in (Whitefield) the first of the week. He is working at the Summit House on Mt. Washington for a few days." *(1977)* "Charles Clifford McGoldrick Sr was born on Apr 2, 1903 in Whitefield, NH. He was the son of Michael

McGoldrick of St Agathe, Quebec and Mary Murphy of Weldford, New Brunswick. Charles had three brothers, (John Raymond, George Vincent and Paul Reginald) and one sister (Frances Catherine). On Sept 23, 1929, Charles married Elizabeth Helen Proulx in Lancaster, New Hampshire. They would settle in Boston, Massachusetts where Charles would begin his career as a Salesman. He would later become a District and Area Sales Manager for Abbott Laboratories. Charles and Elizabeth would have eught children (David Michael, Charles Clifford Jr, Mary Ellen, Paul Joseph, William Edward, Richard James, Elizabeth Ann, and Susan Frances). As their family grew, Charles and Elizabeth, would move several times in the 1930's and 40's. They moved from the Jamaica Plain section of Boston to Great Plain Ave in Needham Massachusetts to Ash St in Newton Massachusetts to Dover Rd in Westwood, Massachusetts. Charles died on Sept 7, 1977 in Norwood, Massachusetts after battling Parkinson Disease. He was buried *(left)* on Sept 10, 1977 in the Westwood (MA) Cemetery.

- Littleton Courier - Thu, Jul 17, 1924; Thu, Jul 9, 1925 & Thu, Aug 26, 1926 / Ancestry.com / Newspapers.com / Find-A-Grave.com

Thomas McGovern 1899 - 1901 & 1903

Summit House Chef - *(1899)* "Mr. Thomas McGovern, who was at the Plaza Hotel, Boston, acts as chef, and the cuisine receives the highest praise from guests." He participated in a July 13, 1900 Summit House dance. *(1901)* A new addition features "on the side towards the railway track a kitchen, presided over by Chef McGovern." In 1902, McGovern's position is filled by James Morgan, but Morgan may have not lasted the season as the 1903 opening article says, "The position of chef is again filled, after a year's absence, by Thomas McGovern."

- Among the Clouds - Jul 15, 1899; Jul 16, 1900; Fri, Jul 12, 1901 & Jul 13, 1903

J. H. McGrath 1915 - 1917

New Summit House chief engineer

- Among the Clouds - Jul 23, 1917

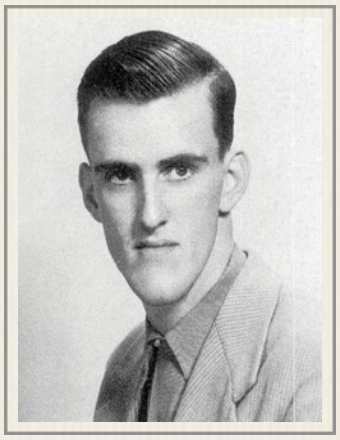
Mrs. McGregor 1917

"Mrs. McGregor will preside at the souvenir counter."

- Among the Clouds - July 23, 1917

Malcolm D. McGregor 1963

Summit House employee *(1963)* Malcolm McGregor appears on the Summit payroll summary for July 1963 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $101.40. McGregor's salary was booked in the Summit House "restaurant" column. *- Summit House / July 1963 Summit Payroll summary*



H. F. McHugh Jr. (1953)
- Bristol H.S.

H. Francis McHugh Jr. 1956

Howard Francis McHugh was the 22-year old son of former semi-pro baseball player and longtime steward of the West End Athletic Club, Howard F. McHugh of Bristol, Connecticut. Junior had two sisters - Barbara who was two years older and Donna Mae, who was eight years younger. His mother was Roseline (McDonald) McHugh. "Howe" McHugh graduated from the technical track at Bristol High School in 1953. His classmates found him "reserved.... quiet... full of fun... industrious - Quiet and content to go his own way." His own way led him to a job at the Summit House three summers later. Cogger McHugh would work as a shipping clerk in Bristol for many years. In January 1965, the 30-year old McHugh was driving at Mountain and Middle Street in Bristol when he was hit by 31-year old William E. Canfield who crossed over into McHugh's travel lane. He died on June 23, 2007 at the age of 73. *- Summit House / Ancestry.com / Newspapers.com / Hartfroud Courant - Sun Jan 24, 1965 pg. 156*

J. E. McInnis Jr. 1952

Mt. Washington Club/Summit House

Charles W. McIntire 1882

"Mrs. (Nellie A. Corning) McIntire of Lancaster, wife of C. W. McIntire, who is connected with the Summit House, is stopping at the Summit for several days" Nellie of Northumberland, N.H. and Charles of Lancaster were both 21 when they married on May 29, 1877. It was the first marriage for both. C.W. was the son of Charles E. and Maria Sarah (Hunt) McIntire. Charles Willis McIntire was born on May 30, 1856, in Lancaster, New Hampshire, his father, Charles, was 22 and his mother, Maria, was 19. Nellie Adelaide was the daughter of Benjamin H. and Martha (Masserve) Corning. The 1880 Census found the couple living in Lancaster. Charles was working as a hotel clerk to support his wife and 2-year daughter, Ruby Emma McIntire. Daughter Lynn was born in 1881. They would have eight children over 21 years. Charles moved back to Lancaster from Concord two years before his death from apoplexy in February 1909. He was 52. He is buried in the Summit St. Cemetery there.

- Among the Clouds, Tues Sept 5, 1882 / Ancestry.com

Charles W. McIntire
- McIntire Family

Jackson A. "Jack" McIntire 1955

Jackson McIntire (1954)
- Daycroft School yearbook

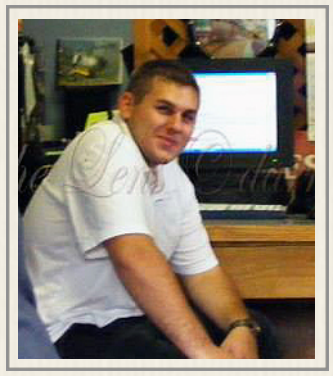
17-year old Jackson Annis McIntire came to work at the Summit House from Stamford, Connecticut. He was born on December 27, 1937, in New Hampshire, when his father, music store manager Wendell Moody McIntire, was 31 and his mother, Mary Goding (Annis) McIntire, was 31. Jackson had an older sister, Janet. He was part of the Crafts Club as a sophomore at the New Canaan (CT) high school in 1953. The following year he and his sister were enrolled at the private co-educational boarding school in Stamford - the Daycoft School. They were part of a 12-member Junior Class. The yearbook said in rhyme, "Janet McIntire is a talented gal. Refer to her when you need a pal. Jack McIntire, last in the line, is trim and neat and mighty fine." Jackson was the Daycroft basketball team's manager that year and played in the school band. He married Arlene L. Riemer on May 28, 1960, in Mount Vernon, New York. He had two children during his marriage. The couple wrote a letter to the editor in September 1979 thanking their hometown of Haverstraw, New York for operating the Bowline Point Park. "Because of the gasoline shortage and work commitments at the start of the summer, we hardly expected it to be much fun," they wrote. Then they read "about the park and its facilities in The *Journal-News* and decided to take advantage of the park's pool and tennis courts. What a treat? The pool, which is a scant 20 or so feet from the Hudson River, has been clean, well patrolled and watched by manager Mike binder and assistant manager Joel Gondelman and their staff of young people. A relative, visiting from California, went with us to Bowline Point Park. She said she thought it was as beautiful as any she had seen, including country clubs in teh Los Angeles area. We don't know how others managed this summer, but as for us, we've had good fun, plenty of healthful recreation and met new friends all within five minutes of our home." Jackson McIntire died just ten years later on August 12, 1989, in New Rochelle, New York, at the age of 51.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / The White Plains (NY) Journal News - Tue, Sep 11, 1979 pg. 8

Alexander K. McKay ???? pre-1892

Summit House employee - "Mr. A. K. McKay, formerly connected with the Summit House, is renewing old acquaintances and reviving pleasant recollections of former days, by a visit to friends at the Summit. Mr. McKay is now *(1892)* in the freight office of the Concord & Montreal Railroad at Manchester." The *Manchester City Directory* confirms Alexander K. McKay was in the freight office in 1893. *- Among the Clouds - Sep 16, 1892 / Ancestry.com*

Hunter McKearney 2010 - 2012



Hunter McKearney (2010)
- Doc Chase photo

Railway employee *(2010)* Ticket Office - Tom Lane: "Hunter McKearny (related to Martin Marchessault I believe) - Hunter (worked) there with me around 2010-2012"

- Tom Lane email - Sat, Jun 25, 2020

Mad Man McKenna (1950s)
- Lewis Family Collection

Walter F. "Mad Man" McKenna 1951 - 1957

Fireman for Leo Boucher - From Mexico, Maine - research for this book started with only the nickname and last name. Walter F. discovered during review of the financial ledgers aided in finding his profile. Fireman for Leo Boucher - From Mexico, Maine - Birth: Oct. 12, 1933 in Mexico, Oxford County, Maine, USA - Death: Jan. 22, 2015 in Auburn, Androscoggin County, Maine. He was the son of Wilfred and Viola (Wilton) McKenna. He attended Mexico schools and graduated from Mexico High School. After High School, he served his country in the Korean War. He later attended college in Boston, Massachusetts where he studied Electrical: Heating and Lighting. He worked for Central Maine Power Company all of his life until his retirement. He married Irma "Carole" MacDonald in 1958 and together shared their home with many foster children as well as their own. In his younger years, he enjoyed playing golf and bowling, and was a member of company leagues. He especially enjoyed spending Summers with his family at their camp in West Peru, Maine at Worthley Pond. He was an avid New England Patriots and Boston Red Sox fan. He was also known to be a "History Buff" and especially enjoyed American History. He had a "love" for Gaither Gospel music and also enjoyed western movies. He will be lovingly remembered for his heroic act in saving the life of a choking man at a restaurant in Mexico, Maine, as he was celebrating his 25th Wedding Anniversary. He was a member of St. Michael's Episcopal Church and served on the vestry, and taught Sunday school in earlier years. He later found his calling with the Church of Jesus Christ of Latter Day Saints. He is survived by his wife Irma "Carole" McKenna of Auburn, his four daughters: Mrs. Gerald "Terri" Couture of Hermon, ME, Mrs. James "Susan" Carver of Minot, Miss Barbara McKenna of Portland, Mrs. Michael "Tiffany" Savage of Turner and one son: Michael and his wife Robin of Strong. Two granddaughters: Mrs. Alexander "Bethany" Couture-Rosado of Hermon, ME, Miss Sandra Gilson of Portland. Five grandsons: Travis Couture of Hermon, ME, Christopher Carver of Buckfield, Brandon McKenna of Portland, Alexander McKenna of Strong, John Gilson of Portland. Two Sisters: Mrs. Helen Gilbert and Mrs. Anne Dawson, both of Rumford. He leaves behind his lifelong friend Ray Mawhiney of Rumford/Mexico. He was predeceased by a son Darren in 2014 and a daughter Lisa in 2002 as well as three brothers; Albert, Carl, and Robert McKenna and one sister Jean Hanson.

- Railway Corp / https://www.dignitymemorial.com/obituaries/auburn-me/walter-mckenna-6293768 / See Vol. 1 Ch. 9 Sec. 7

Walter McKenna (2015)
- McKenna Family Collection

McK

Cornelius McKenney 1903

Attends 1903 Cog Party Masked Ball as "Girl" - A single newspaper mention with no hometown is just a wisp of a clue for 21st Century researchers trying to identify who this Cog employee might be. Jitney Jr. adopted an internet tactic of searching for the name with a birth year twenty years prior to the snippet as a majority of Summit House and Marshfield employees were younger, and suggesting the person was living in New Hampshire when the article appeared to keep the algorithms in the New England region. That tactic brought the name "Daniel Cornelious McKennay" as a search result. Born on December 25th, 1880 in County Donegal, Ireland - the son of Cornelius and Ellen (Rodgers) MeKenna, his work history indicates a job at the Summit House at age 23 just five years after he arrived in the U.S. would be within the scope of his later resume. 27-year old Daniel Cornelius McKenna is a Boston motorman in April 1908 when he marries hotel worker 24-year old Mary Doherty. It's the first marriage for both. A little girl, Mary E. would be born to the couple on February 1, 1909. The spelling of his name is not constant. When he registers for the draft on September 12, 1918 six months after son Daniel F is born, he is working as a bartender in Boston and his last name on the card is McKennay. Daniel Cornelious McKennay is described as a tall man of medium build with grey eyes and brown hair. He and Mary are living in Charlestown, Massachusetts. When he applies to become a U.S. citizen in 1923 the "y" is gone from the last name. The family is living at 36 Queensbury Street in Boston and he is working as a janitor. Daniel McKenna is a superintendent of some apartments on Symphony Road in 1947. Whether he is the McKenney that partied on Mt. Washington dressed as a "girl" in 1903 still requires confirmation.

- Among the Clouds - Aug 31, 1903 / Ancestry.com

Raymond McKenzie 1966

Summit kitchen - Ray McKenzie appears on the Summit payroll summary for July 1966 as earning $145 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $126.53. McKenzie's salary was booked in the Summit House "restaurant" column. The son of Mr. and Mrs. Paul McKenzie, Raymond Leon "Mac" Mckenzie *(right)* graduated from Berlin High School in 1967 with the ambition to become a welder. In high school, he concentrated on vocational studies and his class prophesy saw him becoming a "photographer for the I.C.U. Magazine Corporation." An internet search indicates that Ray continued to live in the Berlin and Gorham, New Hampshire areas and may have become a telephone company employee.

- Ancestry.com / See Vol. 1 Ch. 9 Sec. 2

Ray McKenzie (1967)
- Berlin H.S. Meteor

C. J. McKinney 1958

Track crew - Possibly Charles J. below ? after college before flight school ?

- Railway Corp

Cdr. Charles McKinney (1976)
- US Navy

Charles J. McKinney Jr. 1953 - 1958

Kevin's older brother - worked as fireman and engineer. He was on the football team at Germantown Academy and received a Gold Football Award from the *Philadelphia Inquirer* and was part of the Inter-academic League Team of 1953. He went to Penn State. Upon graduation from Penn, Charles did not come back to the Cog, but immediately entered the Navy, and flight school at Pensacola where John McCain was in his flight class. - "Commander Charles J. McKinney, Jr. was born in Philadelphia, Pennsylvania on 16 January 1936. He graduated from the University of Pennsylvania in June, 1958, and entered Naval Flight Training at Pensacola, Florida. He received his wings in 1960 at NAS Corpus Christi, Texas. From September, 1960 to November, 1963, Commander McKinney served in Patrol Squadron FORTY-FIVE which was homeported at NAS Bermuda. Upon completion of his first squadron tour, he received orders to the Aviation Supply Office in Philadelphia where he was the Weapon System Project Manager for the Grumman A-6A and E-2A programs. In 1967, he reported to Patrol Squadron FORTY-SEVEN at NAS Moffett Field, California. Upon completion of a two year tour, Commander McKinney received orders to Prince Edward Island, Canada under the Officer Exchange Program. He served with the RCAF Maritime Proving and Evaluation Unit as Exchange Pilot and Project Officer. In 1972, he received orders to the Naval War College at Newport, Rhode Island. After graduation from the Naval War College and the George Washington Masters Program, Commander McKinney reported to NAF Lajes, Azores, Portugal in 1973. There he served as Deputy Commander Azores Sector ASW Group and Executive Officer of NAF Lajes, Azores, Portugal. He reported to Patrol Squadron FORTY-FIVE as Executive Officer in June, 1976. He became the group's commander in June 1977 and severed in that capacity for one year. Commander McKinney is married to the former Marie-Celine Moss of Geraldton, Western Australia. They reside in Orange Park, Florida with their two daughters, Lucinda and Rebecca, and their son, Anthony.

- Kevin McKinney recollection / Railway Corp / https://www.vpnavy.com/vp45_1970.html / See Vol. 1 Ch. 9 Sec. 11

Kevin A. McKinney (~1955)
- McKinney Family Collection

Kevin A. McKinney 1959 - 1963

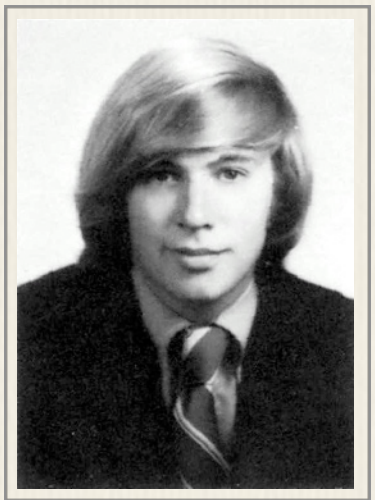
Twelve year old Kevin is over-dressed to be working on the trains (right) but just right for a visit to Mt. Washington with his parents to visit their Philadelphia neighbors, the Teagues, and check-in

McKinney Cog Party Photo: *Kevin McKinney "wearing my fancy Nordic style ski sweater purchased at Lahout's ski shop in Littleton. To my left is Jonathon ?? from VT, who worked with Mike Haney in the gift shop. Standing behind us in jacket and tie, cigarette and drink is John Fyfe of Vermont who now lives in Salt Lake City. Doug Taylor is 3rd from the left on the counter stools in the background. I recognize the others, but cannot name them. The girls at the table all worked at the Crawford House. Turning to look at John is (David Woodbury) Decent guy. He worked at the lunch counter to start, then on the trains and he became a lawyer and also served in the NH legislature.*
- Elvira Murdock photo / McKinney Family Collection

with older brother Charles. When Kevin did become a Cogger, he pulled wheelbarrow duty at the coal bunker one hot August day with Dennis "Stretch" Buss "when the tractor with the front-end scoop used to fill the coal bunker/chute was broken down. We were assigned to the wheelbarrow brigade to get the job done." Elvira Murdock captured the pair on break in front of the Peppersass *(right)*. McKinney told FB readers when Morris Root posted a 1967 photo of the Cog's gas station: "I ran that little gas station in 1959, my first of 5 summers at the Cog. Gas and oil was available, and there were quite a few overheated cars that needed water!" Glenn "Bud" Nye responded: "That gas station was part of my job the summer of 1962." Cog files in the care of Faith Bencosky-Desjardins indicate that Kevin McKinney worked as a brakeman in1960 for $130 a month plus $20. He worked through September 4, 1961 as a brakeman for $150 a month. His 1962 brakeman's pay was $150 plus $60. McKinney worked with Pliney III in early 60s - "My 5th and final cog year was 1963 and, coincidentally, my last run was in September as fireman on the #9 with Pete Poltrack as engineer. I worked on the Cog from '59 till '63. I was a brakeman in '60 and '61 and then a fireman in '62 and '63. Loved Bob, Pliney, Frank Thompson and all the Coggers, really!"

- FB Cog Railway: We Were There / see Ch.9 Sec 11

"Stretch" Buss & Kevin McKinney (~1962-63)
- Elvira Murdock photo / McKinney Collection



Peter McKone (1972)
- Newington HS yearbook

Trainman McKinnon 1992

According to a Cog printout, a train crew member named "McKinnon" made 4 trips up the mountain this season. *- Kurdzionak Image - MWCR: We Worked There FB page*

Peter W. "Pete" McKone 1978

Peter McKone of Newington, Connecticut was a fall brakeman working from September to October 10, 1978. He was one of three sons of Hartford Insurance Group auditor and World War II Air Force veteran, William P. McKone and Delores (Bechard) McKone. Peter's two brothers were Christopher E. and Paul M. McKone. They had one sister Mary E. McKone. Pete McKone graduated from Newington High School in 1972. The Sequin yearbook editors attempted to capture his essence by writing: "The pas de air clearner plays... Radical Bucs... "Good"... Sunday afternoon home-

work... the artful painting of the sign... far out.... Bullet-head." He ran cross-country and track in his freshman and senior year. He was in the Ecology Club as a junior - the Spanish Club as a senior while also being part of the high school's Revitalization Corps. McKone apparently didn't run everywhere. Prosecutors declined to press hitchhiking (soliciting rides) charges against the 19-year old in March 1973. McKone may have gone to the University of New Hampshire as a Peter McKone was organizing the UNH Chess Open competition set for February 23-24, 1974 in Durham however his name does not appear in any of the subsequent yearbooks. New Hampshire living apparently agreed with McKone. He was living in Conway in 1980 when he married Patricia Anne Malloy from his old hometown in April 1980. He was working as a job planner at the Community Action Weatherization Program in Conway. The couple honeymooned in Bermuda, and made their home in Conway.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Hartford (CT) Courant - Sat, Mar 3, 1973 pg. 62; Sun, Apr 27, 1980 pg. 124 & Tue, Aug 19, 1980 pg. 12

Thomas B. McKurtrey 1976

Base worker from Clearwater, Florida

- Bencosky-Desjardins files

Mrs. Archibald "Little Jessie" McLaren 1870s - ish

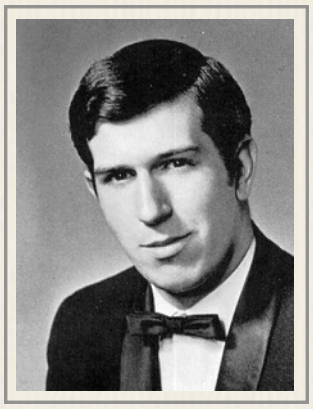
Cog Kid - Writes letters of her Mt. Washington childhood to *Among the Clouds* in 1899 from Scotland. Her father worked on the railroad - has stories of other crew members and John Horne's wild ride on the slideboard. Never mentions her father's name, her maiden name or her first name BUT says Cog crew of the era would remember "Little Jessie."

- SeeVol. 1 - Cog Kids also Vol 3A - 1899

Douglas W. McLaughlin 1965

17-year old Douglas W. McLaughlin came to work at the Summit House from Needham, Massachusetts. He earned $130 plus $64 a month. Douglas McLaughlin appears on the Summit payroll summary for July 1965 as earning $194 a month. "Free" room and board was worth $64 a month for tax purposes. His net monthly pay was $112.57. McLaughlin's salary was booked in the Summit House "rooms" column.

- Summit House / Bencosky-Desjardins files / July 1965 Summit Payroll Summary



James McLaughlin (1967)
- Bishop Bradley HS yearbook

James W. "Ape" McLaughlin 1967 - 1971

Brakeman - Anne Teague Koop remembers McLaughlin looked like a Native American. "He had the high cheekbones," says Koop. "He had a little tip cup," says Koop "and he would get money out of the passengers by telling them... he was there trying to raise money for college. My father *(Col. Arthur Teague)* found out about it... he *(told McLaughlin)* 'that is wrong. You can't tell people stories like that to make them feel sorry for you and give you those tips.' *(1968)* "Jefferson Notes: James McLaughlin of Manchester was an overnight guest of Charles Kenison during the weekend. The two young men worked together at the Mt. Washington Cog Railway during the past summer. Mr. McLaughlin is a student at the University of Florida." In 1969, Jim McLaughlin earned $1.70 an hour as a brakeman. In 1970, he was paid $1.90 for the same job. The rate stayed the same in his final year of 1971.

- Littleton Courier – Thu, Jan 4, 1968 pg. 3 / Bencosky-Desjardins Files / See Vol. 1 Ch. 9 Sec. 9

Miss Ethel McLoud 1906

Summit House employee from Cambridge, MA. - Part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tuckerman's Ravine on Sunday afternoon, July 22, 1906. Two possible Ethels in Cambridge in that era - a 16-year old and a Canadian teacher

- Among the Clouds - Jul 24, 1906 / Ancestry.com

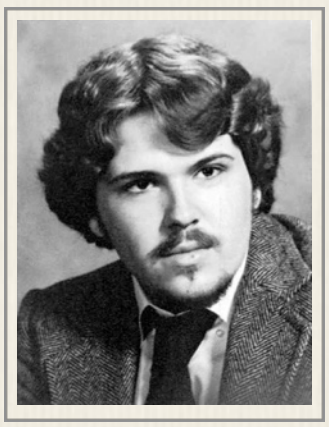
Bonnie McMinn (1968)
- McMinn Family Collection

Bonnie McMinn 1997

Bonnie L. McMinn worked in the Gift Shop for one season. She joined her son, Brian McMinn on the 1997 Cog roster. She's seen at left on her wedding day in 1968.

Brian McMinn 1997 - 2005 & 2010

28-year old Brian P. McMinn was working on the Cog in 1997. A 2000 report to the New Hampshire Transportation Department says he was a fireman that summer. He was one of two children born to Bruce Raymond McMinn and Bonnie K. (Lennon) McMinn - Bridget was Brian's sister. Bruce and Bonnie raised their family in Beacon Falls, Connecticut before relocating to Naugatuck. Father Bruce McMinn was an "an avid car enthusiast, mechanic, knife and firearms collector, and fisherman. He retired as a 5-color offset master lithographer. He died in December 2018. Son Brian McMinn graduated from Naugatuck High School in 1986. He was known to classmates as "Mountain Man" and his address was 81 Railroad Avenue. In August 1990, Brian married Sylvia C Mihalcik in Beacon Falls. They lived in Whitefield, New Hampshire from 1995 to 1999 at 9 Prospect Street and according to Facebook the couple continues to live in Whitefield in 2020. McMinn answered Cogger Bobby Trask's "How did you come to work at the Cog" question this way: "On my own and not without



Brian McMinn (1986)
- Naugatuck HS yearbook

referral I went up the next day after parking my truck, I should say 18 wheeler. Just looking for something local to be home daily. I guess it was the uniqueness and history that drew me there and the bug bite to stay and come back, Al Laprade started the day after me I recall. I grew up on R.R. Ave across from a old RR depot."

- Ancestry.com / Newspapers.com / Facebook / Mt Washington Cog Railway: We Worked There

Carrie McPhee 1903

Railway employee - Attends 1903 Cog Party Masked Ball as "School Girl." *(1903)* "Miss Carrie McPhee of South Boston lost her left hand this morning *(9/11)* while working in the laundry at the base of Mt. Washington. Her hand was caught in the mangler and before the machine could be stopped her whole hand was crushed and her arm burned. Supt. *(John)* Horne of the Mt. Washington railroad sent Miss McPhee on a special train seven miles to Fabyans, where she was cared for by Dr. Beattie of Bretton Woods." *- Among the Clouds - Aug 31, 1903 / Boston Globe - Sat, Sep 12, 1903 pg. 8*

Charles McPhee 1904

Summit House employee - (1904) "Charles McPhee of Franklin, N.H. was part of "a large party of the Summit House employees and several from the office of Among the Clouds chose one of the pleasantest days during the past week to make an excursion to the Lakes of the Clouds, a trip that few of them had ever enjoyed. All voted it a walk worth taking, and they passed a pleasant half hour in examining the surroundings of these remarkable and elevated bodies of water."

- Among the Clouds - Fri, Aug 26, 1904 pg. 4

James McPhee 1903

Attends 1903 Cog Party Masked Ball as "Siamese Twins" with R. C. Dunham

- Among the Clouds - Aug 31, 1903

J. H. McPherson 1951

Railway Ledger

Peter W. McPherson 1866 - 1869

Peter McPherson
- Kimberly Williams Collection

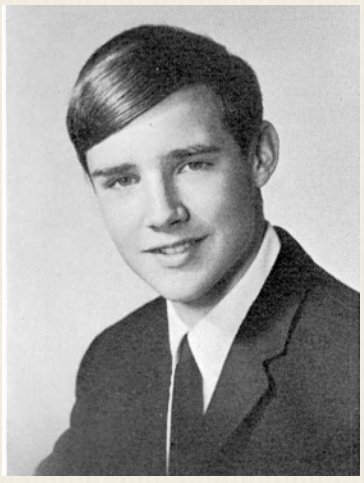
Section man - "The last survivor of a crew which built the cog railway up New England's highest peak… died here *(Conway, N.H.)* today *(Nov 20, 1951)* less than one month before his 101st birthday. Peter MacPherson worked on the scenic railroad line in 1866 *(when he was just 15.)* He also was the surviving member of the crew which built the railroad through Crawford Notch. Born in Prince Edward Island *(on December 20, 1850)*, MacPherson *(next page)* was a retired railroad worker and farmer. He had lived in Littleton and Tamworth. While in Littleton at age 27, Peter married a fellow Canadian 26-year old Margaret Esther Welch on August 25, 1877. They would have four children together - Margaret Elizabeth (b.1878 d.); John (b. 1879 d. 1961); Martin Angus (b1881 d.1924); and Mary Bell (b. 1883 d.1969). Wife Margaret would die on July 31, 1913 at the age of 62. They had been married 35 years. He then married Olive Richard Cole on July 30, 1916 in Bethlehem. They enjoyed nine years of marriage before she died on April 13, 1926 in Littleton. The 1951 newspaper obituary says "MacPherson had reportedly been in good health and taken a daily walk. He had been ill only a few days prior to his death. He leaves a son, John, of Woodstock, N.H.; a daughter, Mrs. James Lawson of California, six grandchildren, six great grandchildren, and two great great grandchildren." An article provided by great-great granddaughter Kimberly Williams indicates Peter McPherson spent the final 15 years of his life living with granddaughter Carol Jean Philbrick and her husband, Russell in Conway. Another describing his funeral says Peter "passed away quietly in his sleep at 2:45am. While old in years, he was never old in spirit, always interested in young people, he was always interested in the new ways of living with its many modern conveniences never saying, 'Give me the good old days.' He sat at the supper table with the family the evening before he died and inquired of his grandson the latest news of Korea that day. The day before as he emptied the very last of his large birthday tobacco supply into his pouch, he remarked that he guessed he would give up smoking. At the age of 100 last winter, he was shoveling the paths and when the family hid the shovel so that he wouldn't do it, he borrowed one from a neighbor. this past summer he could be seen hoeing in the garden. Coming to the States in his early twenties, he was section foreman for some years." The article notes the widow of his son, Martin - the father of Mrs. Philbrick, was living with her daughter as well. Martin "died twenty seven years ago to the day of his father's death" in 1951. *- AP article - Concord Daily Monitor & N. H. Patriot - Nov 21, 1951 / Ancestry.com / Williams Family Records*

Joe McQuaid
- Lewis Family Collection

Joseph "60-lb Duck" McQuaid 1965 - 1973

Fireman/Spare Brakeman '66 - From his memoir manuscript: Started at 16 while still in high school - working at Marshfield counter and kitchen for 80-cents an hour - he fired the Six for Bud Nye. During his last summer of 1969, he was an engineer earning $2.00 an hour. Joseph W. McQuaid was born on February 12, 1949 - the son of former war reporter and newspaperman, Bernard J. "B.J."

McQ



Joseph W. McQuaid (1967)
- Memorial HS yearbook

McQuaid. He graduated from Memorial High School in Manchester, New Hampshire in 1967. Joe's activities in high school included being a student teacher as a junior, writing for the paper in his sophomore and junior years and being part of the Debate Team as a senior. His yearbook quote: "Most great men are conceited, but not me!" Joe McQuaid came back to the Cog Railway on July 4, 1973 to help out Ellen Teague by running trains with Dr. Bob Campbell while negotiations were underway with the State over railroad operations that summer. At the 1999 Cog Reunion, McQuaid had this to say about his time at the railroad: "I remember Griff Harris with hair. I worked for Bob Kent. I helped Norm (Koop) drive that honey bucket and get it stuck on the Appalachian mountain trail. I once lost Gordon Champion and a carload of 48 paying passengers on the side of the mountain, and ended up as an engineer, which tells you that the regulations have gotten better in recent years. My sisters were taking bets on whether it would be 24 or 48 hours before I cried mummy and daddy come get me *(that first summer)*. And in fact, I wrote a letter to that effect, but for some reason, delayed in sending it for a couple of days and got a letter back from my older sister who bucked me me up and said the little girls were betting I wouldn't last. And she knew I would, so I couldn't disappoint her. So I stayed for four years. I worked for Pete and Grace. They were the cook and chief bottle washer. I used to help get Uncle Bud Budweisers for Pete... Grace was a very short lady who had a car with electronic controls. I would drive that down to the walk-in cooler and get supplies. And I drove the honeybucket to which they referred, which was a big plywood contraption on wheels, which carried all the garbage, which we would throw out in the back and the bears would come to get. I did that for the first year and I got a day off every week, as opposed to the guys on the trains who didn't. But I did the math and figured I was making 60 cents an hour. And I went to Colonel T and demanded a raise. And he gave me one to, I think, 65 cents an hour. I learned how to break by going with (Chuck Berguido). His father was a founder of Pan AM airlines but had died young. Chuck worked up here and taught me how to break. I became a brakeman and I became a fireman and I became an engineer. It was a great part of my life."

In 2016 as publisher of the *New Hampshire Union Leader*, Joe got into a feud with Donald J. Trump ahead of the state presidential primary. The *Washington Post* Opinions section had a profile of McQuaid by Julia Ioffe: "The *Union Leader's* tradition of thumbing the New Hampshire GOP primary scale was forged by William Loeb III, who bought the *Manchester Union* and the *Evening Leader* in 1946. Two years later, he fused them into the *Manchester Union Leader.* That same year, he bought out the *New Hampshire Sunday News*, which had been started by a former *Union* war reporter, B.J. McQuaid, father of Joe. The elder McQuaid would become the newly combined paper's editor, but Loeb did the politicking. For someone interested in elections, it was a good time to snap up several newspapers: In 1952, New Hampshire became the site of the country's first modern presidential primary, with candidates' names on the ballot instead of delegates'. After Loeb's death, the venom sloshing around the paper's pages abated. His widow, a newspaper heiress named Nackey Scripps Loeb who took over as publisher, said that she'd rather use a needle where her husband had used a sword. Joe McQuaid, her successor, has been even less savage. (S)ays Andrew Smith, head of the polling center at the University of New Hampshire (says) "(Joe) McQuaid doesn't have the vitriol that Bill Loeb had." McQuaid, born just outside town here in 1949, joined his dad's paper as an office boy in 1965 and eventually dropped out of college to be a full-time *Union Leader* sports reporter, a job he was already doing on the side. The last straw at college was a journalism class in which the students critiqued one another's work. "These kids are telling me what's wrong with my stories," McQuaid recalls. "And I finally asked one of them: 'How much do you get for your stories? Because I get $100 a week for mine!' " By 22, he was the Sunday editor, which involved taking down the spitfire editorials Loeb phoned in from his home in Massachusetts. (Loeb may have liked New Hampshire for its political oomph, but he lived in the state next door and, for tax purposes, was a legal resident of Nevada.) Loeb died in 1981, and after Nackey Loeb took over, she elevated McQuaid in 1982 to the top job his father had once occupied. Despite his 66 years, Joe McQuaid still looks boyish — a mix of mischief and New England WASP humor. Because of his coveted endorsement and salty manner, he has become a staple of campaign reporting over the years. Each election cycle produces a series of stories about McQuaid, the ornery high priest, and he has the anecdotes and souvenirs to prove it. There's the photo of him with Biden (whom the paper did not endorse) and the stories of having lunch with the Donald. There's the anecdote about Reagan dropping by the *Union Leader's* offices (the paper endorsed him twice). There's the story of a young JFK pulling up a flatbed truck to the *Union Leader's* offices on the eve of the 1960 primary and denouncing Loeb — to wild applause. (Other, non-McQuaid sources say Kennedy did this in a Manchester park, not outside the paper.)

McQuaid's tenure has also coincided with the paper's decline, and the Reagan visit helps show how. When Trump came in March to interview with McQuaid, who takes great pride in grilling the candidates to test their mettle, he was waylaid in the lobby, where about two-thirds of the *Union Leader's* staff had gathered as word spread that Trump was in the building. Some wanted autographs, others wanted photos, but they all wanted to lay eyes on the man from television. Trump gladly obliged, glad-handing and posing. He turned to McQuaid, who had been watching all this from the side. "Is this the biggest turnout you've ever had here?" Trump asked. No, McQuaid responded. "Ronald Reagan was in here," he said. "He drew a pretty big crowd." Even the biggest showstopper of 2016 couldn't match the old-time buzz. The *Union Leader,* like so many of its local counterparts across the country, has seen better days. The paper that once set the political agenda for New Hampshire and, in presidential election years, for the entire nation has been worn down by the changing tides of media. First came local television, such as WMUR, which cut into the *Union Leader's* dominance; then came the Boston networks and papers, which reached further and further into New Hampshire. Then came the Internet, which caused utter chaos at newspapers far more established and moneyed than the *Union Leader*. Today,

Joe McQuaid, publisher of the New Hampshire Union Leader, in his office in Manchester, N.H. (2016)
- Philip Montgomery photo / Washington Post.com

the *Union Leader's* print circulation hovers around 40,000, about half of its heyday reach. The paper has migrated online, where McQuaid says it pulls in around 800,000 monthly unique visitors, but according to ComScore, the media industry standard, the figure is closer to 160,000. The people reading those front-page editorials are growing steadily older and out of pace with a younger, more liberal, more digitally oriented population. In the end, McQuaid sees the fortunes of the *Union Leader* linked inextricably with the fortunes of the New Hampshire primary — and he may not be wrong. Some knock the primary-industrial complex, but to McQuaid it is a sacred custom that he is intent on preserving. There's the threat of other states trying to mimic — and supplant — New Hampshire's primacy in the primary season. On March 1, *(2016)* a bloc of seven Southern states will hold a primary blitz, nicknamed the SEC Primary, hoping to attract candidates and to give themselves more say in picking the GOP nominee. "Yes, I do worry," McQuaid says of the phenomenon. "New Hampshire has not always picked the winner, but it's always sent a signal to the country that something is either right or wrong." This year, the country may no longer care about Granite State opinions on the subject. It's all rather dismaying, except McQuaid's upper lip is far too stiff to show it. "I don't know, everything runs its course," he says. As for the *Union Leader,* he's not too worried: "If we're declining in influence, why are you writing about me?" he asks. "I think I'm more optimistic about the future of the *Union Leader* than I am about the future of the New Hampshire primary!" And once that's over, on Feb. 10 McQuaid and the *Union Leader* will go back to covering the local heroin epidemic, the high school basketball games, the snowy car crashes with police cruisers. "We're just little old New Hampshire, and in three weeks the parade will roll out of town, and we'll be the Brigadoon again," McQuaid says. "And we'll sink back into the mists." Joe McQuaid "relentlessly pursued" and married a 1967 Manchester Central High School graduate, Signe Anderson in 1976. They would have two children - daughter, Katie and son, Brendan. Both now work for the *NH Union Leader*. Joe and Signe were married for 43 years before her death from cancer in February 2019. He wrote a book about his summers at the Cog Railway in time for release ahead of the railroad's 150th birthday. Joe has retired and is now working on a book about William Loeb.

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / Washington Post - Jan 21, 2016 / Ancestry.com / Newspapers.com / See Vol. 1 Ch. 9 Sec. 9 & 12 / Vol. 4 Appendix 1973 The Troubles

G. McQuesten 1951 - 1952

Railway Ledger

Kathleen M. McSweeney 1982

Railway employee - Kathleen M. McSweeney from North Woodstock, New Hampshire earned $700 a month working in the office in 1982. She earned a $250 bonus that year. Kathy McSweeney is seen at right at the August 222, 1982 Cog Party in the old Marshfield Station.

- Railway Corp / Bencosky-Desjardins files / Randall paperwork

Kathy McSweeney (1982)
- Machell Corey Collection

Mea

Frederick Mead 1921

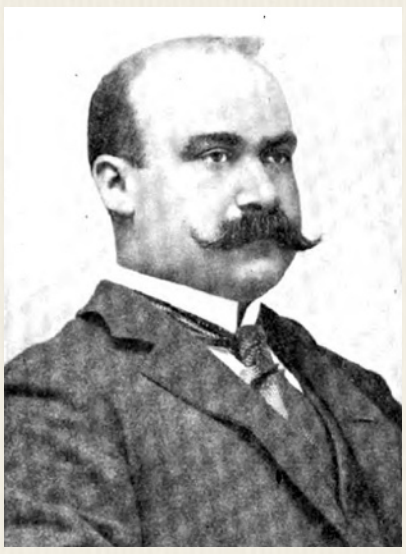
Mr. and Mrs (Mead) of St. J have gone to the base of Mt. Washington "where they are to be employed during the summer." Frederick Mead was born on June 21, 1861 in St. Johnsbury, Vermont - the son of a Canadian born husband and wife, laborer Lewis (Louis) Meade and his wife, Margaret (Marguerite (Dulude) Mead. He had two sisters (Harriet & Emma J.) and two brothers (Joseph & Willie). He was 30-years old when he married widow Alice Sherfield (Powell) on August 3, 1891, who had a daughter Jennie P. Fred and Alice would have at least a son, Charles W according to the US Census. In the spring of 1910, 45-year old Fred was working at Ide's grain mill while his 43-year old wife was doing laundry for the public, 23-year old Charles was working as a freight handler something other sources said was a job Fred had done. The *St. Johnsbury City Directory* lists a Fred Meade as a freight handler with a wife named Alice as well as three sons, Franklin, McAllister and Joseph who had moved to Portland, Maine *(1903, 1904 & 1906)*. Other *Directories* indicate Fred J. Meade worked for the village *(1901)*; was a teamster *(1910 &1912)*; worked at "Ide's." *(1916 & 1919)*; and a laborer *(1925)*. In the seven years after their summer at the Cog Railway Base Station, Alice Mead would die in 1928. On July 7, 1934, Fred Mead would marry Leda Blair Toussaint. Frederick Mead would die on July 21, 1942 of "cerebral apoplexy" after spending a week in the St. Johnsbury hospital for treatment of "arterio sclerosis." He was 81 and was buried alongside Alice in the St. Johnsbury Center cemetery.

- The Caledonian Record May 5, 1921 / Ancestry.com / Newspapers.com / Find-A-Grave.com

G. C. Mead 1884

Summit House clerk - *(1884)* "G. C. Mead is the clerk of the Summit House (same as J. Russell Mead below?)

- Among the Clouds July 17, 1884



J. Russell Mead (1898)
- Boston Home Journal

J. Russell Mead 1885 - 1886

Summit House clerk - *(1885)* "The *(19-year old)* clerk of the Summit House, Mr. J. Russell Mead, is noted for helping out every one who gets into trouble. A day or two ago at party of Brooklyn and Jersey ministers walked up through Tuckerman's ravine, and getting caught in a storm they were wet as drowned rats when they arrived at the Summit. He arrayed part of them in his best clothes and put the rest to bed until their garments dried." / "Mr. J. Russell Mead, the popular clerk last season *(1885)* at the Summit House, who has this year officiated in a like manner at the Farragut House, Rye Beach, reported at the Summit House last evening and will spend the remainder of the season *(1886)* in his old position. His many friends at the Summit extend him a hearty welcome." / "Mr. J. Russell Meade, who was clerk at the Summit House for several seasons, and for eight seasons at the Hamilton Hotel at Bermuda, was among the arrivals here Friday *(9/4/1891)* noon. His sister and brother-in-law, Rev. F. W. Hamilton, accompanied him. Mr. Hamilton is a son of Superintendent Hamilton of the Maine Central and is pastor of the Universalist Church at Pawtucket, R. I. Mr. Meade goes to the Laurel House at Lakewood, as clerk, within a few weeks." James R Mead was born on August 7, 1866 in Bridgeport, Connecticut, when his father, George Comstock Mead, was 36 and his mother, Harriet V. (Quintard) Mead, was 30. He had one sister - Florence Quintard Mead *(b.1859 - d.1918)*. While working in Bermuda at the Hamilton Hotel, Mead was initiated into the Atlantic Phoenix Lodge of the United Grand Lodge of England Freemasons on February 25, 1896. (1898) "When the improvements are completed at the Ocean House, Swampscott, Mass., one will hardly recognize the interior. All the alterations have been made with an eye to the comfort of the guests, and exquisite taste has been shown in the selection of the decorations and furnishings. The prospects are that Mr. Mr. J. Russell Mead will have a most prosperous season." / "Mr. J. Russell Mead will open the Ocean House, Swampscott, Mass., Thursday *(6/30)* evening. The improvements which have been made in this popular house are all completed, and the former patrons will hardly recognize the place in its new attire." / "Mr. J. Russell Mead of the Ocean House Swampscott, Mass., placed a most beautiful flag on his house the morning of the 4th. The house opened with a larger number of guests than for several years, and new guests are arriving each day. On the 4th a special menu was presented to the guests, the cover of which was elaborately decorated with the stars and stripes and the American eagle. An elaborate dinner was served which reflected great credit upon the chef of the house." / "Under the supervision of Mr. J. Russell Mead , the proprietor of the Ocean House, Swampscott, Mass.,a very fine entertainment was given in the music hall of the house on the evening of July 29 for the benefit of the Soldiers' Aid Association, Invitations were sent to the neighboring hotels and cottages. The programme consisted of selections from some of our best composers. A duet for violin and piano by Miss Gaul and Mr. Lovelace was finely rendered. Mrs. G. E. Reed sang a group of songs, accompanying herself, in a very artistic manner. Mrs. James recited a number of pathetic and humorous pieces, impressing all with her intensity of feeling and graceful rendering. Mr. Arthur Hitchcock, whose artistic singing is always a delight to all, sang a group of songs, showing his fine baritone voice to great effect. Mrs. J. H. Martindale gave two selections by Liszt and Henselt, with a brilliancy of touch and finish that brings composer and player so close together. The full singing tone that Mr. Lovelace brings from his violin was shown in the Tarantella by Papini. After the programme was finished the hall was cleared for dancing, and a most bountiful repast was served on the enclosed piazza until midnight, when friends and guests were of one voice that the evening's entertainment had been one round of pleasure. A goodly sum was realized for the soldiers." / "Mr. J. Russell Mead closed the Ocean House, Swampscott, Thursday *(9/15)*, after a most successful season. The owners will. before another season , have a fine wharf built out into the water, far enough to admit of the land ing of passengers from small steamers and

yachts." In 1899 J. Russell Mead came north from the Hamilton Hotel, Bermuda for his last winter season there. He would spend the following winter "securing perfect rest for a while, owing to the delicate state of his health. R. A. C. Brooks, who had been co-managing the Hamilton for several years would be sole proprietor. But first there was a summer season and Mead put a new coat of paint on the outside of the Ocean House and opened on June 28 for a season that would run until September 16, 1899. Two weeks after closing for the season, heart disease claimed his life. *(1899)* Mr. James Russell Mead of the Ocean House, Swampscott, Mass., and for many years one of the managers of the Hamilton Hotel, Hamilton, Bermudda, died at the residence of his sister, Mrs. F. W. Hamilton, wife of the Rev. R. W. Hamilton, Townsend Street, Roxbury, Mass., on Friday of last week, at the age of only 33 years. Mr. Mead was the son of an old hotel ham. His father, with Mr. Doyle,opened the St. James Hotel, now known as the New England Conservatory, but retired from that house after a few years and took the management of the Hamilton Hotel in Bermuda, where (the elder Mean) died. In the death of Mr. Mead the fraternity loses an able and conscientious hotel man, his friends a social and pleasant companion, for he was a man one seldom meets, with never a harsh word for any one, but always those of kindness, and when a friend, one that could be relied upon. After the close of the Ocean House in 1898 he was taken ill, but went to Bermuda, thinking that the climate would be beneficial. At the close of the Hamilton season he returned and spent the summer at the Ocean House, guiding and directing affairs there, but disease was too strong for him, and he passed away, beloved by all who knew him." J. Russell Mead died on September 30, 1899 in Boston, Massachusetts from "cardiac hypertrophy & dilation after suffering with heart disease for one year. He was just one month and 23 days past his 33rd birthday.

- Boston Globe - Sun, Aug 23, 1885 pg. 4 / Among the Clouds - Sep 7, 1886 & Sep 5, 1891 / Ancestry.com / Newspapers.com / Boston Home Journal - Sat, May 28, 1898 pg. 12; Sat, Jun 25, 1898; Sat, Jul 9, 1898 pg.11; Sat, Aug 6, 1898 pg. 5; Sat, Sep 17, 1898 pg. 7; Sat Aug 26, 1899 pg. 16 & Sat, Oct 7, 1899 pg. 21

Joseph J. Meaney 1907 - 1910

Census taker Richard J. Smith finds the 23-year old laborer from Canada working with Roadmaster Pat Camden at the Base Station on May 12, 1910. Meaney has been in the United States for five years. He was on the work crew cleaning up after the Summit fire in 1908. Joseph Meany was born on December 2, 1884, in Ste-Agathe-de-Lotbinière, Quebec, Canada, when his father, Michael, was 43 and his mother, Bridget (Noonan) Meaney, was 39. He had 14 siblings. 23-year old Joe Meaney started working at the Cog in the summer of 1907. His younger brother, 19-year old Stephen would follow him down to Mt. Washington from Quebec in 1908 for his first job away from the family farm. Both Meaney's worked on the track crew that year. 33-year old Joseph Meaney was back on the family farm in St. Agathe in late September 1918 when he reported for a medical examination for the Canadian military draft. He was not married, had no previous military experience and was not a member of the "Active Militia." The examination noted he was 5 feet 7½ inches tall with blue eyes, brown hair and a "mole on right hip." At age 57, Joeseph J. (initial only) Meaney was living at 32 Main Street in Lancaster, New Hampshire when registered for the U.S. draft in April 1942. He was 5-feet 8-inches tall, and weighed 195 pounds. His hair was now gray but the eyes were still blue. He was working for James McGraw in Lancaster and Mrs. Loretta Hastings in Hartford, Connecticut would always know his address. Meaney died in March 20, 1974 in Lancaster, New Hampshire, at the age of 89. *(1974)* "Joseph J. Meaney, 90, of Railroad St., died Wednesday, Mar. 20, at Weeks Memorial Hospital after a brief illness. Born in St. Agathe, Lotbiniere, P.Q., he had been a resident here (in Lancaster) for many years. He had been a woodsman all of his active life. He was a member of All Saints Church. He is survived by a sister, Mrs. Veronica Olsen of Southington, Connecticut. A Mass of Christian Burial was celebrated at All Saints Church, Lancaster, Saturday *(3/23)* morning with Rev. J. K. O'Connor, pastor, officiating. Burial was in Calvary Cemetery, Lancaster." *- Kindellan v. Mt. Washington Ry. Co. / 1910 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Ancestry.com / Newspapers.com / Littleton Courier - Thu, Mar 28, 1974 pg. 6*

Stephen "Steve" Meaney 1908

Track crew member during summer working to clean up after fire at the Summit. It was the first job away from the family farm. On Thursday, July 16, 1908, Steve was part of the crew cutting grass away from the track starting at the Base and heading up to Waumbek. He'd been at the Mountain for seven weeks and had been there for the fire that destroyed most of the buildings on the Summit on June 18th. Friday, July 17th Camden brought the crew up to the Summit for more repairs but the wet, windy conditions prevented much work from getting done. They quit for the day about 4:30pm and some opted to use their "shingles" to slide back to the Base. Steve was fourth to slide. Unfortunately, a brand new man had ignored Camden's directive that he ride down in the cab of the work train. He was second off the mountain. Third was another St. Agathe man, Michael Kindellan. He caught up to the slow sliding rookie in the clouds at Jacob's Ladder. As Kindellan was trying to brake to avoid colliding with slider number two, Stephen emerged out of the fog and couldn't stop before he hit the slowing Kindellan. Kindellan was thrown for his

board. Meaney held on and was dragged along as his slideboard and Kindellan's continued down the mountain before both boards and Meaney crashed into the rookie near the Halfway House. The accident would form the basis of a precedent setting lawsuit, and the outline of Meaney's injuries could still be seen eight years later as he agreed to serve in the Canadian Over-Seas Expeditionary Force in Springhill, Nova Scotia on April 12, 1916. Distinguishing marks on the 33-year old volunteer included: "Scar on right side of chin - Two scars back of head (right side) - oval scar 1-inch long inner side of left thigh." The magistrate overseeing Stephen Meaney's declaration confirmed Meaney was 5-feet 11-inches tall with black hair and brown eyes. He had two vaccination marks on his left arm and small mole on right arm, one inch above the elbow joint. Private Stephen Meaney (#716224) joined the 106th Battalion as the unit sailed for Europe July 15, 1916. He went into battle with the 25th Battalion - the Nova Scotia Rifles in August 1917 in the midst of the Battle of Passchendaele as the Canadian forces fought for control of the ridges south and east of the Belgian city of Ypres. On August 17th, Private Stephen Meaney was wounded receiving several gun-shot wounds to his right arm. He would be discharged from the hospital and went back to his unit about the time the Passchen-daele campaign came to a close. Meaney apparently took part in The Battle of the Scarpe - a World War I battle that took place during the Hundred Days Offensive between 26 and 30 August 1918 as Canadian Forces moved towards the Scarpe river. His per-sonnel files indicate he received a shrapnel wound to the head on August 29. He was discharged on September 16th and went back to his unit. Three days before the Armistice, Private Stephen Meaney of the Nova Scotia Rifles received a shrapnel wound to his left hand. He was discharged from hospital on January 22, 1919. By the end of the war 53% of the men who had served in the 25th battalion had been wounded (2713 soldiers), while 14% died in battle (718 soldiers)

- Kindellan v. Mt. Washington Ry. Co. / See Appendix Sec. 8 / Ancestry.com / Newspapers.com / Wikipedia

Robert G. Means 1957

Summit House

John F. Meck (1951)
- Dartmouth College photo

John F. Meck 1952

Dartmouth College official on the payroll the first year of College ownership. Also graduate of Dart-mouth - Class of 1933. *(1978)* "John F. Meck, 65, former vice president and chairman of the invest-ment committee at Dartmouth College, died Thursday after a heart attack while skiing in Aspen, Colo. He lived in Hanover, N.H. He had joined Dartmouth as treasurer in 1949, after working as a lawyer and serving with the federal government in Washington. During 1941-43, Mr. Meck was a law-yer with Covington, Burling, Rublee, Acheson and Shorb. He then joined the Navy, serving in the counsel's office, and later was chief counsel for the Bureau of Naval Personnel. During 1946-48, he was with the Washington law firm of Douglas and Proctor. He then served for a year as executive sec-retary and staff director of the foreign affairs committee of the Hoover Commission on the Reorgani-zation of the Executive Branch of the federal government. During his 28 years as an administrator at Dartmouth, Mr. Meck had the major responsibility for all nonacademic aspects of the college. Born in Altoona, Pa., he was a graduate of Dartmouth and earned a law degree from Yale University, where he became an associate professor of law and then assistant dean of the law school. Mr. Meck was a founder of Listening Post, an organization of chief business officers of colleges. He was organ-izer and first president of Common Fund, an investment program sponsored by the Ford Foundation for educational institutions. He belonged to numerous business and legal organizations. He retired last June *(1977)* from Dartmouth. Under his direction, Dartmouth's endowment grew from $26 million to $160 million. He is survived by his wife, Jean Anderegg Meck, of the home, and three children, Salley Pinkham, of Wilton, Conn., John F. III, of Den-ver, Colo., and Julie Hamin, of Swampscott, Mass.

- Railway Ledger / Washington Post & New York Times – Mar 4, 1978

A.E. Melanson 1951

Mt. Washington Club/Summit House

T. A. Merchant 1951

Marshfield Corp/Cog Railway Cabins

Larry D. Mercier 1964

18-year old Larry D. Mercier was one of two Mercier's from Berlin, New Hampshire to work in the Summit House kitchen in 1964. Both were paid $130 a month plus $64. Larry was born on December 15, 1946. He would marry and have a son , Larry D. Mercier Jr. Larry Senior continues to live in Berlin.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Leo Mercier 1964 - 1965

The other Mercier in the Summit House kitchen in 1964 was his 16-year old brother, Leo R. Mercier. He, too, received $130 a month plus $64 for his time in the kitchen. Leo would return for a second summer at the Summit in 1965 and moved out of the kitchen and on to the counter and into the dining room as a waiter serving customers for a base pay of $130 a month plus $64 plus any tips he might earn. Leo Mercier appears on the Summit payroll summary for July 1965 as earning $97 a month. "Free" room and board was worth $32 a month for tax purposes indicating a mid-July start on the job. His net monthly pay was $52.28. Mer-

cier's salary was booked in the Summit House "restaurant" column.Leo R. Mercier was born three days before Christmas 1947.

- Summit House / Bencosky-Desjardins files / July 1965 Summit Payroll summary / Ancestry.com / Newspapers.com

Dwight Edwin Merrill 1966 - 1970 & 1974 - 1979

Dwight Merrill (1969)
-Helen Merrill photo

Dwight Merrill from Jefferson began working in the Marshfield Gift shop as soon as he turned 16 in October 1966. He would return in 1967 and work through the season. In 1969, he was earning $1.60 an hour selling souvenirs. He received $1800 net for his 1970 efforts. Dwight next shows up on Cog records earning $2.30 an hour in the gift shop that summer. In 1975, he took over managing the gift shop from 1977-1979. *(1966)* "Jefferson notes: Miss Lorna Merrill, Mark Sweeney and Charles Kenison have concluded their work at the Mount Washington Cog Railroad. Dwight Merrill worked there the past two weekends." *(1967)* "Jefferson notes: Dwight Merrill concluded his work at the Mount Washington Cog Railway Gift Shop for the season on Sunday *(10/15)*." *(1968)* "Jefferson Notes: Miss Virginia Merrill was at home from Manchester over the holiday weekend and worked at the Mt. Washington Cog Railway Base Station. Dwight Merrill has concluded his work at the gift shop for the season." *(1970)* "Jefferson Notes: Miss Lorna Merrill went to Manchester on Thursday *(5/28)* and accompanied Miss Virginia Merrill and a group of girls to Hampton Beach. The group camped at Seabrook Thursday night. On Friday, Virginia and Lorna went to Durham to get Dwight Merrill who returned home after completing his freshman year at UNH. He went to the Mt. Washington Cog Railway Base Station on Sunday *(5/31)* to work in the gift shop for the summer." *(1975)* "Jefferson Notes: Dwight Merrill is in Boston this week to attend the Gift Show in the interest of the Cog Railway Gift Shop which he will manage this year." / "Jefferson Notes: Dwight Merrill has concluded his Summer season at the Mount Washington Cog Railway where he managed the gift shop." *(1976)* "Jefferson notes: Dwight Merrill left on Sunday *(3/20)* to attend the Gift Show at the Hines Auditorium in the Boston Sheraton Hotel this week in the interests of the Mt. Washington Cog Railway Gift Shop." Dwight didn't spend ALL his time in the Gift Shop in the nation's Bicentennial year, Dave Moody says Dwight "was pressed into service as a brakeman in the fall." And documents in the NH DOT archives confirm that Merrill made a total 45 trips up Mt. Washington starting with a single trip in August. Twenty-one after Labor Day and twenty-three trips in October. This was at the same time, he was looking to represent his hometown area in New Hampshire's General Court. "Dwight E. Merrill of Jefferson is seeking nomination as Democratic representative from District 4 (Carroll, Jefferson, Kilkenny, Low and Burbank's Grant, Milan, Randolph, Stark and Whitefield). Also running is Andrew N. McLain of Milan. Mr. Merrill is a graduate of White Mountains Regional High School and of the University of New Hampshire. He has been manager of the Cog Railway Gift Shop for the past two years." Dwight and the rest of the Merrill clan's careers at the Cog were fairly well documented in the *Littleton Courier* as mother Helen Merrill was the paper's Jefferson correspondent.

- Marshfield Corp / Bencosky-Desjardins files / NH DOT files / Littleton Courier - Thu, Oct 20, 1966 pg. 6A; Thu, Oct 19, 1967 pg. 3A; Thu, Oct 17, 1968 pg. 3; Thu, Jun 4, 1970 pg. 5A; Thu, Mar 19, 1975 pg 3; Thu, Oct 22, 1975 pg. 9; Thu, Mar 24, 1976 pg. 6 & Wed, Sep 8, 1976 pg. 8

Frank E. Merrill 1877 - 1878

Telegraph operator at the Base - *(1906)* Mr. Frank E. Merrill, superintendent of the water works at Somerville, Mass., arrived on the Summit by the noon train Tuesday *(7/24/1906)* and called at this office, the first visit he had made for many years. In 1877 he was the telegraph operator at the Base and assisted in bringing to the Summit a part of the machinery now used in printing *Among the Clouds*. He said that the Summit presented few changes from its appearance thirty years ago."

Ella Porter Merrill (1880)
- Ancestry.com

Frank Edwin Merrill was born on November 22, 1858, in Nashua, New Hampshire, when his father, Charles Edwin Merrill was 29 and his mother, Mary (Parker) Merrill was 29. He was working in the general ticket office of the Boston & Lowell railroad in Boston when married Ella May Porter *(left)* on March 23, 1880, in his hometown of Nashua. They had two children during their marriage - Charles Frank *(b. 1881- d.1960)* and Marion *(b. 1887 - d. ???)*. He was initiated into the Masons on October 1, 1895. Ella Merrill died after 1900 and the widow married a second time and proved he and his new bride did not suffer from triskaidekaphobia. *(1913)* "The numeral "13" figured conspicuously in the marriage of Water Commissioner frank E. Merrill of Somerville to his former chief clerk, Miss Lillian E. Leavitt, which took place at 4 o'clock this afternoon *(3/13)*. Performed on the 13th of the month at the bride's home, 13 Pinckney St., bu virtue of the 113th license issued thus far this year, the ceremony united the commissioner, who had served 13 years in that capacity, and his clerk, who had served with him for 13 years. Thirteen City Hall attaches who are friends of the bridge presented her with 13 $5 goldpieces. The bride and groom have arranged a wedding tour in which 13 principal stops will be made on their journey from Somerville to Panama, via Florida. Mr. Merrill is a widower, 52 years old. His bride is 36, and made her home with her widowed mother. Mr. Merrill is prominent in West Somerville affairs, where he has a home at 49 Fairmount Ave. The ceremony was performed by Re. Harley D. Maxwell, pastor of the First Universalist Church. Including the bridal couple and the clergyman, there were 13 present." Frank Merrill died on August 24, 1935, at the age of 76, and was buried in Nashua, New Hampshire. *(1935)* "Frank E. Merrill, 77, of 47 Fairmount Ave, West Somerville, (MA) died late Saturday *(8/24)* night at his Summer home at Lake Massapoag, Tyngsboro. Mr. Merrill was a former water commissioner of Somerville and had been connected with the department more than 40 years. In

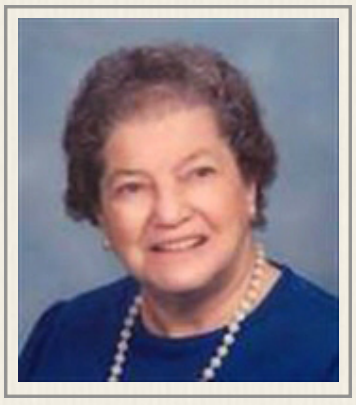
Daughter Marion
- Ancestry.com

1877 he was employed as train dispatcher on the Mt. Washington railway and in 1880 he was with the old Boston & Lowell railroad in the traffic department. He is survived by a wife, Mrs. Lillian Merrill; two daughters - Mrs. Marion M. Moulton, Newton, and Arline Merrill, Somerville, and a son, Charles F. Merrill of Hopedale. The funeral will be held Wednesday at 3pm at the Anderson Memorial Chapel in the Edgewood Cemetery, Nashua, N.H. Mr. Merrill was a member of the old Board of Trade of Somerville, West Somerville Civic Association, past president of the New England Water Departments Association, Past president of the Sons and Daughters of New Hampshire of Somerville, a member of the Caleb Rand Lodge, I.O.O.F, John Abbot Lodge, A. F. & A. M., past regent of Elm Council, Royal Arcanum, a member of the United Order of the Golden Cross, and of the Congregational Church of West Somerville."

- Among the Clouds - Jul 19, 1878 & Jul 25, 1906 / Ancestry.com / Newspapers.com / Find-a-Grave.com / Boston Globe - Thu, Mar 13, 1913 pg. 2 & Mon, Aug 26, 1935 pg. 15

Helen Marshall Merrill 1964 & 1977 - 1979

Gift Shop - Dwight's mom - *(1964)* "Names and addresses of those who visit the Mt. Washington Cog Railway and register with Mrs. Helen Merrill of Jefferson are published in a new Summer newspaper bearing the historic name of *Among the Clouds*, which was previously produced at the Summit from 1877-1917." *(2008)* JEFFERSON – Helen M. Merrill, 94, died Thursday morning, October 2, 2008, at the Country Village Genesis Eldercare Center, Lancaster. Mrs. Merrill was born in Lancaster on February 15, 1914, the daughter of Herbert and Florence (Johnson) Marshall. She was raised there in her youth and was a 1931 graduate of Lancaster Academy. For over sixty years Helen was a resident of Jefferson. For many of those years she was the assistant editor of the *Littleton Courier* and was a volunteer at the Morrison Nursing Home in Whitefield. She enjoyed crafts and quilting. Her memberships were many, including 70 years in the Star King Grange # 124, the Northern NH Pamona Grange, NH State Grange, the National Grange, Pliny Rebekahs, Jefferson Historical Society, NH Old Cemetery Assoc., NH Genealogical Society and a lifelong member of the Methodist Churches of Jefferson and Lancaster, where at one time was lay speaker. Family members include three sons, Albert L. Merrill and his wife Mel of Miami, FL, Paul A. Merrill of Merced, CA and Dwight E. Merrill and his wife Karen of Barrington, NH, a daughter Lorna M. Small and her husband Carl of Hartford, ME, 13 grandchildren, 17 great grandchildren and 2 great great grandchildren. She was predeceased by, her husband Lee P. Merrill in 1984, a daughter Virginia M. Gillis, three brothers Donald Marshall, Raymond Marshall and Ernest Marshall



Helen Merrill (1967)
- Merrilll Family Collection

- Marshfield Corp / Bencosky-Desjardins files / Littleton Courier - Thu, Aug 22, 1974 - 10 Years Ago column pg. 5C

Lee Parker Merrill 1975

Helen Marshall Merrill's husband, 63-year old Lee Parker Merrill was on the Cog payroll as a carpenter in 1975. He was born October 30, 1912 in Jefferson, New Hampshire - the son of Albert Jonathan Merrill and Gertrude Winifred (Pillsbury) Merrill. He had a sister, Ruth Lena who was born in 1917. He was 26 years old and farming in Jefferson when he married 25-year old Helen, the daughter of a Lancaster machinist in Derry, New Hampshire on June 1, 1939. Lee Merrill was self-employed in October 1940 when he registered for the draft. He was 5-feet 4-inches tall, weighed 136 pounds and had blue eyes and blonde hair. He died in August 1984 and is buried in the Forest Vale Cemetery in Jefferson with Helen and their son, Dana H who was born in 1944 and died in 1947. *(1984)* Lee P. Merrill, 71, of Route 115, Jefferson, NH died Wednesday afternoon, Aug. 15, at the Littleton Hospital after a brief illness. He was a native born Oct. 30, 1912, son of Albert J. and Gertrude W. (Pillsbury) Merrill and lifelong resident of Jefferson and was involved in farming and hotel work most of his life. He was a member and master of the Starr King Grange of Jefferson; a member of the Northern New Hampshire Pomona and State and National Granges; a Past Noble Grand of the Mount Jefferson Lodge, IOOF; member Pliny Rebekah Lodge; treasurer of the Jefferson Historical Society; a member of the St. John's United Methodist Church of Jefferson and a former committeeman actively involved in the Jefferson Boys Scout program for 20 years. He and his wife celebrated their 45th Wedding Anniversary June 1. Members of the family include his wife, Mrs. Helen (Marshall) Merrill of Jefferson; three son, M. Sgt. Albert L. Merrill of McGuire Air Force Base, N.H., M. Sgt. Paul A Merrill of Anderson Air Force Base, Guam and Dwight E. Merrill of Portsmouth; a daughter, Mrs. Carl (Lorna) Small of Buckfield, Maine; 12 grandchildren; a great granddaughter; three sisters, Mrs. Helen Enman of New London, Mrs. Leta Willey of Tilton and Mrs. Ruth Willey of Jefferson; nieces, nephews and cousins. Funeral services were held Sunday *(8/19)* in Christ Methodist Church in Lancaster. Burial was in Forest Vale Cemetery, Jefferson. Bearers were Peter Marshall, Littleton; James Willey, Northfield; Burleigh Wyman, James Glidden, John Paschal and Rupert Corrigan of Jefferson. Contributions in his name may be made to the Jefferson Historical Society, Box 124, Jefferson."

Lorna Merrill (1967)
- Berlin H.S. Meteor

- Railway Corp / Bencosky-Desjardin files / Ancestry.com / Find-A-Grave.com / Littleton Courier - Wed, Aug 22, 1984 pg. 2

Lorna Merrill 1966 - 1969

Marshfield Gift Shop - The daughter of Mr. and Mrs. Leo Merrill, Lorna was born on May 6, 1949 and graduated in 1968 from Berlin High School. She told yearbook staff she hoped to attend Bible College which she did. Like her older sister, Ginny, Lorna worked in the high school cafeteria all four years, and followed her sister and brother to the Cog in the summer of 1966. Her low-key nature was duly noted by class-

mates who voted Lorna and Carl Evans the "quietest" kids in their class. The yearbook caricatured both as being quiet as mice. Lorna's classmate predicted she some day would guide "tourists through the leaning Tower of Pisa." Lorna, Virginia and Dwight worked with Cogger Maureen Driscoll. *(1966)* "Jefferson notes: Miss Lorna Merrill started work at the Base on Tuesday *(6/21)*." *(1967)* "Among the young graduates of the area are the following Jefferson youths: At Berlin - Miss Lorna Merrill, who took a college preparatory and home economics course, has been accepted at Free will Baptist Bible college in Nashville, Tenn. She has been active in church and grange affairs. Lorna plans to take up Christian education. She will be at the Mt. Washington Cog Railroad Base Station this summer, working at the cash register and behind the lunch counter." *(1969)* "Miss Dorothy Walker and Miss Lorna Merrill have concluded their summer's work at the Mt. Washington Cog Railroad Base Station." Lorna married Carl Small and at the time of her mother's death, she and her husband were living in Hartford, Maine.

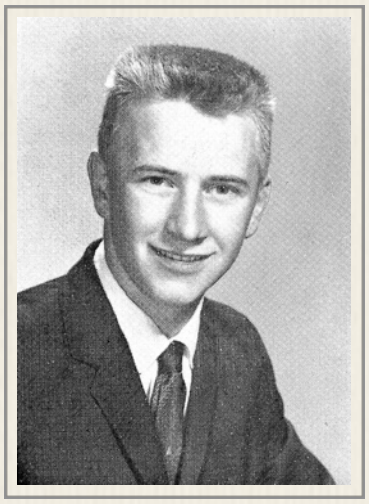
- Littleton Courier - Thu, Jun 23, 1966 pg. 7A; Thu, Jun 15, 1967 & Thu, Aug 21, 1969 pg. 7A/ See Vol. 1 Ch. 9 Sec. 3

Norman E. "Whitey" Merrill 1950 - 1951

Norman E. Merrill (1952)
- UNH yearbook

Railway Ledger - *(1951)* "Mountain Musing: The engineers who run on one of the shortest lines in the world include: George Trask of Rochester, Vt., five years on the job. One of the record books: the Mt. Washington cog railroad is believed to be the only railroad in the country whose firemen are all college boys, and which has one entire train crew made up of college young men - Trask, junior at Lyndon State Teachers college, engineer; Jimmy O'Rourke of Boston, whose father is general manager of the B&M, junior at Cornell, fireman; David Gates, Melrose, Mass;, sophomore at the U. of Me., brakeman, and Whitey Merrill, Concord, junior at the U. of N. H. conductor!" 24-year old Whitey Merrill was an older college student when working on the trains as he was also a veteran of the U.S. Navy. Merrill was born on November 25, 1925 - the second son of smoking machine salesman Everett C. and Mary M. Merrill of Concord, New Hampshire. The Concord Merrill's had North Country roots. In 1930, 4-year old Norman and his 5-year old brother, Calvin F. Merrill were living with their grandparents in Littleton, New Hampshire when the Census enumerator came calling on April 9th. 62-year old Fred H. Merrill and his 53-year old wife, Cassie had been married 34 years and were running a farm on Alston Road. In 1940, the two boys were with their parents in Concord along with their 5-year old sister Judith and 3-year old brother, Alan M. 20-year old Norman Merrill was unemployed when he registered for the draft on June 3, 1946. He was described as 5-feet 0-inches tall, weighing 140 pounds with a ruddy complexion, blue eyes and blonde hair. The "unemployed" status is odd as the 1945 Concord City Directory indicates Norman was serving in the U.S. Navy. and muster rolls indicate Norman E. Merrill (#5732836) as serving aboard the escort carrier *USS Windham Bay* (CVE-92) as a pharmacists mate third class in January 1946 and then being transferred to Bremerton, Washington six months later in June. He graduated from the University of New Hampshire in 1952 with an English degree. He had sung in the Glee Club his first two years and then harmonized in the UNH choir as a junior and senior. He also played on the tennis team those last two years as well as being a member of the Scabbard and Blade - an ROTC cadre of experienced and aspiring military officers that fosters strong joint-service relationships. In 1957, Norman and his wife, Constance Ballentine Merrill are living in Portsmouth where he is a special agent for the New Hampshire Fire Insurance Company. Whitey Merrill died in Portsmouth on November 21, 1998 at the age of 72. He was buried in the Glenwood Cemetery in Littleton, New Hampshire.

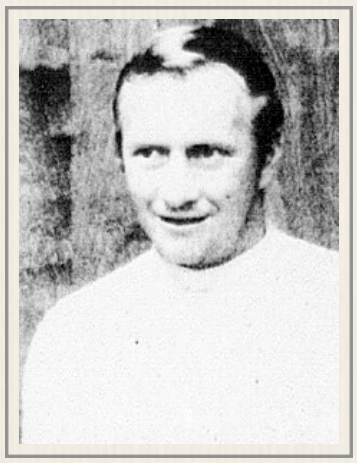
- Littleton Courier - Thu, Sep 20, 1951 / Ancestry.com / Newspapers.com / Find-A-Grave.com



Paul Merrill (1964)
- Berlin High School photo

Paul Merrill 1965

Marshfield Gift Shop - *(1964)* "Jefferson notes: Misses Virginia Merrill and Susan Ashton and Paul Merrill, who have been working weekends at the Marshfield house at the Cog railway, concluded their work on Sunday *(10/18)*. *(1965)* "Jefferson notes: Miss Virginia Merrill is employed in the gift shop at the Mt. Washington Cog Railroad. Paul Merrill starts work there on Saturday *(6/26)* for the summer." Paul A. Merrill was born on March 8, 1946 - the son of Lee and Helen Merrill of Jefferson. He grew up there and graduated from Berlin High School in 1964 with his emphasis on the mechanical arts. "Shorty" Merrill worked in the schools cafeteria for his last three years in high school and was on the skit team as a junior and senior. He received an athletic scholarship and was a member of the National Athletic Scholarship Society. He enlisted in the U.S. Air Force, and settled in California after retiring from the service.



Paul Merrill (1976)
- Littleton Courier photo

- Marshfield Corp / Ancestry.com / Littleton Courier - Thu, Oct 22, 1964 pg. 4B; Thu, Jun 24, 1965 pg. 3 / See Vol. 1 Ch. 9 Sec. 3

Virginia "Ginny" Merrill 1965 - 1968

Marshfield Gift Shop - *(1964)* "Jefferson notes: Misses Virginia Merrill and Susan Ashton and Paul Merrill, who have been working weekends at the Marshfield house at the Cog railway, concluded their work on Sunday *(10/18)*. *(1965)* "Jefferson notes:

Virginia Merrill (1966)
- Berlin H.S. Meteor

Miss Virginia Merrill is employed in the gift shop at the Mt. Washington Cog Railroad. Paul Merrill starts work there on Saturday *(6/26)* for the summer." Virginia "Ginny" Merrill graduated from Berlin High School in 1966. A member of the National Junior Honor Society her first year, she played basketball and softball as a sophomore. She chaired the Winter Carnival Committee as a junior and was on the yearbook staff as a senior. She worked all four years in the high school cafeteria. *(1966)* "Jefferson Notes: Miss Virginia Merrill started work at the Cog Railway Gift shop on Saturday *(6/18)*." *(1967)* "Mountain Musing: Occasionally a hiker on Mount Washington gets stranded with his car many miles away. This happened recently when Michael A. Lacher of New York stopped at Mt. Washington Cog Railway looking for a ride to Randolph where he had left his car. No one was going that way and finally Miss Virginia Merrill of Jefferson, an employee, offered to take him there. It turned out that Mr. Lacher is legislative counsel to the mayor of New York City and Miss Merrill had a letter from him later, saying: "Now that I'm back at my desk safe and sound. I can really appreciate how kind you were to a stray hiker. I just wanted you to know how very grateful I was, and if you ever come to New York city please look me up so you can get a real sample of our city's hospitality." *(1968)* "Jefferson Notes: Miss Virginia Merrill was at home from Manchester over the holiday weekend and worked at the Mt. Washington Cog Railway Base Station. Dwight Merrill has concluded his work at the gift shop for the season." *(1976)* "Chelmsford, MA - Mrs. Virginia (Merrill) Gillis, 28, a former resident of Jefferson, N.H., but for the past two years making her home at 22 Wildes Rd., died Sunday evening at her home. She was born in Lancaster, N.H., the daughter of Lee P. and Helen (Marshall) Merrill. Mrs. Gillis was a graduate of Berlin High School and New Hampshire College in Manchester, and has been employed as an Auditor for Preston, Gardner, Moss Inc. in Boston. She is survived by her husband, Richard Gillis; her parents, Mr. and Mrs. Lee P. Merrill of Jefferson; a sister, Mrs. Carl Small of Plattsburg, N.Y.; three bothers, Albert L. Merrill, now stationed in the Philippines with the Air Force; Paul A Merrill, stationed at Anderson Air Force Base in Guam; and Dwight Merrill of Jefferson. Mrs. Gillis was an attendant of Aldersgate Methodist church in Chelmsford."

- Littleton Courier - Thu, Oct 22, 1964 pg 4B; Thu, Jun 24, 1965 pg. 3; Thu, Jun 23, 1966 pg. 7A; Thu, Sep 7, 1967 pg. 4; Thu, Oct 17, 1968 pg. 3 / Lowell (MA) Sun - Tue, Apr 27, 1976 pg. 20 / See Vol. 1 Ch. 9 Sec. 3

George Merritt 1902

Summit House employee - Played second game of ping-pong on the summit - "a match between two expert players from Boston University, Messrs. George Merritt and Alden H. Speare." George was enrolled in the College of Liberal Arts and was from West Somerville, Massachusetts. According to BU's *General Alumni Catalog for 1918*, George Nauhum Merritt would earn a B.A. in 1905 and a law degree from BU in 1907. George was the Freshman Class president, played class football and basketball and was involved in advertising. In 1918, he could be reached at the George Batten Co. (advertising) at 10 State Street in Boston. He married another BU graduate, Lora Pratt who earned a B.A. in 1907. The couple lived in Newton, MA. They would have a son, Brooks Palmer Merritt born on June 17, 1918. He would eventually be part of the BBD&O (Batten, Barton, Durstine & Osborn) Agency - one of 550 people maintaining offices in New York City, Chicago, Boston, Buffalo, Pittsburgh and Minneapolis in July 1931. *(1931)* "George N. Merritt, for 18 years in the agency business in New York and Boston, has been appointed by The Porter Corporation, 80 Broad St., Boston as vice president in charge of sales promotion. Mr. Merritt is a graduate of Boston University, and entered the advertising field after practicing law in (Boston). In addition of Mr. Merritt to its staff, The Porter Corporation gains a man of wide practical experience in the national advertising field. His decision to join the staff of this company was influenced largely by his thorough investigation of the Porter Corporation and its convincing record of accomplishment as a young, aggressive, growing agency." *(1935)* "The Boston office of Charles W. Hoyt Company, Inc. has removed to new and larger quarters at Union Savings Bank Building, 216 Tremont St. George N. Merritt continues in charge as manager. The Hoyt Company was founded in 1909. Among its well-known New England clients are the Harvard Brewing Company, rutland fire Clay Company, Russia Cement Company, Chamberlain & Company, Inc; Samuel Ward Manufacturing Company and Moore Pen Company. Mr. Merritt is also secretary of the New England Council of the American Association of Advertising Agencies." George Nahum Merritt was born on October 2, 1882, in Marlborough, Massachusetts, when his father, Palmer, was 34 and his mother, Maria B. (Blake) Merritt, was 32. He had one son, Brooks Palmer *(b.1920 d.1986)* and one daughter, Madeleine *(b.1916 d.2010)* with Lora Whittemore Pratt *(b.1884 d.1972)* between 1916 and 1920. He died on May 30, 1958, in Los Angelas at the age of 75.

George N. Merritt (1931)
Boston Globe courtesy photo

- Among the Clouds - Jul 24, 1902 / Ancestry.com / Newspapers.com / Boston Globe - Sat, Sep 12, 1931 pg. 12 & Sat, Jul 13, 1935 pg. 11

Joseph Merse, Morse or Murso 1879

The 1880 census describes Joseph as a married, 36-year old Canadian living at the Base "dwelling house" as a boarder in September 1879 and working as railroad help.

- 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)

Frank M. Merwin 1954 - 1982

Frank M. Merwin, 90, formerly of East Stroudsburg, Pennsylvania died Thursday afternoon, April 7, 2011 at Slate Belt Nursing and Rehabilitation Center in Washington Township. Born on July 6, 1920 in Mt. Pocono, he was the son of the late Charles Peter and Sophia (Knoll) Merwine and was a lifetime resident of Monroe County. He was valedictorian of his 1937 high school class at Pocono High School in Tannersville. After an Honorable Discharge from the Army, Frank attended Lafayette College in

Easton for a year and a half until overseas savings and the G.I. Bill were depleted. From 1954 until retirement, he worked as a comptroller in New Hampshire, for Mt. Washington Cog Railway Company, Marshfield Corporation, Mt. Washington Summit House, Inc. - hours were 7:00AM - 11:00PM every day for the season June until Columbus Day in October. Frank M. Merwin, 90, formerly of East Stroudsburg, died Thursday afternoon, April 7, at Slate Belt Nursing and Rehabilitation Center in Washington Township. A 1933 8th grade graduate of the Mt. Pocono Borough School with the honor of valedictorian. He won first Prize in 1936 and 1937 in the American Legion Poster Contest. In 1937 and 1938, he attended the Philadelphia School of Industrial Art and studied still and life drawing, clay modeling, anatomy, both human and animal, water color and oil painting, color and design. He had a perfect eye to obtain any color by mixing the basic red, yellow and blue - a natural gift which he lost due to blackout driving in World War II. To earn tuition to continue art studies, he was a bookkeeping, machine operator in the checking department of the Stroudsburg Security Trust Company until Pearl Harbor completely changed his and his friends lives. In May 1942, he was assigned to the stock record section of British Lend Lease and Russian Lend Lease at the Philadelphia Signal Depot which formerly had been the Philco Radio Warehouse. Three eight hour shifts continued until the end of World War II with workers changing every month. On November 25, 1942, he was transferred, because of army need and demand, to the Anti Tank Company, 406 Regiment, 102D Infantry "Ozark" Division at Paris, Texas. He was assigned to this well trained and honorable division that served the United Stated until V-Day, May 1945 and occupation of Germany until 1946. The bravery, dedication and sacrifices of each and every "Maxey Man" was praised by well known war radio commentator, Lowell Thomas, who kept the families at home informed. Work was difficult to find after the war. He worked for Proctor and Swartz in Philadelphia in the payroll department of a company which produced G.I. gliders and went back to toasters and utensils after the war. Then, he was a night auditor for Jefferson Hospital in Philadelphia until 1950. He worked for a casualty Insurance Company, two offices in Philadelphia, one in Chicago. Manufacturer's sold to Pacific National, sold to Trans America which demanded a move to California. The Cog comptroller's job started in 1954. He was preceded in death by two sisters, Lila Merwin and Helen Elizabeth Merwin; and an infant brother. He is survived by his caregivers, Eugene and Robin Murray of Mt. Pocono. Burial was in St. Paul's Cemetery, Swiftwater. *www.findagrave.com/memorial/111211150/frank-m.-merwin / www.wmhclarkfuneralhome.com/fh/obituaries/obituary.cfm?o_id=1129300&fh_id=13105*

W. J. Meserve 1952

Mt. Washington Club/Summit House

Charles E. Metcalf 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

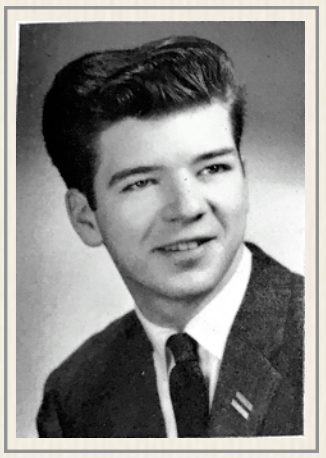
Rebecca "Becky" Metcalf 2013 - 2019

Becky Metcalf (2019)
- Metcalf Family photo

Marketing Manager & Director - Her LinkedIn profile says the main focus of her work at the Cog from 2013 to 2017 was: "The development of annual strategic marketing plan for international and national tourism market, website. Development and management of social media presence from the ground up with Facebook, YouTube, Twitter and Instagram. Annual creation of comprehensive targeted marketing campaigns by focus in specifics markets and regions using multiple forms of advertising media. Continual writing of press releases and content for public relations. Other recent projects consulting producer on an Emmy Award winning documentary production with New Hampshire Public Television, *Climbing To The Cloud*s, Assisting a team in restoration and update of railway museum, and annual event coordination. Attendance and booth management as a marketing representative to annual consumer travel shows in NYC, Boston, and Connecticut." She became a board member of the New Hampshire Travel Council in 2019: "Metcalf has 15 years of experience in New England's tourism industry. As current marketing director of the Mount Washington Cog Railway, Rebecca works to bring tourism to the area through partnerships with other New Hampshire entities. She has worked on various projects such as the Cog Railway Museum, the Emmy award-winning film documentary, "Climbing To The Clouds" and helps organizes annual events such as the "Railway to The Moon" Steampunk Festival, an event voted 'Best of NH Fun and Adventure' by NH Magazine in 2017. Metcalf serves on many arts, tourism and marketing boards as well as volunteering for local organizations. Her goal is to work alongside other marketing professionals to maintain sustainable development of tourism in New Hampshire for future generations to enjoy." She left the Cog in August 2019 to become the Outreach Manager at Casella Waste Systems, Inc. in Littleton, NH" *- LinkedIn / The Conway Daily Sun - Feb 5, 2019*

Metcalf steampunking (2017)
- Metcalf Family photo

George Metevier 1961 - 1962



George Metevier (1962)
- St. J Trade School

16-year old George Metevier of St. Johnsbury, Vermont began his career at Mt. Washington working as a Summit House bell boy for $115 plus $25 a month. He worked the 1961 season until September 9th and received "counter wages" after Labor Day. Metevier earned $130 plus $20 a month as a watchman and counter worker in 1962. George Roy Metevier was born on August 1, 1944 in St. Johnsbury - the son of 44-year old machinist Charles Metevier and his 43-year old wife, Evelyn (Roy) Metevier. He was the youngest of five children born to the couple and was named for his uncle. Charles' 40-year old brother, George E. Metevier had died in Hartford, Connecticut in late January of that year - just three

days after being married. He was on his way to work as a tool designer "when two automobiles crashed at an intersection, pushed up on the sidewalk, pinning him between" the cars. He was taken to the hospital where he died. George sang a duet with Wayland Sinclair as part of Mrs. Abbott's Christmas program at the Summer Street school in St. J in 1953. He was a Cub Scout - part of Pack 6 during their 45th year celebration in 1955, and pleaded no contest to buying beer in Lamoille Municipal court in February 1962 and paid a $20 fine. He would graduate in June 1962 from St. Johnsbury Academy. Metevier was 21 and working as a stock clerk in Burlington, Vermont when he married 18-year old Cecile Rose Berube of St. Johnsbury. It was a first marriage for both. The couple was living in Williston when George had to pay a $25 speeding ticket in April 1968 for clocking 90 miles an hour on Interstate 91. He lost his driver's license in late 1971, but it was reinstated on January 8, 1972. An internet search found a 76-year old George R. Metevier living in Brick, New Jersey.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Caledonian Record - Fri, Jan 28, 1944 pg. 6; Fr, Dec 18,1953 pg. 10; Mon, Feb 28, 1955 pg. 2; / St. Johnsbury Republican - Fri, Jan 28, 1944 pg. 6 / Barre (VT) Times Argus - Fri, Feb 9, 1962 pg. 3 / Burlington (VT) Free Press - Thu, Apr 4, 1968 pg. 10; Thu, Jan 13, 1972 pg. 19

G. Metlo 1951

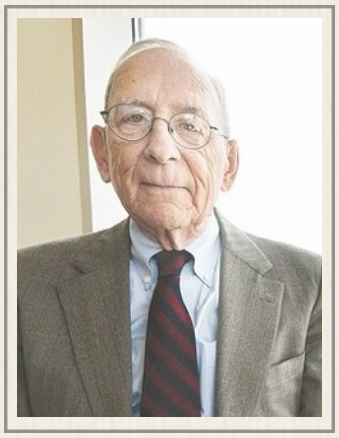
Mt. Washington Club/Summit House

James Meunier 1953

Marshfield/Cog Railway Cabins

Norman Michaud 1940

Summit waiter - mentioned in first *Mt. Washington Daily News* as working with others to create paths for tourists to walk to look-offs *- Mt. Washington Daily News - June 30, 1940*



Jack Middleton (2015)
N.H. Union Leader

Jack Middleton 1967

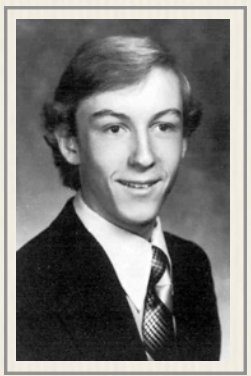
Railway Corp lawyer / Company director *(left)* - Interviewed and profiled by Michael Cousineau in the *New Hampshire Union Leader* on March 28, 2015: "While no one would fault him for retiring to warmer climes, Manchester attorney Jack Middleton, at age 86, is spending his time in New Hampshire, mentoring younger lawyers and convincing opposing sides in the courtroom that there's nothing wrong with settling their cases. He's also worked atop the state's highest peak at the Mount Washington Observatory. And he once won a case that later wound up before the U.S. Supreme Court." About Mount Washington and the observatory, Middleton told Cousineau, "One night, it was my turn to be doing the observations and the wind was gusting about 125 MPH or something like that. I remember going out with the precipitation can and getting blown back around the corner and into the trestle of the Cog Railway. I had to go back in the building and get one of my fellow observers to help out. Q: What are the traits that make for a good lawyer? A: The first would be integrity and second would be intelligence and then motivation. Jack is the senior member of the firm's Litigation Department. He focuses his practice on tax abatement, arbitration and mediation, bringing his over 61 years experience as a trial lawyer and 24 years of service as a New Hampshire District Court Judge to the table.

- http://www.unionleader.com/article/20150329/NEWS02/150329219/0/SEARCH#sthash.6PpLECMW.dpuf / See Vol. 1 Ch. 14

Jonathan W. Mies 1979 - 1982

Jon Mies (1981)
- Mies Family Collection

Brakeman *(1979)* Fireman *(1980)* Engineer *(1981-1982)* - Jon Mies began working at the Cog on May 23rd earning $3.00 an hour. He would work through October 10th. "I was an undergraduate student at UNH at the time and answered a help wanted ad on one of the bulletin boards there in winter of 1978-79," Mies told Jitney Jr. in an email. "I was initially hired as a general laborer, I suppose. My 1st task was to help rebuild a dam for Marshfield's hydroelectric power generation, but started on trains immediately after that was done. Oh the memories … they seem endless … and what characters." Mies fired his second summer for $3.70 an hour. He got the same pay scale when he qualified to run in 1981. "I left the Cog fairly early in the summer of '82 to get married," says Mies. He earned a B. S. Geology at the University of New Hampshire *(1981)*; a M.S. Geology *(1987)* and PhD, Geology, University of North Carolina, Chapel Hill *(1990)*. Now at the University of Tennessee Chattanooga, Mies writes "I routinely teach courses in physical geology, structural geology, tectonics, hydrology, X-ray diffraction, field methods, and geology field experience (Basin and Range, Colorado Plateau, and Central America). During the summer, I also teach at the University of Missouri's Geology Field Camp (Branson Field Laboratory), in the Wind River Mountains of Wyoming. My current research interests are focused on the origin of joints in folded sedimentary rocks of foreland fold and thrust belts." Jonathan Wheaton Mies graduated from Hamilton-Wenham Regional High School in Wenham, Massachusetts in 1977.



Jon Mies (1977)
- Hamilton-Wenham HS

Prof. Jon Mies (2020)
- UT Chattanooga photo

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / email to Jitney Jr - Mon, Oct 5, 2020 7:33 am

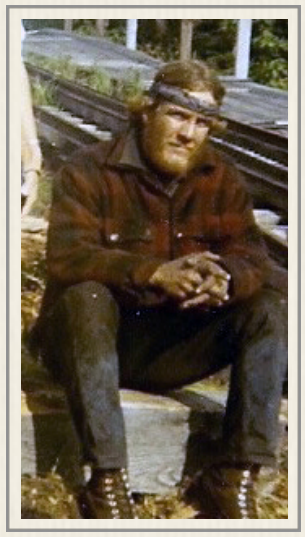
Mrs. George A. "Mable" Miles 1922 - 1926

Base worker from St. Johnsbury - "Mrs. George A Miles has returned from the Base of Mt. Washington where she has been employed during the summer." George A. Miles of St. Johnsbury was French-native Aimabel Louis' second husband. Born in Normandy, France in 1868, the daughter of John and Mary (Lemoigne) Louis immigrated to the United States in 1889, the same year Mabel married James E. Chesney. By 1900, seven children had been born to the couple but only four survived - 8-year old Louise, 7-year old Joseph, 6-year old Stanislaus and 1-year old John M. The US Census says husband James was 63. Sometime in the next ten years, James Chesney would die as the 43-year old widow Aimabel Chesney would marry another widow, George Ames Miles on December 2, 1911 in St. Johnsbury. Miles had lost his first wife Louise in 1902, and worked in the hotel trade. *(1916)* "Mr. and Mrs. George A. Miles, who have been residing in Lyndonville where Mr. Miles was employed as clerk at the Hotel Lyndon, arrived in St. Johnsbury Sunday *(8/6)*. Mr. Miles has accepted a position as night clerk in the New Avenue house. Mr. and Mrs. Miles have many friends who will welcome them back to town where they have lived for nearly 25 years." The couple also found summer work in the White Mountains. *(1919)* "Mr. and Mrs. George A. Miles have returned from the White Mountains where they had charge of the Fabyan House annex during the past summer. Mr. Miles says the mountain trade has been very heavy this seasons and that Saturday night there were 700 guests entertained at dinner at the New Mt. Washington House." In 1922, Mabel Miles shifted her summer work site from Fabyan to the other end of the Base road. *(1926)* "Mrs. George A. Miles has returned from (the) Summit House in the White Mountains where she has been for the past five summers." Each season when she returned to St. Johnsbury she would place a classified ad in the local paper seeking steady hourly work during the winter. *(1928)* "Mrs. George A. Miles left today for the Summit House at Mt. Washington where she has a position for the summer." 1928 may have been the last summer at Mt. Washington for 60-year old Mabel as George Ames Miles died that year at the age of 89. Subsequent entries in the St. Johnsbury papers about the widow Miles indicate regular visits with friends and family but no more notices of employment at Mt. Washington. In 1944, the 76-year old Mabel Miles placed a classified looking to hire a "Girl or woman to stay nights" at her home at 114 Railroad St. "Can go home day times." Aimabel Louis Chesney Ames died in 1947 at the age of 78. She was buried with her second husband and his first wife in the Mt. Pleasant Cemetery in St. Johnsbury.

- St. Johnsbury Republican - Thu, Oct 2, 1924 pg. 6 / Ancestry.com / Newspapers.com / Find-A-Grave.com / St. Johnsbury Caledonian - Wed, Aug 9, 1916 / Caledonian-Record - Wed, Sep 17, 1919 pg. 6; Fri, Jun 22, 1926 pg. 2 & Fri, Feb 4, 1944 pg. 7

John Miles 1970s

Seen and identified in Dale Ann Granger photo *(right)* seated at Waumbek Switch.



Jon Miles (1970s)
- Granger Family Collection

A. J. Miller 1904 - 1905

Summit House chef - "The cuisine will be prepared by Mr. A. J. Miller, the accomplished chef of 1904." *- Among the clouds - Jul 13, 1905*

Dr. H. L. Miller 1890

Dr. H. L. Miller of the Summit House - part of the team treating David Martin's slideboard dislocation in July 1890 *- Among the Clouds - Jul 17, 1890 - See Appendix Sec. 8*

Jerome Miller 1972 & 1976

Jerome Miller of Gorham, New Hampshire was touted as one of the railway workers in 1972 that was under the age of 24. He showed up in financial records again in 1976 as base worker at the Cog.

- Railway Corp / Bencosky-Desjardins Collection

John Miller 1910

Boarding House steward

- Among the Clouds - Season of 1910 (Fall)

May Miller 1905

Attends 1905 Cog Party Masked Ball as "Japanese Maiden"

- Among the Clouds - Sep 4, 1905

Roger A. Miller 1965 - 1967

Summit counter in '65 & '66 / brakeman in '67 - Roger Miller appears on the Summit payroll summary for July 1965 as earning $194 a month. "Free" room and board was worth $64 a month for tax purposes. His net monthly pay was $104,77. Miller's salary was booked in the Summit House "restaurant" column. He received an $85 bonus for the season. Roger Miller appears on the Summit payroll summary for July 1966 as earning $130 a month. "Free' room and board was worth $52 a month for tax purposes. His net monthly pay was $105.16. Miller's salary was booked in the Summit House "gift' column.

- Summit House / Bencosky-Desjardins files / July 1965 & July 1966 Summit Payroll summary / Railway Corp / See Vol. 1 Ch. 9 Sec. 2 & 11

Mil

Samuel Miller 1877 - 1878

Railway employee - *(1877)* "The employees of the Mount Washington railway for this season are as follows: Firemen - John Mc Carthy, Alick Cusick, Samuel Miller" *(1878)* Samuel Miller is fireman on the *Hercules*

- Among the Clouds - Tue, Sep 11, 1877 pg. 1 & Fri, July 12, 1878

Thor Miller Jr. (1953)
- Kent Hills School yearbook

Thor Miller 1952

17-year old Thor Miller came from Westbrook, Maine to the Mt. Washington Club to work. He was the first of three boys born to Dr. Thor Miller Sr. and his Nova Scotia born wife, Ruth Copeland (MacDonald) Miller *(Thor Jr b.1935; Stig b.1939 & Erik b.1940)*. Dr. Thor was the son of Danish immigrants and with degrees from the University of Maine and Boston University, he became a prominent doctor in southwestern Maine serving on the staffs of three major hospitals. Thor Junior had likely seen the Summit of Mt. Washington before the summer of 1952 thanks to his father's hobby of flying. 14-year old Thor was in the cockpit of 49-year old Dr. Thor in December 1949 when 20 aircraft of the Maine Civil Air Patrol flew from Portland, Maine to Revere, Massachusetts for Sunday morning breakfast. The year before the Maine CAP had flown from Portland to Pittsfield, Mass to eat. Thor Jr. would attend the Kents Hill School prep school in 1952-53 where he was part of Outing Club, the ski team and Drama Club. Newspaper snippets indicate Thor Jr. may have attended his father's alma mater in Orono. The *Bangor Daily News* reported in October 1958 that a petition for the restoration of the driver's license of Thor Miller, Jr. of Orono was denied. Thor would would marry a Saco woman, Marjorie Johnson. The couple was living on Stevens Avenue in Portland in December 1965 when their daughter, Kristen Elizabeth was born. The *Bangor Daily News* would report in January 1970 that a Thor Miller Jr. of Portland had received a BS degree in education. Thor Miller Jr. would die on June 1, 2005 at the age of 70.

- Mt. Washington Club / Summit House / Ancestry.com / Newspapers.com / Portland Press Herald - Fri, Dec 1949 - pg. 42 / Bangor Daily News - Sat, Oct 4, 1958 pg. 3; Sat, Jan 24, 1970 pg. 16

Carroll S. Millikin 1950 - 1952

Railway Ledger

Steve Giordani (L) & Bob Milliken
- Barry Stewart Collection

Robert Lowell Milliken 1981 - 1982

Brakeman - Milliken wrote to Jitney Jr. in the spring of 2019 from his in Texas: "My Cog history began in '67... I was 5 at the time and have very limited memory of the experience. I do recall that it was a remarkably warm day for September. We went up on the No. 9 with the Thelma car and stayed over on the summit. We were planning to take the 6:00 train down, but a neighbor who came with us was nagging to leave, so we went down an hour earlier. As it turned out, it was our good fortune to have brought our neighbor. We went down on the No. 2 with the No. 7 coach. My father told me later that he recalled our brakeman bragging about how quickly he was able to throw the switch. Assuming my father's recollection was correct, one can follow the rest of the bread crumbs. We went home none the wiser to the events that unfolded. The next day I remember going downstairs for breakfast with my father poring over the *Portland Press Herald* with the headline "Mt. Washington Train Kills 8." He was shaking his head, saying "Never again ..." The experience did not squelch his enthusiasm for the Cog, though, and about half of our excursions to "the mountains" ended there (at the Cog). Many of the others ended at the north end of Intervale at a gift shop called the House of Colour, much to my chagrin. At least those trips would include supper at the Carriage Inn Restaurant, next to the Scottish Lion, just south of the Intervale rest area. (My father) was a big fan of steam trains and had a couple of magazine subscriptions. I managed to develop a fascination with the trains and the dirty-faced engine crews myself during those trips in spite of the noise the blowers would make when the train was at the standpipe getting ready to ascend. (I found the noise to be painfully loud in my formative years and would take refuge in the gift shop.) I took my fascination with me to the University of Maine, and when my first roommate came back from a summer job fair at the library in 1981 with a Cog Railway brochure, I wasted no time getting there myself. Alex Hamilton was (at the library) recruiting, and I told him the story of my '67 experience. The rest, as they say, is history. Did you know Alex? He was Ellen Teague's attendant, for lack of a better description. I think he called himself a vice president, though he really didn't do much that anyone was aware of. 1981 was my first year *(working at the Cog)* and likely my favorite. The base was a full (dysfunctional) family unit with a full boarding house (My room was on the 3rd floor next to the bathroom), and all habitable cabins were full. There was always something going on in the evenings. The local towns were bustling with tourists and summer occupants. It is almost unrecognizable, and somewhat depressing, now. I remember a cabin called Jitney's, but I don't remember if it was on the far east end of the cabins on "cinder alley" or next to the horse barn. It is obviously gone now."

Bob at 1st Cog Party (1981)
- Machell Corey Collection

- Railway Corp / Bencosky-Desjardins files / email to Jitney Jr - Mar & May 2019

Carroll S. Millikin 1950 - 1932

Railway employee *- Railway Ledger*

Albert Edward "Ed" Mills 1977

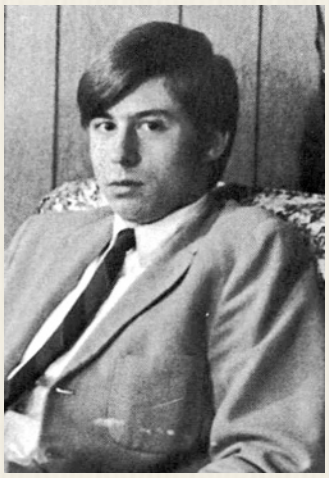
Base worker from Concord, New Hampshire

- Railway Corp / Bencosky-Desjardins collection

Arthur Mills 1927

Railway Employee - "Arthur Mills of Lyndonville is working for A. S. Bartlett at the Base."

- Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3



Ian C. Mills (1970)
- Chestnut Hill Academy

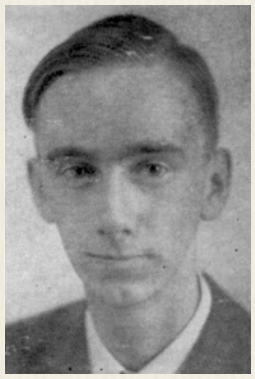
Ian C. Mills 1970

17-year old Ian Mills was a Chestnut Hill Academy prep school graduate from Philadelphia, Pennsylvania who was heading for the University of Connecticut in the fall when he worked in the gift shop at the Summit House for $1.60 an hour. Contacted fifty years after the fact, Mills told Jitney Jr: "Considering that I worked on Mt. Washington for a pretty short time, I can recall quite a few anecdotes about my stay at the summit; trips up and down the mountain on foot, by rail and auto road; forays into town by hitchhiking with tourists; nighttime diversions and social life (we made the best of it); a rescue mission into Burt Ravine (perhaps the hairiest experience of my stay); and more. Some of the people I befriended on the summit were employed in the cafeteria, which as I recall was operated by ARA (Automatic Retailers of America, Inc., later called ARAMARK) at that time." Mills was born on January 3, 1953 and according to his 2020 LinkedIn profile spent time as a child in Europe. He attended grades 1-4 while living in Rijswijk, a suburb of The Hague in the Netherlands. He could speak Dutch as a child but it was not retained into adulthood. He studied classical and modern languages at Chestnut Hill, and spent his junior year studying abroad in France at the Institut Franco-Américain (Rennes, Brittany, France). He lived with a French family and took many trips to cultural landmarks and regions throughout France as he studied French language and literature as well as European history. He would later build a business off that experience. Mills wrote for the school's newspaper, the Lantern; sang in the glee club and was part of the Chestnut Hill players during all three years in Philadelphia. He joined the AV committee, the Chapel committee and the AFS committee in his senior year. At the University of Connecticut, Ian Mills studied French language and communications. He also got into a scrape with police in the Fall of 1974, when reports of the "erratic operation" of a car on Saturday, October 5th were received by authorities. Police located and chased the car from Route 195 in Willimantic, Connecticut and "was stopped near the intersection of Hunting Lodge and North Eagleville roads when a Willimantic police cruiser struck the automobile Mills was operating, forcing him off the road" and "extensively" damaging his car. A UConn spokesman told the *Hartford Courant* Mills had rammed a university police cruiser shortly before he was stopped doing about a thousand dollars worth of damage to the cruiser. There were no injuries in the incident, but Mills was charged with two counts of reckless driving, three counts of failure to obey and officer's signal, operating under the influence, speeding, evading responsibility and reckless endangerment. He was due in court just before Thanksgiving. Mills' LinkedIn job history begins in March 1993 when he joins the Diversified Group Brokerage Corporation as its communications manager. He spent nearly four years as a freelance marketer for the Wharton Group in Newington, Connecticut before joining Independent Delivery Services as a web designer for two years. In 2001, he founded Discover France! to help people explore French arts & culture, cuisine, history, language, literature, monuments, museums, shopping, sightseeing, wines, etc. by booking their trips through the Expedia network. As an Expedia affiliate for 11 years, he helped develop corporate web and shopping sites for a number of grocery chains. Along the way, he earned an insurance license from the State of Connecticut and obtained a web technology certificate from Manchester Community College. *- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / LinkedIn / Hartford (CT) Courant - Sun, Oct 6, 1974 pg. 7*

Ian C. Mills (2020)
- LinkedIn Profile picture

Loren W. Mills 1949 - 1963

Marshfield Corp Ledger / Railway Ledger - Graduated from Lancaster Academy in 1946 with Jitney. The Academy yearbook says Loren *(next page)* played in the orchestra all four years, sang in the Glee Club as a sophomore and junior, and was part of the Thespian Society and senior play while helping organize the senior dance. A poem crafted

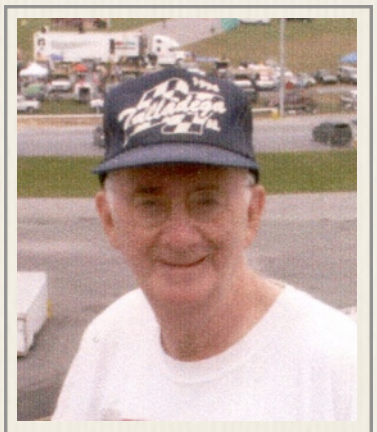


Loren Mills (1946)

for him went "The horn blew at midnight; Of course you know "who done it!" It was Loren, Learning how to run it." *(1949)* "Lancaster notes: Loren Mills is employed at Mt. Washington Base station for the summer." In 1961, Mills worked as a gift shop sales clerk through September 4th and earned $150 a month for his efforts. In 1962 he received $150 a month plus $25. *(1963)* "Mr. and Mrs. Loren Mills and two sons, Jan and Kevin, of Brattleboro arrived Friday *(6/14)* evening at the home of her parents, Mr. and Mrs. John F. Hatch, Sr., where they will spend a week before going to Lancaster, N.H., where they will spend the summer with his parents, Mrs. And Mrs. L. Glenn Mills, while he has summer employment at the Gift Shop at Mt. Washington, N.H." *(2017)* Loren Waterhouse Mills, 89, of Parkside Avenue, passed away Friday morning, December 8, 2017 at Pine Heights Nursing Home in Brattleboro, Vermont following a period of declining health. Mr. Mills was born in Lancaster, New Hampshire on August 31, 1928 the son of L. Glenn and Alberta (Waterhouse) Mills. He was raised and educated in Lancaster graduating from Lancaster High School and Academy, Class of 1946. He went on to attend New England College earning his B.A. in Education in 1952. The following year (1953) he enlisted in the U.S. Army proudly serving his country and was honorably discharged from active service in 1955. Upon his return home he continued his education where he completed his graduate studies at Plymouth State College. His first teaching assignment was at the Groton High School where soon after he met his future wife, Janice Hatch who he married in Groton on August 31, 1959. Mr. Mills later taught math, science and chemistry at Brattleboro Union High School and later Greenfield, Mass Middle School where he retired from. Following his retirement from teaching he went to work almost on a full-time basis for Mastaler Cleaning Service in Brattleboro. During his earlier years he was employed for the Cog Railway. A man devoted in his faith, he was a longtime member of First United Methodist Church in Brattleboro where with his wife he was active in church functions throughout the years. Mr. Mills was also a member of the American Legion Brattleboro Post #5. In 1998 Loren, along with his wife Janice, were recipients of the Harry Denman Evangelism Award. Loren, Janice and Tom Shanklin were responsible for bringing the first Walk of Emmaus from where it originated to Brattleboro. He was also instrumental in organizing funding to establish the Brattleboro Drop In Center. He was a devout NASCAR fan and attended many races at Talladega Speedway in Alabama. He also enjoyed watching spectator sports especially professional wrestling. In recent years he enjoyed spending time at the Brattleboro Senior Center, being involved in church functions and quality time shared with his family. He was a faithful and devoted husband, loving father and grandfather and a friend to many, well known for his spirit of friendship and kindly personality. He was predeceased by his beloved wife Janice on May 12, 2006 and by a grandson, Dana Loren Pratt who passed away in 1998. Survivors include one daughter, Lori Cornellier of Brattleboro; two sons, Jay Mills of Hinsdale and Kevin Mills of Marlboro; and five grandchildren, Charlotte Doherty, Daniel and Alison Cornellier, Sequoyah and Jade Stevens-Mills. Additionally he leaves two cousins, Norman Campbell and Phyllis Weeks of Massachusetts; a dear friend, Arlene Slate of Brattleboro and several nieces, nephews, great nieces and great nephews. Burial in the family lot in Groton Village Cemetery will take place in the springtime when the cemetery reopens. In lieu of flowers, memorial contributions in Loren Mills name may be made to First United Methodist Church, Town Crier Drive, Brattleboro, VT 05301. The family would like to convey their heartfelt appreciation to the staff and management at the VA Hospital in White River Junction and Pine Heights Nursing Home for the wonderful care and compassion shown during his stay at their facilities.

Loren Mills outside Marshfield (1951)
- Randall Family Collection

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / Littleton Courier - Thu, Jul 21, 1949; Thu, Jun 20, 1963 pg. 4B



Mary A. Minar 1881

17-year old Summit House waiter, Mary A. Minar was from Concord, N.H. She was born in Vermont in 1864, the daughter of Canadian born laborer Joseph Minar. A year after having her name published in *Among the Clouds*, Mary A. Minar became the wife of 26-year old mill hand Middy Austin. Rev. Charles Parkhurst officiated the ceremony in Concord. The couple was living in Fisherville, New Hampshire (which became Penacook - a village within Concord).

- Ancestry.com / Newspapers.com / Among the Clouds - Jul 9, 1881

Arthur Minot 1974 - 1986

44-year old Arthur Minot *(right)* from Bath, New Hampshire began working as a Cog Railway mechanic in 1974 for $4 an hour. The next year a state report lists him as a machinist - a job title he would retain for the remainder of his career. Records indicate he worked from May to October 20th in 1978. From May 9th to August 22nd in 1979 for $5.75 an hour. In 1981, his pay scaled was $6.50 an hour. When the railroad was sold in 1983, Minot would continue to machine and fit engine parts for the new

owners. *(2015)* Arthur Stanley "Dugan" Minot, 85, died on Friday, Nov. 6, 2015, at his home in Bath, New Hampshire. He was born in Littleton, on July 24, 1930, a son of George C. and Dorothy (Whitcomb) Minot. "Dugan" served with the U.S. Army from Jan. 9, 1952, to Dec. 11, 1953 and was stationed in Germany during the Korean War. After receiving his honorable discharge he worked for Armstrong & Botsford Co. from 1955 to 1960 and New England Electric Wire Co. the early 60's. Later he worked for A.E. Esty Machine Co. in Bristol. In 1971, Dugan built his own machine shop in West Bath. From 1974 to 1986 he was a machinist for the Mount Washington Cog Railway. "Arthur had a pretty cool machine shop at his home," remembered David Huber on Facebook. "I visited one Friday after work, where I was introduced to my first taste of home made Apple Jack. I just loved Arthur's laugh! His smile took over his whole face and his eyes twinkled. An awesome friend to all Coggers. His sense of humor kept us all chuckling during ugly season. He loved his green '57 Chevy." "He was such a precise machinist," recalled Jonathan Hively. "He would grouse every now and then about how he had to make engine parts about half worn out so that they wouldn't bind on the warped areas of track. Then he'd give that famous laugh." Dugan always enjoyed the outdoors, especially hunting and fishing. His hobby was geology and collecting rocks wherever he went. Dugan was a charter member on the Bath Volunteer Fire Department in 1958. He served as a first assistant chief for many years. He was also a member of the Ross-Wood Post #20 American Legion in Woodsville. Survivors include a brother, Alden W. Minot and wife Betty of Bath; a nephew, William A. Minot and wife Brenda of Bath; a great nephew, Will A. Minot II and wife Dianne and their children, Jonas and Grace of Bath; and several cousins. - See more at: http://www.legacy.com/obituaries/unionleader/obituary.aspx?pid=176407231#sthash.ieyVZCyo.dpuf

C. B. Mitchell 1917

Blacksmith - "The machine and blacksmith shops are in charge of E. L. Spaulding and C. B. Mitchell respectively." An *Ancestry.com* search for a blacksmith C. B. Mitchell in New Hampshire returned the name of Charles B. Mitchell in Laconia, a railroad town from where many Coggers originated. Further research into this blacksmith revealed he was born "Charles Borromee Michel" in January1870 in Canada. He married 21-year old Angeline Fournier in Victoriaville, Quebec in 1894. It was the first marriage for both. A daughter, Alice was born to the couple in Canada in May of 1896. While Borromee had first come to the United States in 1880 at age 10, he, his wife and child moved to Biddeford, Maine in 1899 where a second daughter, Diana was born in March 1900. Ten years later, the family was larger and still living in Biddeford where "Charles B. Mitchell" was now smithing at the local cotton mill. The 1910 Census recorded that three boys had joined the family - 5-year old Hector Roland (at the time the sixth child born to the couple), 3-year old Conan and infant Rene. The 1920 Census found 51-year old Charles B. Mitchell and his family living in Laconia, New Hampshire. It reports he had become a US citizen in 1894 and was working as a machinist on knitting machinery. 22-year old daughter Alice and 19 year old son Dionne were making boxes at the paperbox factory. 15-year old Roland was operating machinery at the hosiery mill. 45-year old Angelina was taking car of 6-year old Hervey who was born in New Hampshire, and son Cecil who was three months from celebrating his third birthday. In 1930, the Mitchell family was renting a home on Summer Street in Laconia. 61-year old Charles was back to blacksmithing. His son, 25-year old Roland, his 21-year old wife, Rosilda and their 8-month old daughter, Irene were living with the grandpa and 56-year old grandmother Angelina. Roland was working as a restaurant chef. 15-year old Herve and 13-year old Cecille were still in school. Charles B. Mitchell of 10 rowell St in Laconia was 26-year old Herve Phillip Mitchell's contact when he registered for the draft in October 1940. When Herve got married on Valentine's Day in 1942, 72-year old blacksmith Charles Mitchell had retired and was living at home with 67-year old Angelina. *Find-A-Grave.com* indicates that he died in 1953 at the age of 83 and is buried in the Sacred Heart Cemetery in Laconia. *- Among the Clouds - Jul 23, 1917 / Ancestry.com / Newspapers.com / Find-A-Grave.com*

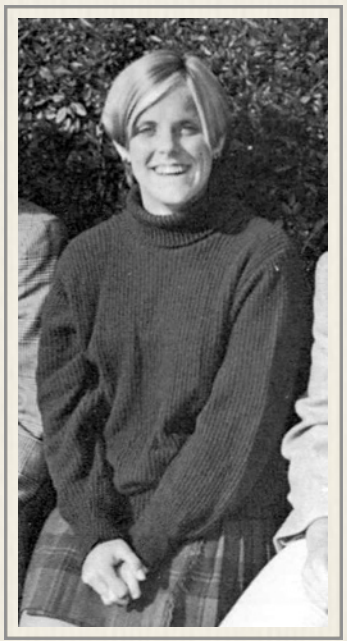
Postmaster Mitchell with cat named Nin at work at Summit - Mike Pelchat Collection

Walter Joseph Mitchell, Jr. 1964 - 2009

21-year old Walter Mitchell was living in Tiberton, Rhode Island when he began working for the Cog Railway in 1964. He was paid $180 a month for performing maintenance on the Summit House. In 1965, he was still the Summit maintenance man and was paid $150 plus $64 a month. In 1969, he began working in the Sum-

Walter Mitchell (1967)
- Broadbent Collection

mit post office for $210 a month. In 1970, Mitchell managed the Summit House and earned $400 a month. The pay stayed the same but came out of the Marshfield Corporation account when he went back to the post office in 1971 and stayed level through 1974. Cogger David Huber: "Walter was a unique guy. My first year *(1972)*, I seemed to get a lot of 8 o'clock trains and Walter filled me in a lot about the history of the railroad as we rode together on the platform. One of my funniest memories of Walter was when I was fireman on the three for Bill Bickford. At Skyline platform in the fog, I looked out the fireman's window to check the burn off and was shocked to see Walter trying to climb on the running board to get our attention. The bell cord broke when he pulled it and didn't ring the bell. I told Bill he best stop quick. Long story short, the #7 coach had a broken shaft and the coach was acting very funny. Only Walter knew what was wrong and he was very nervous. The brakeman assured Walter nothing was wrong but he knew better. It was broken between one of the brake drums and the cog gear so the brake shoes ended up being sort of a wheel bearing for that side of the broken shaft. So up mountain fireman's coach wheel was rolling then stopping, then rolling to catch up. Funny thing is; I don't really really how we continued from there on. I think an empty coach was sent up and all our passengers transferred via Skyline Platform. We limped up to the summit somehow and then changed the shaft and cog gear at summit I think. Maybe we just limped back down with empty coach and some fancy rigging to keep shaft from working out. George Burdick was GM at the time." Art Poltrack: "Broken car shaft on the way up? And at Skyline? You were some kind of lucky. Much better than dropping the car ratchet on the way down like Bob LaRivierre (the blocking master) did in 1975." 1975 was the year when Walter Mitchell became postmaster of the Summit operation. He contributed to a Cog newsletter produced in 1980 and the next year his pay was $800 a month. Walter Mitchell kept working as the Cog changed hands in 1983, and became a de facto historian of the operation. *(1989)* "Current owners Wayne Presby and Joel Bedor insist that the Cog is a viable business venture. Others are skeptical. "It just doesn't generate enough capital to make the needed improvements," says Walter Mitchell, the clerk in charge of the Mount Washington post office. He's observed 29 seasons at the Cog. "It's been limping along since 1931," he notes." *(2018)* When Mike Pelchat posted "the old photo *(previous page)* of Cog RR Postmaster Walter Mitchell" on the *MWCR: We Worked There* FB page in December 2018, Coggers remembered their colleague who had died eight years earlier. ***Steven Comeau:*** "I'll always remember his knowledge of the railway, his laugh, his sense of humor, his eating abilities, sharp wit and his semi tolerance for bullshit!" ***Marc Roberts:*** "He use to bust the crew's balls every time we broke down. He was funny." ***John F. Kurdzionak:*** "Marc - he used to bust MY balls every time he saw me...." ***Thomas Lane:*** "You must've caught him in a good mood lol" ***Kurdzionak:*** "One time I was in the Summit P.O. with him and a tourist asked if the mail put in the mailbox is actually brought down the mountain, and he said, in that deadpan delivery of his, "No, we send all the mail up to Mars via the railroad. Why? Are you mailing something important?" ***Thomas Lane:*** "I wish I could share my favorite Walter memory but I think the USPS would get really mad lol - miss him" ***Jon Sykes:*** "Walter was the man. And yes he could eat food like no other. And he loved his Bishops ice cream." ***Thomas Lane:*** "I forgot who it was but the first time I worked in the post office on his day off someone up top said "if you're going to replace Walter you must be able to eat 7 hotdogs at once" ***John F. Kurdzionak:*** "Some of his best stories were when he'd talk about women who were fatter than him. "Jeez John, I know I'm fat," he'd say, and then continued: "but THIS woman had to weigh at least 400 pounds!" And then he'd add the punchline, such as: "I wonder if she uses a shovel instead of a fork"; "I'm surprised they didn't have to put 2 engines on"; "The ticket office should have sold her 3 seats", or, "I hope there's enough steel under Jacob's Ladder." Stuff like that. He was an awful lot of fun to talk to. This March will be 9 years since he's been gone." ***Jim Hibbert:*** "There's something wrong with your engine? You might want to check the Kabobulator. If it's not that, it might be the Goesinto pin." *(2010)* Walter was born on March 30, 1943 and passed away on Sunday, March 21, 2010. Walter was a resident of Fall River, Massachusetts at the time of passing. He was a graduate of BMC Durfee High School and University of Massachusetts, Dartmouth. His funeral will be held Thursday at 9:00 AM from the Auclair Funeral Home, 690 So. Main St., Fall River, with a funeral mass in St. Mary Cathedral at 10:00 AM. Burial, St. Patrick Cemetery. Visitation, Wednesday 4:00 to 7:00 PM. Please omit flowers. Donations may be made to the Fall River Historical Society, 451 Rock St., Fall River MA 02720. *- Summit House / Marshfield/ Cabins Corp / Bencosky-Desjardins File / Facebook / Yankee Magazine - "Climbing Jacob's Ladder" - July 1990 / See Vol. 1 Ch. 9 Sec. 2*



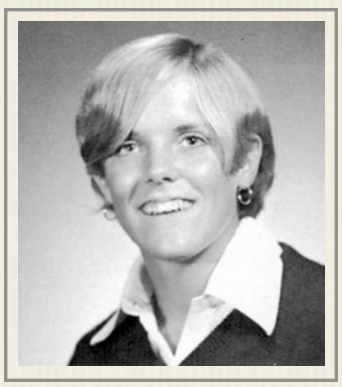
Class Sec'y Mochel (1971)
- Springfield Township HS

Jason Mizen 2015

Conductor/Brakeman diesel railway

Judith Bond Mochel 1973 - 1975

20-year old Judy Mochel arrived at the Cog two years after graduating from the Springfield Township High School in Erdenheim, Pennsylvania. She was likely going to college, but records of her life following high school remain elusive. Her first summer she earned $155 a month from the Marshfield Corporation and was a housekeeper on Saturdays and Sundays. In 1974, she earned $2 an hour working in the gift shop where she closed out her Cog career in 1975. Judy Mochel was one four children (Susan Rebecca, Joh Tobias, Janet Patricia) born to utility engineer John Bond Mochel and former WAVE and Swarthmore graduate, Janet Bartleson Mochel.



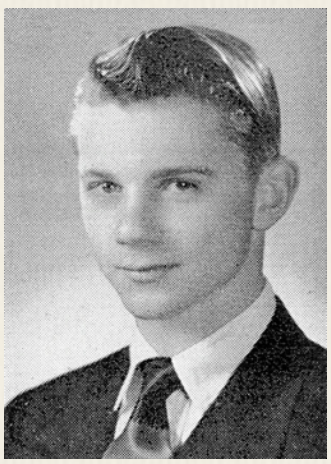
Judith B. Mochel (1971)
- Springfield Township HS

They raised their family in Oreland, Pennsylvania. By the time her mother died in 2013, Judy was married and identified as Judith Mochel Brenner. Known as "Moch" in high school Mochel played hockey, basketball and was on the student council. She was the baseball team's statistician and part of the school's cheerleading squad. She wrote for the student news service and was Secretary of the senior class. Dubbed "most versatile" and "friendliest" by classmates those were qualities that would serve her well at Mt. Washington. While birth & wedding announcements appear in newspapers for her brother, Toby, the online public record for Judith B. Mochel is sparse. However, there are indications that following her marriage, Judith M. Brenner raised her family in New Hampshire as her name is listed as living in Lyme, and Goshen.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Allentown (PA) Morning Call - Sun, May 12, 2013 pg A25

Elizabeth "Liz" Mock 1983

Grounds Crew Leader - seen in John Rolli's Class of 1983 Cogger photo *(right)*.



Richard B. Moff (1951)
- Wakefield Memorial HS

Richard B. Moff 1955

Dick Moff graduated from Wakefield High School in 1951 along with classmate and fellow Cogger Paul Saunders. He was the oldest of four children (Carol, Claire & Craig) born to utility meter tester Clarence and Ruth (Blancherd) Moff. The family was living at 8 Ware Street in Wakefield, when Richard graduated. He, like Paul Saunders played in the school's band - a fact noted in Moff's yearbook biography: "Hear a trumpet? It must be Dick. Well adapted... no peeves... member of the Track Team *(while Saunders ran cross country)*... wants to attend U.S. Coast Guard Academy in New London, Connecticut... appreciates the friendly relationships among students. Tells underclassmen: 'Get all you can out of your studies and out of social activities.'" Moff may have wanted to join the Coast Guard upon graduation, but the U.S. Army utilized his service during the Korean Conflict. His Summit House job may have been right after he was discharged as he would join the Liberty Mutual Insurance company for a long career as a "methods analyst." Moff married Carol H. Lundberg of Wakefield in Everett, Massachusetts on February 14, 1960. He joined the Golden Rule chapter of the Massachusetts Masons in 1966 - a membership he kept until June 1978. The couple would have three children - Richard Jr., Robert and Christine. In the 2000's, Dick and Carol Moff headed south to Williamsburg, Virginia where he played in the Peninsula Concert Band, sang in the Williamsburg Choral Guild and a member of the Tidewater Basketry Guild, and the James-York Playhouse. "In his spare time," said his obituary "he volunteered for Colonial Wiliamsburg, and also enjoyed bowling, kayaking, and playing music. Cancer claimed his life on February 19, 2011 at the age of 77.

- Summit House / Ancestry.com / Newspapers.com / Newport News (VA) Daily Press - Tue, Feb 22, 2011 pg. A7

Richard B. Moff (2011)
- Moff Family Collection

Bruce Moffat 1975 - 1976

20-year old Bruce K. Moffat came to Mount Washington from Cumberland, Rhode Island and was noted as a "new" brakeman *(left)* in a state report in late June 1975. A year later, a state inspection report by Warren King noted Bruce Moffat was training to be a fireman. The railroad would report that Moffat fired 136 trips up Mt. Washington that summer: six in June; 64 in July; 59 in August and six in September.

- Railway Corp / Bencosky-Desjardins files / State Report - Jun 24, 1975 / NH DOT files / Warren King Inspection Report - Jun 28,1976

Michael Irvan Monahan 1992

Shop machinist from Whitefield, New Hampshire as noted in *Littleton Courier*

- Littleton Courier - Wed, Aug 19, 1992 pg. 10A

Stanley Monahan 1979

Stanley J. Monahan was born on December 20, 1916, the second of three sons born to Canadian native James B. Monhan and his New Hampshire born wife, Mary. In addition to brothers Lawrence and Leo, Stanley had two sisters, Stella & Elisabeth. In 1940, while older brother Lawrence was working for the WPA in their forestry project, Stanley was doing janitorial work at the local school and recreational facilities under the auspices of the National Youth Administration program of the FDR's New Deal. When he registered for the draft in that fall as "Joseph Stanley Monahan" the 23-year old stood 5-feet 4-inches tall and weighed 146 pounds. He had hazel eyes, brown hair, a light complexion and a scar on his forehead. The local *Brown Bulletin* published by the paper company included a photo of the Berlin Community Club staff with Stanley in the second row *(right)* in June 1950. Stanley Monahan was 63-years old when he was hired to work at the Summit House in 1979 - most likely to do janitorial work. He would die twenty years later on March 15, 1999 at the age of 82. He was buried in the Cavalry Cemetery in Berlin alongside his parents and sister Stella.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-A-Grave.com / Brown Bulletin - v.3 n. 10 Jun 13, 1950 pg. 4

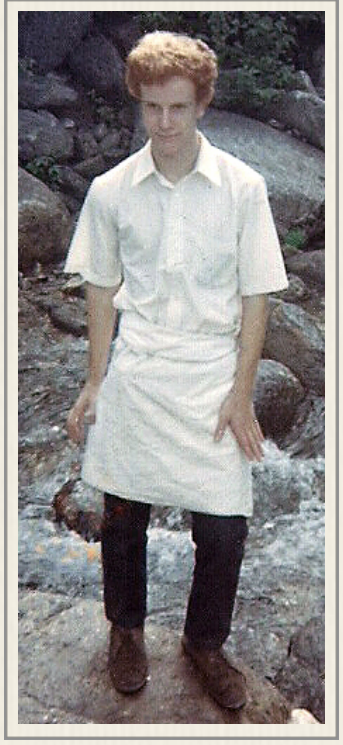
Stanley Monahan (1950)
- Brown Bulletin Photo

Mon

James W. Montgomery 1976

Carpenter from Littleton, New Hampshire

- Bencosky-Desjardins files



John Montgomery (1969)
- Maureen Driscoll Collection

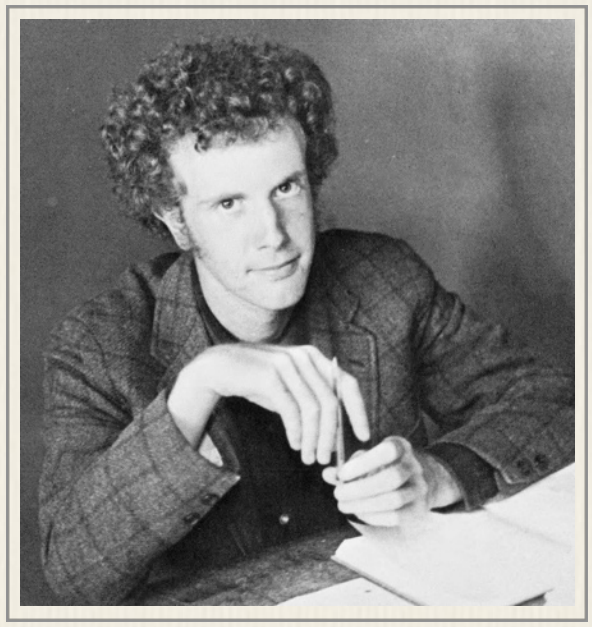
John Montgomery 1969

16-year old John Montgomery came to work at Mount Washington from West Hartford, Connecticut. He earned $140 on the counter at Marshfield. He was about to enter his junior year at Kingsford which was merging with Oxford. He would graduate in 1971 and had served as one of four students on the Curriculum Committee overseeing the merger of the two schools and found the process frustrating. He played on the Kingswood soccer team and was editor-in-chief of the school's literary magazine *Wyvern*. The yearbook said "The *Wyvern*... tried to present a publication that was 'relevant to the student body's feelings and thoughts.' Art Editor Dale Theiler contributed many of his own photographs to set off (John) Montgomery's poems. Welcoming contributions from the entire student body, the *Wyvern* truly reflected Kingswood." Excerpts from John Montgomery's poem in the yearbook.

Forget me not:

a poem of I
disappearing into my poems
only not to be
there when you
look inside....

I cannot stop
the time it takes
for your eyes or
my pen to swoop
across a single line
and on to the next.
The ink dries to a dance
which can be learned,
But while you are learning the dance
I will be dancing on
and so will you,
so why bother?



- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Russell G. Montgomery 1963 - 1965

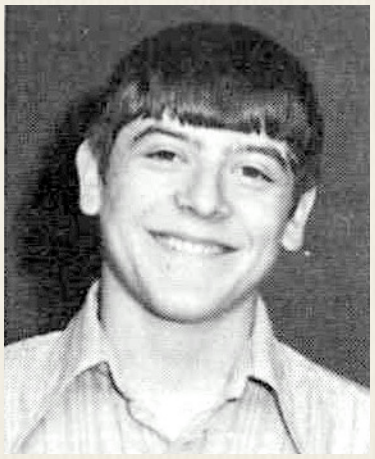
Summit House - Russell G. Montgomery appears on the Summit payroll summary for July 1963 as earning $350 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $282.46. Montgomery's salary was booked in the Summit House "administration" column. Anne Teague Koop says Montgomery was her piano teacher from Philadelphia. "We (kids) all had piano lessons," she remembers. "Whenever we had piano lessons, he would always stay for dinner and then be on his way." She says he took over running the hotel, and "had to be corralled a little bit." Montgomery would drink and then play the Summit House piano in the nude after hours. Anne says the Colonel told him "you can't be drinking and do that stuff... and other things." Montgomery began working at the Summit House in 1963 and was paid $400 a month for managing the facility in 1964 and 1965. Russell Graham Montgomery was born on February 1, 1926, in Philadelphia, Pennsylvania, when his World War I US Navy veteran and Irish immigrant father, Alexander, was 31 and his mother, Helen F. (Graham) Montgomery, was 26. He had one sister, Elizabeth Helen Montgomery born two years before him. In June of 1951, Russell G. Montgomery was one of three Philadelphia church choral directors attending a week-long Fred Waring Choral Workshop at the Pennsylvania State College. At the time, Montgomery was director of the Youth Choir at the Covenant Presbyterian Church and living at 5527 Jane Street in the city. He died on March 20, 2005, at the age of 79.

- Ancestry.com / Bencosky-Desjardins files / Ancestry.com / Newpspapers.com / Philadelphia Inquirer - Sat, Jun 23, 1951 pg. 5

Angus Christopher Moody 1971

17-year old Angus Moody of Lancaster manned the Marshfield counter in 1971 for $1.60 an hour. He was the son of NH Transportation Department surveyor Angus Wilford and Ellen Minnie (Twitchell) Moody. Angus had two brothers Lawrence J. and Timothy H. Three motor vehicle violation convictions prompted the state to take Moody's right to drive away in August of 1975. He died in Billerica, Massachusetts on August 3, 1989 at the age of 34.

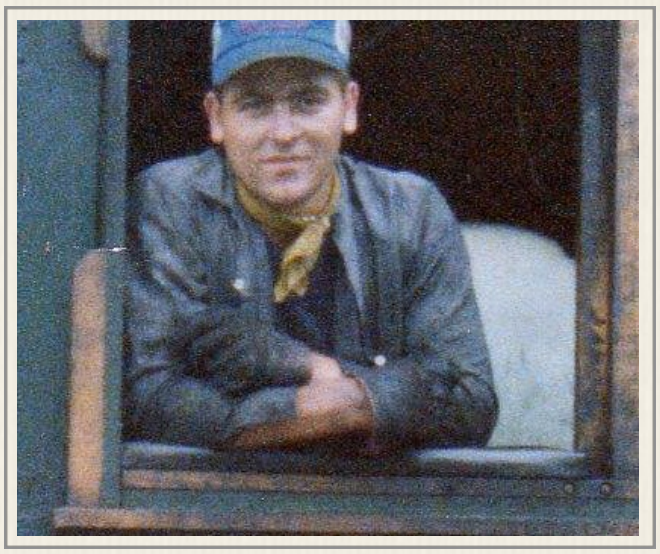
- Bencosky files / Ancestry.com / Newspapers.com / Nashua (NH) Telegraph - Wed, Aug 13, 1975 pg. 14



David K. Moody (1973)
- Essex Jct. High School yearbook

David Kenneth Moody 1972 - 2020

16-year old David Moody of Essex Junction, Vermont followed his older sister Jackie to the Cog in 1972 and like so many others started working in Marshfield. He was part of the "Under 24" promotion. He had been in trainmaster Bob Kent's classes back in Vermont. His second summer at the Mountain was spent as brakeman on the railway earning $1.70 an hour. He continued to brake in 1974 with an hourly rate that was fifty cents higher. Moody was considered a "veteran" employee in 1975 when he started firing and in 1976 he made 197 trips up to the summit shoveling coal; 22 in June, 59 in July, 49 in August, 9 in September before Labor Day and 39 trips after. He wrapped up his '76 season by firing 28 trips in October. Moody qualified as an engineer in 1977. He recalls, "In 1977 the 'adults' had all left and us kids (engineers) had taken over 'cabin row.' I believe I lived in the *Peppersass* cabin with Steve Newman and Bruce Houck, or maybe it was Buddy Trask and myself with the other two during a later season." Moody's 1978 season began on May 25th and he was there until September 4th. 1979 saw Dave run from July 4th to September 5th earning $3.35 an hour. He received sixty cents more an hour in 1980 before making $4 an hour in 1981. Moody took over Bob Kent's old job as crew master in 1982. He would run the track crew in later years - replacing timber, rails and racks and straightening trestle tipped and bent by the elements. He would do that until his retirement in 2018. While he retired Moody did not leave he became what is know on the line as a "Weekend Warrior." "I told Bobby *(Trask)* back in 2018 that I would help out after I retired," Moody told Jitney Jr. in September 2020, "and he called me a week later asking me to run a train. So I am now up to 49 consecutive years being employed in some capacity at the Cog, one more to go for the big 50. LOL, I'm supposed to be working one day a week but they are short-handed with a few train employees dealing with the re-rail project. The re-rail project is coming along quite nicely. It is good to see that when you have got down to 4 days (on) with 3 off. Life is short." David Kenneth Moody's life began on May 14, 1956 in Connecticut when he was born to Karl Kenneth Moody Junior and Betty Joyce (Rancor) Moody. He would graduate from the Essex Junction Educational Center and attended the University of Maine. He married New Hampshire native Donna Marie Mahnker in May 1991 in her parents' hometown of Wells River, Vermont with the Rev. Jane E. Wilson presiding. Dave's brother Karl Moody III was the best man. Coggers David Kurz (who would marry Dave's sister, Jacqueline) and Bobby Trask were ushers. The couple, who both worked for the state of New Hampshire, lived in Littleton, New Hampshire.



Dave Moody
- John Thompson Collection

Mr. & Mrs. Moody (1991)
- Moody Family Collection

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / State Report - Jun 24, 1975 / NH DOT files / Trask Letter to Walter King - Jul 8, 1993 / Email to Jitney Jr - Sep 10, 2020, at 6:13 PM / Ancestry.com / Newspapers.com / Burlington Free Press - Sun, Jun 23, 1991 pg. 30

Jacquelyn "Jackie" Moody Kurz 1971 - 1972

18-year old Jacqueline Moody came to Mt. Washington the summer after graduating from Essex Junction High School in Vermont. She likely heard about the summer employment possibility from Bob & Shirley Kent. She worked with Shirley in the Gift Shop and earned $76.80 a week in 1971. She came back in 1972 and like her younger brother was part of the Cog's "Under 24" youth promotion. She also caught the eye of a Cog engineer from Saugus, Massachusetts. She would marry future police chief David Kurz. they would have a daughter, Emily *(b.1993)* / Jacquelyn Marie Moody was born just after 6 pm on May 16, 1953 - the first child born to 23-year old Staff Sgt. Karl Kenneth Moody Jr. and 24-year old IRS employee Betty Joyce (Rancor) Moody. The U.S. Air Force couple was living on North Main Street in St. Albans, Vermont and traveled to Burlington and the Mary Fletcher Hospital for the birth. Air Force postings would find the Moody's based in Connecticut for David's birth in 1956 and in Washington, D.C. for Karl Kenneth III's birth in 1959. Jackie would graduate from Essex Junction High School in 1971. The quote that accompanies her senior high school photo is "Do not in a moment estrange a friend whom it has taken a lifetime to secure." In June 1983, Moody-Kurz would earn a law degree from the University of Maine Law School in Portland. She joined the firm of Jensen, Baird, Gardner & Henry and specialized in real estate law.

Jackie Moody (1971)
- Essex Jct. High School yearbook

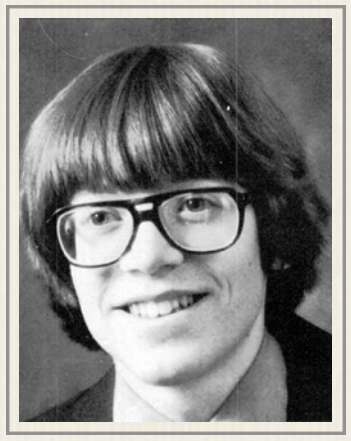
Jackie Moody Kurz & husband Dave at Cog Party in the old Marshfield (1981)
- Machell Corey Collection

- Marshfield/Cabins Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Portland (ME)

Moo

Evening Express - Thu, Jul 11, 1985 pg. 2

Karl K. Moody III 1978 - 1980



Karl Moody (1977)
- Essex Jct. High School yearbook

The third Moody to arrive at Mt. Washington from Essex Junction, Vermont was his father and grand-father's namesake, 19-year old Karl K. Moody. The Rensselaer Polytechnic Institute student *(left)* started on the trains on May 20, 1978 as a brakeman and worked through September 3rd. Karl Moody was in the cab in 1979 as a fireman earning $3.05 an hour. He worked from May 16th to October 3rd. Moody got a 30-cents an hour raise in 1980. He was part of Cog couple apparently heading for the altar as Moody's engagement to Faith Christine Bencosky was announced in February 1980. She was an administrative assistant for the railroad. He was majoring in chemistry at RPI. However, there's no record that the marriage occurred. Bencosky would marry Andres Desjardins and 30-year old Karl Moody would marry 34-year old Julianne Marak on July 22, 1989 in Stowe, Vermont where his father had grown up. Brother David stood up as his best man. David Kurz was an usher. After the reception at the Stoweflake Resort, the couple honeymooned in Maine. By then Karl had earned a master's degree from the University of Vermont and was working as a computer analyst for Cincinnati Bell in Dayton, Ohio. Karl Kenneth Moody III was born on February 3, 1959 in Washington, D.C. He would graduate from Essex Junction High School in 1977. Ken Moody played in the school band and staffed the high school's football team. His senior class quote in the yearbook: "It don't come easy, but I found a way." He and his wife, Julianne - the daughter of Vermonters Geno Luigi Guazzoni and Marion June Townend were living at 14 Corduroy Road in Essex Junction in June 1993 when their son, Samuel Townsend Moody was born. LinkedIn indicates he worked as a development engineer at International Business Machines in his hometown.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Burlington Free Press - Sun, Feb 17, 1980 pg. 42 / LinkedIn.com

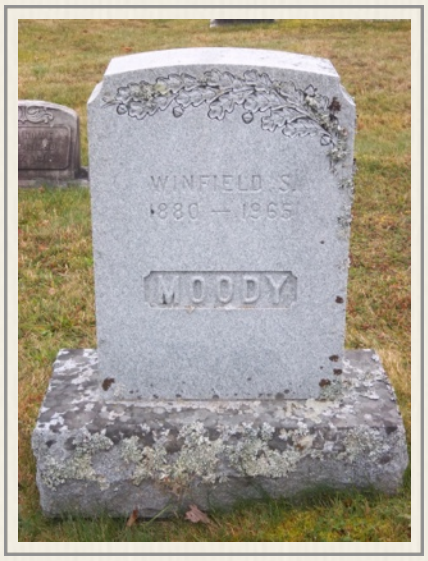
Robert R. Moody 1964

Bob Moody was living in Bartlett, New Hampshire in 1964 when he worked as a watchman at the Summit House in 1964. He earned $160 a month for his labors.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

W. S. "Winnie" Moody 1900

Summit House employee (male) - *(1900)* "W. S. Moody is soon to go to the Summit house, Mt. Washington, as night watchman for the season." Winfield Scott Moody and his twin brother Wilford Mitchell were born on August 26, 1880, in Carroll, New Hampshire, their father, James Elias Mitchell Moody, was 32, and their mother, Lucetta H. Glines, was 34. The Moody twins had two older sisters, Annie E. & Ina E. and a brother, Percy. Winfield was 19 years old when the Census was taken in 1900. His occupation was listed as a hotel porter. On October 9, 1901 he married 23-year old waitress Caroline Ardela Burbank in Whitefield. His listed occupation on the marriage certificate was "farmer." It was the first marriage for the two Carroll, New Hampshire residents. They had one child during their marriage. Daughter Gladys Etta Moody was born in September 1904 in Carroll. The family was living in Claremont, New Hampshire in 1910. Winfield was a motorman on the electric railway there. 7-year old Gladys was going to school, and they were renting a room to 43-year old Cogger Charles W. Charlton who was an engineer for the Boston & Maine during the winter and still ran trains at Mt. Washington in the summer. When the 38-year old Moody registered for the draft in 1918 he was working for the Springfield, Massachusetts Street Railway as a motorman and living in that city. His "nearest relative" listed on the registration was his wife who continued to live in Claremont. Moody was described as being tall and stout with brown eyes and black hair. The small finger of his right was "bent." Moody's twin brother died on January 23, 1919 leaving seven young children. Shortly thereafter, Winfield and Caroline were divorced after 18 years of marriage. In 1920, Winfield Moody was rooming with Frank & Emma Gesner in Springfield. Moody was now working as an embalmer with a local undertaker. When the Census was taken ten years later in 1930, he was employed as an engineer at the New Rochelle Hospital in New York. His older brother, Percy died in 1934 at the age of 55. According to the 1934 Claremont, New Hampshire Directory, Percy's widow was living at 28 Briggs Street, and Winfield's ex-wife, Caroline Ardella Moody was living at 21 Prospect Street. She told the authors of the Directory that she was a widow, too. 61-year old Winfield Scott Moody was still working at the New Rochelle Hospital when he registered for draft on April 27, 1942. Now his daughter, Miss Gladys Moody of Barre, Vermont would always know his address. He stood six feet tall, weighed 225 pounds. His hair was now gray. He had also had his appendix removed as the scar on his right side was listed to help in identification. Caroline A. Moody died at age 83 in the Barre City Hospital where she spent the last three weeks of her life. Her obituary noted that "she was married in 1900 to Winfield S. Moody" and "her earlier life was spent in Claremont, N.H., where she made her home with her only daughter, Miss Gladys Moody. they moved to Barre in 1941 after having lived in Rutland a few years." Winfield went back to Claremont from New Rochelle in 1964 and died on August 27, 1965, in Barre, Vermont, at the age of 85, and was buried *(left)* in his hometown of Carroll in the Straw cemetery.



- Among the Clouds - Jul 16, 1900 / Littleton Courier - Wed, Jun 6, 1900; Thu, Jan 30,1919 pg. 6 & Thu, Sep 2, 1965 pg. 3 / Ancestry.com / Newspapers.com

Harold Moon 1940 - 1941

Summit House manager - *(1941)* "Wilbur Anderson and Harold Moon will have charge of the Summit House, as last year."
- Littleton Courier - Thu, May 8, 1941 pg. 1

Ryan Mooney (2016)
- Jim Glidden photo

Ryan Mooney 2002 - 2016

Engineer Diesel - Owner of Mooney's Carpentry & Landscaping Services in Littleton, N.H., he lives in Whitefield. Seen in May 2011 *Trains Magazine (right).* Dispatch report says Mooney fired for Eggy on the No. 10 in 2008. He was brakeman for Phil on No. 1 & No. 2 in 2009. He was running diesel locomotives in 2016 *- Facebook - Dispatch Report 6-30-08 & 5-10-2009*

Carl Moore 1890 - 1891

Summit House Steward - Took part in unsuccessful search for violinist Ewald Weiss in August 1890. *(1891)* "Carl Moore goes to the Summit House on Mt. Washington soon, where he has a position as steward for the summer." / "Mrs. Olivia Moore spent Sunday *(9/27)* with her son, Carl, who has been at the Summit House this summer." / "Carl Moore who has been head-waiter at the Summit House this summer is soon to go to Florida, to Hotel Ormond." *(10/21)* Born Carlos Eugene Moore on December 12, 1869, in Lisbon, New Hampshire, his father, Newell B. Moore, was a 33-year old tailor who grew up in Chelsea, Vermont. His mother, Littleton-native Elvira/Olivia A. (Stevens) Moore, was 22. Carl's father, Newell died in April 1891 just before he went to the Summit House. His work there likely impressed Mattie Clarke who would be heading for the Hotel Ormond for the winter, and thus 21-year old Carlos went south as well. The 34-year old Moore was working as a painter in Plymouth, New Hampshire when he married 30-year old divorcee Bernice M Harris on October 29, 1904, in Plymouth, New Hampshire. She had been born in Ashland, New Hampshire but was living in Cambridge, Massachusetts with her mother when the pair married. They had three children (Ralph S. b.1905-d.1985; Leon F. b.1903 & Isabell E. b.1910) during their marriage. The family was living in Ashland and Carlos was painting houses when the Census was taken in April 1910. Carl was living in Manchester in 1924 when Bernice filed for divorce citing "abandonment" as the cause. The marriage was dissolved after nearly 24 years on October 20, 1924. Carlos Moore kept painting (perhaps with lead paint?) before exhibiting signs of mental illness in early 1926. He was admitted to the New Hampshire State Hospital in Concord in February 1928 and died there on Thursday, September 13, 1928 of "general paralysis of the insane" at the age of 58. He was buried in his hometown of Lisbon, New Hampshire *- Among the Clouds - Aug 24, 1890 / White Mountain Republic-Journal (Littleton, NH) - Fri, Jun 12, 1891 / Littleton Courier - Wed, Sep 30, 1891 & Wed, Oct 21, 1891 / Ancestry.com / Newspapers.com*

Chris Moore (1958)
- Littleton HS yeabrook

Christopher L. Moore 1957 - 1958

Started in Marshfield in '57 - moved to the trains payroll in '58 as a driver. Moore sent Jitney Jr his Cog recollections in a March 2019 email: "The first summer I worked for Pete and Grace Rusinski in the Marshfield kitchen. I roomed in one of the cabins on the hill above with my friend Joe Brown (track crew). I remember seeing Charley Teague running around the parking lot doing all kinds of mischief (some of it unmentionable) much to the concern of his mother Ellen! The train engineers, firemen and track crew were a great bunch. I'd recognize their faces but don't recall all their names...except of course Jitney, Campbell, Kent. But Gordon Chase stood out as the fastest man on the mountain and the most surly, dirty men at the Cog. Cliff Kenney in the ticket office was a good friend even years afterward. The second summer I worked I drove the Cog Wagon, the rack-truck, the coal loader tractor, the Teague's '51 Oldsmobile and other vehicles to pick up mail at the Bretton Woods RR station, to get hay in Whitefield, deliver passengers to the train in Littleton, and deliver the Teague girls to Whitefield for lessons." Christopher L. Moore was born on July 29, 1941. He started at the Cog Railway as a 16-year old sophomore from Lancaster, New Hampshire. As a junior he was assistant manager of Lancaster's boys basketball team helping out Coach Miller. He graduated in 1959 and went on to study at Northeastern University where he graduated with a biology degree. Post-graduate work continued at the Massachusetts Institute of Technology where he graduated in 1968. He retired andAccording to his Facebook profile, began a relationship in 2008. He has a daughter, Rebecca and his "passions in order of intensity: Carol, family, old friends, old car restoration, motorcycling, woodworking, travel, blues/classical music, historical novels, voice-over reading, walking, dancing

Chris Moore at the Summit (~1995)
- Moore Family Collection

and more!" The photo (left) was taken at Mt Washington Hotel July 2011 (birthday). "This is the beginning of my second adolescence!" wrote Moore on his Facebook page. "Carol and I are fine.....living the dream between York and Groton, MA !"

- Marshfield Corp / Bencosky-Desjardins files / email of Mar 21, 2019 / Ancestry.com / Newspapers.com / Facebook

D. E. Moore 1952

Mt. Washington Club/Summit House

Gordon Moore 1962

18-year old Gordon Moore of Danville, Vermont went to work at the Summit House as a dishwasher in the kitchen in 1962. He earned $120 plus $20 a month for his efforts. Gordon James Moore was born on August 23, 1944 at the Brightlook Hospital in St. Johnsbury, Vermont - the second child of 31-year old tap-and-die factory worker Stephen Edward Moore and his 23-year old wife, Martha Ruth (Pettengill) Moore. Gordon would grow up with two sisters, Joyce and Sandra. 8-year old Gordon was a Cub Scout and received his neckerchief in April 1953. He was active in the local Methodist Church. The 12-year old Moore went on a hayride with the rest of the Intermediate Youth Fellowship group on Saturday, November 17, 1956. Gordon Moore would graduate from Danville High School and serve three years in the military before going to work for International Business Machines in Essex Junction. The 23-year technician would pay a $30-dollar speeding fine in late 1967. He would meet and marry a registered nurse living in Essex Junction and workin at the Fanny Allen Hospital in Colchester. Josephine Rumrill grew up in Hartland, Vermont; was a graduate of Windsor High School and the New Hampshire School of Nursing. The January 26, 1975 noon ceremony was followed by a reception for 135 guests at the Hartland Elementary School. After a few days in Stowe, the couple took up residence in Jericho.

- Summit House / Bencosky-Desjardins files / Caledonian-Record - Thu, Apr 30, 1951 pg. 3; Thu, Dec 13, 1956 pg. 12 / Burlington Free Press - Sat, Nov 4, 1967 pg. 13 / Rutland Daily Herald - Tue, Feb 11, 1975 pg. 11

Roderick Moore 1961

Roderick Wayne Moore of Lebanon, New Hampshire was 18-years old when he went to work on the counter at the Summit House. He earned $120 plus $20 a month and worked through September 4, 1961. Roderick Wayne Moore was born on November 14, 1942, in Lebanon, New Hampshire to Elsie May Finn, age 28, and Roderick Elwin Moore, age 29. He enlisted in the US Army on January 13, 1968 and was released two years later on January 12, 1970. He moved to Louisville, Kentucky in the early 70s buying a home on Eastern Parkway from William and Violet Spalding for $26.500. He died Halloween Night in 1992 in Jefferson, Kentucky. He was 49. He is buried Valley Cemetery Lebanon, Grafton County, New Hampshire. *(1992)* "Roderick W. Moore, 49, of 624 S. Second St., died Saturday *(10/31)* at his home. He was a native of Lebanon, N.H.; a paralegal for the Legal Aid society of Louisville; an Army veteran of the Vietnam War; a member of the Kentucky Paralegal Association and the Louisville Association of Paralegals; and an associate member of the Louisville Bar Association. Survivors: his mother, Elsie Moore of Lebanon; a sister, Dr. Margaret Moore-West of Lyme, N.H.; and two friends, Edward Kibbie of Richmond, Va., and Donald Schuman, who cared for him. Funeral: 3 p.m. Saturday, Nov. 7, First Baptist Church, Lebanon. Burial: Valley Cemetery, Lebanon. Memorial gifts: Community Health Trust."

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Louisville (KY) Courier-Journal - Sun, Nov 1, 1992 pg. 32

David C. Morgan 1955 - 1956 & 1958

17-year old David Crawford Morgan was Ellen Teague's nephew, the son of John Burch Morgan and Ellen's sister, Margaret of Peterborough, New Hampshire. David was assigned to assist car builder Edward Chumley who was building the Cog's first 54-passenger car using aluminum instead of wood. After leaving the Cog, David Morgan pursued a career in the world of finance. He was in Minnesota working as a claims adjuster for St. Paul Insurance when he was arrested for an August 19, 1965 robbery of an elderly brother and sister in Reed's Landing. "Ben and Clara Dreese, both in their 70s, told officers they opened their door to two men who asked to use a telephone. (They) were seized by the pair, who bound them... ransacked their home... and fled with $12,000 in currency, $900 in coins and $750 in savings bonds. A short time later a car was found abandoned near Rochester (Minnesota). Officers said it was listed to *(Cogger)* David C. Morgan of 1411 Summit Av., St. Paul." There was just one problem, 27-year old David C. Crawford had gone to the movies with "Terry Eliseuson, a girl from White Bear Lake (Minnesota) who later narrowly escaped death in the sinking of the cruise ship Yarmouth Castle in the Caribbean." Crawford was arrested at 3 a.m. September 23rd.and spent a night in jail. "I was half asleep," said Morgan. "At first I thought it was a joke but when I saw all of those officers I realized it wasn't. The only trouble I had had with police was once for driving after revocation of license about eight years ago *(1957)* and later when they confiscated some guns which it was illegal to possess. I was a gun collector then. I was taken to the Dakota County jail at Hastings. I think that was for a confrontation with another suspect they had. I had never seen him before and he had never seen me. I was taken later in the day to the jail at Wabasha, and bail was set at $10,00." Morgan told police he had a date with Eliseuson the night of the robbery. "Terry and I drove her new Mustang to Montgomery Ward's in St. Paul, bought five records - I have the purchase stamp - and then went to a movie. We returned to the apartment after the late movie and the three of us, Terry, her friend and I, stayed up until about 3 a.m. talking. Then I drove home." Miss Eliseuson verified Morgan's account. "Currently employed in the export department of the Pillsbury Co., she is recovering from bruises and glass cuts suffered in the flaming travedy of the Yarmouth Castle, which went down last month (November 1965) with the loss of nearly 90 lives. "I haven't seen Dave since I got back," she told reporters. "He's a nice fellow, interesting. I don't see how this

could have happened to him." Neither could Morgan. "It was so weird and fantastic," said Morgan, "that for a couple of hours the day I was arrested I actually wondered whether I was some kind of split personality." *Minneapolis Star* staff writer Jim Klobuchar wrote that "Morgan apparently was the victim of a shrewd and elaborate scheme to fix the blame for the robbery on an innocent. "I don't know why the robbers picked out my name," he said. "I don't know why the robbers picked out my name" he said. "I don't know how they got it. I had only been in that area once, on business in 1961, and I don't know if I ever stopped in Reads Landing or Wabasha." Charges against Morgan were dismissed October 8th. "We are satisfied," said County Atty. John A. McHardy of Wabasha County, "that Mr. Morgan had no connection with the crime. I don't say that the law enforcement officers were negligent. It just happened that there was an unusual web of circumstances that pointed to Mr. Morgan. Like him, I do not know why he was singled out by whoever committed the crime." David and his father, John B. Morgan filed suit for false arrest and imprisonment and malicious prosecution in late 1965. In February 1971, the Wabasha County Commissioners decided to keep lawyer Robert Dunlap of Rochester on the job defending them against the suit. In late June 1971, the Minnesota Supreme Court agreed the dismissal of the lawsuit by a lower court was proper. By then the 32-year old David C. Morgan was working for the municipal bond firm of Juran and Mody in St. Paul. An August 1971 wedding to 21-year old North Hennepin State Junior College student Pamela Quinn from Golden Valley, Minnesota was being planned. The couple would have two children - Thomas Quinn & Michele Maclean.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Minneapolis Star - Wed, Dec 15, 1965 pg. 48 & Fri, May 13, 1966 pg. 56 / Wincona (MN) Daily News - Thu, Feb 4, 1971 pg. 7 / MORGAN v. McLAUGHLIN | 290 Minn. 389 | Minn.

James Morgan 1902

Summit House chef - "for some years chef at the Ormand (Hotel), fills a like position at the Summit, and with his culinary accomplishments, and the skill of Mrs. Howland in the pastry line, the Summit House table cannot be surpassed."

- Among the Clouds - Jul 12, 1902

John Morgan (1970)
- Maureen Driscoll Collection

John B. "Jack" Morgan Jr. 1970 - 1973

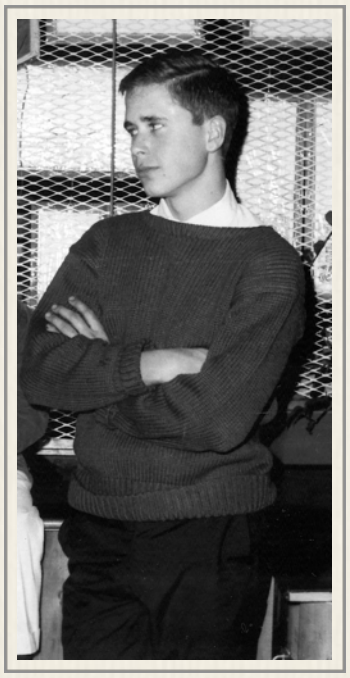
Ellen Crawford Teague's brother-in-law, Jack came with his wife Margaret to the Mountain to manage the Gift Shop in 1970. The 65-year old Philadelphia native had worked first in banking in Pennsylvania and later for the A. H. Robins pharmaceuticals. *(1973)* "John B. "Jack" Morgan of Peterborough, New Hampshire has assumed his duties as public relations manager *(of the Mt. Washington Cog Railway)*. For the past three seasons, Mr. and Mrs. Morgan managed the Marshfield Gift Shop at the Base Station. Mr. Morgan's career has included 22 years in banking and 22 years as a drug salesman." *(1987)* "John B. Morgan II, 82, a Philadelphian whose interests ranged from banking to public service, died May 1 in Payson, Arizona. A member of a prominent family, he grew up in Chestnut Hill and worked for the Germantown Trust Co. Following its merger with First Pennsylvania, in 1948 he joined the A. H. Robins pharmaceuticals company in St. Paul, Minn. Retiring in 1965, he settled in Peterborough, N.H. There, he served three terms in the state legislature. He retired for a second time in 1979 and moved to Arizona. Surviving are his wife, Margaret Crawford Morgan; sons, David C., Charles E., John B. 3d, and Peter S.; daughters, Sally Cunningham and Rebecca Cooke; 11 grandchildren; and three brothers, Roland S., William B. and Rodman Morgan."

- Marshfield/Cabins Corp / Ancestry.com / Newspapers.com / Littleton Courier – Thu, May 17, 1973 pg. 1 & 4 / Philadelphia Inquirer - Wed May 13, 1987 pg. 44 / See Appendix 1973 The Troubles

Margaret C. Morgan 1970 - 1973

Margaret Murray Crawford Morgan was Ellen Crawford Teague's sister. She and husband, Jack came to manage the gift shop in 1970 after long-time manager, Mike Haney left. "Marnie" Morgan earned $360 a month for the months of June through September that year, and $180 for the month of October. The next summer, she was paid $109.45 a week. Born on November 8 1914 in Philadelphia, Pennsylvania, she married John Buck/Burch Morgan in her hometown in 1937. They would have six children, including Coggers John III, David and Rebecca. She died on January 10, 2007 in Arizona at the age of 92.

- Marshfield/Cabins Corp / Bencosky-Desjardins files / Littleton Courier – Thu, May 17, 1973 pg. 1 & 4



Johnny Morgan (1962)
- Ellen Crawford Teague Collection

John B. Morgan III 1961 - 1964

16-year old Johnny Morgan earned $120 a month working on the Marshfield counter in 1961 and worked through September 4th. In 1962, Morgan was a brakeman and made $150 a month plus $60. As a fireman in 1964, he earned $1.15 an hour and had his mail sent to St. Paul, Minnesota. John Burch Morgan was the third generation of Morgans with that name. He was born October 21, 1944 to John B. Morgan II and Margaret (Crawford) Morgan. He was Becky Morgan's older brother and cousin to the Teague kids. He spent his time off one summer learning how to skydive. Jitney Jr remembers Morgan bringing his parachute to Jitney's cabin, putting it on the kitchen table and demonstrating how the little drogue would pop-out of the pack when the ripcord was pulled and the drogue would drag the rest of the carefully packed chute out. Jitney Jr. and other Cog kids went to see Johnny jump at an air show in Sugar Hill, New Hampshire *(see Aggregated Timeline August 1964)*. John left the Cog and joined the Army. Part of Flight Class 66-11, John flew helicopters in Vietnam in 1967 for the 4th Aviation Regiment of the 4th Infantry and the 170th Assault Helicopter Company (call sign "Bikini 14") one of the elite units that supported Special Forces Clandestine Operations. The History of

Johnny Morgan & the No. 4
- Ellen Crawford Teague Collection

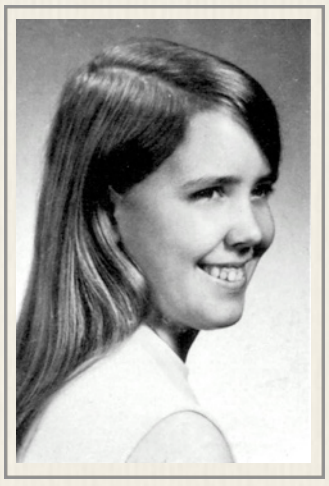
the 170th says "in support of these operations the BIKINIS have performed every conceivable type (of) combat support mission to include combat assaults, emergency resupply, medical evacuation, tactical extraction's, and command and control. During the six months that Major Jessie Stewart commanded the company, the 170th flew more hours than any other assault helicopter company in the Battalion... (they) ended 1967 by flying over 28,5000 combat hours with a significant percentage of those hours being flown supporting ground combat units at Dak To." Safely back in the world, John married Sally Jeanette Port of Blythe, California on August 23, 1968. Cousin Anne Teague Koop says when John's door gunner was KIA, Chief Warrant Officer Morgan volunteered for a second tour, and flew in 1969 with the 57th Assault Helicopter Company (call sign "Gladiator") in support of Special Forces monitoring movement of the North Vietnamese Army along the Ho Chi Minh Trail. Nineteen members of his unit were killed in 1969. Morgan survived and was founding member of the Vietnam Helicopter Pilots Association. Sally and John lived in Minnesota for several years and returned to Blythe where the couple managed the North Palm Heights Apartments, while John continued flying and Sally worked as a nurse practitioner. The couple had two children - Jennifer and Matthew, and moved to Hillsboro, Oregon in 1995 as John was now a factory demonstration pilot for Vann's Aircraft. Sally was tending to her comatose mother in late May of 1998 while John flew a newly built metal monoplane to Blythe to demonstrate the RV-8's capabilities to a potential buyer. On May 24, John was in the air with the customer over Blythe. John's crop duster son-in-law flew by and the two pilots acknowledged each other near the airport. Thirty seconds later, eyewitnesses reported the RV-8 "pitched violently upward after 8-10 seconds of straight and level flight" - the left wing separated and plane spiraled in - killing both Morgan and his passenger. The NTSB ruled the "pilot in charge" had exceeded the aircraft's flight envelope. The family believes the mechanism controlling the plane's trim failed requiring full rearward stick movement to maintain level flight. At the time of the accident, John's son was entering Naval flight training. Matthew Morgan became an F-14 Tomcat driver who flew combat sorties over Afghanistan. John Morgan was 53.

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

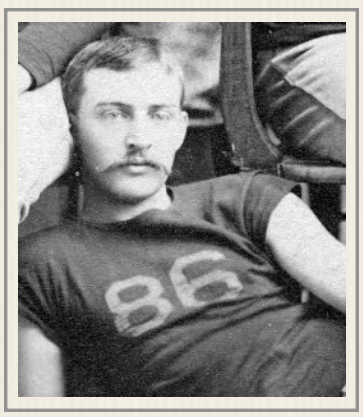
Rebecca Murray "Becky" Morgan 1967 - 1971

Teague cousin Becky Morgan began her Cog career working in the Marshfield kitchen at 15 in 1967, and celebrated her "Sweet 16" birthday on August 20th. The summer after she graduated from the Peterborough, New Hampshire Consolidated School, she was working in the Marshfield dining room earning $135 a month plus tips as a waitress. Her 1969 high school yearbook says she transferred into Peterborough from St. Paul, Minnesota in her sophomore year. She immediately got involved in dramatics ad sang in the school chorus. She played varsity basketball and softball. Her ambition was to become a physical education teacher. The yearbook editor's said "Becky... doesn't dislike anything... likes Dartmouth, Buttercups, and Mr. Faunce." *(Gerald Faunce ran the school's Work Experience Program.)* She is "most athletic and smiles a lot." In 1970 she earned $145 a month in the dining room. She spent her final Cog summer working in the Marshfield Gift Shop for her manager-parents for $51.20 a week. She married James Berry Cooke on May 24, 1975 in Lake Forest Illinois. The couple made their home in Monmouth, Illinois. They had two children, James and Daniel, who died at childbirth in December 1982.

- See Vol. 1 Ch. 9 Sec. 3 / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Minneapolis (MN) Star - Tue, Sep 9, 1969 pg. 40



Rebecca Morgan (1969)
-Peterborough Consolidated School



Walter M. Morgan (1886)
- Dartmouth College

Walter M. Morgan 1881

17-year old Summit House waiter from Manchester, N.H. - one of five members of the Manchester high school, (Greek class of '82) now employed at the Summit House. Walter Marshall Morgan was born on January 1, 1864, in Manchester, New Hampshire, when his father, Thomas, a wealthy millinery & fancy goods retailer, was 41 and his mother, Celinda A. (Nelson) Morgan, was 28. Walter had an older brother, William Thomas *(b.1862 d.1912)* and a younger brother, Arthur Warren *(b.1869 d.1940)*. Walter Morgan graduated from Dartmouth College on June 24, 1886. At age 26, Walter Morgan married Mabel Houghton on February 27, 1890, in Barnet, Vermont. He was working as a life insurance salesman. The couple had six children during their marriage; Mary H. *(b.1890)*, Mabel Cornelia *(b.1893 d.1897)*, Alice N. *(b.1895 d.1972)*, Helen Gertrude *(b.1896 d.1972)*, Thomas *(b.1897 d.1955)* & Dorothy Jeannette *(b.1900 d.1980)*. He was the president of the State Democratic club in 1898. He died of a cerebral hemorrhage on April 22, 1918, in Manhatten, New York at the age of 54, and was buried in the Pine Grove Cemetery of his hometown of Manchester, New Hampshire.

- Among the Clouds - Jul 9 & Jul 26, 1881 / Ancestry.com / Newspapers.com

Zalo A. Morgan 1952 - 1955

An *Ancestry.com* search found a 35-year old Zalo A. Morgan living in Phillips, Maine in 1940. The U.S. Census reported she was married to 39-year old truck driver Blaine David Morgan and was living on Pine Street with their 16-year old son, Montford B. Morgan. They employed a maid, 22-year old Cora H. Miller, who was caring for a one year old daughter, Rosalie M. Miller. Zalo, who had completed one year of high school was working as an "assembler" at the local birch mill. Ten years earlier, the Morgans, 28-year old Blaine D., 26-year old Zalo and 6-year old Montford were living on Court Street in Auburn, Maine. Blaine and Zalo had been married for eight years. He was a painter at the cotton mill and Zalo was a vamper at the shoe factory. When her 22-year old son, Montford married a 21-year old telephone operator in Carroll, New Hampshire, Zalo Alto (Rollins) Morgan was living in Pinehurst, North Carolina while truck driver husband Blaine D. Morgan was living in Phillips.

- Marshfield Corp/Cog Railway Cabins / Ancestry.com / Newspapers.com

Leo G. Morin (1959)
- Notre Dame HS yearbook

Leo G. Morin 1965

24-year old Boston College graduate Leo G. Morin spent the summer of 1965 in the Summit House kitchen. He apparently did good work. His pay started at $130 plus $20 a month and later $64. He earned $33 bonus for the season. Morin was six years out of Notre Dame High School in Berlin, New Hampshire and on a mission to become a chemist. That drive was duly noted in his high school yearbook: "His obvious intellectual ability is coupled with a courteous personality. His will power and determination will see him through 12 more years of school. Sure of your success we say, "Best of luck, DOCTOR, from the entire Notre Dame personnel." He was named the "most valuable student of '59" He took part in dramatics his junior and senior year and wrote poetry that earned him a National High School Poetry Association Award with special mention in his senior year. He took first place awards in local and North Country science fairs and won the Thailand Award in the National Science Fair in Los Angelas as a sophomore and a third placed for biology in Michigan as a junior. Upon graduation with his Phd from Boston College he became a clinical chemist for Veterans Administration Medical Center in DeKalb County, Georgia doing patient testing. Four years before he retired from that position in 1984, he founded his own company, Seachem Laboratories. Inspired by his childhood hobby of tropical fish, Seachem developed and manufactured aquarium supplies including accessories, appetite and health, conditioners, filtration, food, freshwater, mediations, plant, pond, saltwater, sand and gravel and water testing. He was the company's president and chief executive officer until his death in March 2001. At that time, Seachem employed 30 people. His impact on the tropical fish hobbyist community was reflected in a tribute in April 2001 by Sally Jo Headlee, who founded the Geothermal Aquaculture Research Foundation with her husband LeRoy. "This man who has passed is second only to my husband in helping me have success with reef keeping. I am beside myself with sadness and pain, for I never got the chance to say goodbye to him. I will never stop preaching his care, his kindness, and knowledge he shared freely with the reefing community. Dr. Leo Morin is gone. he was so young, so vital, so giving, so unselfish with his knowledge of Chemistry. The salt water industry will feel a void." Leo Gregory Morin was born on May 9, 1941 in Berlin New Hampshire - the son of Gelophas and Annette (LaFrance) Morin. He married Beverly J. Ragona on September 2, 1968 and the couple had three children, Gregory, Stephanie & Jonathan. *(2001)* "Leo G. Morin age 59, of Snellville, Georgi died *(of pancreatic cancer on)* March 25, 2001. He is survived by his wife, Beverly Morin, Snellville; children, Gregory Morin, Madison, Ga., Stephanie Morin and Johnathan Morin, both of Snellville; 2 grandsons, Nicklas and Seneca Morin. Mr. Morin retired in 1984 from the VA Medical Center as a clinical Chemist, he founded Seachem Laboratories, Inc. in 1980 and served as President/CEP until his death. He was a member of Corpus Christi Catholic church and associate member of Missionaries of the Poor, and a member of the American Chemical Society." The *Atlanta Constitution* obituary said Morin had gone to Jamaica in 1996 to work with the Missionaries of the Poor - an order headed by a fellow student from a Jesuit seminary he attended in the early 1960s. Morin's interest in water in nature was part of his prize-winning poem from high school called *The Rain.*

The splendor of the rain
Falling upon the pane
Patters to entertain,
Humming a soft refrain.
It wishes to enchain
Man within his domain.
It urges to sustain
The essence in the grain;
Or else man will complain.
When rain is on the wane,
Man takes delight in vain
For no one can profane
The spelndor of the rain.

- Leo G. Morin '59

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Atlanta (GA) Constitution - Wed, Mar 28, 2001 pg. 24

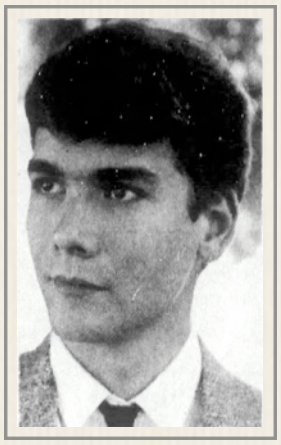
Leo G. Morin (1999)
- GARF photo

Mor

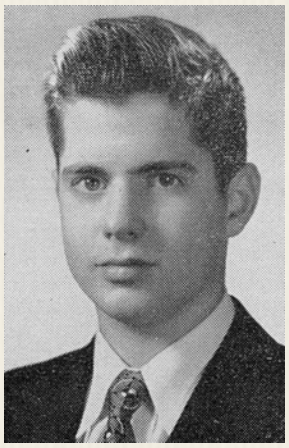
Peter J. Morin 1994

The 19-year old son of Richard and Nancy Morin of Hancock Road, Williamstown, Massachusetts worked on the track crew during the summer of 1994 and was schooled on the railroad's jargon. "Mung - the mixture of rack grease and coal dust found under the tracks," wrote Morin on the *Mt. Washington Cog Railway: We Worked There* page. "Or Mung Boy which the track crew affectionately called me during the summer of 1994!" When Morin graduated from the Charles H. McCann Technical School in North Adams in 1993, he was a member of the National Honor Society and Peer Educator and had taken classes at Berkshire Community College. Morin was a member of the school's ski club and helped organize the prom. He reportedly enjoyed skiing, hunting and fishing. and was a junior volunteer for the Fire Department #1 in Hancock, Massachusetts. In pursuit of an engineering career, Morin earned an Associate Degree in Champlain College's network and pc support specialist program in 1996 in Burlington, Vermont.

- Ancestry.com / Newspapers.com / MWCR: We Worked There FB page / North Adams (MA) Transcript - Sat, Feb 20, 1993 pg. 3 / Pittsfield (MA) Berkshire Eagle - Wed, Aug 28, 1996 pg. 36



Peter J. Morin (1993)
- North Adams Transcript



Charles B. Morrill (1951)
- Wakefield Oracle

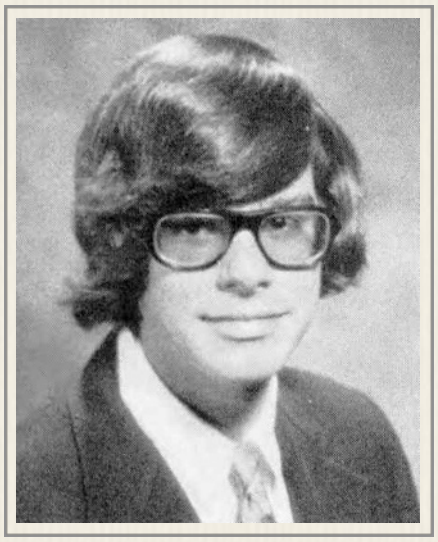
C. B. "Barry" Morrill 1951

Marshfield Corp/Cog Railway Cabins - Charles B. Morrill was one of many Wakefield High School students who came to the Mountain in Fifties. The 1951 *Wakefield Oracle* yearbook says "A dependable and hard working member of our class is jovial Barry... an active member of the Hi-Y Club and Ski Club. Upon graduation he plans to take a pre-medical course at Bowdoin. His alertness and resourcefulness assure us that his future will be successful." In 2018, Charles told his son the Cog "was a summer job before college" that he learned about from another player in the Wakefield High School orchestra - Paul Saunders. "Paul's brother had gone up *(to the Cog)* before and Paul had been up the year before *(1950)*, so that was how Paul landed his brakeman's job. Paul and I were friends and classmates at Wakefield High School. Paul was just a nice guy. We both went up in Paul's 1941 Croseley. It had been his brother's car. Going up to the Base Station I had to get out and help push on the hills. We lived at the boarding house. First I was there to prepare the buildings for opening, then I worked in the restaurant and Paul worked on the trains. I left early in the summer to work for the state of Massachusetts because the money was about three times better. I worked on highway signage." Before he left the Mountain, Barry Morrill had the chance to ride up in the cab once. That trip would lead to another Morrill to become a Cogger. "Over the years dad told stories about that one cab ride to the summit and I always remembered," says son, Charles Morrill during a 2018 holiday sofa-sit down with his dad at the family house in Southwest Harbor, Maine. Then "my grandmother took me to the cog when I was a kid in 1966 and that pretty much did it. When the article came out in TRAINS magazine about the new Number 10 - *Col. Teague*, I read it once or twice. I pestered Ed Clark by mail for a job for a couple of years and he finally decided to hire this strange kid from Los Angeles when I graduated from high school in 1975. I flew to New York where my folks had just moved and used the last of any money I had for the bus ride to Littleton and an infamous cab ride to the base." Young "California" Morrill eventually became an engineer and "many years later when I had the Nine, Dad - "Barry Morrill" *(right)* had the chance to ride up in the cab again and spend some more time on the trains." The West Coast kid found the change in culture bracing. "I could write a seven volume dissertation about the differences between Lost Angeles and Mount Washington that remain to this day," writes the Next Gen Cogger. "I remember once in college at UCLA a fellow classmate said something like, "You know they have *Live Free or Die* on their damn license plates?" I said, "Your problem is that you don't know they really mean it!" You get the gist. Nowadays I often build stuff for a local museum (Monticello) and finished an operating 24 spindle spinning jenny last summer. It wouldn't have been possible without those years on the cog if anyone's interested.... here's the link to a video https://www.monticello.org/site/blog-and-community/latest-videos#textile-techno *(2020)* "Charles Barrett Morrill, 85, of Southwest Harbor, Maine, died suddenly at his home on Thursday, January 16, of natural causes. Born on April 4, 1934, Charles grew up in Wakefield, Massachusetts, the son of Katherine Anstiss Barrett Morrill and Charles Wardwell Morrill. His father died suddenly when he was eight years old. Maine was a second home to him as his fourth great-grandfather had built the family home in Farmington Falls in 1810. He graduated from Bowdoin College in 1956, the same year he married Charlotte Helen Riebel of West Hartford, Connecticut. On advice from his father-in-law, he entered the electronic computer industry when most computer programmers knew of each other's teams and many simply knew each other. A man who could understand and easily fix nearly any machine, the concept of computer-programmed, and eventually computer-controlled machine tools fascinated Charles from the beginning. He spent a lifetime in fields that later became computer aided manufacturing (CAM) and computer aided design (CAD). Charles joined IBM in 1964 and ultimately taught generations of programmers to think not so much of their own brilliance but rather the poor person who would one day have to debug their code. Charles delighted in tough problems and ultimately the tangled webs we weave. He was not without faults. Good friends and family noted a lifelong addiction to puns, show tunes, George Gershwin, and Lionel trains. He played the clarinet with the Boston Symphony at least once and, until the very end of his life was reduced to tears by well-played music, He was exceedingly liberal and loved his friends who were not. He died thinking the world would be a better place if everyone would just read the manual and restart their computer at least once in a while.

He is survived by his wife of 63 years, Charlotte Riebel Morrill, also of Southwest Harbor; a son, Charles Frederick Morrill and daughter-in-law Carol Manno Morrill, both of Charlottesville, Virginia; a sister, Anstiss Morrill, of Farmington Falls, Maine; and sisters-in-law Susan Chacin and her wife Ginny Garrett, both of Oakland, California. Also surviving are two grand grandchildren: Charles Maxwell Morrill of Tampa, Florida, and Sara Anstiss Morrill, of Atlanta, Georgia, in addition to nephews Ernesto Chacin, Stefan Wardwell Lisowski and Tomas Barrett Lisowski. All are welcome to a service of remembrance for Morrill at the Southwest Harbor Public Library on Sunday, March 15 at 2 pm. In lieu of flowers, the family asks for contributions to the library, for which Charles worked as a board member and volunteer for many years with love and dedication."

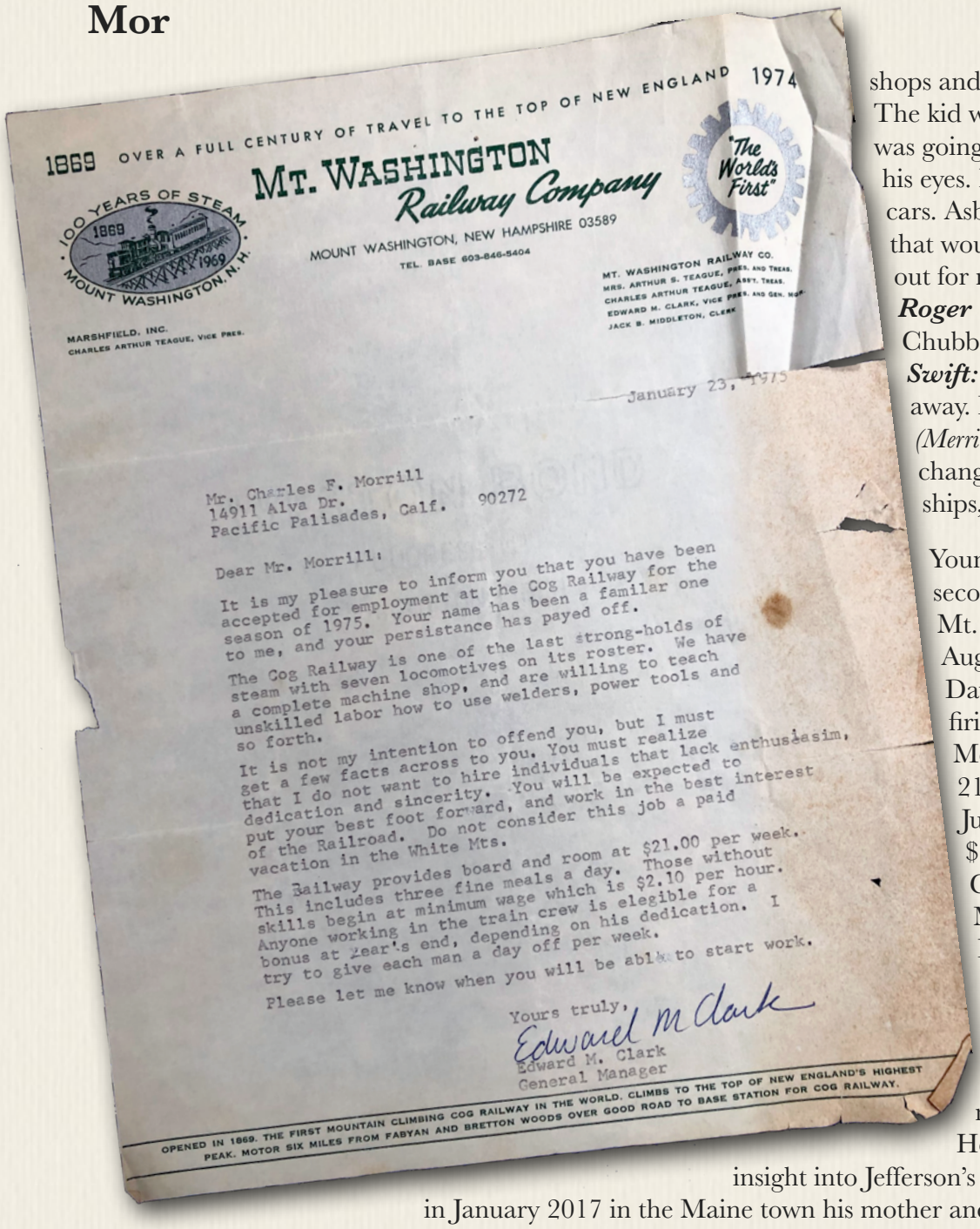
- Marshfield Corp/Cog Rwy Cabins / Obituary written by son, Charles and emailed to Jitney Jr - Sun, Sep 20, 2020

Charles F. "California" Morrill 1975 - 1979



Charles F. Morrill (1975)
- Pacific Palisades HS Yearbook

Barry Morrill's son, Charles was labeled a "new" brakeman in 1975 in a report to the NH Transportation Department. In September of 2020, he found the letter offering him a job in early 1975. It came from General Manager Ed Clark. "For some reason I was looking through our files last night, maybe for some obsolete digital camera manual, I can't remember. Anyway, I ran across a file called "Cog Railway" that Carol had started years ago. Not much in it - most of my cog files are in my shop - except a couple of letters, but that was everything. Anyway, here's a letter I received in California, where I grew up so many years ago. It changed everything, and all of it for the better. It would lead to so much: my family, *(he married fellow Cogger Carol Manno)* what I ended up doing, and the best memories anyone could ever have. It also wasn't easy, but then the best things never seem to be....." The letter of January 23, 1975 *(next page)* said: "Dear Mr Morrill: It is my pleasure to inform you that you have been accepted for employment at the Cog Railway for the season of 1975. Your name has been a familiar one to me, and your persistence has payed off. The Cog Railway is one of the last strong-holds of steam with seven locomotives on its roster. We have a complete machine shop and are willing to teach unskilled labor how to use welders, power tools and so forth. It is not my intention to offend you, but I must get a few facts across to you. You must realize that I do not want to hire individuals that lack enthusiasm, dedication and sincerity. You will be expected to put your best foot forward, and work in the best interest of the Railroad. Do not consider this job a paid vacation in the White Mts. The Railway provides board and room at $21.00 per week. This includes three fine meals a day. Those without skills begin at minimum wage which is $2.10 per hour. Anyone working in the train crew is eligible for a bonus at year's end, depending on his dedication. I try to give each man a day off per week. Please let me know when you will be able to start work. Yours truly, Edward M. Clark – General Manager" Morrill posted the letter on the *MWCR: We Worked There* FB page which immediately started a thread: ***Susan M Houck:*** "This is great! Wish I still had mine from Mrs. Teague. My first year was 1976." ***David Huber:*** "Charles, what a great memory. Do you think Ed typed this or dictated it. It sounds so much like him, except very PC since (it's) in writing. It is nice to know he didn't always use "shop talk." ie. Warning you he didn't want to hire a Drone. I also like how he mentioned it would be hard work, not a paid vacation. He seemed to always have resentment to the college experience, "Give it a College Education!" Ed Clark was a unique person. He was hard to work for/with, yet let someone outside the Cog Family talk down about one of his men, he would stand up for that man. He was intelligent and expected/demanded the best out of anyone who worked for him. As a look back at all my bosses, Ed Clark remains as one of the better ones, yet his "bedside manor" had much to be desired. I remember getting my offer from Paul C. Dunn to work at the Cog. I was in the dorm mailroom at college and gave out a yell and jumped up and down. I had applied for 3 years in a row and finally got hired summer of my freshman year in College. I too wish I still had my letter. ***Charles Morrill:*** "I think Ed typed it. I got a second letter from him when I replied and it sounds very conversational. I think it was actually him. Dave, that's true about Ed. I remember once someone asked me what he was like and I said it was a strange combination of Red Skelton and Jack London's *The Sea Wolf*. Nobody told a better story. I still remember talking to him one evening about his years on a Liberty ship in WW2. Ed was an assistant chief engineer standing watches running a reciprocating triple expansion steam engine. He was still haunted by it, watching ships get torpedoed and vanishing in minutes. "They were just gone," he said. ***Robert 'Cal' Callahan:*** "Ed Clarkie no malarkey - And he could throw a chain saw that wouldn't start a mile." ***Charles Morrill:*** "Cal, seems like I remember him going after you at skyline one day with a crescent wrench!" ***Cal Callahan:*** "Charles, no he knew enough not to do that. Ed did his best, don't forget the previous GM went on strike in '73 frustrated with owner." ***David Huber:*** "Robert - and then pull out his hair by the handful. Were you with me and Kenly cooking the pipe that day?" ***Callahan:*** "David, don't recall cooking the pipe..." ***Huber:*** "We were trying to heat with a wood fire, the two flew pipes from the Ammonoosuc damn so we could bend them to meet up with the new blue pipes to feed the AC generator at the shops. It was working 'til we hit a tree stump. Then tried to cut the stump with a dull chain saw that he ended up throwing and it kinda shattered when it hit the rocks." ***Susan M Houck:*** "I remember I used the cog truck, had only 2 gears, first and reverse. I didn't have a license but thought I knew how to drive it. I took it to do laundry up there. The dryer had issues. My clothes weren't dry, very damp and I needed them for work that day. I hopped into the truck... You know what it's like... A standard vehicle. Well, I kinda floored it, thought it was in reverse, but unfortunately it was in first gear. I went over a log onto the track, petrified to remove my foot from the break. Chub Kenison saw it happen, he smiles and says "Susie, you need help?" "Please, please help me!!" Then Ed Clark shows up and says, "Get out of the truck and you need to walk from now on!!" What a way to start the day! Ed Clark was not happy, but my dear friend Chub was there for me!" ***Robert Cal Callahan:*** "Susan, the linkage in the blue truck always got stuck, you had to pull over and open the hood to straighten it out." ***Roger Clemons:*** "Always liked Chubb *(Kenison)*. Quiet and reserved, but always willing to help someone who was having a bad day. I remember a kitchen boy who used to hang around the


1869 OVER A FULL CENTURY OF TRAVEL TO THE TOP OF NEW ENGLAND 1974

100 YEARS OF STEAM 1869 1969 MOUNT WASHINGTON, N.H.

MT. WASHINGTON Railway Company

"The World's First"

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MT. WASHINGTON RAILWAY CO.
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CHARLES ARTHUR TEAGUE, ASST. TREAS.
EDWARD M. CLARK, VICE PRES. AND GEN. MGR.
JACK B. MIDDLETON, CLERK

MARSHFIELD, INC.
CHARLES ARTHUR TEAGUE, VICE PRES.

January 23, 1975

Mr. Charles F. Morrill
14911 Alva Dr.
Pacific Palisades, Calf. 90272

Dear Mr. Morrill:

It is my pleasure to inform you that you have been accepted for employment at the Cog Railway for the season of 1975. Your name has been a familar one to me, and your persistance has payed off.

The Cog Railway is one of the last strong-holds of steam with seven locomotives on its roster. We have a complete machine shop, and are willing to teach unskilled labor how to use welders, power tools and so forth.

It is not my intention to offend you, but I must get a few facts across to you. You must realize that I do not want to hire individuals that lack enthusiasm, dedication and sincerity. You will be expected to put your best foot forward, and work in the best interest of the Railroad. Do not consider this job a paid vacation in the White Mts.

The Railway provides board and room at $21.00 per week. This includes three fine meals a day. Those without skills begin at minimum wage which is $2.10 per hour. Anyone working in the train crew is elegible for a bonus at year's end, depending on his dedication. I try to give each man a day off per week.

Please let me know when you will be able to start work.

Yours truly,
Edward M. Clark
Edward M. Clark
General Manager

OPENED IN 1869. THE FIRST MOUNTAIN CLIMBING COG RAILWAY IN THE WORLD. CLIMBS TO THE TOP OF NEW ENGLAND'S HIGHEST PEAK. MOTOR SIX MILES FROM FABYAN AND BRETTON WOODS OVER GOOD ROAD TO BASE STATION FOR COG RAILWAY.

shops and Niles LaCoss told the kid to get out of the way. The kid was disappointed, but Chubb told him that Niles was going to weld and didn't want him to watch and injure his eyes. I think I was drilling brake pads for one of the cars. Asbestos dust!" ***Susan M Houck:*** "Roger, aw, yes that would be Chub! He was a dear friend, always looked out for me! He had a beautiful wife and family too!" ***Roger Clemons:*** "Given the hours we worked, I like Chubb's definition of August. Ugly season!" ***Linda Swift:*** "My first letter was also in1976 and I was turned away. I was crushed! But the following year, Dwight *(Merrill)* hired me for the gift shop and my life was changed forever. The changes included life-long friendships, beautiful children, and lots of life lessons."

Young Charles Morrill continued to brake during his second Cog summer of 1976. He made 203 trips up Mt. Washington. Seventeen in June, 71 in July; 70 in August; fourteen in September, and 31 after Labor Day but he left before October. In 1977, he started firing and became an engineer in 1978. "California" Morrill (he was going to UCLA) ran trains from June 21st to September 14th. He was back in 1979 on June 27th and ran until September 5th. He earned $3.30 an hour. It would be his final summer at the Cog. Charles Frederick Morrill married Marshfield kitchen employee Carol F. Manno from Philadelphia. They would move to Virginia and have two children, daughter Sara Anstiss Morrill and son Charles Maxwell Morrill. "California" Morrill is now a Monticello guide and a talented craftsman who has researched and reproduced many Thomas Jefferson gadgets for Monticello. He gives talks on his work and share some of his insight into Jefferson's passion for gadgets. One of those talks occurred in January 2017 in the Maine town his mother and father had moved to. "Charles Frederick Morrill, avid polygraph enthusiast and Monticello guide, will tell the story of Thomas Jefferson's No. 57 Polygraph and what he has discovered from studying it, when he speaks at the Southwest Harbor Public Library on Saturday, Jan. 7, 2017 from 2-3:30 p.m. The program will be an afternoon of travel, narrow escape, tragedy, humor and even some drama. Along the way, you will find out which side of what was called the "copy machine" Jefferson wrote with, meet the man who built, owned and first modified it, and also meet the enslaved museum attendant who made it all possible. Morrill will talk about how the No. 57 polygraph appears to have left its signature on the great majority of Jefferson's correspondence from 1808-1822, how we know that, and how historians have found a new way to identify many of No. 57's copies from Jefferson's originals. Morrill, who earned a bachelor's degree from UCLA, has been an architectural millworker (woodworker) for 25 years, home shop machinist and former Mount Washington Railway Company steam locomotive engineer. He has worked for the curatorial department at Monticello as an exhibition fabricator and is reproducing some of Jefferson's scientific instruments and gadgets, using the original designs whenever possible, for tours at Monticello for families and their children. Morrill is the son of Charles Barrett Morrill, past library board member, who oversaw the new Southwest Harbor library addition in 2000, and Charlotte R. Morrill, curator of the library's digital archive.

Morrill w/ Jefferson's ring sundial (2016)
- Michael Stowers Courtesy photo

- Railway Corp / Bencosky-Desjardins files / NH DOT files / State Report - Jun 24, 1975 / Ancestry.com / Newspapers.com / Mount Desert (ME) Islander - Dec 29, 2016 / Charlottesville (VA) Observer - Thu, Sept 14, 1989 pg. 14 & Thu, Apr 9, 1992 pg. 11

Mr. Wilbur H. Morrill 1878 - 1881

Railway employee playing right field during Summit baseball game against the Coach Road employees in 1878 - made a beautiful fly catch in the bottom of the 1st inning. On the 1881 list as brakeman with long period of service on railway. Wilbur Henry Morrill was born in 1836 in New Hampshire to Elizabeth Cogswell Hunkins, age 33, and Henry Morrill, age 52. He grew up in Hill, New Hampshire just north of Franklin where the Aiken family established their knitting mill empire. Wilbur's mother would die in 1849 at the age of 46. Wilbur H Morrill married 19-yer old Ann Matilda Woodford in Franklin, New Hampshire, on

August 21, 1859, when he was 23 years old. They had three children in 18 years - Charles Woodford *(b.1861 d.1937)*; Henry Wilbur *(b.1864)* and Fred *(b.1880)*. 26-year old Wilbur Morrill was farming when he was one of three men from Hill who were registered on the Consolidate List of people subject to military duty in June 1863. Morrill's proximity to Franklin, N.H. and the Aiken's makes it likely he was the 42-year old right fielder for the Mt. Washington Railway in 1878. He died on January 22, 1908, in Hill, New Hampshire, at the age of 72, and was buried there. Wife Ann would join him in April 1928 when she died *(right)* in Pleasant Hill Cemetery.

- Among the Clouds - Aug 8, 1878 & Sep 6, 1881 / Ancestry.com / Newspapers.com

Henry Wilbur Morrill 1878 - 1881

14-year old Cog kid - possible employee - Son of Wilbur H. Morrill and Ann Matilda Woodford (b.1840 d.1928). The Mount Washington Cog Railway brought his story to the attention of Jitney Jr. "Many generations of men and women spent proud seasons or years of their lives as "Coggers". Perhaps one gentleman spoke for each of them when he described his time at The Cog as a young man in an autobiographical poem he penned toward the end of his life…

"Went up to the Base so long ago, with a heart that was full of joy
Quite a change as all may know for a way back farmer boy…
Up and down the mountain road with its middle rail for gears
Youth and health– best kind of wealth, four of the happiest years"

- Henry Wilbur Morrill (1864-1940)

George Morris 1878

Railway news agent - formerly news agent for Chisholm Bros., now occupies a similar position on his own account, on the Mount Washington railway.

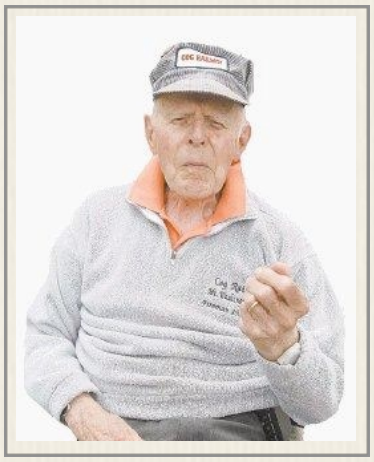
- Among the Clouds Aug 10, 1878

James Morris (1966)
- University of GA Yearbook

James Morris 1966

James Morris graduated from the College of Agriculture at the University of Georgia before coming north to Mt. Washington to work on the Summit counter. Jim Morris appears on the Summit payroll summary for July 1966 as earning $120 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $106.78. Morris' salary was booked in the Summit House "restaurant" column. Morris sang in the university chorus and was in agronomy club. The number of Jim Morris' in Georgia during that time frame made discovery of additional details difficult

- See Vol. 1 Ch. 9 Sec. 2 / Ancestry.com / Newspapers.com



George Morrison (2008)
- Keene Sentinel photo

George Peabody Morrison 1934 - 1938

George Peabody Morrison, 95, of Langdon Place, Keene, and vice president of Turner Construction Co., died Feb. 19, 2011. He was born in Philadelphia, Jan. 13, 1916, and raised in Gardner, Mass. He graduated from Gardner (Mass.) High School in 1934, and enrolled at MIT. During summer vacations, he was a fireman on the Mount Washington Cog Railway, working seven days a week, receiving $60-a-month pay, plus room and board. After graduating as a civil engineer in 1939, Mr. Morrison worked as a surveyor for Turner Construction Co. in New York. *Keene Sentinel* reporter Jessica Arriens profiled Morrison in June 2008, when the 92-year old former fireman *(left)* was set to return to Cog Railway for the first time in 71 years. "It has been nearly 70 years since George P. Morrison's hands grasped a shovel all day," Arriens wrote, "Since he spent nights scrubbing off a coating of grimy soot. Seventy years since Morrison was a fireman on the Mount

Mor

Washington Cog Railway - shoveling coal to fuel the trains up and down the highest peak in the northeastern United States. Morrison - a 92-year-old resident of Langdon Place of Keene - is now returning to this world of coal and steel, through a little help from his friends and a nonprofit foundation that grants "wishes" to senior citizens. He uses a shiny red scooter to move around and wears a headset to magnify his low, gravely voice. But Morrison hasn't lost his sense of humor. "This time I won't have to shovel coal to get there," he said. Morrison secured the job at Cog Railway through a cousin who worked there. He was paid $60 a month, plus room and board, for the hours of hard labor. "You've got to remember that was Depression time," he said. "A job's a job." Morrison really wanted to be an engineer, but was told he had to be a fireman first. Most days were spent shoveling coal in the engine cab, but he also picked up other odd jobs at the railway - cleaning the cars, helping to oil the engine, fixing the plumbing. "Just work, work, work all day long," he said. "We had no time to go checking out the trails or anything. They kept us working too hard." Off the mountain around 6 p.m., Morrison would return to the base station he shared with other firemen - mangy quarters he dubbed the "animal house." As the only college-age kid on the crew, Morrison suffered his share of practical jokes. His co-workers once spread the rumor that Morrison enjoyed his sips from the head engineer's bottle of booze - passed among the crew on slow mornings - a little too much. "It was tough work," Morrison said. "But good training, good experience. I got exposed to all kinds." Morrison graduated from MIT in 1939, receiving his academic degree on one side of the stage and his second lieutenant's rank on the other. He wanted to return to the Cog Railway to "see what it's like now. I know it's changed significantly." The newspaper reported Morrison was set to ride the 11 am train to the summit on Friday, June 20, 2008 and then spend two nights at the Mount Washington Hotel.

George P. Morrison

Historian Rob Bermudes Jr. sat down with Morrison at the end of August 2008 to follow up on the newspaper article. Morrison explained how he came to work at the Mt. Washington Railway. "I had a cousin - she was Paul Dunn's cousin by marriage. She had a stepfather and he had been working up there for a number of years. In the early days when Col *(Henry)* Teague ran the railroad he used a lot of college guys and the only college guys were Dartmouth because that's where Teague went. He had a hotel down south some place, too so there were a lot of Clemson guys - either Dartmouth or Clemson - then they got the MIT guy *(Morrison)* in there because he had the proper connection with another Dartmouth guy *(Dunn)*." Morrison said Dunn was helping manage the place with Arthur Teague. Dunn would handle the operation "scheduling repairs or if they needed ice to come up from Fabyan, he *(Dunn)* would give me the job of driving the truck down to Fabyan for all the ice or a plumbing job to be done or something. The guy up at the Summit was kind of half-assed plumber and I'd be his helper. So every day I wouldn't be firing necessarily." According to Morrison, Arthur Teague "managed the tickets and scheduled the runs up and down the mountain, rang the bell when the next train was going." Meals were served at the Boarding House. "*(Henry)* Teague was a gruff old guy. (He) would have his table right there in the center of things… the rest of us sat at long tables with a military style." Henry would eat with "Arthur and Paul Dunn sometimes." Morrison explained Dunn's occasional absence by saying, "Paul was pretty busy through the day or maybe he didn't want or couldn't take that much of *(Henry)* Teague's bullshit, who knows. *(Henry Teague)* was a big heavy set man… through the day he'd have a big long overcoat on – drive himself around – looking at things – problem solve. He could stick in a good word of advice but good thing he had competent people to run the railroad for him because he didn't know a helluva lot about running a railroad." Morrison helped build the Henry's "hut" his first summer at the Cog. According to Morrison, Henry Teague "loved to play bridge" and regularly spent Saturday nights at the Mountain View House. He'd have somebody drive him over there. They'd probably have a couple of shooters while playing bridge, you know, he liked that stuff pretty well and the (driver) would be on his own devices til the Colonel got tired of playing bridge and then he'd drive him back up to the base of the Cog and that would be his Saturday night entertainment."

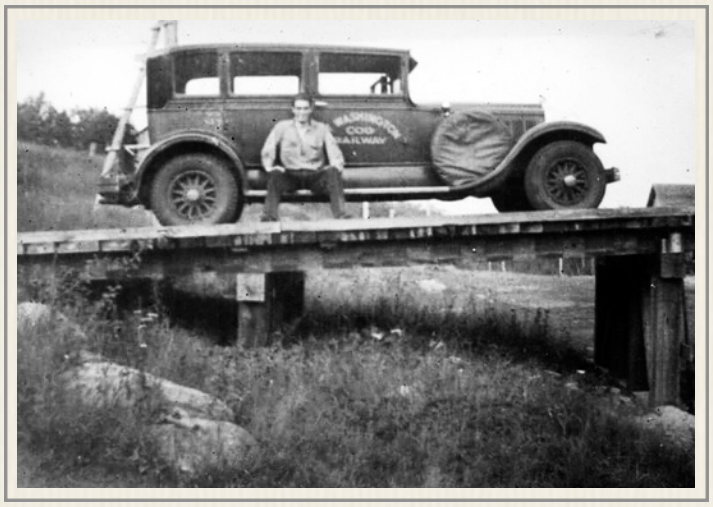
Henry's limo - H. Stillings at the wheel (1930s)
- Stillings Family collection

Morrison said driving the base road was an adventure. "Oh god, narrow twisty-turney – terrible. I remember one day I was heading to Fabyan. I knew the road very well… and I came down… and was roaring around curves and Jesus… I don't know whether the guy panicked when he saw me coming, but geez he stopped dead." Morrison stopped. "I said you got a problem and he said… 'No, you came down so damn fast, I figured I better stop and let you go through." Morrison knew the road well because he also drove one of the shuttle cars that took over after the B&M spur railroad line to the Base stopped running. "*(Henry)* Teague had a bunch of large cars, limousines… second-hand limousines painted up with Mt. Washington Cog Railway printed on the side. He got chauffeur's licenses for me and some of the other guys. We'd have to go down with our fleet of limousines – not real fancy, but… we would take all the Tauck Tour people up to the Base Station and we'd send them up *(on the railroad)*. They had hotel rooms on the summit and they'd stay overnight at the Summit." The overnight train would have a baggage car attached to tender *(left)*. According to Morrison, it was "an awkward shaped thing.

Baggage car No. 7 at Base (1930s)
-B&M Tax Survey photo / Lewis Family Collection

It was covered and it was just dragged up. It had no ratchet, no nothing. When they'd get up to the top to spend the night, the train would unhook and pull away from… the baggage car. They were supposed to chock it somehow. One night they didn't. The goddamn car got started down the hill. They guy on the side ran into the Summit Hotel to tell 'em *(to tell the Base)* what was coming. The guys says, "Yeah, it's already gone." The baggage car apparently made it to transfer table and "the damn thing ran out of track there. It went sailing… slamming into the engine house. That's when the guy said, 'You know, it's already gone."

Chauffeur Morrison said sometimes he was the fireman on the train that would overnight with the tourists on top. "If you're the fireman, usually you would stay overnight with (the tourists) and bring them down the next morning. I'd get cleaned up pretty well *(in the Summit House)* because going down you didn't have to fire… so I was respectable… I'd jump off the fireman's seat… into the seat of my limousine and take a bunch of Tauck Tour people back down to their bus down there in Fabyan." The limos also provided a place to take a break. "They had some open storage sheds, *(the limos)* were all pulled in there," said Morrison. "I know that if Hollis Willard and I wanted to goof off some time, we'd go in there and sit in one of those limousines… smoke our cigarettes and Hollis would fill me full of more baloney." The tourist cabins were sometimes used by friends of Coggers. "Occasionally my sweetheart *(Margery Louise Godfrey)* from Gardner (MA) – later to become my wife *(of 64 years)*… would come up and she would stay in one of the cabins and she'd come up with a friend usually. One year she brought a bunch of friends up from Worcester, and boy, did those girls get an education. I got dates for them… mainly brakemen… you know college kids… we consumed a helluva lot of beer that night."

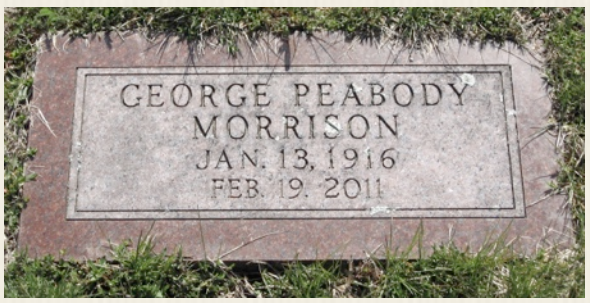


Henry's limo on coal trestle/bridge - H. Stillings on running board (1930s)
- Stillings Family collection

The end of the spur line trains meant coal for the engines had to be trucked in and stored for use. Morrison got assigned to that job for awhile. "The *(up mountain)* end *(of the sheds)* was coal storage. They built a bridge over *(the tracks)*… probably fifteen feet off the ground – built a bridge here with a removable section so trains could get the *(coal and)* water here. They gave me (a) great job one day and it went on for a couple of days. Bring the coal up *(from Fabyan in a truck)* – dump it here as far back as I could. My job was to show up and make room for the next load. My god, I never even stopped *(shoveling)* for supper. Finally, some of the older guys sitting up there on the *(Boarding House)* veranda, and this is my first year there… and no one's going to read me and say to Paul Dunn… *(your)* cousin was a quitter by God. I was shoveling as long as I could – finally I think some of the busy came down and took pity and… helped me push it back." Morrison told Bermudes there was another device to put the stored coal into the Cog engine's tender. "There was a big wooden bucket… damn thing must have been five… or six feet in diameter… maybe 30 inches deep, and that was on a pivoting derrick. So you swing into the coal area, and the fireman and brakeman would fill up the goddamn bucket full, we'd signal the engineer and the cable would run around and hook on two pulleys hooked onto the rear end of the engine. You'd pull ahead… the bucket would raise up and swing the bucket up over the tender. I remember there was a thing we'd have to slip up and then dump the bucket. Take about three buckets… to fill *(the tender)* up. Today it's more a sissy job, they go end loaders to do all that stuff today."

Coal had to also be transported to bins along the line a couple of times a month. "That was another pleasant job refilling the coaling station(s)," said Morrison. "It would be a rainy, windy shitty day when there's not much traffic on the line… We started out from the Base with a full flatcar, a bunch of crummy, old overcoats for protection. You'd get enough coal to fill both Waumbek and the Skyline coal bins…. Enough so that you'd just be one run up – fill 'em up and then go back down again and you'd be done. Skyline would be the worst one… We get up there to shovel (the coal)… depending on the wind direction…. You'd get plenty of (coal) back in the face. Miserable damn job but it made sense doing the job when there not much traffic."

"I was a jack of all trades up there," recalled Morrison. "Once, *(the regular track walker/inspector)* had the Boston & Maine come up to inspect (the track) with him. Each bent has a number on it and they'd have a sheet" for Morrison to take notes on. "I'd sit on my butt while the guy from the B&M (and) a couple of other guys (with hatchets) go into the timbers to see what sound it made. They'd say, 'Hey, eight on the timber and eight on the hardware' – the rails and connecting plates and that kind of stuff. Every bent got rated. I was the guy that marked down the rates."



Morrison said he made $60 a month plus room and board. "And Teague, if you were a good boy he'd give you a ten dollar bonus at the end of the year. I got all pissed I think it was one year when I put in my full summer I still got my ten dollar bonus… but I figured, Christ I should've gotten twenty but I didn't bitch about it. I let it go." Mike Boyce was fireman Morrison's engineer for a time. Morrison says Boyce was living in one of the employee cottages, and his wife would come up from Keene. "Paul Dunn had one after he got married (and a) guy named Fillion – they had houses."

- http://www.sentinelsource.com/ 2008 Bermudes Interview / Ancestry.com / Newspapers.com

Mor - Mos

William J. "Bill" Morrison 1883

Railway conductor (1883) "The special train by which Lord Coleridge (Chief Justice of England) came to the Summit was under the Charge of Conductor Morrison." *- Among the Clouds - Fri, Aug 31, 1883 pg. 1*

Thomas P. Morrissey 1967 - 1968

Railway Corp /Brakeman

- July 1968 Railway Co Payroll summary / See Vol. 1 Ch. 9 Sec. 8

Altna Morse 1892

Summit House postmistress (1892)

- Among the Clouds - Jul 11, 1892

Larry B. Mortensen 1981

18-year old Larry Mortensen from Jefferson, New Hampshire worked on the Cog Railway grounds and earned $3.35 an hour for his labors.

- Railway Corp / Bencosky-Desjardins files Ancestry.com / Newspapers.com

Elliott P. Moses (1955)
- Moses Family Collection

Elliott P. Moses 1951 - 1954

17-year old Elliott Powell Moses starting working at the Mountain in Marshfield then moved to the trains in 1953. Ken Randall says he met Elliott washing dishes at Plymouth State. Elliott was "Henry's boy" taking care of the Colonel's needs during the summers. Elliott suggested Ken come north to the Mountain in 1951. *(1950)* "Cadet Elliott P. Moses, son of Mr. and Mrs. Victor C. Moses. 119 Forest street, is one of the seventy- seven "new students" who reported to Bordentown Military Institute's seventieth annual opening on Thursday, September 21, *(1950)*. Moses is a member of the Sophomore class. Last year he attended the Winchester High School. *(1953)* Cadet Elliott P. Moses, son of Mr. and Mrs. Victor C. Moses of 119 Forest street, was one of forty-seven cadets to receive his diploma at Bordentown Military Institute's sixty-eighth commencement exercises Tuesday, Juno 9, *(1953)*. Elliott, a corporal in Company A of the Cadet Corps, attended B.M.I. for three years. During his years at B. M. I., Elliott made an outstanding record both in .JV and Varsity football playing half-hack. He also tried his ability at shot put in track and again made a creditable showing. Tennis was another sport at which he proved an asset to the team, school, and himself. Elliott's talents were not limited to sports, as he was an active member in the Corps' glee club. This fall, Moses plans to matriculate at Farleigh-Dickinson College." / "Elliott P. Moses, son of Mr. and Mrs. Victor C. Moses of 119 Forest street, has enrolled at Burdett College in Boston to prepare for a career in business. He plans to major in Business Administration." In 1957, Elliott Moses was an usher when Cogger Harry Bird Jr. married Carolyn Danforth Stone in Winchester. In 1958, Elliott P. Moses was living with his wife, Ruth I. (Chapman) Moses in Lowell, Massachusetts and was serving in the U.S. Army. Their son, Robert E. Moses was born in June of that year.

- Marshfield Corp/Cog Railway Cabins / Ancestry.com / Newspapers.com / Winchester (MA) Star - Fri, Oct 13, 1950 pg. 10; Fri, Jul 3, 1953 pg. 5 & Fri, Sep 25, 1953 pg. 10 / Boston Globe - Sun, Jun 16, 1957 pg. 86

Victor C. "Vic" Moses 1950 - 1953

Victor C. Moses (1919)
- Univ. of Wisconsin Madison

Tuck School graduate Victor C. Moses from Winchester, Massachusetts was Henry Teague's accountant. He was also doing the books for the Equinox House in Manchester, Vermont. His 17-year old son Elliott worked at the Cog as an assistant to the Old Colonel until his death. Long-time Cog accountant Ken Randall says it was Victor who showed him how the Cog business was organized under three separate corporations (Railway/Marshfield/Summit) to limit liability and escape some federal rules for corporations with more than a minimum number of full-time employees. Victor Clinton Moses was born on May 16, 1895, in Brunswick, Wisconsin when his father, Clinton Powell Moses was 25 and his mother, Mary Alma (Sprague) Moses was 21. Victor had two sisters - Margaret Elizabeth *(b.1902 d.2001)* & Alma "Lucille" *(b.1912 d.2000)* and a brother, Willard Clinton *(b.1909 d.1978)*. Victor Moses was a student at the University of Wisconsin in Madison when he registered for the draft on June 5, 1917. He was described as medium in height and build with blue eyes and brown hair. Moses claimed an exemption from the draft due to "leakage of the heart." Vic Moses would graduate in 1919 with a degree in commerce. His thesis was entitled "Railroads as Means of National Defense: Based on Recent European Experiences." The following year, the 24-year old graduate was living in a boarding house on Washington Street and working as an office clerk in Fort Wayne, Indiana. In April 1930, Victor was rooming with Rhode Island native and banking statistician Stuart Meiklejohn while Moses was "working on his own account" as an accountant. He married Woodstock, Vermont native Marion Elizabeth Marble on November 7, 1931, in Middlesex, Massachusetts. She was "a graduate of Bishop Hopkins Hall at Rock Point, Framingham Normal school and is a former instructor of Miss Farmer's

Victor C. Moses (1953)
- Moses Family Collection

School of Cookery in Boston. For the past few years, she has been employed as home economist by the General Electric company of Boston." Their wedding announcement said Victor Moses was a graduate of the "Tuck school of business administration of Dartmouth College. Mr and Mrs. Moses will live in Boston, where Mr. Moses is a certified public accountant." Six months before the marriage, Victor Moses was in the newspapers for audit of the Coös County Commissioners books of 1930 that he conducted for Archie M. Peish & Co. of Hanover at the request of the Coös County delegation to the N.H. General Court. Moses reported he was unable to account for $95-thousand dollars of $180-thousand dollars "paid by the county commissioners for operating expenses and support of the poor because "all vouchers supporting commissioners' orders had been destroyed." Vic and Marion Moses had two children during their marriage - son Elliott P. and Cynthia. When 46-year old Victor again registered for the draft on April 27, 1942, he was listed as 5-feet 8-inches tall weighing 158 pounds. His leaky heart was not mentioned. Cynthia Moses was with her father when he died on April 21, 1955, in Boston, Massachusetts, at the age of 59. *(1955)* "Victor C. Moses of 119 Forest st., Winchester, (MA), a certified public accountant with Lybrand Ross Bros. & Montgomery, Boston, collapsed and died at the Boston Opera House last night. According to police, the man was about to take his seat with his daughter Cynthia, 19, when he was stricken. He also leaves a wife, Marion, and a son, Elliot." He buried in Cambridge, Massachusetts.

- Railway Ledger / Ancestry.com / Newspapers.com / Brulington) Daily News - Mon, Nov 9, 1931 pg. 3 / Barre (VT) Daily Times - Sat, May 9, 1931 pg. 1 / Boston Glove, Fri, Apr 22, 1955 pg. 15

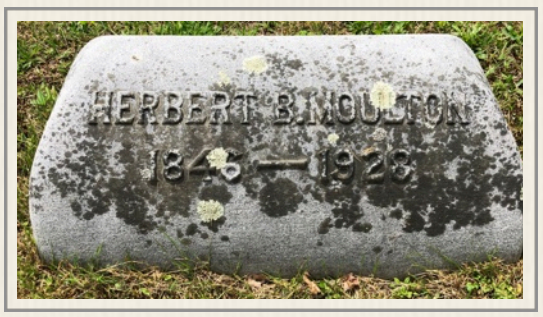
Daniel P. Mouland 1982

Daniel Mouland was studying at the University of Maine in Orono when he did electrical work at the Mt. Washington Cog Railway. Cogger Brett Hall remembered working with Dan "Moulin" on the waterline to the Summit near Gulf tank: "Me and Dan Moulin had to hide under that tank when a sudden storm blew in while we were working on the water line from the barn to the summit. The damn thing got stuck by lighting and we couldn't hear for an hour." *(1986)* "Kenneth Hanscom, director of parks and recreation for Orono, was acquitted Thursday in 3rd District Court in Bangor on a violation-of-privacy charge. The defendant was acquitted after his attorney, Paul Chaiken of Bangor, requested a directed verdict from presiding Judge David Cox. Questioned during the trial by Michael Roberts, deputy district attorney, Daniel Mouland, a tenant at a Bennoch road apartment building in Orono, testified that while looking out his bedroom window at night, he "saw a man standing next to a tree" about 15 to 20 feet away. He said the man "appeared to be looking in the window" where Mounand's female roommate was. The witness described the man as having glasses and a moustache and wearing a light-weight jacket. Mouland said he told his roommate to call the police, and they arrived "fairly quickly." He said he heard the suspect "crashing through the fence" near the building. Under questioning by Chaiken, Mouland said he was not able to make a "positive identification 100-percent" of the suspect when shown six photographs of suspects by the Orono police. Asked if he made an identification by a process of elimination, the witness said, "No, well, yes." He also said that the pollice :did point out the man" after he failed to identify him."

- Railway Corp / Bencosky-Desjardins files / Randall Paperwork / Bangor (ME) Daily News - Fri, Nov 14, 1986 pg. 16

Herbert B. Moulton 1909 - 1919

Railway Director - "Following an illness of two weeks, Herbert B. Moulton, one of Lisbon's most distinguished citizens, died at his home about 7:30 o'clock Tuesday *(12/25)* evening. He was 82 years of age. Mr. Moulton came from an old and well known North Country family. Moulton was the sixth child of James and Betsey Moulton in Lyman. He received his education in the district school. Mr. Moulton started his successful business career while living on the home farm, being engaged in the business of cattle broker. He became a stockholder and director of the Parker-Young Company plant in Lisbon, and subsequently was elected treasurer and general manager. This concern manufactured piano sounding-boards, house finish, book shelves and other wood products. Under Mr. Moulton's management the company attained a great degree of prosperity. Mr. Moulton's individual fortune grew with the success of the company until he became one of the wealthiest men in northern New Hampshire. He was a director of the Mount Washington railroad from 1909 to 1919." *(1928)* "Herbert B. Moulton, 82, president of the Parker-Young company and president of the Lisbon Manufacturing company, died at his home in Lisbon Christmas night, following a two weeks' illness. Mr. Moulton, who was the town's most prominent resident and a leader in New Hampshire industry and politics, will be buried Friday *(12/28)*. Services will be held in the afternoon from the Congregational church of that town. Mr. Moulton was born July 5, 1846 at the family homestead, Moultonhill, in the town of Lyman, and was the sixth child of James Madison and Betsey Bigelow (Titus) Moulton. When he was 17 years old a tragedy befell the family, the father being killed by a falling tree. The son displayed qualities which were the salient points in his character. He stood loyally by his widowed mother, remaining at home and assisting in the operation of the farm. HIs first large business alliance was affected shortly after the reconstruction of the Parker-Young Comapny's plant, which was destroyed by fire in June, 1891. He became a stockholder and director of the company and subsequently was elected treasurer and general manager, later being made president when the company acquired the three million dollar plant of the J. E. Henry and Sons at Lincoln. Other enterprises in which he had an ownership interest are the Woodstock Lumber Co., of Boston and the Lisbon Savings Bank and Trust Co., both of which he served as president. He built the Hotel Moulton at Lisbon but sold it about 12 years ago. He has by his charitableness done a great deal for Lisbon. Being a Democrat, he has been very active for his party. He was sent to the Legislature four times, twice from Lyman and twice from Lisbon and in 1892 was elected a member of the Council of Governor John B. Smith. Mr. Moulton married first September 8, 1870, Caroline L. Foster, daughter of Isaac and Mary (Dodge) Foster of Littleton, who died in 1922. His second marriage was to Nell T. Lang of Bath, daughter of William Harrison and Emily (Titus) Lang, on Jan. 3, 1923.



- Ancestry.com / Newspapers.com / Littleton Courier - Thu, Dec 27, 1928 / Groton (VT) Times - Fri, Dec 28, 1928 pg. 8

Mud - Mul

Susan Mudge 1975

Susan Mudge spent the summer in the Cog Railway gift shop. Her mailing address was Georgetown, Guyana.

- Marshfield/Cabins Corporation / Bencosky-Desjardins files

Edward Mullarvey 1903

Attends 1903 Cog Party Masked Ball as "Tramp"

- Among the Clouds - Aug 31, 1903

Michael Mullarvey 1868 - 1871

Railway foreman - station house built at Gulf Tanks named "Mike's House" after him - hiked up to the *Winter on Mt Washington* scientific team Friday, Feb 17, 1871 bringing mail. / Jitney Jr's best candidate to profile as the Cog's Mike Mullarvey is Michael Henry Mullarvey born in 1853 or 1854 in either Vermont or Canada. "Michael Henry Mullarvey married Margaret E McNichols on May 21, 1874 in Cumberland, New Jersey. They had six children in 15 years. Son Edward, born in 1875, is a candidate for being the "Edward Mullarvey" who attended the 1903 Cog party. New Jersey Mike's son would've been 28. Daughters Ella *(b.1881)*, Maurice *(b.1882)*, Bertha May *(b.1883 d.1972)*, and sons Clinton *(b.1886)* & Clifford *(b.1890)*. Mike Mullarvey died on the job on April 8, 1914, at the age of 60, and was buried in Middletown, New Jersey. *(1914)* "Michael Henry Mullarvey of Bridge avenue died this morning at the Long Branch hospital. He was run down by a train while working on the new railroad bridge Friday *(4/3)*. His right arm was cut off, he was internally injured and he suffered other injuries. Blood poisoning developed and hastened the end. Mr. Mullarvey, who for 46 years was foreman of a railroad section gang, was 61 years old. *(Ed note: This means 1868 and railway foreman was what Mike Mullarvey did at the Mt. Washington railway)*. He leaves a wife and three children, Mrs. Harry L. Supp and Clifford Mullarvey of Red Bank and Clinton Mullarvey of Elizabeth. Another son, Edward, died five months ago at Lakewood. The funeral will be held Sunday afternoon at the house and the burial will be in Fairview cemetery." / "Michael Mullarvey, for thirty years *(Ed note: 1884-1914)* an employee of the New York & Long Branch Railroad, and a man highly esteemed in railroad circles, died at Monmouth Memorial Hospital this morning *(4/8)*. Mullarvey, who filled the position of foreman of the floating gang, was run over by a train last Thursday at the north end of the Red Bank bridge and badly injured. He lost his right arm in the accident and suffered a loss of blood. He was removed to the hospital after the accident. Mr. Mullarvey is survived by his wife and three children. The latter are Mrs. Harry Sup, Clifford and Trent Mullarvey. The deceased was sixty years old, and a native of Canada. He came to new Jersey thirty years ago, being brought here by "Cal" Wright, then a well-known railroad man. Mr. Wright was succeeded by John Daly, of this (Long Branch, NJ) city. He worked his way up from a common laborer to foreman of the floating gang, a very responsible position. Mullarvey was well liked. He was quiet and pleasing in his demeanor. The body has been removed to his home at Red Bank. Robert R. Mount & Son will have charge of the interment."

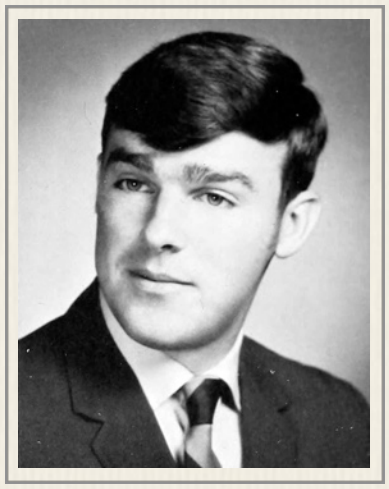
- Railway to the Moon by Glen M. Kidder / Winter on Mt. Washington 1871 / Ancestry.com / Newspapers.com / FindAGrave.com / Red Bank (NJ) Register - Wed., Apr. 8, 1914 / The Long Branch (NJ) Daily Record - Wed, Apr 8, 1914 pg. 1

James Arthur Mulleavey 1872 - 1873 estimated

Railway employee - "James Arthur Mulleavey, who died at the Morrison hospital, Whitefield, December 17, *(1935)* after many months of illness at his home in Twin Mountain, was born in St. Patricks P.Q., June 1, 1854. At the age of 16 years he came to the States and was employed for a time with the firm of Henry Jay and Baldwin in the lumbering business at Bretton Woods. Later he became one of the force of men on the construction of the famous Mt. Washington Cog Railway (*ed note: likely the spur line from Fabyan to the Base)* and many were the interesting facts he could relate concerning this wonderful piece of ingenuity and workmanship. Soon after this road was completed he went West, where he followed lumbering and farming for a few years. While in Wisconsin he became a naturalized citizen of the United States. On returning East, he married Madora B. Hunt *(b.1861 d.1937)* and had since been proprietor and successful manager of the Maples hotel in Twin Mountain. He was also interested in and a supporter of all public affairs which were a benefit to the town. He was a fluent talker and the keen Irish wit never failed him. He was ever popular with his hotel guests and among them made many lasting friends. Requiem Mass was celebrated in St. Patrick's church, Twin Mountain, December 19. Burial was in Carroll cemetery." *Ancestry.com* summary: "James Arthur Mulleavey was born on June 2, 1854, in St-Sylvestre, Quebec, Canada, his father, Edward, was 30 and his mother, Catherine, was 31. He married Madora B (Dora) Hunt (Chase) on November 5, 1890, in Whitefield, New Hampshire. He died on December 17, 1935, in Whitefield, New Hampshire, at the age of 81, and was buried there." His sister married a Camden.

- Littleton Courier - Thu, Jan 2, 1936 / Ancestry.com / Find-a-Grave.com

Walter J. Mulyk 1970



Walter J. Mulyk (1970))
- SE Mass Tech Institute yearbook

22-year old Walter Joseph Mulyk had just graduated from the Southeastern Massachusetts Technological Institute in North Dartmouth when he came to Mt. Washington in 1970. He had been part of the college's chorus, track and cross country teams and had earned a psychology degree. At the Cog he worked in teh Summit gift shop and earned $1.60 an hour. The son of Walter P. Mulyk and Barbara Ann (Butler) Malyk of Fall River, Massachusetts would become engaged to Linda Kathleen Curvin of Dedham in 1977. They would marry and settle in Kendall Park, NJ.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Ken Munsey 1965

Part of Base Station Stompers group (Nicholls, Dooley, Munsey) that played 1965 Cog party

Robert L. Murchie (1928)
- Find-A-Grave.com

Robert Murchie 1934

Assistant Postmaster Chas. H. Guiney is listed as postmaster on the interior flysheet of the 1934 Mount Washington Club guest register along with Robert Murchie as his assistant postmaster. The 25-year old Murchie apparently became postmaster as Assistant is crossed out. Robert Lucas Murchie was born in Birmingham, Michigan on September 24, 1909 - the son of William Ewart Murchie and New Hampshire native Katherine Mae (Lucas) Murchie. He graduated from Goshen High School in Indiana in 1928 where he was "showing ability in dramatics" as he had taken up residence in the "auditorium addition and Actors' Avenue." When the 31-year old Keene, New Hampshire resident registered for the draft on October 16, 1940 he was working for the New Hampshire Department of Forestry as a timber surveyor. He had hazel eyes, black hair, stood 5-feet 11-inches tall and weighted 180 pounds. He had two brothers - Robert Charles & Alexander who both living in Concord, New Hampshire at the time of their father's death in May 1946. Robert Lucas Murchie married Katherine Gortner Vernon and they divorced after 13 years of marriage. He was 40 years old and working for the United Telephone Company. He married Helen Watkins in November 1948 in Warsaw, Indiana. They had one child, a daughter, Janet. Robert L. Murchie suffered a heart attack at the Rotary Club luncheon at the Civic Center in Warsaw on Friday, September 6, 1963 and died at 1 p.m. in the Murphy Medical Center. He was 52 years old.

- 1934 Mount Washington Club register / Ancestry.com / Newspapers.com / South Bend (IN) Tribune - Sat, Sep 7, 1963 pg. 5

Elvira Rohr Murdock 1961 - 1967

Elvira Murdock (1983)
- Murdock Family Collection

Photographer - "Mrs. Murdock came from Germany and was first trumpet with D'Artega on the Coca-Cola Hour on NBC. During World War II she played with the USO and got a citation for her playing. Now she is practicing her father's profession of photography." *(Cog Clatter v1n9 – September 2nd, 1966)* Elvira Rohl Murdock became Cog staff photographer in 1961 when her husband, tenor Richard F. Murdock began working with the Bretton Woods Boys Choir. The singing group was founded in 1911, sang regularly on Sundays, and gave concerts throughout the White Mountain recreational area in the summers. The 14 to 15 boys lived and practiced each summer at Camp Duncan - a group of cabins built just off the north side of the Base Road. Elvira was born to Willie and Anna Rohl in Magdeburg, Germany on December 3, 1908. She "was a child prodigy playing her side-valve trumpet and appearing as guest soloist with various symphony orchestras in Germany. She came to America at age 16 to enter the field of popular music. She completed two years of college at Shreveport, Louisiana in basic education history and literature. *(1933)* 25-year old Elvira Rohl was "Mrs. Charles Battista" when she submitted her petition for citizens ship in the South district of New York. She was living in the Bronx with the 38-year old Italian born Battista who was a musician she married in Greenwich, Connecticut ion March 29, 1933. She said she had been living continuously in the United States since she arrived in New York from Hamburg, Germany on the *USS New York* on May 28, 1928. She renounced "forever all allegiance and fidelity" to the German Reich. Charles' salesman brother, William J. Battista was a witness to her signature on March 30, 1933. Unclear when the Battista's divorced. She performed overseas with the D'Artega All-Girl Orchestra during world War II. After the war, she turned to portrait photography, having learned the basics from her father who was a titled royal photographer in Germany. She studied with Adolph Fassbender, a German technician. Elvira was on assignment taking a photograph of the Columbia University's Teachers' College Choir when she met her next husband, a student earning his B.S. in music education. *(1950)* On September 5, 1950 Richard F. Murdock and Elvira Rohl are issued a license to marry in Manhattan. *(1966)* "Mr. (Richard) Murdock is beginning his 19th season as assistant director and tenor soloist with the Bretton Woods Boy Singers. Mr. Murdock's wife, Elvira, is again the official photographer for the Boy Singers, having a similar position with the Mt. Washington Cog Railroad for publicity purposes." *(1983)* Elvira Rohl Murdock died just before 10 a.m. on Thursday, February 3, 1983 at her home at 1374 Lake Meade Driver in East Berlin, Pennsylvania. She was 74. Widow Richard would marry a former public school teacher from Chula Vista, California, Frances R. Mills on November 1, 1983. Mr. Murdock would continue to teach in the area as a substitute.

Elvira Rohl (1931)
- Immigration photo

- Littleton Courier - Thu, Jul 14, 1966 pg. 2 / See Vol. 1 Ch. 9 Sec. 1 / Ancestry.com / Newspapers.com / York (PA) Daily

Mur

Record - Fri, Feb 4, 1983 pg. 7 York (PA) Dispatch - Sat, Nov 5, 1983 pg. 29

Celia Murphy 1903 - 1905

Summit House employee - *(1903)* "A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday *(8/25)*, starting about 2:30pm and returning at 5:30. The names are as follows: Agnes Greene, Adah Hamer, Celia Murphy, Lettie Blanchard, Mary Smith, Claudia Bates, Anna Anderson, and Dora Johnson." Attends 1903 Cog Party "Masked Ball as Milkmaid - Attends 1905 Cog Party Masked Ball as "Salvation Army Lassie"

- Among the Clouds - Aug 26 & Aug 31, 1903; Sep 4, 1905

D. J. Murphy 1886

Summit House

- Among the Clouds - Sep 4, 1886

Deann Murphy 2022

Office Manager *- ZoomInfo.com*

J. M. Murphy 1952

Mt. Washington Club/Summit House

John F. Murphy 1956

Summit House employee - John Murphy appears on the payroll summary for July 1956 as earning $100 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $88.51. Murphy' s salary was booked in the Summit House "restaurant" column.

- Summit House / July 1956 payroll summary

Joseph "Joe" Murphy 1906

Summit House employee from Boston - Part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tuckerman's Ravine on Sunday afternoon, July 22, 1906.

- Among the Clouds - Jul 24, 1906

R. F. Murphy 1952

Marshfield Corp/Cog Railway Cabins

Francis P. Murphy Jr.

Francis P. Murphy Jr. 1937 - 1940

The 18-year old son *(left)* of newly-elected New Hampshire Governor Francis P. Murphy *(1937-1941)* spent the summer *(of 1937)* working on the Cog Railway. He was profiled in the *Mount Washington Daily News* in 1940 - "N.H. Governor's Son is Capable Cog Conductor - Francis P. Murphy, Jr., son of New Hampshire's governor, is a conductor on the Cog Railway. He knows his job well and has an interesting manner of describing points of interest to passengers. This fall Murphy will matriculate at Dartmouth, the College of several of the young men who work on Mount Washington in the Summer. Recently Murphy went with Col. Henry N. Teague, president of the Railway, to the dedication of a flood control - power - conservation dam at Pittsburgh, N.H. Governor Murphy was pleasantly surprised when the commission announced the name to be Murphy Dam, as a tribute to a fine governor." *(1940)* "Mountain Musing: Did you recognized Francis P. Murphy, Jr., as one of the conductors on the Mt. Washington Cog Railroad when you rode to the top of New England this summer? The New Hampshire Governor's son knows his job well and has an interesting manner of describing points of interest to passengers on the unique ride." *(1942)* "Miss Virginia M. O'Brien, daughter of John O'Brien of 649 55th St., and the late Mary Carroll O'Brien, was married to Francis Parnell Murphy Jr., son of the ex-Governor of the State of New Hampshire at the Shrine Altar of Our Lady of Perpetual Help Church, Dec. 31, *(1942)*. A reception for the bridal party was held at Sherry's, Manhattan. Mrs. Murphy formerly attended St. Francis Xavier Academy and St. Joseph's College for women. Mr. Murphy is a graduate of Phillips Exeter Academy and is now a medical student at Dartmouth. The bride and bridegroom, after a short trip, will take up residence at Hanover, New Hampshire." *(1973)* "Former Nashuan Dr. Francis Parnell Murphy, Jr., 54, of 316 Isle of Palms, Fort Lauderdale, Fla., died Thursday *(10/4)* in the Broward General Hospital after a brief illness. He was the son of the late Gov. and Mrs. Francis P. Murphy of Nashua. A native of Newport, N.H., and a resident of Nashua and Boston, Mass., he moved to Florida in 1960. Dr. Murphy was a graduate of Exeter Academy, Dartmouth College and Tufts University Medical School He interned at St. Elizabeth's Hospital in Brighton and was associated with the Boston State Hospital and the Massachusetts Mental Health Center while a resident of Boston. He also maintained a practice in psychiatry. During the Korean Conflict, Dr. Murphy served as chief psychiatrist for the Women's Division of the Tokyo Army Hospital. He had maintained a psychiatric practice in Plantation, Fla., for the past 10 years, and was a member of the American Medical Association, American Psychiatric Association, American Medical Society, Florida Psychiatric Association and the Broward County Medical Association. Survivors include three sisters, Mrs. Katherine Bryant of Newport, Mrs. Donald A. (Eleanor) Erlon of Nashua and Mrs. Madeleine O'Brien of Worcester, Mass.; several nephews and nieces. Graveside services will be held Monday morning at 11 at St. Patrick's Cemetery in Newport. *- Mt Washington Daily News, Sun Aug 11, 1940 pg. 1*

/ Littleton Courier - Thu, Aug 15, 1940 pg. 12 / www.facebook.com/governormurphyestate/ Brooklyn (NY Daily Eagle - Sun, Jan 10, 1943, pg. 14 / Nashua (NH) Telegraph - Sat, Oct 6, 1973 pg. 2

Robert C. Murray 1956

Summit House employee - Robert Murray appears on the payroll summary for July 1956 as earning $80 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $72.51. Murray's salary was booked in the Summit House "room" column.

- Summit House / July 1956 payroll summary

William T. Murray Jr. 1941

Bookkeeper - Col Henry Teague's "assistant this summer will be (40-year old) William T. Murray, well known as manager of the Olson hotel in Miami, Fla. Mr. Murray will have charge of accounting."

- Littleton Courier - Thu, May 8, 1941 pg. 1

Ian Murtaugh 1975

Ian Murtaugh (1985)
- Murdock Family Collection

17-year old Ian Murtaugh came to the Mountain from Croton-On-Hudson, New York right after graduating from St. Mary's School. He would celebrate his 18th birthday in August and move from working around the base to become a fireman. Murtaugh would join the *Railway to the Moon! MWCR Facebook* page in March 2022: "Art Poltrack suggested this group to me. I worked at the Cog the summer of 1975, from June through mid October. It was a wonderful time! I just wish I remembered more of it! Haha. Art is filling in some if the blanks for me." Murtaugh would enter American University in the fall and spend two years at the D.C. institution studying liberal arts. He brought his college credit total up to 75 by studying fashion buying and merchandising from 1978 through 1981 at the Fashion Institute of Technology - SUNY. In his candidate biography when he stood for election to the Croton-On-Hudson Board of Village Trustees in 2008, Murtaugh said "I spent 20 years in menswear and about 15 years ago I switched to the Advertising Specialty Industry. I sell promotional products decorated with corporate logos for my clients to use for marketing and promotional purposes. My employer is Encore Sales and we are based in New York City. I have lived in the village since September 1958, when my parents moved from the city. I was a year old at the time. I left briefly during college, lived in Peekskill from '79-83, but other than that I've lived in Croton. (My wife) Peggy and I have 4 adult children, Colin, Evan, Alice & Anya. Colin, BFA Film, Colorado lives and works in Brooklyn. Evan, BA Criminal Justice American University, lives in Croton. Alice is about to finish a certificate in hair cutting. I am a political neophyte, no question there. The impetus in drafting me to run for Trustee was based on several reasons I think. I am about as close to the blighted area *(of South Riverside/Harmon)* as you can possibly be without having a South Riverside address. I am passionate that something must be done there, and the upper village must be considered as well. I am 50 year resident of the village and I think that shows my commitment to the village. I was raised here, my children were raised here and I will insist on the protections necessary that would promote successful development and increased tax revenue to the village." Murtaugh did serve on the Board of Village Trustees did not seek re-election in 2013, but was back on the board in 2018.

Ian Murtaugh (2021)
- Murdock Family Collection

- Railway Corp / Bencosky-Desjardins files / http://nyjnews.com/candidates/school/cache/45.html / White Plains (NY) Journal News - Fri, Jun 21, 2013 pg. A5 / Hudson Gateway Chamber of Commerce Magazine 2018-2019

Nag - Nat

J. Nagle 1952

Railway Ledger

Carl B. "Butch" Naple 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list - Dave Moody: "aka Butch Naples - Mom worked there. I don't believe her last name was Naples Moe was her first name. Butch may have been grounds or the base admission booth."

Tracy Naple 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Bev Nash (Aug 1970)
- Bev Nash Esson Collection

Beverly Nash Esson 1970

Marshfield Corp - "I was only at the Cog that one summer, almost 50 years ago (!), so I don't remember a lot. Had just finished freshman year at Bates College. Lived in a small house at the Base station with Dale Ann Granger, Nancy Barrett, and at least a couple of older girls whose names I don't recall. Dale would probably know! The photo you mention was taken in August of 1970. Label on back says it was taken by Jack Mudrock of New Carrollton MD. Random memories: Mrs. Teague delegated me to babysit her grandchildren one night. I told her I had absolutely no experience with young children, but she insisted anyway. Grace and Pete took no nonsense in the kitchen. Hung out in the car barn - Roger Clemons and John Ruggles let me paint a section of red trim on one of the cars. How to deal with an obnoxious customer: flick the bottom point off an ice cream cone with a thumbnail just as you hand it to him. (I never did it but saw it happen!) Can also tell you that my cousins the Merrills (Helen, Dwight, Lorna, Paul & Virginia) were all from Jefferson. Sharon Riff was from Lancaster." Beverly Nash graduated from Bates College in 1973 with a degree in mathematics.

- Bencosky-Desjardins files / Facebook photos /Email - Wed, June 26, 2019 / Ancestry.com / Newspapers.come

E. Oliver Natunen 1935

E. Oliver Natunen (1937)
- Cornell University yearbook

Mt. Washington Club register note that the 19-year old Natunen was one of 3 waiters to handle the 22-member party from Camp Fernwood in Poland, Maine on August 14, 1935 in the Summit House dining room. Edwin Oliver Natuenen was born on September 17, 1915 in Finland. He graduated from Spencer High School outside of Ithaca, New York before going to Cornell. There he majored in Hotel Administration. He played on the freshman and varsity baseball squads during his time there. Natunen was awarded the Hall and Howrath Scholarships. He was part of the Scarab Honor Society. When the 25-year old naturalized Finn registered for the draft on October 16, 1940 in Washington D.C., he was working at a Hot Shoppes on Georgia Avenue NW. He was listed as 5-feet 7-inches tall, weighing 138 pounds with a light complexion, blue eyes and blonde hair. At 27, Natunen would marry 20-year old Elsie Christin Lehtonen on June 28, 1942 in the District of Columbia. The following summer, Edwin O. Natuen would enlist as a private at Fort Myer, Virginia - the U.S. Army post next to the Arlington National Cemetery across the Potomac River from Washington, D.C. - home to the U.S. Army Band and the 3rd U.S. Infantry Regiment - the "Old Guard" patrolling the Tomb of the Unknown Soldier. Natunen was not assigned a branch and was officially "single, without dependents." He had a post-graduate education and was noted as working with housekeepers, stewards, and hostesses in civilian life. He was released from the service on January 11, 1946. *(1987)* "A private funeral service was held for E. Oliver Natunen, 71, who died Wednesday, July 15, 1987 at King James Care Center, Chatham Township, N.J. Mr. Natunen owned the former William Pitt Inn in Chatham for 15 years, retiring in 1981. Born in Tapereen, Finaland *(on September 17, 1915)*, he had lived in Union and Summit, N.J. for 23 years. Prior to owning the William Pitt, he worked for the Marriott Corp., Newark Airport, for 25 years as Director of Airline Catering. He was an Honorary Member of the Chatham Historical Society, a member of the Chatham Chamber of Commerce, the Chatham Borough Kiwanis Club, Canoe Brook Country Club, former member of the Board of Advisors of the Summit Trust Company, a member of the Cornell society of Hotelmen, and was president of the N.J. Restaurant Association. He graduated from Cornell University in 1937 and was an Army veteran of WWII. Surviving are his wife, Elsie C. Natunen; six children, Shirley, E. Oliver Jr., Wayne, Randall, Sheila and Eric Natunen; one sister, Mrs. Sirkka Thornton and seven grandchildren. Arrangements were by Borough Funeral Home, summit, N.J."

- 1935 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / Madison (NJ) Eagle - Thu, Jul 23, 1987 pg. 13

Richard P. Nault 1954

Summit House

Peter James Neal 1978 - 1981

Railway employee - Neal *(right)* was a fireman from Wilmington, Delaware who worked from May 30 to October 5th in 1978. He next appears in official records as a fireman earning $3.45 an hour in 1981. Dave Moody says Neal "left the cog and joined the Army 82nd airborne – participated in the Grenada invasion. Frank "Chub" Kenison once watched him painting an engine stack - Pete started at the bottom and worked his way to the top. Chub said there was more paint on Pete than on the stack when he was done

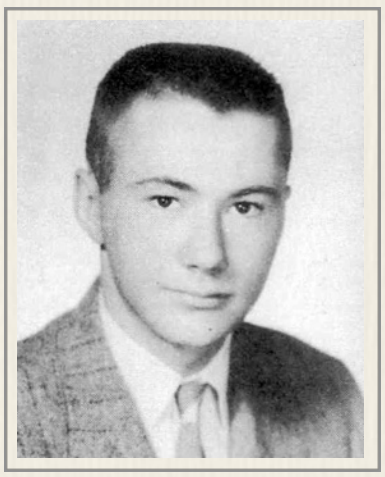
- Railway Corp / Bencosky-Desjardins files

Peter J. Neal (1981)
- John Colarusso Collection

Frank Neild 1900

Summit House employee - waiter - Student at Williston Seminary, Easthampton, MA reportedly heading for Yale

- Among the Clouds - Jul 16, 1900



Charles R. Neill III (1958)
- Wakefield HS yearbook

Charles R. Neill III 1957

16-year old Charles Robert Neill was a high school junior and actually the third, not the second generation of Charles R. Neill's in his family when he came to work on the railroad. Born on October 27, 1940 in Washington, D.C., the son of 30-year old Charles Robert Neill, Jr. and 27-year old Mary Aileen (Lawler) Neill. There were four other children in the family. At Wakefield High School in his hometown of Arlington, Virginia, Neill was a member of the band and ran track his sophomore and junior year. He served as the Guns and Hunting Club President as a sophomore and was a member of Phi Hi-Y as a junior and graduated in 1958. At 22, Neill (now in graduate school) married Roberta Ellen Russell on January 25, 1963 in Silver Spring, Maryland. She would not complete her college degree. They had three children together and separated in January 1983. One of their children was under age 18, when the couple were officially divorced on April 13, 1987. Twelve days later, 46-year old Charles Neill married 35-year old New York native Mary Catherine Stack in Arlington, Virginia. It was Stack's first marriage. He died on December 8, 2006 in Fairfax, Virginia at the age of 66.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Timmy Nelson (1983-84?)
- Rolli Family Collection

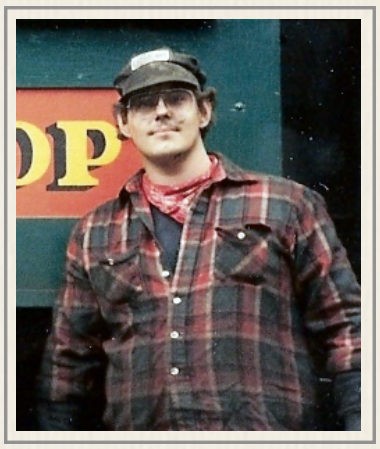
Alice Cook "Allee" Nelson 1901

Boarding House chambermaid - (1901) "Mr. and Mrs. E. M. Sheehe have gone to the base of Mount Washington for their usual summer work there in the boarding house. Mrs. Mark Brown and daughter, Allee Nelson, have gone to the base of Mount Washington with Mrs. Sheehe."

- White Mountain Republic-Journal - Fri, May 10, 1901

Timothy J. "Timmy" Nelson 1983 - 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list



Timothy J. Nelson (1983-84?)
- Rolli Family Collection

Loxley D. Ness 1983 - 1985

Co-Owner of railway - The New Hampshire Public Utilities Commission order approving the sale of the Mount Washington Cog Railway by Ellen Crawford Teague in 1983 said, " The Cog Railway will have four (4) principal owners: John Rolli, President; Wayne Presby; Loxley Ness; and Joel Bedore. Mr. Rolli will be the onsite manager of the Corporation. They will retain the services of the former company's Chief Engineer, and have invited the retention of the Shop and Maintenance Plant Personnel." The *Littleton Courier* reported "Mr. Ness is the son of the late Elmer Ness who was a colorful operator of a saddle horse business with Bethlehem hotels" and was Loxley David Ness was born on December 28, 1942, in Bethlehem, New Hampshire when his father, Maine-native Elmer Watson Ness, was 64 and his North Haverhill, N.H.-born mother, Frances (Nelson) Ness was 21. 10-year old "Master Loxley Ness was admitted (to Littleton Hospital) yesterday *(6/22)* but was discharged the same day" in 1953. At 19, Loxley D. Ness married a 20-year old stenographer from St. Johnsbury, Sharon Ann Olliver in West Danville on July 13, 1962. Sharon Ann Ness was granted an uncontested divorce on December 31, 1964 due to "intolerable severity." The couple had no children. In July 1965, the 22-year old Ness entered "dual pleas of not guilty to charges of careless and negligent driving and failure to stop for an officer." Ness, now living and working in Littleton "appeared in "Caledonia Municipal Court *(in St. Johnsbury)* Mon-

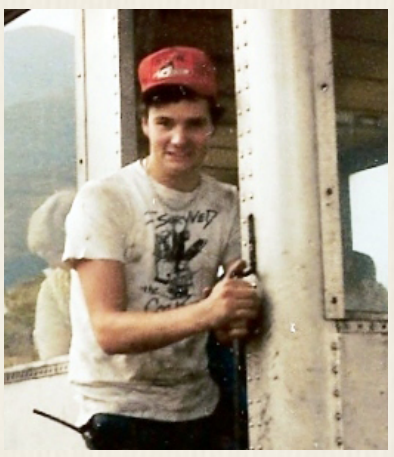
Loxley D. Ness
- Ness Family Collection

Loxley D. Ness
- Chadwick Family Collection

day *(6/7)* afternoon before Judge Lawrence E. Kimball. Ness was stopped on Vt. Rt. 18 June 5 after driving 90 miles an hour, which draws an automatic careless and negligent driving charge. Jury drawing was set for July 1, and bail was set at $100 for each charge." Son Christopher David Ness was born to the 24-year old construction worker on November 12, 1966, at the St Johnsbury, Vermont hospital. It was the first child for 28-year old Priscilla Ann (Lawrence) Ness, who was living on Portland Street. Christoper died in 2003. 33-year old Priscilla was living in East St. Johnsbury in February 1972 when she went to Northeastern Vermont Regional hospital to give birth to Clinton Carl Ness just before 9:30 on the 17th. The *Boston Globe* reported that Loxley Ness was the record holder for the largest rainbow trout ever caught in the Granite State. It was reeled in on July 31, 1978 and weighted 14-pounds 3-ounces. Loxley D. Ness died on January 13, 2015, at the age of 72. *(2015)* Loxley David Ness, at the age of 72, left this world due to a sudden illness on Jan. 13, 2015 surrounded by his loved ones. Loxley was born Dec. 28, 1942 in Bethlehem, N.H., to his parents Frances and Elmer Ness. He lived in Bethlehem and attended school in Bethlehem and Littleton. Loxley was a well known North Country citizen, having lived in the area all his life. He had many friends and will be missed dearly. He was a self made individual who began buying and repairing bicycles to sell when he was barely a teenager. As he grew into a man, Loxley married Priscilla Lawrence on June 18, 1965. Over the course of his young manhood his business sense sharpened and he found many ways to earn a living, always changing with the times and molding the life that he wanted to have for his family. In the 80's he was one of the partners to Cog Railway and took great pride in it. There was never a dull moment around Loxley and he would always keep you in stitches with his humor. Loxley loved the outdoors including hunting and fishing. For a number of years he held the state record for the largest rainbow trout. Loxley is survived by his wife Priscilla Lawrence-Ness (Cill), son Clinton Carl Ness, sisters Nancy Gibeau and Elaine Koczur, in-laws Robert and Patricia Joslin and Linda Hains and many grandchildren, nieces and nephews. He is preceded in death by his son Christopher David Ness, father Elmer Ness, mother Frances Ness and sister Jane McVicar. Services are being held Saturday, Feb. 7 at the Durrell Methodist Church in Bethlehem at 11 a.m. Reception to follow at the Eagles club. On one of Loxley's last days he still leaves us with words of wisdom, "I've done everything I wanted to do."

Loxley D. Ness (1983)
- Rolli Family Collection

- DE 83-132, Order No. 16,406 - 68 NH PUC 331 - New Hampshire Public Utilities Commission / Littleton Courier – Wed, Apr 13, 1983 pg. 6 & Wed, May 18, 1983 pg. 12 / D. Bray email January 11, 2020 / Ancestry.com / Newspapers.com / Burlington (VT) Free Press - Wed, Jun 9, 1965 pg. 12 / Caledonian Record - Jun 23, 1953 pg. 6; Jan 28, 2015



Chris Ness 1983 ?

Railway employee - General manager John Rolli's camera captures Chris Ness *(left)* riding an aluminum car through the Waumbek Switch

Priscilla Ness 1983 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Carlton M. "Carl" Nevers 1946 - 1967

Carl Nevers at the Cog
- Lewis Family Collection

Painter/welder, etc - Welded in the World War II Shipyards before coming to the Cog - the shipyard job contributed to his cancer. Jitney remembers Carl told of going to the shipyard with his pipe in his mouth - Guy at entrance says "you can't smoke in here you've got a pipe in your mouth." Carl replies, "I've got an asshole, too - but I'm not shitting." Hired for general maintenance as a carpenter, bookkeeper Ken Randall says Carl would sometimes be pressed into service for trips to the bank. "If worse came to worse," says Randall "we would send him with the deposits into the bank in Littleton, and he would also buy change at the same time there. They tell the story that old Carl had overalls with suspenders and when he was buying change at the bank, the more change that he bought and put into the pockets of his overalls, the more the suspenders went – they didn't quite hit the floor of the bank in there but they came down pretty much so." John Ruggles worked with Nevers during his first summer at the Cog. "Carl was a painter and he was... a real New Englander. I learned a lot from (Carl) - things I still use today. I paid attention. He told me what I should or shouldn't be doing." Cog financial records indicate Carl worked until October 14 in 1956 and was paid $1.40 an hour. He earned the same hourly rate in 1960, 1961 & 1962 before the hourly rate went down to $1.25 an hour in 1964 for doing general maintenance at the Base Station. Carlton Marcus Nevers was born on January 8, 1897, in Sweden, Maine - his father, Roswell, was 25 and his mother, Cora, was 19. On June 5, 1918, Carl registered for draft in Fryeburg, Maine. He was working on Frank E. Emery's farm in Lowell. He had gray eyes and dark brown hair. He went into in the Army in South Paris, Maine on September 3, 1918 as a private in the 43rd Company of 11th Battalion of 151 Depot Brigade. Depot brigades were "organized to receive and organize recruits, provide them with uniforms, equipment

and initial military training and then send them to France to fight on the front lines." The 151st was based out of Camp Devens in Massachusetts. Nevers was discharged one week after reporting on September 10, 1918 with a Surgeons Certificate of Disability. Carl Nevers was still farming in Sweden when he married Grace M. Tower on November 27, 1921, in Lovell, Maine. They had three children in 13 years - Jane Francis (b.1922), Roswell E. *(b.1926 d.1981)*, and Anne W. *(b.1935)*. The couple apparently divorced. Grace M. Tower married a Thomas H. Fletcher in Bath on July 31, 1943 and Carl married for second time on September 4, 1943 to Gwenevieve O. Trask. He was living Bath, Maine working at the shipyard. She was from South Paris, Maine. Carl died in March 1968 in Lovell, Maine, at the age of 71, and was buried in South Paris, Maine."

- Railway Ledger / Mt. Washington Club/Summit House / Marshfield Corp/Cog Rwy Cabins / Jitney Jr. intv with Ken Randall & John Ruggles / See Vol. 1 Ch. 9 Sec. 1 / Ancestry.com / Ancestry.com / Newspapers.com / Lowell Historical Society

J. P. Neville Jr. 1951

Mt. Washington Club/Summit House

David M. Nevins 1959 - 1960

Summit House employee - 16-year old David Nevins came to work at the Summit House from Newton Centre, Massachusetts. David Nevins appears on the payroll summary for July 1959 as earning $52 a month. "Free" room and board was worth $26 a month for tax purposes. His net monthly pay was $44.85. Nevins' salary was booked in the Summit House "restaurant" column. He returned the following summer after running on the Newton High indoor track team *(right)* and was assigned to work the fountain at the counter. He earned $120 plus $20 a month that summer. David Nevins appears on the payroll summary for July 1960 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $102.54. Nevins' salary was booked in the Summit House "restaurant" column. In June 1961, David Nevins was part of the first class to graduate from Newton South High School. A downpour forced the ceremonies to be held in the gymnasium and 344 diplomas were handed out that Saturday *(6/10)*. The school would not publish a yearbook until 1962. In 1963, the Newton (MA) City Directory would list David as a "student" living at home with parents, Sydney and Maria (Roman) Nevins. His sister, Joan who was working as a dietician at Beth Israel hospital, was living at 574 Beacon Street. Sydney was a clerk at the State Street Bank & Trust. He enlisted in the Marine Corps in December 1967 and released from the Corps four year later. *(2010)* NEVINS, David M. 67, of Hatboro, PA, formerly of Newton, on May 7, 2010. He is survived by his beloved wife Mary Louise Nevins (nee Carney), his sister Joan Zohlman, and many nieces and nephews. He was preceded in death by his parents Sydney Nevins, and Marie Nevins (nee Roman). David was a US Marine Corp. Veteran. He retired from Prudential Insurance in 1994. Relatives and friends are invited to his viewing on Monday, May 10, 2010 from 9am to 10am at the John J. Bryers Funeral Home, 406 N Easton Rd., Willow Grove PA 19090. Funeral Mass to follow at 10:30am at St. David RC Church, 316 N. Easton Rd., Willow Grove PA 19090. Interment to be held on Wednesday May 12, 2010 at 11am at Newton Cemetery in Newton Center, MA. In lieu of flowers donations can be made to Abington Hospital, Rosenfeld Cancer Center, 1200 Old York Rd., Abington PA 19001. Arrangements by John J. Bryers Funeral Home of Willow Grove, PA. www.bryersfh.com

- Summit House / Bencosky-Desjardins files /July 1959 & July 1960 Summit Payroll summaryAncestry.com / Newspapers.com / Find-A-Grave.com

Jillyan Newell (2020)
- MWCR photo

Jillyan Newell 2020

Railway employee - Seen outside Marshfield Station with Faith Boisvert and Hannah Niemi in the fall of 2020 *- MWCR Facebook page*

Arlen Wood "Al" Newman 1950

Al Newman (1950)
- Portsmouth HS yearbook

At the same time, George Trask was bringing his college roommate, Norm "Jitney" Lewis over to see Col. Henry N. Teague about possibly hiring the Lunenburg native, a brand-new graduate of Portsmouth (NH) High School was on top of Mt. Washington with a relative, who happened to be the Summit House chef, the cook's wife, and a family friend. When Arlen "Al" Newman graduated high school his ambition was to become a song writer. He been part of the Debating Club as a junior, had a role in the senior play and sang in the Choir his junior and senior year. Hobbies included songwriting, roller-skating, and foreign languages. His favorite subject was French. Al Newman wrote about his Mt. Washington adventure in a family genealogy: "I worked briefly with Beatrice (Gardner) Vetter during the summer of 1950 in the Summit House Hotel (now gone) atop Mt. Washington in NH. Al was an apprentice cook under his great-uncle, Warren Holmes. Beatrice Vetter, and Sylvia Holmes, Al's great-aunt, were chambermaids there." Newman's Cog mention in the Pio family genealogy online led to a June 2020 interview with Jitney Jr. He told the *Cog Clatter* publisher his hiring was a clear case of nepotism. "A young man, probably 2 or 3 years my senior was transferred from the hotel kitchen to the lunch counter to make room for me in the role of apprentice cook. I do not recall his name. I was *(now)* a cook in training under my uncle Warren Holmes and he was the head chef there at the Summit House. The Navy at the time had a jet testing laboratory up at the top of the mountain. And... we often used to cook for the Sirkorsky Brothers who were big in jet engines *(and helicopters.)* (There was) a large dining room in the hotel, and the manager of the hotel... I can still picture him... although I can not remember his name. He was irate because of people used to climb the mountain by foot, and then come

in... sit down and eat their lunch in the hotel without buying (their lunch) there." Newman says he slept in the Summit House. "We had a bunk room that was rather cramped." Nothing brought up the mountain was wasted. "Once in a while we would have a can of fruit juice. The ends would be bulging, which indicated that it had gone bad. My uncle would get out a loaf of French bread, cut the ends off, open up the bad fruit juice, the pour it through the bread into a container And of course *(it would become)* highly alcoholic." Newman's time on the Mountain was short, but memorable as he wrote in the third person: "The Korean War began on June 25th; Al turned 18 the following day. The writing was on the wall. Al quit his job, came down the mountain via the cog railway, and joined the Navy while he still had a choice." Newman told Jitney Jr that when Uncle Warren and Aunt Sylvia "weren't working up there *(at the Summit)*, they were generally working at the University of New Hampshire in Durham. Sylvia was my mother's father's sister, and Warren was her husband... Warren was sort of a ne'er-do-well. He got in trouble with the law a number of times." Newman penned his autobiography in 2016: "I was born Sunday, 26 Jun 1932, at Portsmouth (NH) Hospital *(son of John & Arlene Newman)*. My birth name was Arlen Wood Newman, but I gave that name up informally in the mid-1970s. All of my documentation since that time has been in the name of Al Newman. About six weeks after my birth, the family moved to 440 Hanover Street, *(Portsmouth)* the back yard of which was adjacent to the Wood Apartments parking lot. My father, John... was the janitor at the Wood Apartments. One of John Newman's collateral duties at the Wood Apartments *(of approximately 40 units)* was to prepare the bodies of deceased residents for removal from the premises. Inquisitive son Al once found a hoard of gold teeth in a bureau drawer, perhaps explaining in part how the family got by so well on so little *(during the Depression)*. Although the Wood Apartments looked ancient and ready for the wrecking ball in the 1930's, it was still occupied – its name now changed – in 2010. I was sitting in the parlor with my father on December 7th 1941 when the news of the Japanese attack on Pearl Harbor flashed over the air. As the war dragged on, my family life became dramatically altered. Workers were badly needed on the Portsmouth Naval Shipyard during the Second World War, and premium wages were being offered. My mother, Arlene (Pio) Newman, attended a welding school at the Morley Button Factory on Islington Street. At such time as she began work on the shipyard, Arlene would have been earning twice as much as her janitor husband, John. This, together with their age difference – 14 years – and John's alcoholism, led to increasing friction in the family. Arlene filed for divorce, and received it in December 1944. Arlene did obtain a welding job on the navy yard, as did her sister, Marion Kay, and her brother- in-law, Herbert Kay. On the navy yard, Arlene met sheet metalworker Alfred Whitney Todd of Westfield, Maine, who had recently separated from his wife, Pearl Buck Todd, in Penobscot County, Maine. Al Todd's divorce became final in November of 1945. Al Todd and Arlene (Pio) Newman were married on New Year's Day, 1946 – Day One of the Baby Boomer generation. Al Newman's 2016 genealogy "John Pio Came to Maine" does what the Jitney Years hopes to do for the Cog family - put all the family photos and data in one place. These days Al says "At 88, waking up each morning is both an astonishment and a gift. I am quinquelingual. I'm pretty proficient in French and Spanish, and am conversational in Italian and German. Widowed in 2014, I met Marga, my current partner, a year later. German is our household language. Spanish had been my household language with Ceci, my late wife and a professional clown. I had twice been a student at L'Alliance Francaise in Paris in the 1980's. I have done extensive research in Portuguese, although I do not speak the language. As a post-retirement substitute teacher, I specialized in English as a second language. The students actually taught me. I learned snippets of Russian, Ukrainian, and Armenian from them. I also took courses in Icelandic and Japanese, but never pursued them further. After retiring from teaching the first time, I drove to Guatemala, and was involved in selling used clothing (ropa americana). It was during the Guatemalan Civil War in 1988, but I seldom felt threatened. At age 60, looking for new excitement, I decided I wanted to write. I sold my house in Guatemala, drove back to California, and wrote two novels, "Golden Gate Volcano" and "Anaconda Among Us." They were never published hard cover, but both are accessible on the Internet. I am currently assembling material for a novel on the U.S. Supreme Court. Wish me luck – and longevity." Indeed, we do. - *Mt. Washington Club / Summit House / "John Pio Came to Maine" (2016) / Interview with Jitney Jr. Jun 26, 2020 & email Jun 29, 2020 at 2:33pm*

Al Newman and Marga (Sep 2018)
- Newman Family Collection

Steven Sumner "Old Man" Newman 1973 - 1982

18-year old Steve Newman *(left)* came to Mount Washington from Lynn, Massachusetts. He got paid $1.60 an hour for working around the base station. However Cogger Robert "Cal" Callahan says Newman got started ahead of a paycheck. "Steve came to visit," recalls Callahan. "Liked it so much he just started working. I remember standing near the transfer talking to Paul (Dunn). I said he's working for nothing. Paul said he had reservations about (Steve's) long hair. Mine was long at the time along with most of the crew. Paul thought for a minute then hired him." Newman would work for ten seasons. He was a fireman in 1974 for a pay scale of $2.30 an hour. By 1975, he was considered a "veteran" fireman in a report to the State Transportation Department that also noted he was a track welder, too. 1975 was the year he qualified as an engineer. Newman made 189 trips up Mt. Washington in 1976. Thirteen in June, 48 in July, 55 in August and 10 in September ahead of Labor Day. After he ran to the summit 45 times in September and 16 in October. He was back in 1977 but had a short season in 1978 - running only from August to October 10th. Newsman's pay was $3.85 an hour in 1980. $4.20 in 1981. He closed out his full-time Cog career in 1982, however Dave Moody says "Old Man" Newman can't stay away. "Another old Cogger

who has come back to fire a few trips is Steve Newman," Moody told Jitney Jr. "He was a fireman and engineer back in the 70's. He and his wife, Dot moved from Lynn, Massachusettts when they both retired from GE and bought a house *(2018)* in Bethlehem, N.H. Dot was kitchen crew back in those days... a rare Cog marriage that survived!" Steven Newman was born on October 24, 1955 to Cleveland and Natalie Ann (Gardiner) Newman. *- Railway Corp / Mt. Washington Cog Railway: We Worked There FB page / Bencosky-Desjardins files / State Report - Jun 24, 1975 / NH DOT files / Email to Jitney Jr - Friday, September 11, 2020 at 6:27 AM / Ancestry.com / Newspapers.com*

William Newsham 1929

William Newsham (1929)
- N.H. Historical Society

Fireman *(right)* on last *Peppersass* run / *Ancestry.com* summary: "William Ignatius Newsham was born on September 12, 1901, in Preston, Lancashire, England when his father who ran stationary steam engines, Robert George Newsham, was 29 and his mother, Elizabeth Ann (Frodsham) Newsham, was 29. He had four siblings: including Thomas Gregory *(b.1898 d.1966)*, Anne Isabelle *(b.1904)*. Newsham left England and arrived in Halifax, Nova Scotia, Canada on June 13, 1922 with £350-pounds in his pocket. Newsham was bound for Windsor, Ontario. Six months later, Newsham arrived in the United States via the Canadian Pacific Railway at Newport, Vermont on January 17, 1923. Newsham went to work for the Boston & Maine railroad as a machinist in Concord. In September 1928, Newsham was on a local safety committee in the Enginehouse for the "7 a.m. to 3 p.m. trick" with Edward C. "Jack" Frost *(who was the chairman)*, H. Rogers, C. Sargent, & A. R. Clay. In July of 1929, machinist Newsham was putting wood in Peppersass' boiler so engineer "Jack" Frost could move the Cog Railway's first engine up the track. Eleven years after the accident, William I. Newsham declared his intent to become a U.S. citizen. He was 38-years old. He stood 5-feet 7½-inches tall, weighed 160 pounds with blue eyes and brown hair. He married U.S. citizen Dorothy Mary O'Brien on May 10, 1943, in Concord, New Hampshire. She was born in West Lebanon, New Hampshire on September 15, 1905. The couple had no children. He had been promoted to locomotive inspector by the time of his marriage in 1943. He became a naturalized citizen in September 1944. In the spring of 1948, Newsham was one of 70 employees who shared $688 dollars worth of payouts by coming up with suggestions that saved the Boston & Maine money. In March 1964, the State Motor Vehicle Department revoked 62-year old William Newsham's New Hampshire driver's license for "driving while under the influence of intoxicating beverages." He died in May 1968 in Concord, New Hampshire, at the age of 66."

- See Appendix - A Hero's Journey / Ancestry.com / Newspapers.com / B&M Employees magazine - Sep 1938 pg. 22 & May 1948 pg. 15 / Portsmouth (NH) Herald - Tue, Mar 10, 1964 pg. 14

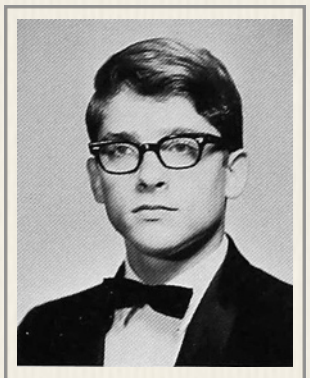
Larry Newton 2019

Track Crew -

Opening Day Roster on Mt. Washington Cog Railway FB page

John Nicholls 1965

Part of Base Station group *(Nicholls, Dooley, Munsey)* that played 1965 Cog party



David A. Nichter (1969)
- DuVal H.S. yearbook

David A. Nichter 1971 - 1972

19-year old David Alan Nichter was two years out of DuVal High School in Landham Seabrook, Maryland when he came to the mountain to work in the car shop in 1971. His high school yearbook quote was "Above all to thine own self be true." The son of Frank Nicholas and Anne Marie (Kerlin) Nichter was interested in becoming a lawyer. He was paid $1.60 an hour. In 1972, Nichter was touted as being part of the large "Under 24" workforce on the Cog Railroad. 22-year old David Nichter was living in College Park, Maryland with two years of college education under his belt when he married college senior, 25-year old Linda Ann Keagy from Arlington, Virginia. The September 29, 1974 Lutheran ceremony was the first marriage for both.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Charlotte Nickerson 1962 & 1970

22-year old Charlotte V. Lemar and 33-year old Roger O. "Calijah" Nickerson had been married just a year when she first worked as a chambermaid in the Marshfield cabins in 1962. She earned $125 a month for her labors and her mailing address was Brooks, Maine . She next appears on employee records in 1970 working for the Railway at $1.60 an hour. Her address that year was Stockton Springs, Maine with an in care of Paul Nickerson, Sillsbee, Texas. The Nickerson's wound up in Darrington, in Snohomish County, Washington where she died on February 15, 2013 at the age of 72. The couple apparently had at least one child as their gravestone says they were "loving parents and grandparents."

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com

Roger "Calijah" Nickerson 1953 & 1956 - 1958 /1960 & 1962 / 1969 - 1973

Subject of Cog party poem - To demonstrate his strength Calijah would bend dimes with his teeth and wrap belts around his chest and break them (many a brakeman would come down the mountain holding their pants up with their hands). Calijah had a generator and used to play honkey tonk electric guitar ("gee-tar") on the front porch of the Boarding House. Dave Saunders put a

R. Nickerson (1943)
- Crosby H.S. Keystone

pillow under Calijah's tapping foot in order to get some sleep. Another time, Jitney was down at the shop ramp working on his Hudson Hornet's two finicky carburetors to get the car to run smoother and shouted up to him. Calijah stopped playing and with a big smile said, "Got a request, Jit?" "No, I wanted you to stop. Your music keeps stalling my car!" replied Jitney. Eventually Calijah married a larger woman, and he would visit the Cog and climb up into the cab to talk with Jit about how he was in charge of the family. She'd eventually come by and go, "Roger?" and he would meekly reply "Yes, dear," then quickly climbing down and following her back to the car. Chris Moore *('57-'58)* remembers Calijah "carrying a ~30 foot telephone pole for the track crew across the parking lot..... on his shoulder! He always liked to demonstrate his strength. He was a good singer and often sang ballads in the rooming house. I do remember reports of Calijah 'busting brakemen's belts." Tom Fillion told some Next Generation Cog tales of Calijah in this novel, *New England Book of the Dead*. Calijah "welded the loose spools on the cog rack that went up the middle of the track from the base station to the summit. I helped carry welding rods and move the portable welder. Usually he took a nap as soon as the work train was out of sight. Once near the summit we welded a few spools then I tagged along with him to the snack bar at the top of Mt. Washington. He warmed his hands up and drank a cup of coffee. Someone handed him a guitar and he sang "The Battle of New Orleans" by Johnny Horton. On another occasion we were at Waumbek switch where the steam engines took on water and allowed the train coming down to pass. The brakeman gave a short speech to the tourists on the train. (Calijah) was a brakeman in the fall when all the college guys returned to their Ivy League schools. He knew the speech and added the following: "Ladies and Gentlemen. Welcome to Mt. Washington. Take a look around you. This is the closest most of you will ever get to heaven." Roger O Nickerson was born on December 28, 1928, in Maine when his father, Robert Knight Nickerson, was 44 and his mother, Annie Josephine Arnold, was 33. It was a large family. Roger was the seventh child - the sixth son: Paul Newton *(b.1914 d1996)*, George Earle *(b.1915 d.1938)*, Harold William *(b.1916 d.2002)*, Robert John *(b.1920 d.1976)*, Philip E. *(b.1923 d.1944 while fighting in Italy)*, Ruth Anne *(b.1925 d.1990)*, Raymond E. *(b.1930 d.1999)* & Alice *(b.1934 d.2012)*. Nickerson apparently spent some time at Crosby High School in Belfast, Maine. The 1943 yearbook shows an "R. Nickerson" assigned to Mrs. Packard's room as a freshman. Cog financial records Calijah worked on and off at the Mountain for more than 20 years. He earned $1.10 an hour in 1961 the same year Roger O. Nickerson (already a Cog legend) married Charlotte V Lemar on July 1, in his hometown. The same in 1962. $1.90 an hour in 1969 and $2 an hour in 1970. Calijah and Charlotte evenually settled in Washington State where he died on March 2, 2015, at the age of 86, and was buried in Darrington, Washington.

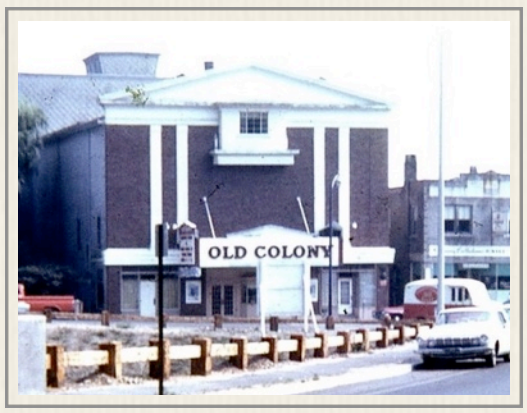
Roger Nickerson
- Granger Family Collection

- Railway Ledger / See Vol. 1 Ch. 7 / Ancestry.com / Newspapers.com / Bencosky-Desjardins files

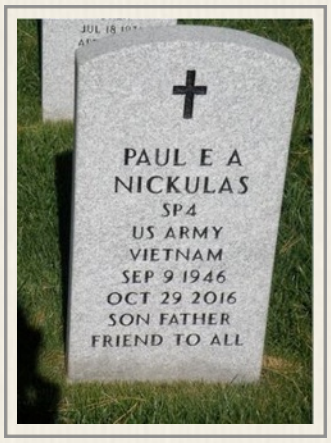
Paul Nickulas (1965)
- Stoneham H.S. Keystone

Paul E. Nickulas 1963

Paul Nickulas was 16-years old when he worked at the Summit House in 1963. He was from Stoneham, Massachusetts where he attended the local high school. He would graduate in 1965 and yearbook editors said "In life, Paul is happiest when alone, With wildness, fantasy and dreams of his own." Described as unbelievable.... non conformist... you sinner. He was a member of the Color Guard for three years. Nickulas was on the newspaper and yearbook staff as a junior. He played intramural basketball his freshman year. The yearbook says Nickulas was "Happiest when the snow signeth joyous in the soul." His pet peeve: "disbelievers in epicurianism." His future plans: "Herdsman of dreams." After high school, Paul enlisted in U.S. Army serving in Vietnam and earning the rank of SP4. Paul Edgar Alfred Nickulas was initiated into the King Cyrus lodge of the Masons at the start of 1972. At 29, Paul Nickulas teamed up with a 29-year old classmate from Stoneham High, Robert W. York. York's yearbook quote was "Quite a fellow, quite a guy - He'd give anything a try." What York and Nickulas tried in 1976 was to revive live vaudeville entertainment at the 750-seat Old Colony Theater in Plymouth, Massachusetts. The Old Colony had been the leading theater in Plymouth, located on the Main Street extension in a free-standing building. The theater created a thread on the Cinema Treasures website in 2007: "The Old Colony closed in the early seventies," wrote Roger A. "Sometime in 1972, a leak in the roof caused a section of plaster to fall one night and as the company that owned it, Interstate Theaters, was building a new twin cinema they decided to close the Old Colony. The original plan was to keep it open during the summer months. During the summer spring water was used to cool the theater and no refrigeration was ever needed. The was a rumor that the theater was haunted and one night after it was closed two police officers went to investigate a break in. They found the theater locked and one of the officers swears he saw a movie playing when he entered the auditorium. It was renovated in the mid 1970's and used as a live theater for a very short time when an investor tried to bring back vaudeville." The investors were Paul Nickulas and Robert York (who was working in the export business). They refurbished the theater that had opened in 1910 with vaudeville and later added movies to its marque. The *Boston Globe* reported the venture would open Thursday, September 23, 1976 with Dennis Day from the old Jack Benny radio and TV shows topping the bill. The *Globe* review of opening night by Ernie Santosuosso gave the revival an "A" for effort. "If one sought to recapture the memories of his youth or wanted to hear first-handed what his elders had



been reminiscing about he would not have been disappointed," wrote Santosuosso. "A memory or two, yes; memorable, hardly. Undertaking a revival of vaudeville in these sophisticated times can be likened in its prospects for success to attempts to re-market the Edsel. The venture seems all the more quixotic when the show is taking place 40 miles south of the nearest theater district. However, one can't help applauding the efforts of these young entrepreneurs." The *Globe* scribe closed his review by saying, "It will be a grim battle for the nostalgia-smitten producers. Typifying the cynicism, was a townie, inhaling a brew in the nearby put, who was heard to intone: "It won't last two weeks." It lasted long enough that Henny Youngman headlined the next week opening his act by saying, "I'm really pleased at what these two young men are doing." But Roger A. said it did not go much longer. The "attempt failed miserably and the theater was closed for good and eventually turned into office space."



(2016) Paul E. A. Nickulas of Milford and previously Amherst passed away 10/28/2016 from a sudden illness complicated by Parkinsons Disease. Paul was born September 9, 1946 in Waltham, Mass. He grew up in Stoneham, Mass and graduated from Stoneham High School in 1965. Following high school he enlisted in the Army and served overseas in multiple locations. Paul's lifelong love was vaudeville and entertainment. Returning from deployment he undertook to resurrect the Old Colony Theater and proceeded to book many original, old-time vaudeville acts. His love for the arts included being an accomplished piano player, organist, and bagpipe player. He was also a gifted artist. He worked at Butterworth's Publishing Co as the manager of International Law Products. He went on to co-found Inter Law Inc. and was personally responsible for creating Latvia's new law books created after gaining there independence from the Soviet Union. Paul enjoyed gardening, studying American Indians, and researching the MacDonald family history. He had many friends and was the consummate entertainer. His interment will take place at the NH Veterans cemetery in Boscawen, NH on June 9, 2017 at 2:30 PM.

- Summit House / www.cabinet.com/obituaries/cabinet-obituaries/2017/05/19/paul-e-a-nickulas / cinematreasures.org/theaters/15092 / Ancestry.com / Newspapers.com

Hannah Niemi (2020)
- Niemi Family Collection

Hannah Niemi 2019 -2020

The Fitchburg, Massachusetts native went to Nashua High School, and at 20 came to work in the Cog's ticket office. She and Fred Willey were featured in a November 24, 2020 Cog Facebook post: "The crew went up to Waumbek before the first passenger trains this morning *(11/26)* to dig out from some overnight snowfall. Hannah and Fred got the fire pit blazing, supervised by a diminutive snowman. It's beginning to look a lot like Thanksgiving up there! Some tickets are still available for the extended schedule coming this weekend."

- Mt. Washington Cog Railway FB page

Henry Noel 1974 - 1976

Recruited by new manager, Edward Clark, Henry W. Noel *(right)* worked at the bunker in 1974 for $2.10 an hour. He qualified as a brakeman in 1975 and was described as a "veteran" base crew member in a state report. He made 194 trips up the mountain as a brakeman in 1976, although he was also listed as a fireman in state reports. The state was told Henry made 8 trips to the Summit in June; 46 in July; 68 in August; 18 in September and 39 after Labor Day before finishing the 1976 season with 25 trips in October 1976. Henry W. Noel was born on December 8, 1949 and lived in Berlin, New Hampshire. He is shown as living in Conway, N.H. in 1995 although he and wife Dionne were reportedly back in Berlin for the end of the 20th Century. He was elected to the New Hampshire House of Representatives (2018-2020) as a Democrat. A candidate profile on CitizensCount.org says he has experience in wastewater treatment and is superintendent of the Berlin Mills Railway Corp. He has a BA in English from Boston College and his marital status was divorced. A biography of the Coös - District 3 Representative says "Born, brought up and educated in Berlin, NH. Graduated 1967 from Notre Dame High School and from Boston College with BA in English in 1971. Worked at the Cog Railway in a variety of jobs, then on the North Strafford Railroad as Clerk, Track Foreman and engineer. I was hired by the James River Corporation as a General Manager of Berlin Mills Railway for 16 years until it was sold and then hired by the City of Berlin as a lab technician and later superintendent until retiring from the City of Berlin in 2018." Noel (Democratic Party) ran for re-election to the New Hampshire House of Representatives to represent Coös 3. He lost in the general election on November 3, 2020. *- Railway Corp / Bencosky-Desjardins files / State Report - Jun 24, 1975 / NH DOT files /* https://ballotpedia.org/Henry_Noel / *www.gencourt.state.nh.us/house/members/member.aspx?member=408832 /*

Jacob "Jake" Noel 1995 - 2004

Railway employee - Dave Moody: "Son of Leon Noel - employed 1995-2004 - tracks-steamer brakeman and fireman - one of four who built the passing track in during the 2004 season (2003) "Three other workmen stood on the flatbed while the train chugged up and down the mountain: track supervisor Dave Moody of Littleton; Jack Watkins of Whitefield; and Jake Noel of Lincoln." *- Littleton Courier - Wed, Apr 16, 2003 pg. 9A*

Noe - Nor

Leon Noel 1976

Made one trip after Labor Day in 1976. Dave Moody says "Leon Noel was Henry's brother and recently *(2020)* retired from Clarks Trading post where he had been a right hand man to the Clark family." That is how he wound up on the 1976 trip list sent to the NH Dept of Transportation. He apparently came up in the fall when the railroad was short-handed to help out Cog manager Ed Clark. Leon had experience running the traction railroad steam at the Clark's North Conway tourist attraction. "Leon Noel and Colt Stewart pose *(right)* near #1 Porter locomotive. Built in 1930, the Porter will be under steam for White Mountain Central Railroad Days on September 15th & 16th. It served on the WMCRR as the first passenger train from 1958-1963, at which time the Heisler locomotive took over. Weighing in at just under 20 tons, it has an 0-4-0 wheel arrangement. Originally owned by Koppers of Nashua, N.H., a creosote plant that creosoted railroad ties, telephone poles, and other wood products, the Porter started as a coal burner. It has operated as a wood burner since it was purchased by the WMCRR." *- NH DOT files / Moody email to Jitney Jr. - Mar 15, 2020 / North Conway, New Hampshire FB page - Sep 10, 2018*

Engineer Mike Noel as seen from passenger coach during winter operations (2021)
- Noel Family Collection

Michael "Mike" Noel 2021 -2022

Railway employee - Qualified as engineer September 2021 and is "a weekend warrior (manager at Home Depot during the week) - Dave Moody did not know whether Mike might be related to Henry or Jake Noel. Mike Noel told Jitney Jr. in a July 2022 email that he doesn't know of any personal connection to the other Coggers named Noel. He said he got involved in the Cog this way: "On August 5th of 2021, I went for a cab ride with Cookie (Sodergren) that I have known for some years on the steamer. I had been wanting to do that for a while as it had been about 15 years since I had been to the Cog. Was a beautiful clear day and when we reached the summit we were talking about lack of help everywhere and Cookie stated the Cog was also short handed. Fast forward to when we got to the base I had asked what's it take to run one of the diesel locomotives as I have run heavy equipment before and Cookie knew some of my abilities. He said I need to talk to the train Master Adam and that the Cog has an in house training program for engineers. Shortly thereafter conversation was had a few days later and was sent up on a cab ride in a diesel locomotive And that weekend I believe I started my training. I believe it was about 4 or 5 weekends riding and operating with various engineers. I then went for my final sign off ride with Johnny the shop Foreman and was cleared to run on my own. I ran pretty much every weekend till Columbus Day... instead of the usual lay off for part time/seasonal workers Adam had kept me on due to my flexibility to work pretty much any weekend and fill in for call outs and vacations for other engineers. This allowed me to experience the winter trips to skyline and then Waumbek station trips. In the spring I had received the invitation to come back and attend the 2022 orientation for the current season. To date I have run almost every weekend since summit trips started back up. I am a Merchandise Execution Supervisor (at Home Depot)."

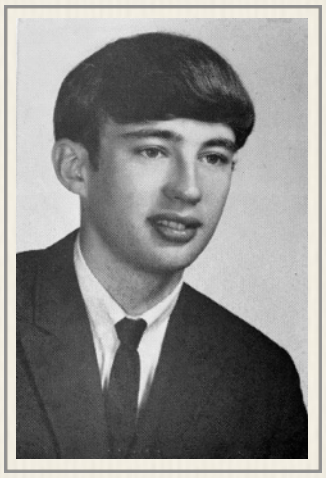
- Dave Moody email - Fri, Sep 24, 2021 11:13 am / Email to Jitney Jr - Fri, Jul 29, 2022 12:04pm

Maureen A. Nolin 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list - Butch Naples' mom?

T. Noonan 1994

Brakeman mentioned in Bobby Trask letter of August 8, 1994 to N.H. Transportation Department official Tom Walker.



Tom Norcott (1968)
- Berlin H.S. Meteor

Thomas S. Norcott 1966 - 1968

Summit porter - was on first rescue train in Sept 1967. Thomas graduated Berlin High School in 1968 with hopes of becoming a doctor. The son of Mr. and Mrs. Kendall Norcott was on the ski team all four years, while lifting weights the last two. He was team manager for the basketball and baseball teams as a freshman and played in the band throughout school. He was part of the Foreign Relations group all four years and worked on the Junior Prom Committee. His prophesy in the yearbook foretold that "Engineer Tom Norcott has rebuilt the ill-fated Cog Railway. In addition to being a popular summer attraction, the railway is promoted as a ski lift in the winter." While Tom did not rebuild the Cog, the railway was for a time a ski lift for runs down from Waumbek and the concept remains a goal of the current owner, Wayne Presby. Brakeman Tom Norcott is seen *(right)* coasting car No. 7 through Waumbek switch on engineer Norm Koop's No. 1 *Mt. Washington* in 1968. *(2022)* "I did work as a brakeman in 1967 and 1968 and did work on the track crew and was a switch man during those

years too," Norcott says during a 1999 Cog reunion video. "I graduated from the University of New Hampshire in 1972 and have lived in NH, Pennsylvania, South Carolina, Georgia, Illinois, and finally Everett, Washington - I still travel back east every year to watch the foliage change color in the Presidential Range including Mt Washington and own property in Bloomfield, VT and Shelburne, NH - I see Dimitri Savchick most every year - I did donate a Cog painting which resides at Bretton Woods ski lodge." Tom Norcott appears on the Summit payroll summary for July 1966 as earning $120 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $94.68. Norcott's salary was booked in the Summit House "rooms" column. Norcott appears on the Summit payroll summary for July 1967 as earning $150 a month. "Free" room and board that year was worth $66.65 a month for tax purposes. His net monthly pay was $119.87. Norcott's salary was booked in the Summit House "restaurant" column.

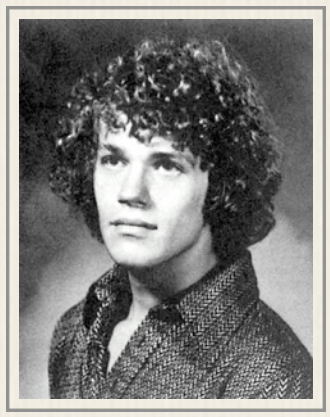
Norcott Journal entry for April 22, 2020 - Community Activist/ Harborview Seahurst Glenhaven (HSG) Neighborhood: "During the last week I worked on domestic responsibilities like vacuuming, laundry, dishes, mowing the lawn (what I call "invisible work" except to me). Since being retired when I was 60 years old and for the last 10 years, I have accepted my place in life with gratitude. It took me a couple of years to reach that level of acceptance. My typical day involves getting up when I feel like it, enjoying homemade coffee, reading the *Everett Herald* and listening to sport commentator talking heads (the subject matter very thin lately with no sports on television) Every day I plan for some form of exercise like yoga, walking, e-biking, and or stretching, I am fortunate to be married to a good natured active wife for the last 35 years. I have gotten active on Zoom in the last month and have regular fellowship, east coast and west coast social, city, climate change meetings. I went through a drought of what to do for the first few weeks of the virus outbreak. I really like Zoom. After the virus outbreak. I will continue my proactive involvement with the city of Everett Council of Neighborhoods, Monte Cristo awards planning, HSG meetings and events, Board of Directors for Everett City Recreation and Parks and Milltown Credit Union, and Snohomish County Planning Commission. I try to stay focused on what I call the 4 legs of the stool : 1) eat healthy, 2) get adequate rest, 3) exercise body and mind, and 4) maintaining relationships with friends and family. My thoughts on the virus pandemic: I am grateful to have avoided getting sick during the last few months - am more aware of how important relationships are without face to face meetings - I can still be a productive member of society. The pandemic experience has given me access to movies I would not necessarily watch. I am an active participant of standing board games on our kitchen table like chess, scrabble, cribbage, and Rummikub. I don't feel a big difference between retirement and quarantine. It may sound odd but to me the main difference is the extra care to stay safe (reduced mobility), focusing more on the present, and using judgment for moderating too much media."

Tom Norcott (2020)
- Norcott Family Collection

- www.liveineverett.com/blog//life-in-everett-journals-tom-norcott / See Vol. 1 Ch. 9 Sec. 2 & Appendix Sec. 21

William D. Norland 1975

17-year old William D. Norland came to Mt. Washington from Belmont, Mass. the summer before his senior year in high school. He started working around the base but soon qualified as a brakeman on the line as reported to the state of New Hampshire on June 24, 1975. His time at the Cog railway joined his list of significant events in "Nork's" 1976 yearbook - "MEMORIES: Mohoosue range '72, Canoe trip '73, Sight pt. '74. Cog railway '75, The wall, field, Rock, House, Tower, Tree, Window, Pit, akley party crew, Saucy Sue, Nantucket, CYO, AMC, Sitka, 7/7/75, 8/16/75, Riggs, Room #20, Silver Fox, White Mountains, Track crew, Slide boarding, JS, JS, JE, MK, JB, IM, BL, MS, GM." Contacted in 2020, Norland told Jitney Jr., "I worked on the Cog Railway during the Summer of 1975 (I was 17 years young) with a crew of other Coggers. Many had college connections through Stoneybrook in NY. The first bar I bought an alcoholic drink in was the "Silver Fox" in Fabyans/Bretton Woods, alongside Route 302, with the college age Coggers. While employed with the Cog Railway carried a SLR camera, shooting mostly slide photos with Kodachrome and Ektachrome. I still have all the slides in home storage and they've not seen the light of day in 30+ years! Ed Clark (of Clark's Trading Post) ran the show for Mrs. Teague, and Charlie Teague was learning how to be an Engineer. I worked rebuilding portions of the timbers under the tracks above treeline, painting the exterior of the coach cars, repairing glass-paned windows in the shop area, but was never a brakeman. Many times we rode the front of the coach car outside on the "porch", and climbed off the train while it continued to creep slowly up the mountain, to do the timber repair work while keeping the train and passengers moving. I also painted and stenciled consecutive numbers on Masonite number boards in the shop and later hand-nailed them on every trestle from Base to Summit. Nailing them onto the trestles high atop Jacob's Ladder was a treat! Fun times, and I'll never forget them." Norland would go to college and become a hydrogeologist. 34-year old William D. Norland married 27-year old Kimberly Sue Martin on November 7, 1992 in her home state of Ohio. It was the same year he hung out his geologist shingle in Vermont. The couple settled in Starksboro, Vermont and had four children; Nicole Sierra in March 1994, Spencer Thomas in August 1996, Ariel Elektra in December 1997 and Connor Wesley in April 1999. Bill joined Otter Creek Engineering, Inc. in August of 2003. As a Hydrogeologist and Project Manager, his professional experience has focused on Phase I and II Environmental Site Assessments; hazardous and contaminated waste site investigation and remediation; hydrogeologic investigations; testing, development and permitting potable private and Public Community Water System sources; Source Protection Area and Source Pro-



William Norland (1976)
- Belmont HS yearbook

Bill Norland (2020)
- Otter Creek Engineering

tection Plan delineation, land development permitting, and on-site wastewater disposal system siting and design.

- Railway Corp / Bencosky-Desjardins Collection / http://ottercrk.com/who-we-are/people/ / State Report - Jun 24, 1975 / Ancestry.com / Newspapers.com

James "Jim" Norris 1966

Summit House

F Kilburn Nourse 1949

Railway employee - *(1949)* "A 1947 Ford sedan reported as stolen to the Littleton Police department last week Thursday *(7/7)* evening, was recovered by Chief of Police Stanley L. McIntyre and Motor Vehicle Inspector Joseph C. Duranty on Monday *(7/11)* evening where it was abandoned behind the Twin Mountain House garage. F. Kilburn Nourse of Lancaster borrowed this car from a fellow worker, Charles Barwis at the Base of Mt. Washington, where they are both employed. Nourse, after having been shopping Littleton Thursday was unable to account for what took place after being in Littleton that night, when he was arrested at the base of Mt. Washington, Sunday *(7/10)* by Trooper Helms and Chief McIntyre. Apparently Nourse had been drinking, police said, and abandoned the car near the Twin Mountain House where it was later found. Nourse was arraigned in a Monday morning session of Littleton Municipal court, Judge Willard Wight presiding. Nourse pleaded guilty to charge of operating without a license and operating after failure to show proof of financial responsibility with the Motor Vehicle department. On the first charge he was fined $10, suspended on payment of the costs of $4.70, and on the second charge he was fined $100 and costs of $4.70." / Forest Kilburn Nourse was born on May 18, 1905, in Lancaster, New Hampshire when his father, Harry E. Nourse, was 49 and his mother, Clara May (Newton) Nourse, was 35. He had two older brothers, Rolland Eugene *(b.1892 d.1964)*; Clarence Edward Sr. *(b.1894 d.1962)* Forrest K. was 22 when he married 21-year old teacher Emily Phyllis Pinkham *(b.1906 d.1988)* on July 9, 1927, in Whitefield, New Hampshire. The 1928 *Lancaster Directory* said he was was working as a repairman for the Coös Telephone Company. His widowed mother was living with the newlyweds. In 1930, the 24-year old Nourse was working as a grocery store clerk. His mother was still living with the young couple and doing general house work. Clara would die in February 1940. Eight months later, the 5-foot 10-inch tall Nourse would register with the draft board. He weighed 184 pounds and had a ruddy complexion with blue eyes and red hair. He was now working for Twin State Gas and Electric. He died in February 1967 in his hometown at the age of 61. Wife Emily would die in 1988. There's no indication they ever had any children.

- Littleton Courier - Thu, Jul 14, 1949 / Ancestry,.com / Newspapers.com / Find-a-Grave.com

Fred O. Nourse (1902) - The Telegraph Age

Fred O. Nourse 1876

From Littleton, New Hampshire, he "was telegraph operator at the Base Station in the early days of the railway. He was afterwards for many years an official of the Western Union in New York and has lived since his retirement in Littleton, serving the Legislature and taking an active part in civic affairs." "Fred Oliver Nourse, recently general traffic chief of the Western Union Telegraph Company, New York, was born at Littleton October 3, 1859. He entered the telegraph business as an operator for the Boston, Concord, and Montreal Railroad at Wing Road in 1876. After working in several smaller offices, he went to Boston, Mass., for the Western Union in 1879. "The summit of Mount Washington was visited the past winter by 18 persons, whose names, taken from the visitors' register at the signal station, we give below. Jan 27 *(1879)* - F.O. Nourse, Littleton, NH; W.C. Eaton, Warren, N.H." Some two years later he was made night traffic chief, and in 1881 manager of the Cape Cod Cable office, which place he held until 1882, when the French Cable Company was forced to withdraw from the cable pool. Mr. Nourse then returned to Boston and was made assistant to the night manager. When the Baltimore and Ohio Telegraph Company opened their office in Boston, Mr. Nourse resigned his position with the Western Union and entered that company's services as chief operator. In 1885 he went to New York, and in a little over a year's time he was detailed to the cable bureau at 195 Broadway, from which place he was promoted to the quadruplex department in 1887. From there he was transferred to the Eastern division as traffic chief. When the main office was burned in 1890, he was made general traffic chief, which position he retained until 1901. He is now *(1902)* in Florida, where he holds an important position." J. B. Taltaval's New York magazine, *The Telegraph Age*, had several blurbs in 1902 that give insight to Fred O. Nourse's character and retirement. "During the big (cable) break between New York and Philadelphia, the services rendered by General Traffic Chief Nourse deserve mention. Under the most trying circumstances he was cool and collected as if matters of great moment did not await his action. It may truly be said that Mr. Nourse never gets excited." *(3/10)* "His career has been an honorable one, marked with a high degree of namely integrity and steadfastness of purpose, and now that he retires in middle life in the fullness of his powers to conduct a summer hotel in his native town, a favorite place of summer resort, the well wishes of hosts of friends will go with him." *(6/16)* The magazine said he retired at age 43 "in order to better his health, which has not been good for some time. (He) is recognized by all to be a very efficient telegraph man, and his departure will be greatly regretted by the officials as well as the force." He was presented with a

"watch-chain and charm" from his Western Union associates when he left the company. Fred O. Nourse died on April 25, 1938 and was buried *(previous page)* with his wife in Glenwood Cemetery in Littleton, New Hampshire.

- Boston Daily Globe - July 4, 1926 article by Frank H. Burt / 1905 History of Littleton, N.H. by James R. Jackson - Vol. II pg. 388 / The Telegraph Age - Mar 10; Jun 1 & Jun 16 / Among the Clouds - Thu, Jul 10, 1879 pg.1

James Noyes 2002

James Noyes (2020)
- Northern VT University

From Lyndonville, Vermont, Noyes says he "followed my dream of working on a railroad, this one just happened to climb to the top of the highest mountain in New England. Responsible for acting as a tour guide on the trip to the summit and braking the coach on the trip back to the base. I was fortunate to have spent a summer as a brakeman and had some cool memories of that experience." Now Dr. James Noyes, EdD is a professor of outdoor education, leadership and tourism at Northern Vermont University (f.k.a Lyndon State College). He earned a Masters in Education at Plymouth State University. His university bio says "in attempting to seek balance in the resort industry, Professor Noyes reminds his students of this quote from author Michael Carroll in his 2006 book, Awake at Work, '...we discover balance in simply being present and alertness that is resourceful, flexible, and relaxed. By letting go of our hesitations and discovering balance, we learn one of life's great lessons: in order for us to get somewhere, we have to be somewhere first.' Professor Noyes believes that in this attempt to seek balance, students will find that moment where they can catch their breath and be fully present." *- LinkedIn / email with Jitney Jr / NVU.edu*

S. L. Noyes 1952

Was paid by all three corporations *- Mt. Washington Club/Summit House*

Ronald A Nuse (1967)
- Phila. College of Art yearbook

Ronald A. Nuse 1963 - 1964

18-year old Ronald A. Nuse began work as a Summit House employee in 1963. Ronald Nuse appears on the Summit payroll summary for July 1963 as earning $130 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $109.64. Nuse' salary was booked in the Summit House "gift" column. Nuse would move to the Base the following summer where he made $150 plus $64 a month working for Mike Haney in the Gift Shop. Ronald A. Nuse graduated from the Philadelphia College of Art in 1967 with a degree in photography. Jitney Jr. believes Ronald was the son of Oliver W. and Mary Rose (Eagleston) Nuse of Philadelphia. He had one sister, Judith. When his father died in April 1995, the memorial service was held at the Chestnut Hill Friends Meeting house. The Nuse family asked that donations be sent either to the American Friends Service Committee or the Pennsylvania Academy of the Fine Arts in Philadelphia. Ronald Nuse and his wife, Gail were living in Decatur, Georgia at the time having moved there in 1983 to 2019 quietly pursuing and exhibiting his work.

Ronald Nuse (L) at artist reception (2012)
- Chicken Fat blog photo

- Summit House / July 1963 Summit Payroll summary / Bencosky-Desijardins files / Ancestry.come / Newspapers.com

Benjamin Nusman 1960

Railway Corp

Ginger Nye at the Marshfield piano (1962)
- Ellen Crawford Teague Collection

Virginia C. "Ginger" Nye 1962 - 1963 & 1965

Bud's older sister - "Ginger, my sister, (Virginia Nye) was a classmate of Jane Teague at Agnes Irwin School outside of Philadelphia. Jane had her, and several classmates up for a visit to the Cog *(next page)* in the summer of 1961 (they graduated that June)," recalls the retired cardiologist. That trip was mentioned in the March 8, 1961 announcement of Jane Teague's debutante tea dance in the fall where, according to a November 9th item, Ginger would be one of seven other debutantes assisting in the event. The *Philadelphia Inquirer* blurb in March said, "Mr. and Mrs. (Arthur S. Teague, of Chestnut Hill) will entertain July 7 at Mt. Washington, N.H., for their daughter and a group of her classmates at the Agnes Irwin School." Bud says that trip was entertaining. "They stayed in the Teague house (the Hut)," he recalled in 2016, "and wined, dined, went to the (Weathervane) playhouse, etc. Ginger and others got a job at the Cog, as did I, and returned the summer of 1962. To me arriving at the Cog just shy of my 16th birthday - it was heaven." How heavenly? Bud says there were trips to Canadian bars who did not card the 16-year old, and dances at the Crawford House with college coeds who thought he was older. "Ginger how-

Agnes Irwin Crew (L-R): Cathy Holt, Ginger Nye, Lydia Crozer, Jane Teague & "Jugie" Wilhelm (1961)
- Nye Family Collection

ever saw a more realistic side of the Cog that she did not see as a guest," says brother Bud, "living in the girl's dorm, walking to the Marshfield, working as a waitress (under Pete and Grace). She cried most of her first night and I was afraid that she would have our parents take us home. She did finish that summer. *(Ed note: She earned $100 plus $20 a month)* I returned for seven more. Our parents almost came and got us when they got wind that she was engaged to Peter Poltrack. I was never quite sure if (the engagement) was true or not. It made for good gossip at the Cog, not so much at home." Ginger did get engaged to a Rhodes scholar, Timothy A. Vanderver Jr. from Birmingham, Alabama and married him on Saturday, October 1, 1966 with Jane Teague as one of her bridesmaids. The *Philadelphia Inquirer* reported the bride "wore a gown of candlelight peau de soie accented with re-embroidered Alencon lace. Her veil was an heirloom of point de Venise and she carried a bouquet of gardenias and stephanotis." The bridesmaids "wore Empire gowns of rose satin with matching headpieces and carried pale pink chrysanthemums." The couple moved to England where Mr. Vanderver was reading law at Exeter College, Oxford University.

Virginia Cassandra Nye was living in Rockville, Maryland, in 1993. She had three sons. She died on July 3, 2001, in Plymouth, Devon, at the age of 58. Her obituary read "Virginia Nye 'Ginger' Vanderver, a teacher at the National Presbyterian School in the early 1970s and a volunteer with a variety of organizations, died July 3 at a hospital in Portsmouth, England, after a stroke during a visit to Great Britain. She lived in Potomac. Mrs. Vanderver was born in Bluefield, W.Va., and graduated from Hollins College. She settled in the Washington area more than 30 years ago. Her volunteer activities included 17 years as a docent at the National Gallery of Art, work for the Landon School Azalea Festival and heading various Landon committees, monthly duties at the feeding program for the homeless of Bethesda Cares, and support work for the swim team of the Chevy Chase Club. She was a former chair of the D.C. Docent Committee. She was an ordained elder, clerk of the session, chair of the financial stewardship lay ministry and fundraiser for Bradley Hills Presbyterian Church, where she also taught adult education classes, organized theater and concert outings and was a member of the Bell Choir. She also was a piano player and musician and a member of the Junior League of Washington. Survivors include her husband of 34 years, Timothy A. Vanderver Jr. of Potomac; three sons, Timothy III and Benjamin R.S., both of Atlanta, and G. Bruce G., of Philadelphia; a brother; and a granddaughter

- Marshfield Corp / Bencosky-Desjardins files / Ancestery.com / Newspapers.com

Glenn C. "Bud" Nye Jr. 1962 - 1969

Fireman/engineer - Later a Whitefish Mountain guide *(right)* - Bud took charge of the No. 6 *Great Gulf* when Jitney became Cog operations manager in 1966. While Jitney never remembered any problem with the Six stopping "on center," Bud says he had one memorable time when became stuck on a steep grade. "The Six was the most famous for the danger of this move," says Nye in 2017, "but other engines may have had similar problems." *(If an ascending engine stops and settles on its ratchet in such a way that the piston valves block the inlets and outlets to the cylinders, steam cannot get in to move forward, while the ratchet prevents easing backwards to get "off center")* This particular time Bud says "I was able to get the engine going, but took a ride in the air off one of the trestles. The fireman opened the steam valve (fairly far) and I pried the counterweight with the shaker bar. Once steam got into the cylinder, the engine shot ahead and the camshaft spun rapidly. It was nearly impossible to get the shaker bar out of the way fast enough and don't forget that I was standing on a tie usually many feet off the ground. This is one reason not to stop on steep grades, or conversely to stop and set the brake with the ratchet up. This latter method was frowned upon however as it took out the safety factor that the ratchet provided." Bud was uninjured, collected the shaker bar and climbed back aboard to complete the trip. Steve Christy, who was a fill-in engineer, says the *Great Gulf's* quirk was well-known. "I was always more concerned about the Six stopping on center," says Christy. "I didn't run it that frequently but I don't believe I ever (got stuck that way.) It's awful to be sitting there... You can't move, and there's the top end of the double (header) just walking away from ya' and screwing Cliff up and everything else." Bud's friends dressed the Great Gulf's tender for his last trip in 1969. Maureen Driscoll's picture *(left)* captures the banners and sign as engineer Bud (light blue shirt) talks with George Trask behind the ticket office.

- Maureen Driscoll Kennedy photo (1969)

After leaving the Cog and completing his medical training, Bud opened "a busy private practice in interventional cardiology (angioplasty, etc.)" in Norfolk, Virginia and in late 1999 was the senior member of an eleven partner cardiology group specializing in electrophysiology and interventional cardiac procedures. During the 90s, he and his second wife organized and directed many international medical missions to the Middle East. Bud did return to the Cog in the summer of 1989. He took his sons, 14-year old Glenn and 9-year old Kent up the Cog and then climbed down into Great Gulf, where they spent the night. Bud told Jitney, "At twilight, I ruptured the anterior chamber of a my right eye with a fish hook. The next day we made the hike back up to Skyline and back down the Cog. Luckily I found a very good ophthalmologist in St. Johnsbury who took me to emergency surgery and saved my eye."

- See Vol. 1 Ch. 9 Sec. 9

Ten years after finishing, Bud Nye returns and takes son, Kent up the Ammoonosuc Trail (1979)
- Nye Family Collection

K. L. O'Brien 1951

Mt. Washington Club/Summit House

May O'Brien 1905

Attends 1905 Cog Party Masked Ball as "Grecian Girl"

- Among the Clouds - Sep 4, 1905

C. J. O'Connell 1951

Mt. Washington Club/Summit House

Glenn O'Connor 1992

Railway employee - According to a Cog printout, a train crew member (Glenn) "O'Connor" made 32 trips up the mountain this season. Bobby Trask: "He worked a few years along with his wife, Scary Mary. They lived in the boarding house where Crawford stayed. I have a good story about him. Hope this helps u."

- Kurdzionak Image - MWCR: We Worked There FB page / Trask Email - Wednesday, December 28, 2022

Dorothy O'Leary (2009)
- O'Leary Family Collection

Dorothy P. (Santos) O'Leary after 1978

Railway employee - *(1996)* "Dorothy and Frank O'Leary of Whitefield celebrated their 50th Wedding Anniversary June 15, with a Mass at St. Matthew's Church in Whitefield to renew their marriage vows. The ceremony was attended by family and friends who joined the couple for dinner at Eastgate Restaurant. Also on May 11, the immediate family held a surprise party for Mr. and Mrs. O'Leary at the Cog Railway attended by the employees and friends." *(2009)* "Dorothy P. (Santos) O'Leary, 85, of Whitefield, NH, beloved wife of Frank O'Leary, passed away June 10, 2009 at the Merrimack County Nursing Home, Boscawen, NH after a battle with Alzheimer's. Daughter of the late Antonio and Olivia (Silva) Santos, Dorothy grew up in Peabody, Massachusetts, where she graduated from Peabody High School in 1941. She and Frank moved to Twin Mt, NH in 1978 when they purchased and ran the Carroll Motel before moving to Whitefield. Over the years, she worked at the Mt. Washington Hotel, Bretton Woods Ski Area and the Mt. Washington Cog Railway. Knitting was her passion and she enjoyed knitting for her husband, children, grandchildren and great- grandchildren. She and Frank would have celebrated their 63rd wedding anniversary on June 15, 2009. Surviving her, in addition to her husband, are her daughter Patricia and her husband Frank Chmielecki of Gilmanton, NH: a brother, Tony Santos of Peabody, Mass: five Grandchildren, Jamie Plummer of Twin Mt., NH; Kelly Gleason, of Milan, NH; Patrick Gauld, of Jefferson, NH; Jennifer O'Leary and Tracey O'Leary of Nashua NH. Three Great-Grandchildren: Brandon and Jacob Gleason and Ethan Gauld. Daughter-in-law Nancy O'Leary of Nashua NH and many nieces and nephews. She was predeceased by her son, Bob O'Leary, sister, Evelyn Lobao and brother Richie Santos. In lieu of flowers, one can make a donation to the Alzheimer's Association, Bedford Farms Dr, #105, Bedford, NH 03110"

- Littleton Courier - Wed, Jul 10, 1996 pg. 4B / Danvers (MA) Herald - Fri, Jun 12, 2009

Frank O'Leary (1996)
- O'Leary Family Collection

Franklin J. "Frank" O'Leary after 1978

Railway employee - *(2014)* Franklin J. "Frank" O'Leary, 93, Whitefield, passed away peacefully on Friday, Oct. 24, 2014 at the Morrison Nursing Home in Whitefield after a period of failing health. Frank was born on April 29, 1921 in Nashua, N.H. to Hannah and Patrick O'Leary. He grew up in Peabody, Mass. and served in the U.S. Army during WWII. After his discharge from the service in 1946, he married Dorothy Santos on June 15, 1946 . He worked as a machinist for various companies before moving to New Hampshire. Frank and Dorothy moved to Twin Mt, N.H. in 1978 from Danvers, Mass. where they purchased and ran the Carroll Motel. They later moved to Whitefield, N.H. Over the years, Frank worked at the Mt Washington Hotel, Bretton Woods Ski Area and the Mt Washington Cog Railway. Frank was very proud of serving in the U.S. Army during WWII. He

Frank O'Leary (2015)
- O'Leary Family Collection

served four years as an Infantry Scout for the 390th Reg, 98th Infantry Division. He served 21 months in the Southwest Pacific Theater of Operations. In 2011, Frank was very honored to go to Washington, DC with the Honor Flight New England group to visit the WWII Memorial.
Frank was pre-deceased by his loving wife, Dorothy, his son Bob, brother Donald, Sister-in-law Mary, sister Patricia Racki, Brother-in-law John Racki, Brother-in-law Connie Callahan, Niece Kathleen O'Leary, and Nephew Patrick O'Leary. Surviving him is his daughter, Pat and her husband Frank Chmielecki of Gilmanton, N.H., Sister Eleanor Callahan of Peabody, Mass. Five Grandchildren, Jamie Plummer and his fiance, Roxanne Wright of Twin Mt, N.H., Kelly Hallee and her husband Bruno of Milan, N.H., Patrick Gauld of Littleton, N.H., Jennifer McGee and her husband Sean of Merrimack, N.H., Tracey O'Leary of Cambridge, Mass. Four Great-Grandchildren, Brandon & Jacob Gleason, Ethan & Mikynley Gauld. He also leaves his Daughter-in-law Nancy Kalil and her husband Anthony of Dracut, Massachusetts, Sister-in-law Barbara Brown of Danvers, Mass., Cousin Henry Sullivan and his wife Phyllis of Beverly, Mass. and many nieces, nephews and friends."

- www.findagrave.com/memorial/139515952/franklin-j-o_leary / Caledonian-Record - Tue, Oct 28, 2014

R. L. O'Leary 1950
Mt. Washington Club/Summit House

David O'Neil 1972
Under 24 *- Railway Corp*

Gerald O'Neil 1954
Summit House

Kerri O'Neil 2005 ?

Railway Employee? - Posted in *Mount Washington Cog Railway: We Worked There* FB page - "I just went through almost all of the cog pics added by all of u. Absolutely beautiful shots. Wish I had a camera available when we worked the ski train." From Fryeburg, Maine and graduate of the Academy there, O'Neil is now working out west as a ski patroller at Snowbasin in Huntsville, Utah and landscaper at Red Ant Works in Park City.
- Facebook / MWCR: We Worked There

Mary O'Neil 1900
Summit House employee
- Among the Clouds - Jul 16, 1900

David O'Neil 1972
Under 24
- Railway Corp

Gerald O'Neil 1972
Summit House

Peter O'Neil (1981)
- Machell Corey Collection

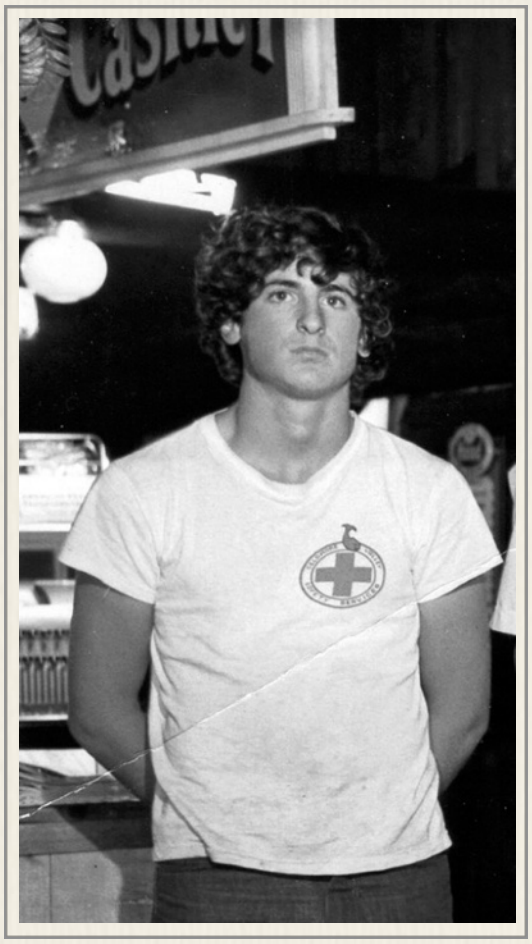
Peter O'Neil 1981
Railway employee - Member of the Cog Railway softball team seen in group photo at game against the Mt. Washington Hotel employee team - also in 1981 Cog party photos. Dave Moody: "Peter was from England, I think he had dual citizenship. Left the Cog and joined the 82nd Airborne and I believe was in the Grenada invasion force ?"
- Margaret Machell Corey - MWCR: We Worked There Facebook page

Peter O'Neil (1981)
- Machell Corey Collection

Thomas Edward "Ted" O'Neil 1970 - 1974
"Ted O'Neil" was first seen in Bev Nash's photo *(next page)* of the Marshfield crew in 1970. Jitney Jr. thinks he is also Thomas Edward O'Neil found in the Railway Corporation's books as a fireman in 1971 earning $1.80 an hour as well as the "Under 24" fireman of 1972 that was mentioned in an August 8, 1972 state inspection report. Ted O'Neil wrapped up his Cog career in 1973 as a fireman earning $1.90 an hour. Dave Moody remembers: "brakeman- fireman- was known for wearing a white hard hat as the fireman of the # 9 as he had repeatedly hit his head on the main steam T valve handle" / Thomas Edward O'Neil was born on June 15, 1953 in Levittown, Pennsylvania to 10th Mountain Division World War II vet Thomas P. O'Neil Jr *(b.1924 d.2011)* and his wife, Suzanne Newkirk Kling O'Neil. Ted O'Neil had three siblings: David K., Elizabeth & Virginia. He

went to his father's alma mater, the William Penn Charter school and graduated from there in 1971. After his junior year at Penn Charter, Ted O'Neil and his best friend, Roddy Hillas came to the Mountain for summer jobs. When Ted' father died in 2011, he was married to Suzanne Meads. Ancestry.com indicates Cogger Ted O'Neil currently lives in Philadelphia.

- Railway Corp / NH Inspection Report - Aug 8, 1972 / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Philadelphia Inquirer - Wed, Oct 19, 2011 pg. B05



Ted O'Neill (1970)
- Bev Nash Esson Collection

James "Jimmy" O'Rourke 1951

Railway fireman - *(1951)* "Mountain Musing: The engineers who run on one of the shortest lines in the world include: George Trask of Rochester, Vt., five years on the job. One of the record books: the Mt. Washington cog railroad is believed to be the only railroad in the country whose firemen are all college boys, and which has one entire train crew made up of college young men - Trask, junior at Lyndon State Teachers college, engineer; Jimmy O'Rourke of Boston, whose father is general manager of the B&M, junior at Cornell, fireman; David Gates, Melrose, Mass;, sophomore at the U. of Me., brakeman, and Whitey Merrill, Concord, junior at the U. of N H. conductor!"

- Littleton Courier - Thu, Sep 20, 1951 / Ancestry.com /

Peter Oechsle (2016)
- Oechsle Family Collection

Peter Oechsle 1980 - 2016

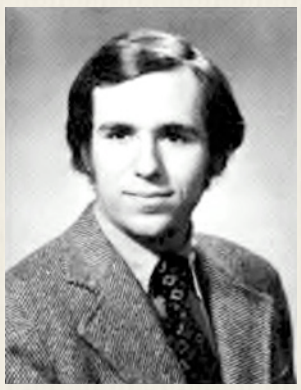
19-year old Peter S. Oechsle from Flourtown, Pennsylvania started as a brakeman at the Cog in 1980. The next summer he was in the cab firing the engine for $3.50 an hour. He qualified as an engineer in 1982. Ancestry.com says Oechsle called Mount Washington his home in 1990 and moved to South Road in Bethlehem, New Hampshire in 1992. He currently lives in Randolph, New Hampshire. Peter O. spanned two ownership groups of the railroad, and according to John Colarusso offered sage advice to his colleagues. "I remember Peter O. He encouraged me to ask the lifeguard at the Mt. Washington to go out on a date. She said no but I wouldn't have had the guts otherwise." In 1985, he was running the No. 8 *Tip Top* when a coach wheel derailed on August 2nd. Peter Oechsle was one of five children born to Robert William Oechsle and his wife, Madelene. Peter's dad was an Army paratrooper during World War II and the founder and long-time president of Montco Products Corporation, producing turf grass products, a role Bob Oechsle carried out until well into his 80's. Peter joined Robert Jr, Carolyn, Anne, and Jeanie in September 1960.

- Railway Corp / Bencosky-Desjardins files / Cog Delay Report to State - August 3, 1985 / Ancestry.com / Newspapers.com

Tammie Oechsle 2008

Railway dispatcher - Tom Lane: "Tammi Oechsle, Pete's wife (or ex-wife?). Was the accountant."

- Dispatch Report 9-20-08 / Lane email to Jitney Jr - Thu, Jun 23, 2022



Richard Oedel (1976)
- University of NH yearbook

Richard H. Oedel 1974

20-year old Dick Oedel followed his cousin(?), Bill up to Mt. Washington in 1974 from Melrose, Massachusetts. He earned $2.05 an hour. He had graduated from Governors Academy in Byfield, Massachusetts in 1972 and was now pursing a degree in mechanical engineering from the University of New Hampshire. He would graduate from UNH with that degree in 1976 and a little over a year later would marry another UNH graduate, Marie Louise Clough in Durham on September 10, 1977. She was from Rochester, New Hampshire. The couple honeymooned with a trip to England and Scotland before making their home in Rockford, Illinois. The Oedels came back east to Massachusetts. They have a son. Richard now crafts custom furniture as he explains at his website - finefutnituremaster.com. "Coming from an engineering and business background, the development and construction of form has always fascinated me" he writes. "And living in Salem Massachusetts for 22 years instilled in me an appreciation and respect for the custom wood furniture builders of the 17th and 18th centuries, who lived and worked only steps from my front door. Now living and working in Boston, home in the 1700's to the Seymours and other master furniture makers. Some of the finest furniture in America was crafted here. And still is…" Oedel worked with Jere Osgood and John LaGattuta and is now chairman of the New Hampshire Furniture Masters Asso-

Richard Oedel (2016)
- Oedel Family Collection

ciation. Richard's wife, Marie restores books. "It was very humbling," says Maire Oedel of her early days learning to restore books at Boston's famous North Bennet Street Trade School. *UNH Magazine* wrote, "She had left behind a successful career in the financial investment industry, followed by a stint managing a nonprofit agency. Now she was trying to turn a longtime hobby into a career. Along with more private clients than she can handle, Oedel is also the book conservator for Boston's Museum of Fine Arts, restoring precious editions for its collection." The alumni magazine article also profiled her spouse who had also changed careers. "You know those little drink stirrers you see at McDonald's? We made billions of those," he says, recalling his years in manufacturing when he ran the family business. "Injection-molded plastics. Countless things with low intrinsic value. Now I'm at the other end of it. I make one piece at a time without any employees." When he finally sold the much larger and highly successful business in 1999, Richard followed in Marie's footsteps and enrolled at North Bennet Street School, hoping he could learn the skills to transform his longtime passion for historic homes and furnishings into a second career. The art of creating fine reproduction furniture cannot be rushed, says Richard, who makes only a dozen or so one-of-a-kind pieces each year. When these artisans sit down to work, they are both driven by the same thing: a love for fragile beauty, a passion for the past--and the knowledge that the power to preserve these things for future generations to cherish lies, quite literally, within their hands.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Boston Globe - Sun, Oct 23, 1977 pg. 183 / https://finefurnituremaster.com / UNH Magazine - Spring 2007

Marie & Dick Oedel (2007)
- UNH Magazine

Bill Oedel & Bud Nye at Waumbek (1968)
- Koop Family Collection

William T. Oedel 1967 - 1973

Spare Brakeman - later fired *(right)* & ran. Bill writes in February 2019: "I worked at the Cog from 1967 to 1972, two years each as brakeman, fireman (on the 6 with Bud Nye), and engineer (I ran the 2). My wife, Penney, worked at the Cog when she was Laura Penney Smith, in 1972." Cog financial records indicate Bill earned $1.80 and hour as a fireman in 1969 and $1.90 in 1970. His engineer's pay in 1971 was $2.00 an hour. His last year of 1973, engineer Oedel earned $2.30 an hour.

- See Vol. 1 Ch. 9 Sec. 12 / Vol. 4 Appendix: 1973 - The Troubles

Judith C. Ogle 1956 - 1957

Judith Catherine Ogle was born on April 27, 1938, in Lancaster, New Hampshire, her plumber father, Joseph William Ogle was 40 and her mother, Ann Catherine (Andrews) Ogle was 38. In 1940, U.S. Census enumerators found the Ogles living on Prospect Street in Lancaster. Both parents had been been born in English-speaking Canada and Joseph's plumbing business had brought in $1300 in 1939. At the time, toddler Judy was the youngest child. 9-year old James and 11-year old Joanne were both going to school. Another boy, John would join the family later. Judith Ogle worked during high school at the Mountain for the Marshfield Corporation. After graduating from Lancaster Academy, Judith went to the Katharine Gibbs School in Boston and with her diploma went to work for the Central Intelligence Agency. She met Connecticut-native Joseph Robert Fortin. The 38-year old Fortin and 38-year Judy married on July 5, 1960, in Basel, Basel-City, Switzerland. She had two sons - Eric Robert and Craig Matthew during her marriage. Eric was born in April 1961 in West Germany. Judy and Joe were living in Manassas, Virginia when they separated in April 1975. The divorce decree was granted on June 21, 1976. Both her sons and their wives were living in Concord, North Carolina when she died there on October 9, 2015. Judith Catherine Ogle was 77. *(2015)* Ms. Judith Ogle Fortin, of Concord, passed away Friday, October 9, 2015, at her home. A Funeral Mass will be celebrated at 10:30am on Thursday, October 15th, at St. Thomas Aquinas Catholic Church officiated by Father Jason Christian. Internment will follow in the church columbarium, with a reception for family and friends following the services. Judy was born in Lancaster, NH, on April 27, 1938, to the late Joseph and Ann Andrews Ogle. She is survived by her sons, Eric Fortin and wife Lisa, and Craig Fortin and wife Kristen, all of Concord; grandchildren, Michael and Bret Fortin, and Davis and Emily Fortin; brothers, James Ogle of Stuarts Draft, Virginia, and John Ogle of Lancaster, New Hampshire; special cousin, with whom she made her home, Madeline Aldrich; and a number of nieces and nephews. In addition to her parents, Judy was preceded in death by a sister, Joanne Daigle. Raised in Lancaster, NH, Judy graduated from The Katharine Gibbs School in Boston and joined the Central Intelligence Agency in Washington, DC. In the course of her career she spent time in Germany and Washington, DC, and served 14 years in Africa with the Foreign Service. Retirement did not stop her world travel. After she and Maddy moved to Charlotte to be near her children and grandchildren, she continued to have many travel adventures. She was an active member of St. Thomas Aquinas Catholic Church. She also volunteered with Cabarrus Meals on Wheels until her health prevented her continuing. In lieu of flowers, memorials may be made to: Multiple Myeloma Research Foundation, 383 Main Avenue, 5th Floor, Norwalk, CT 06851 or a charity of your choice. Condolences may be sent to www.wilkinsonfuneralhome.com.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Charlotte Observer - Oct. 13, 2015

Judith C. Ogle (2015)
- Ogle Family Collection

Donna Oleson 1962

15-year old Lancaster Academy student Donna Oleson traveled from the family farm in Jefferson, New Hampshire to provide fall help at the Summit House at the end of the 1962 season. She was paid $1 an hour for her labors. *(2020)* "The beloved Donna Oleson Hartford joined her Lord on July 16, 2020 after a long battle with cancer. She was surrounded by her family. Donna was born on Sept. 8, 1947 in Lancaster, N.H. to her loving parents Norman Oleson and Geraldine Beaton Oleson. She had a wonderful childhood on the Jefferson Highlands on the family farm and shared her weekends with her cousins who were with her until the end. She graduated from Lancaster High school in 1965 and went on to earn her certificate in Cosmetology from Golden Beauty Academy. She had a long career and made endless friends while she "beautified" the community. Donna changed careers to deal with her empty nest, by becoming an administrative assistant at NFI North Country Shelter where she was adopted as a second mother by many children and young adults, loving her even today. She and husband Bruce spent 42 years together growing gardens and sharing its harvest whether fresh or in the form of a preserve. They shared all that they had with their family, friends and community. They blessed their community and their community blessed them. They were always there to lend a hand, open their home, or share whatever they had. Donna will be best known in her community for her endless generosity, her donuts, fresh bread, strawberry jam and pickles. Upon Donna's retirement and the passing of her parents, she channeled her grief into her work with Hospice and her ongoing care of the elderly, making and keeping those lifelong relationships. Donna was the best mother, grandmother and great-grandmother anyone could ask for. Her family was everything to her. Her children and grandchildren will keep her memory alive by singing Brahm's Lullaby to their children, cooking for others, growing and foraging, putting their tongue in their cheek when scolding their loved ones and by spreading love, love, love. She is predeceased by her parents, brother John, step-son Wade Hartford, numerous aunts, uncles, and cousins. She is lovingly survived by her husband Bruce Hartford, her children Kimberly Harris Grattan and Brian, Joseph Harris and Michelle, and step-son, Tadd Hartford and wife Summer Dawn, her grandchildren Katelyn and Jeffrey Samson, Gari-leigh Dodge and family, Zachary Grattan, Drew Grattan, Caleb Harris, Jacob and Tyler Hartford and Great-grandchildren Hannah, Mason and Paizley brother Fred Oleson, nieces and nephews, aunts, uncles, cousin and close friends. The funeral will be a private service on Aug. 8 that will be live-streamed on Facebook on Kim Grattan's Facebook Page. A celebration procession will follow at noon through the drive-way of the Oleson Tree Farm. Check Kim's Facebook feed for procession directions. Donations may be made to Norris Cotton Cancer Center and North Country Hospice. Arrangements are under the direction of Bailey Funeral Home, 210 Main St., Lancaster. For more information or to send an online condolence please go to www.baileyfh.net.

Donna Oleson Hartford (2020)
- Hartford Family Collection

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Caledonian Record - Fri, Jul 17, 2020

Jeremy Oleson 2019 -2022

Railway employee - A "Jeremy" was being trained as brakeman by Dakota Shephard with engineer Phil Beroney running the M4 on May 29, 2019 - Tom Lane: "Jeremy Oleson, Twin Mountain fire squad, friend of Ryan Presby's."

- Dispatch Report - 5-29-19 / Tom Lane email - Sun, Jun 25, 2022 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Ross Kirkland Oleson 1964

May actually be Kirkland O. (Oleson) "Rusty" Ross who would be about 16 years old from Berlin, NH high school when he worked at the Summit House as internet search indicates he would use his names in various combinations. Became a school teacher, and eventually administrator. But needs to be confirmed. *- Summit House / Ancestry.com / Newspapers.com*

H. V. Olsen Jr. 1950

Railway Ledger

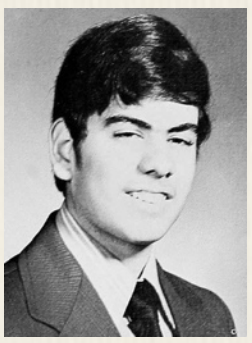
Dorine Lee Olson 1973 - 1974

16-year old Dorine Olson came to Mt. Washington from Biddeford, Maine to work in the Marshfield Gift Shop. Her second summer, the Biddeford High School student earned $1.60 an hour. She left the Base to go back for her senior year. That fall she was elected a "worthy associate advisor" in the Rainbow Girls of the Order of the Eastern Star at Old Orchard Beach. In February 1975 she won a second place award in the VFW's Voice of Democracy program. He speech on "My Responsibility as a Citizen" was presented at Nasson College in Springvale, Maine. Olson went to Regis College in Weston, Massachusetts. The daughter of Mr. and Mrs. K. B. Newton made the Dean's List at the Roman Catholic all-girls university in the Fall of 1976. (Regis became the last Catholic women's college in the Boston-area to admit men in 2007). As a sophomore, Dorine and another Biddeford young woman, Elizabeth LaFountain went to Europe in 1977 with the Regis College and Worcester Polytechnic Institute glee clubs. They performed concerts in Munich, Innsbruck, Salzburg and Vienna. Olson graduated from Regis in 1979 with a degree in psychology. She married registered nurse Gerald S. Foley on September 8, 1984. The couple had two children, Alec and Andrea. She currently *(2020)* lives in Goffstown, New Hampshire is employed as a "white-collar clerical worker."

Dorine L. Olson (1979)
- Regis College yearbook

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Biddeford-Saco (ME) Journal - Sun,

Feb 12, 1977 pg. 3; Mon, Mar 21, 1977 pg. 12; Tue, Oct 1, 1974 pg. 10 & Fri, Feb 28, 1975 pg. 9



Joseph Orlando (1973)
- Sewanhaka H.S. yearbook

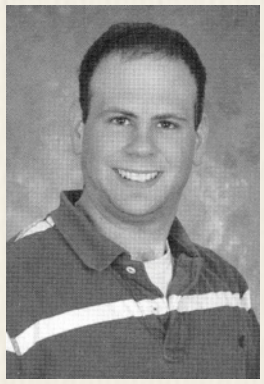
Joseph "Joey" Orlando Jr. 1988 to present

Joseph Orlando has wanted to be a machinist since he graduated from Sewanhaka High School in Floral Park, New York in 1973. 33-year old Joey Orlando Jr. began working at the Mt. Washington Cog Railway in 1988 and has been there ever since keeping the 19th Century locomotives and 20th Century diesels operational. As the Cog P-R team explained in a September 9, 2020 Facebook post. "Our head machinist, Joey Orlando *(right)*, is showing his brazing skills by repairing a broken handwheel from one of our machines in the machine shop. It's hard to find parts for 80 year old equipment. So we often do the repairs ourselves. Many thanks to Dave Clifford for the photo." Orlando now lives in Whitefield, New Hampshire as does his namesake son.

- Ancestry.com / Newspapers.com / Summer Week - Vol. 20 Issue 1 - May 21, 1992 pg. 1 & 21 / Facebook profile / Summer Week - Vol. 20 Issue 1 - May 21, 1992 pg. 1 & 21

Gerald Orlando 2013 - 2016 ?

Railway employee - Dave Moody: "Gerald Orlando (brother of Joe) - 2013-2016?? Two years as base handyman and last two years as diesel engineer"



Joe Orlando III (2011)
- Plymouth State.yearbook

Joseph Orlando III 2004 to present

The son of Cog master machinist Joseph "Joey" Orlando Jr. started working at Mt. Washington at the age of 15. His 2020 *LinkedIn* profile describes his work profile this way: "I have worked for the Cog Railway for many years. I help out every year on the weekends because it's a blast. This job provides me with plenty of customer service skills, leadership, and problem solving. My role at the Cog Railway is a Train Engineer *(diesel)*. My team is responsible for running the trains up and down the mountain safely everyday so the customers can have a great experience. I am a punctual and responsible person and I don't stop until I get the job done. I pay attention to detail and take a systematic approach to troubleshooting technology issues." Orlando worked summers at the Cog through high school and college graduating from Plymouth State with a degree in Information Technology in 2011. He now lives in Whitefield, New Hampshire.

- Ancestry.com / Newspapers.com / LinkedIn / Dispatch Report - 6-25-09

Joe Orlando III (2020)
- LinkedIn

Kate Oswald (2018)
- Facebook

R. Ormsbie 1952

Mt. Washington Club/Summit House

George Osborne 1953

Summit House

Kate Oswald 2019 - 2021

25-year old Kate Oswald from Ossipee, New Hampshire began work at Mt Washington as a brakeman in 2019. Originally from Carle Place, New York, Oswald graduated from Adelphia University with an economics degree. She also earned a masters in secondary education in 2007.

- www.facebook.com/kate.oswald.92/about

Brakewoman Kate, mic in hand begins another trip up the Mountain (2021)
- MWCR photo

David B. Otero (2018)
- Otero Family Collection

David Barton Otero 2019 - 2020

51-year old David Otero specialized in metal fabrication when he joined the Cog Railway workforce in 2019. His resume boasted time at Hinkley Yachts in Col. Henry Teague's old hometown of Southwest Harbor, Maine. He started as a railman at Mt. Washington as the 25-pound rail was being replaced with 100-pound rail. He also collected paychecks as an airframe and power plant technician at Aviator College in Fort Pierce, Florida.

- Facebook / Ancestry.com / Newspapers.com

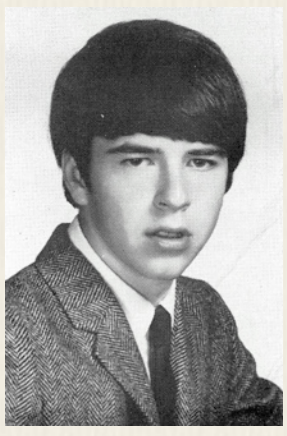
Adam "OtterBox" Otterbach 2019 - 2020

30-year old Adam C. Otterbach was a 2007 graduate of Haddonfield Memorial High School in New Jersey. He was an Eagle Scout, who at 15 spent 18 frigid hours aboard a grounded 45-foot ship on a late December 2004 Sea Scout trip. Adam, his grandfather Bruce Lundgren, Sea Scout leader Elaine Foley and two other South

Adam Otterbach (2020)
- MWCR Photo

Jersey teens in the Sea Scout Ship 62 organization based at the Battleship New Jersey Museum in Camden got stuck when the ship's captain, Paul Niessner decided to follow a shallow channel on their planned 3 to 4 hour trip in Barnetag Bay. Navigational marke rs for the so-called "Short Cut" to Tuckerton, N.J. had been removed due to impending ice build up, and Captain Niessner, who was unfamiliar with the area, relied on navigation charts. He bottomed out on a sand bar about 3 p.m. Tuesday. Niessner decided to wait overnight in the 30-degree weather for a high tide. But the tide caused the boat to list. The New Jersey State Police located the stranded vessel by helicopter, and the Coast Guard performed a rescue. No one was injured, but Adam Otterbach was quoted saying "It was really cold. It was freezing." He maintained a B+ during course work at Embry-Riddle Aeronatucial University for two years. He received an associates degree in liberal arts and sciences from Montgomery County Community College in 2013 and an associates in Aviation Maintenance technology from the Pennsylvania College of Technology in 2016 while volunteering at the Golden Age Aircraft Museum doing maintenance on the planes. He moved to Bartlett, New Hampshire and started working on Cog diesels on September 1, 2019. Unable to win a week off in August 2020, "Otterbox" went down the mountain. He started his own company, Aero Marine Services in Pottstown, Pennsylvania. His Facebook quote: "Life is a highway, that's why I drive a Jeep."

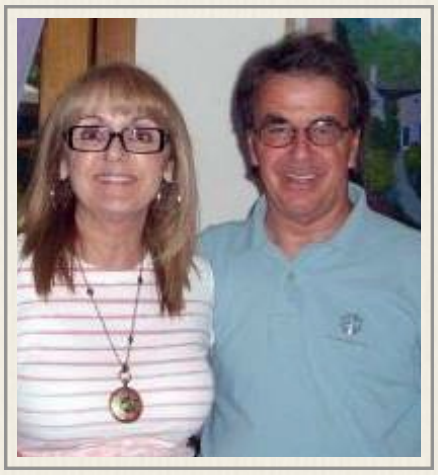
- Facebook / Ancestry.com / Newspapers.com / Central New Jersey Home News - Fri, Dec 31, 2004 pg. 3



Gary Ottolini (1968)
- Berlin H.S. Meteor

Gary Ottolini 1970 - 1971

20-year old Gary Ottolini had just finished his sophomore year at the University of New Hampshire when he came to work on the track crew for $1.70 an hour in 1970. From Berlin, New Hampshire, Gary Fred Ottolini was born on November 3, 1950 - the son of Fred C. and Lucille M. (Richards) Ottolini. Gary had four sisters - Judy, Karen, Nancy & Carol, and a brother, Alan. Gary graduated from Berlin High School in 1968. His ambition was to become a teacher. He had been involved in foreign relations his second and fourth year; helped organize the junior prom and was on the yearbook staff as a senior. Ottolini's high school class prophesy stated he would complete "a course in 'modern barber techniques.' He owns a shop in town, and he specializes in poodle cuts." Instead, Gary Ottolini returned to the Cog Railway as a brakeman in 1971 and earned $1.80 an hour that summer. Ottolini went to the University of New Hampshire for two years. Gary would have a son with Susan Fortin. Christopher C. Ottolini was born on May 9, 1977, lived most of his life in Berlin and graduated from Gorham High School Son Chis was working for the NH State Parks & recreation department when he died on May 8, 2012 at the age of 34. At that point, Gary Ottolini was living in Florida with his wife, Deborah. His Facebook page indicates he had worked for "ws packaging at the RR Donnelly" printing company.

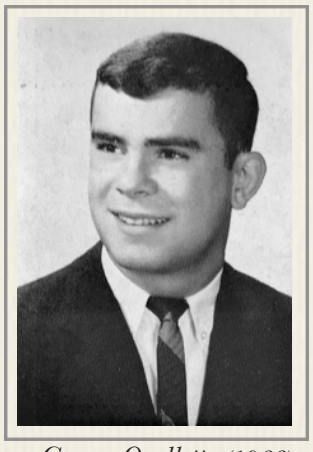


Debbie & Gary Ottolini (2014)
- Ottolini Family Collection / FB

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Facebook

George Ouellette 1965 - 1966

George P. Ouellette of Berlin, New Hampshire would begin his Cog career as a porter at the Summit House. The high school junior was paid $130 plus $20 plus $64 a month and earned a $25 bonus for his first season. George P. Ouellette appears on the Summit payroll summary for July 1965 as earning $12.96 a month indicating a late July hire. "Free" room and board on the summary was worth $4.30 a month for tax purposes. His net monthly pay was $8.19. Ouellette's salary was booked in the Summit House "rooms" column. The following summer after graduating from high school, Ouellette was a waiter in the Summit House dining room. George Ouellette appears on the Summit payroll summary for July 1966 as earning $120 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $106.78. Ouellette's salary was booked in the Summit House "restaurant" column. At Berlin High School he played golf, football and track. He was part of the Great Books Chorale, and involved in Festival Players, National Thespians group and was a cast member in the junior play. He was part of the school's Foreign Relations club and worked on the yearbook staff as a senior.



George Ouellette (1966)
- Berlin H.S. Meteor

- See Vol. 1 Ch. 9 Sec. 2 / Summit House / Bencosky-Desjardins files / July 1965 & 1966 Summit Payroll Summary / Ancestry.com / Newspapers.com

Ernest Oulds 1899

26-year old Summit House employee Ernest Alonzo Oulds from Leicester, Massachusetts "was walking down the track *(8/15)*, intending to pick berries, and had just crossed Jacob's Ladder, when finding himself slightly dizzy he sat down on the track. He suddenly heard a noise like the sound of a slide board coming down the track, and before he could escape was struck in the back by a heavy plank and thrown to the ground. He managed to crawl as far as the Waumbek water tank, where he was found by the employees of the road and relief afforded. He is still continued to his bed *(8/18)*, although an improvement in his condition is reported. The plank which struck Mr. Oulds was one of a quantity which had been left by the track workmen some distance up the

road, and seems to have been deliberately put upon the track and started down the mountain." Ernest Alonzo Olds was born on March 5, 1873, in Leicester, Massachusetts when his teamster father, Chauncey Newell Olds, was 47 and his mother, Malvina Ophelia (Scott) Oulds was 36. He had an older sister, Alice. 23-year old Ernest Oulds married 25-year old Lillian Gertrude Freeman on October 29, 1896, in her hometown of Worcester, Massachusetts. On June 1, 1900, US Census enumerator Thomas J. McGovern found 27-year old Ernest A. Oulds living with his aunt, 50-year old Harriet R. Scott on Pleasant Street in Worcester. She was working as a card inspector. Oulds' sister, 30-year old Alice was also living with Aunt Harriet and working as a housekeeper. The *Ancestry.com* trail for Ernest Oulds peters out after the 1900 Census - the various spellings of his name (Oulds, Olds) has put the date of his death into the unknown at this point.

- Among the Clouds - Aug 19, 1899 pg. 4 / Ancestry.com / Newspapers.com

Lillian Oulds 1899 - 1900

Mrs. Lillian Oulds was likely a Summit House waitress in 1899 & 1900 as well as the wife of Ernest Oulds. While Ernest did not return to the Summit House in 1900, Lillian was there for the summer. She came north from Southbridge, Massachusetts as U.S. Census enumerator Edwin Tiffany had found her in early June living on South Street in Southbridge with a father & son accounting family headed by Peter Clark. Lillian was listed as waitress in the household. Mrs. Oulds won the ladies' booby prize in a progressive whist party in the Summit House parlor on July 12, 1900 and joined the ball the following evening. On July 22nd, Lillian was one of two ladies that who made their way through the Tuckerman's Ravine snow arch unaided while on a 10 hour tramp down and then back up the Mountain. Lillian Gertrude Freeman was born on April 29, 1872, in Southbridge, Massachusetts, her father, Henry Judson Freeman, was 22, and her mother, Mary Clara (Aldrich) Freeman, was 24. She had two brothers - Everett Clinton *(b.1875 d.1961)* & Frank Walter *(b.1892 d.1961)* and two sisters - Grade Adelia *(b.1881 d.1952)* & Flora Belle *(b.1883 d.1961)*. She married Ernest Aonzo Oulds in Worcester on October 29, 1896. The couple had no children and apparently sometime after Ernest's accident, the couple divorced and she married a blue-eyed, brown-haired Petersburg, New York farmer named Jesse Gardner Maxon. The Maxon's had two children. A son, Leo Niles *(b.1903 d.1983)* was born on March 29, 1903 and Grace B. *(b.1906)*. Jesse Maxon moved to North Bennington, Vermont in 1934. His obituary in July of 1966 said the 90-year old Maxon "was the husband of the late Lillian G. Freeman." In Meadowlawn Cemetery where Jesse Maxon was laid to rest it appears he was joining Lillian Freeman who died in 1933. Yet, the Oldes family tree on *Ancestry.com* maintained by Danny Oldes indicates Lillian Gertrude Freeman "died on November 17, 1975, in Worcester, Massachusetts, at the age of 103" citing the Massachusetts Death Index 1970-2003.

- Among the Clouds - Jul 16, 1900 pg. 1 & 4 / Tue, Jul 24, 1900 pg. 4 / Ancestry.com / Newspapers.com / Benninton (VT) Banner - Mon, Jul 25, 1966 pg. 12 / https://www.ancestry.com/family-tree/person/tree/167951435/person/132228772376/facts

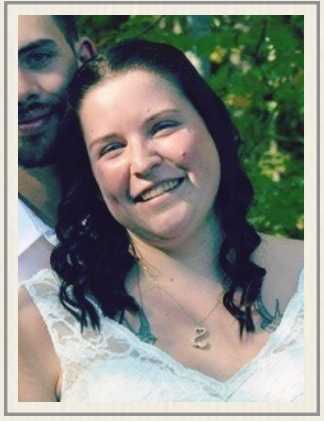
Conductor Josh Overton
- Overton Family Collection

Josh Overton 2013 - 2014

Ticket Office - Tom Lane: "Josh Overton - Ticket Office, 2013-2014. Deceased. Related to Sarah & Scott Overton." (2017) Joshua Eric Ooverton Jr., 21 died suddenly Wednesday August 30, 2017. He was born in Littleton, NH the son of Joshua E. Overton Sr. and Frances Arlene Plant. He had lived with his father and Step-mother in Jefferson. He was a comical man, always the life of the party and there was never a dull moment when Josh was around. He enjoyed family, music, old cars and seeing the waterfall! He was pre-deceased by his Mother Frances in April 2017. He leaves behind his father and step-mother, his grandparents Joan Overton and Jewell Pauquette, two brothers Scott and Anthony Plant, a sister Sarah Overton, a nephew Bromlei Vance, and many Aunts, Uncles and cousins. Services will be held privately by the family.

Joshua Overton Jr. (2017)
- Overton Family Collection

- Lane email to Jitney Jr - Thu, Jun 23, 2022 / Ancestry.com / www.rossfuneral.com/obituary/Joshua-OvertonJr / Caledonian Record - May 1, 2017



Sarah Overton Vance.(2017)
- Overton Family Collection

Sarah Overton 2008 - 2015

Dispatcher - Tom Lane: "Sarah Overton, ticket agent until she became Group Sales assistant in 2015. Lived in Lancaster/Whitefield/Dalton. Came to the railroad as little Joey Orlando's girlfriend. Went to White Mountain Regional High School with Joey & Me (Tom Lane)." / Sarah Overton was born on May 25 to Calais, Maine native Josh Overton, Sr. and his wife, Frannie Farrow *(b.1971 d.2017)*. Her father was working with the New Hampshire National Guard and the family was living in Dalton, New Hampshire. She and her two brothers, Joshua Jr. *(b.1995 d.2017)* and Scott worked at the Cog. Overton is a graduate of White Mountains Regional High School - Class of 2010 and studied early childhood education at Plymouth State University - Class of 2015. Sarah Overton lived for a time in Littleton, New Hampshire. She married Shawn Vance *(left)* on September 23, 2017. They have at least one child, Bromlei. She now lives in Lancaster, New Hampshire where she has been Dollar General Store General Manager since September 30, 2020.

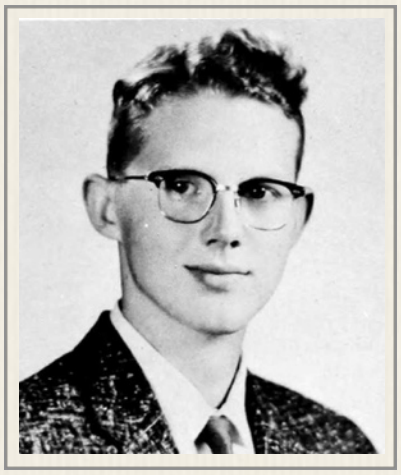
- Dispatch Report - 9-7-08 / Lane email to Jitney Jr - Thu, Jun 23, 2022 / Ancestry.com / Facebook.com

Scott Overton 2008

Brakeman - Broke for Ray & Pete on No. 9 / Tom Lane: "Scott Overton, Sarah Overton's brother. Worked there for a few years. Another of the WMRHS crew with Joey, Sarah & Me. Lived in Jefferson. Worked tracks also IIRC."

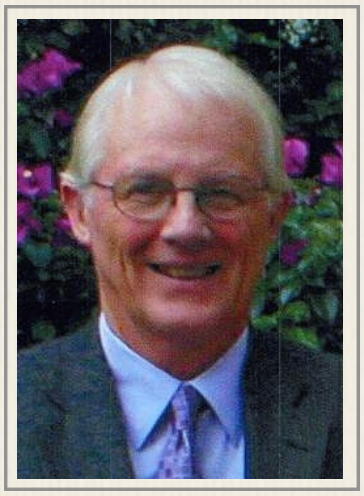
- Dispatch Report 9-20-08 / Lane email to Jitney Jr - Thu, Jun 23, 2022

David H. Owen 1957



David H. Owen (1958)
- Salem MA HS yearbook

17-year old David H. Owen spent the summer before his senior year at Sharon High School in Massachusetts working i Marshfield at the Cog. He was the son of Reverend George Booth and Christine (Jones) Owen - born in Bellows Falls, Vermont on March 8, 1940 when his dad was the minister at the United Church in Rockingham. It was their first child. David Hudson Owen went to elementary school in Vero Beach, Florida and Pittsford, Vermont before the family landed in Sharon, Massachusetts. Dave Hudson participated in the Science Fair his first three years in Sharon High school, and was on the dance committee his sophomore and junior year. He wrote for the Eagle the last three years in the school and worked on the yearbook as a senior. He also was in the senior play. His description: "Quiet... cars... obliging... tall man... good natured... prompter... easy going... "Howdy"... Milton... architecture." He planned on and did attend the University of Colorado. Owen married classmate/local girl Ellen Louise Evarts in Denver, Colorado on June 9, 1962 just ahead of David's December graduation and the day after the new Mrs. Owen received a B.A. in political science. David's father, now pastor of the Easton Congregational Church joined Rev. C. Norman Middleton to perform the ceremony at St. Paul's Episcopal Church. Owen took his geography degree and became a cartographer and later a bookseller with McGraw Hill. He died on April 28, 2012 at the age of 72. *(2012)* "Memorial services for David Hudson Owen, 72, Baldwin City, will be at 10:00 a.m. Saturday, May 5, 2012 at the Trinity Episcopal Church in Lawrence, KS. David passed away at his home on Saturday, April 28, 2012. David was born on March 8, 1940 in Bellows Falls, VT, the son of Rev. George B. and Christine (Jones) Owen. His elementary school years were spent in Vero Beach, FL and Pittsford, VT. He graduated from Sharon High School, Sharon, MA in 1958. David graduated from the University of Colorado with a BA in Geography in 1963. David married Ellyn Evarts, June 9, 1962 in Lakewood, CO. He worked as a cartographer for General Drafting, Convent Station, NJ, making road maps and atlases for 5 years. He then joined McGraw Hill Book Company as a college level representative, where he sold textbooks and procured manuscripts for publication. He also trained other representatives on computer applications for sales. He worked for McGraw Hill for 26 years. David was a member of Trinity Episcopal Church where he served for many years as co-chair of the Environmental Stewardship Team. He also was a member of the Episcopal Diocese of Kansas' Outreach and Mission Committee. He was the first chair of The Kansas Interfaith Power and Light, a statewide organization devoted to environmental education and advocacy. He was also a member of The Friends of Hidden Valley Girl Scout Camp, Lawrence, KS. David is survived by his wife of 50 years, Ellyn Owen of the home; two daughters, two step-sisters, a brother-in-law,a granddaughter, a grandson and great grandson. a niece and nephew, grand nephew. David is also survived by many friends and family. The family suggests memorials in his name to the Douglas County Visiting Nurses, Rehabilitation and Hospice Care, 200 Maine, Suite C, Lawrence, KS 66044 or the Kansas Interfaith Power and Light, 1204 Oread Avenue, Lawrence, KS."



Dave Owen (2012)
- Owen Family Collection

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-A-Grave.com / Bridgeport (CT) Post - Sun, Jul 1, 1962 pg. 22

Kathleen Ann Owens 1977

Gift Shop employee from Plains, Pennsylvania.

- Marshfield Corp /Bencosky-Desjardins files

Ned Ozeldam 1903

Attends 1903 Cog Party Masked Ball as "Farmer Boy"

- Among the Clouds - Aug 31, 1903

Michaela Paasche (1959)
- Los Altos HS yearbook

M. Michaela Paasche 1959

Summit House – Paasche came to Mt. Washington following her graduation from the Los Altos High School in California. Her yearbook entry said "Micki Paasche" had been Publicity Commissioner, Forum Club President, and Senator during the past four years. Paasche went back to California to attend college where she studied at Berkeley with Chaucer scholar Charles Muscatine. Recalling him in a 2010 obituary, Paasche said Muscatine "always took a strong personal interest in students, inviting them to dinner or taking them on skiing trips. Ms. Grudin, one of his former students, developed a lifelong friendship with Mr. Muscatine, who she says was interested in her family as well as in her scholarly work.

Paasche apparently took a similar approach while teaching English. As noted in *The Chronicle Magazine* upon her retirement from Lewis & Clark College in 2004, "Micha Grudin has a hearty laugh, a fast gait, and a passion for medieval literature. 'She was always interested in her students,' says Nicki Boehland '04, 'and not just as writers or as thinkers, but as people.' Grudin taught for 20 years at the University of Oregon before joining Lewis & Clark in 1993. In 2005, she taught Boccaccio's Decameron in the Tuscany region of Italy through Lewis & Clark's Graduate School of Education." Her first book, *Chaucer and the Politics of Discourse*, written in 1996, was called "the freshest, most exciting and readable study of Chaucer to come along in a baker's dozen of blue moons." Widely published, she is currently working on a new book that explores how radical thinkers in the Middle Ages expressed unorthodox ideas. Following her retirement, Paasche Grudin lived with her husband, Prof. Robert Grudin in Hawaii and in the summer of 2005 taught Boccaccio's *Decameron* in the Tuscany region of Italy through Lewis & Clark's Graduate School of Education. Her second book, *Boccaccio's Decameron and the Ciceronian Renaissance* written with her husband Robert Grudin was published in 2012. A review said the work was "based on new readings of Cicero's late works, *De legibus*, *De re publica*, and *De officiis*, Michaela Paasche Grudin and Robert Grudin show that Ciceronian social thought provided Boccaccio with the basis for a radical reconsideration of his own culture, inspiring his call in the *Decameron* for a new awareness based on reason, nature, and the autonomy of the individual."

"Expressing unorthodox ideas" and "radical reconsideration" of one's own culture may have been part of Cogger M. Michaela Paasche's DNA. The M. was for Maria – her mother's name. Maria Therese von Hammerstein was born in 1910 in Magedeburg, Germany, a town just outside of Berlin. She was one of General Kurt von Hammerstein's six children. He was the commander-in-chief of the German army from 1930 to the winter of 1934. The general plotted unsuccessfully in 1939 to lure Hitler to his headquarters on the western front and kill him. Chancellor Heinrich Brening called the general "the only man who could remove Hitler – a man without nerves." Douglas Martin wrote in her 2000 obituary that "young Maria and her six siblings made may Jewish friends and though Maria was a Christian, she planned to join her Zionist friends in Palestine. In 1935, Maria married John Paasche, of Jewish ancestry and the newlyweds moved to Palestine, but a typhoid epidemic forced them to return to Germany. Michaela's father, as a Jew, was not allowed to study law, so he studied Oriental languages instead. They decided to emigrate to Japan after being interrogated several times by the Gestapo about the activities of friends and relatives." For her part, Maria Paasche helped Jews escape from Nazi Germany on the back of her motorcycle. Two of Maria Paasche's brothers, Ludwig and Kunrat, were part of another conspiracy to kill Hitler, in 1944. Unlike many plotters, both escaped. After the failed coup attempt, Maria's mother and her youngest siblings were placed in concentration camps to force them to disclose their brothers' whereabouts. They never did and were freed by the Allies at the end of the war. Martin says "Maria and John Paasche migrated to San Francisco in 1948. At first, he worked in a tomato-canning factory and his wife cleaned houses. After John earned his master's degree from Berkeley, he worked for the Library of Congress and Maria worked as a literary researcher." Maria's daughter, Cogger Michaela continues many of the family traditions.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / nybooks.com / The Melbourne (AU) Age - Thu, Feb 17, 2000 pg. 23 /San Francisco Examiner - Sun, Feb 6, 2000 pg. 52

Prof. Michaela Paasche Grudin (2012)
- Academia.edu

Edgar R. Page Jr. 1955

18-year old Edgar R. Page was living in Westport, Connecticut when he came to work in the Summit House in 1955. Page appears on the payroll summary for July 1955 as earning $56 a month. "Free" room and board was worth $28 a month for tax purposes. His net monthly pay was $48.72. Page's salary was booked in the Summit House "restaurant" column. Web searches indicate Edgar Rivers Page Jr. was born on March 6, 1937 in St. Louis, Missouri. The son of Edgar R. Page and Arline A. Burian-Page. An "Edgar R. Page, Jr of Westport, Connecticut" was one of nine young men drafted into the Army November 1960. They reported to the Armed Forces Examining Station in New Haven on November 15th and went to Fort Dix, New Jersey to begin their basic training. Edgar R. Page died on November 19, 2003 in California.

- Summit House / July 1955 Summit Payroll Summary / Ancestry.com / Newspapers.com

Mark L. Page 1885

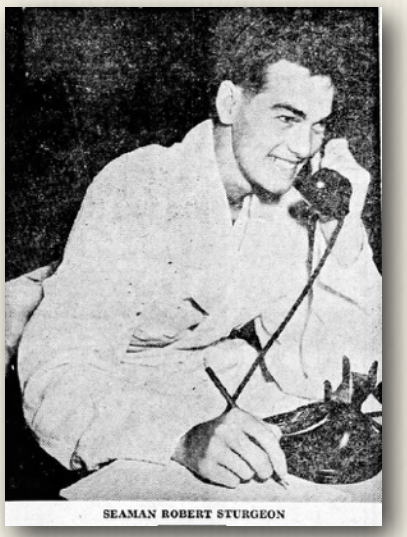
Summit House - "The Mount Washington Summit House, which gained a deserved reputation for excellence of management last season, under the proprietorship of Charles G. Emmons, is under the same control this summer, and is kept on an equally liberal scale. The Summit is fortunate in having the services of Mark L. Page as steward and cook, and there is no better supplied table in the mountains."

- Among the Clouds - Tues, Jul 14, 1885 pg. 8

Ruth Unkles Page 1975

Ruth M. Unkles (1926)
- University of Pennsylvania yearbook

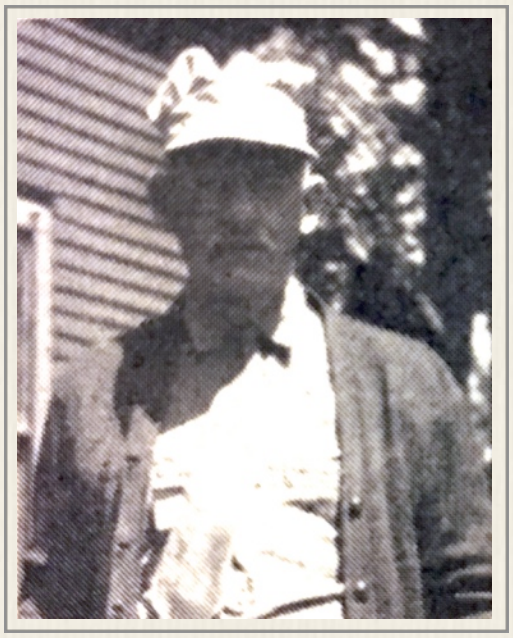
70-year old Ruth Melrose Unkles Page of Chestnut Hill, Pennsylvania was a good friend of Ellen Teague and came north to spend the summer working in the Marshfield gift shop. Ruth Melrose Unkles was born in Melrose, Massachusetts on August 28, 1904 to Stewart and Ella May (Kemp) Unkles. Ruth, her older brother, Stewart R. Unkles and her parents were living on East Johnson Street in the city of Philadelphia in the spring of 1910. Ruth's father was the son of Irish immigrants and was supporting his family as a baking powder salesman. Ruth Unkles graduated from the University of Pennsylvania in 1926 with a degree in education. She was a member of Alpha Chi Omega, the French Club, and had participated in May Day. She graduated from Smith College in Northampton, Massachusetts in 1938 with a masters in social science. Her thesis was "A Study of Requests Made to a Family Agency by Two Generations of Clients." *Ancestry.com* indicates Ruth Unkles was on-board the *SS Jamaica* for a 16-day cruise leaving and returning to New York starting on Saturday, August 19, 1939. She was a medical social worker at the University of Pennsylvania for a time. Unkles went to Hawaii in February 1942 from Washington, D.C. as one of four American Red Cross medical social workers just eight weeks after Pearl Harbor was bombed. Unkles was one of the "Gray Ladies of the Red Cross at the Pearl Harbor Hospital" who helped organize a phone call home to mom in Norfolk, Virginia by 18-year old Seaman Second Class Robert Sturgeon on July 31, 1942. The 18-year old sailor *(left)* was a veteran of the battle of Midway and survivor of the lost destroyer *USS Hammann* that sank as it trying to help the crippled aircraft carrier *USS Yorktown*. The phone call was paid for by a group of women in Fort Wayne, Indiana. In Hawaii, Ruth Unkles met another Philadelphian, a U.S. Naval Reserve doctor, Lt. Henry Felch Page from Chestnut Hill. The couple was married on May 20, 1943. At that time she had become the acting field director of the American Red Cross at the U.S. naval hospital, Pearl Harbor. Lt. Page had "received his A.B. and M.D. degrees from the University of Pennsylvania where he had also taught medicine in the UPenn graduate school. He managed the Pennsylvania Epileptic hospital before going on active duty in Hawaii. The couple spent their honeymoon at the Volcano House on the Big Island before making their home at the Halekulani hotel near Pearl. Mrs. Page was living with her parents in Mount Airy, Pennsylvania when daughter, Ruth Pendleton Page was born on November 22, 1944. Ruth Unkles Page divorced Dr. Henry F. Page on Oct 3, 1972 in Midland TX at the age of 68. In 1975 she came to the Cog. She died in Philadelphia on March 12, 1981 at the age of 76.



- Honolulu Advertiser - Aug 2, 1942

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Honolulu Star - Mon, Feb 16, 1942 pg. 5 / Honolulu Advertiser - Sun, Aug 2, 1942 pg. 3 & Sun, May 30, 1943 pg. 10 / Philadelphia Inquirer - Tue, Dec 12, 1944 pg. 18 & Fri, Mar 13, 1981 pg. 22

William O. Page 1902 - 1905



William O. Page
- Employees Magazine

Engineer at Base Station in 1905 when machinist Howard D. Libby made him a model slide board. The wood and brass model (H-1 W-1.6 L-4 inches) was given to the N.H. Historical Society by Page's son, Albert. The Groton Times reported in February 1902 that "Willie O. Page is holding down a good job this winter, being engineer on the log train between Alderbrook and the base of Mt. Washington, with head quarters at Fabyans." According to *Ancestry.com* "When William Orrin Page was born on June 7, 1876, in Haverhill, New Hampshire, his father, Orrin, was 43 and his mother, Emeline, was 33. He had two sons (Albert & Alvin) and one daughter (Alice) with Alice Izetta Sawyer between 1904 and 1909. He died in 1948 in Laconia, New Hampshire, at the age of 72." William Page *(right)* started working on the railroad on June 24, 1895. When the 1900 Census was taken in Haverhill, N.H. railroad fireman William Page was one of five men (three railroad workers and two carpenters) renting a room from Annie W. Connor. Page was a 42-year old Boston & Maine locomotive engineer when he registered for the draft on September 11, 1918. He was described as tall with a medium build, blue eyes and brown hair. In 1920, the Page family was living in Haverhill. In 1930, William and Alice were in Concord, N.H. He was still running trains and two of their kids were living with them. 25-year old son, Albert was working as a bank bookkeeper, while 21-year old daughter was a stenographer at the electric company. In 1942, the Boston & Maine commended Engineer Page for his performance with a broken engine (No. 3643) on April 16th. "You (and fire-

man A. Leavitt) displayed extraordinary effort in performance of duty to get your train in on time when throttle packing blew out at Winchester, Mass., filling (the) cab with steam. You both continued at your post and brought (the) train (308) into Boston without delay, although you were wet from water and steam on arrival. Such loyalty is beyond requirements of duty and warrants recognition for this meritorious performance in bringing (the) train in on time. This was very good service to the passengers you were handling and I want you to know it was greatly appreciated - Superintendent A. W. Perkins." Page marked fifty years of service with the railroad on its New Hampshire division in 1945. He retired in 1946 and died two years later.

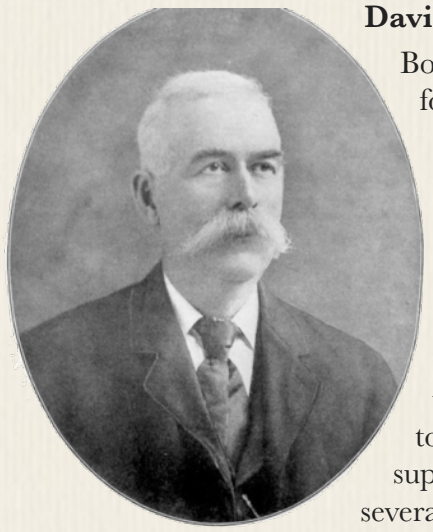
- N.H. Historical Society / The Groton (VT) Times - Fri, Feb 7, 1902 pg. 2 / Ancestry.com / B&M Employees Magazine - Jun 1942 pg. 25 & Aug 1945 pg. 10

A. Pageau 1952

Railway Ledger

David Paige 2009

Railway employee from Lisbon, New Hampshire - Dave Moody: "Season of 2009 - asst postmaster at the summit - filled in on Walter (Mitchell)'s days off."

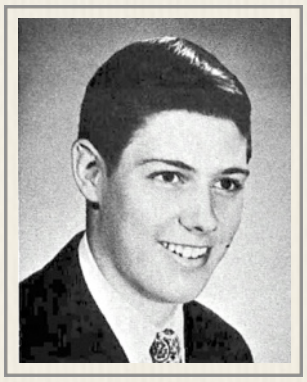


David A. Paige

David A. Paige 1875

Born 1844 - Died 1914 / "Even though I *(Alan Paige)* had hiked in New Hampshire's White Mountains for many years, my Dad (Kenneth C. Paige 1903 - 1985) never mentioned that my great-grandfather had worked on the Cog Railway on Mount Washington. He had no details as to the years involved or the type of work. In my 40's and 50's I volunteered several times a season to work as a "Croo" member at some of the Appalachian Mountain Club (AMC) huts. One time, while preparing to hike up to Lakes of the Clouds hut near the summit of Mount Washington, someone in our group of volunteers suggested we ask for a free ride up on the Cog instead of hiking. We would still have to hike across to the hut from where the Cog let us off at a water stop below the summit but at least we didn't have to hike up all the way. Several years later I was hiking alone and went to the Cog ticket booth to ask for a complimentary ride. I was told to ask the manager *(Wayne Presby)*. When I told him I was volunteering at the hut he quickly gave me a free ticket and mentioned how he liked to support the AMC and AMC volunteers like me. Since I had just missed the Cog, we sat and talked for several minutes while waiting for the next train. Somehow I mentioned that my great-grandfather had worked on the Cog. He asked me if I knew when and I could only say that he had come home from the Civil War and worked at Manchester Locomotive Works. With that, he said, "Alan, I know exactly when your great-grandfather worked here on the Cog, it was 1875 and later." He explained those were the years when the Cog changed from the original "vertical" boilers, like *"Old Peppersass"*, the engine on display here, to the present day "horizontal boilers." Some of the work was done by Amoskeag Locomotive Works employees in the Cog's own engine shop. Several engines with horizontal boilers were built for the Cog at Manchester Locomotive Works on Canal Street." / *Ancestry.com* summary: "David Atwood Paige was born on March 29, 1844, in Goffstown, New Hampshire, his father, John, was 40 and his mother, Nancy, was 39. Page enlisted as a Private on 9 August 1861 at the age of 17. Enlisted in Company H, 3rd Infantry Regiment New Hampshire on 23 Aug 1861. Promoted to Full Corporal on 25 Nov 1863. Page was one of the men of New Hampshire organizations awarded 'Gillmore Medals' by Maj. Gen. Q. A. Gillmore, for gallant and meritorious conduct during operations before Charleston, SC." (NH 3rd Regiment Infantry Co. H, Corporal). Page was promoted to Full Sergeant on 1 Jan 1865. Mustered Out 20 Jul 1865. The 1881 *Manchester, NH City Directory* shows David A. Page is a foreman at the Manchester Locomotives works on Canal Street. He married Ella Frances Harrington Paige *(b.1853 d.1938)* in 1900. They had six children in 13 years. He died on March 3, 1914, in his hometown at the age of 69." He is buried *(right)* in the Westlawn Cemetery in Goffstown, New Hampshire.

- Web story of Great-Grandson Alan R. Paige in March 2011, revised November 2019 / Ancestry.com



Richard H. Paige (1962)
- Brattleboro HS yearbook

Richard Hobart Paige 1960 - 196

16-year old Richard "Richie" Paige worked in the Gift Shop for Mike Haney, and came to Mt. Washington because of Jitney. The Lewis' bought their first house from Ruth and Hobart "Hobie" Paige in 1959. Richie drove Jitney's 1936 Buick up to the Base one year fully loaded with an uncaged house cat nervous about travel, and Jitney Jr. riding shotgun. The 3-hour trip came to an abrupt halt in Ascutney, Vermont about thirty minutes in as smoke joined the cat hair flying about the interior of the car. The big blanket box came out of the back seat, and the smoldering upholstery was doused. A hot ash from Jit's cigar had dropped during loading that morning. Richie, the cat, Jitney Jr., and the Buick survived the trip. *(1960)* "Several Chester boys are employed this summer at the base station of the Cog Railway at Mt. Washington, N.H. They are John Adams, Jeff Butler, Bob Knisley, Dickie Sweet, Dick Paige, Alan Willard, and Jon Druhl, formerly of Chester." Cog financial records indicate Dick Paige earned $100 plus $25 a

month as a sales clerk that first summer. In 1961, the Brattleboro, Vermont high school junior was paid $150 a month and worked through September 4th. Same Cog job, same pay scale in 1962 after his graduation from Brattleboro High School. Transferring in, Dick ran cross country both years at Brattleboro and was part of the French Club in his junior year. Paige, who's father was a U.S. Marshall, was one of five young men selected by Vermont U.S. Senator George Aiken in the Summer of 1961 to compete for two vacancies in the July 1962 class at the Merchant Marine Academy in Kings Point, N.Y. It's unclear whether won one of those two slots, but he did go to sea. A May 1964 hometown newspaper article said Paige had "completed basic training at the Naval Training Center at Great Lakes, Illinois. In December 1966, he was a Machinist's Mate 3rd Class aboard the nuclear-powered guided missile frigate *USS Bainbridge* deployed with the Seventh Fleet off the coast of Vietnam. Paige, now Machinist Mate 2nd Class was still aboard the *Bainbridge* in late 1968 when it was part of operation "Beef Trust" off the coast of Southern California. "The eight-day exercise of the First Fleet involved 28 ships and 31 air squadrons, including four Canadian units.... designed to prepare for conditions encountered in Southeast Asia and throughout the Western Pacific." Paige and USS Bainbridge then spent six months in the waters off Vietnam serving "as an escort plane guard for various attack carriers including the *USS Enterprise*." Returning to the *Bainbridge*'s home port of Vallejo, California in August 1969. Dick Paige was back living in Brattleboro from 1993 to 1997. His January 2, 1999 marriage to Gloria M. Riendeau was registered in the town of Chesterfield, New Hampshire. The couple began living in Florida in both Wesley Chapel and Zephryhills, Florida.

Dick Paige (1962)
- Elvira Murdock photo

- Marshfield Corp / Bencosky-Desjardins files / Springfield Reporter - Thu, Jul 7, 1960 pg. 13 / Ancestry.com / Newspapers.com / Burlington Free Press - Fri, Aug 25, 1961 pg. 17 / Brattleboro Reformer - Tu, May 21, 1964 pg. 5; Wed - Dec 7, 1966 pg. 5; Thu, Dec 12, 1968 pg. 14; Thu, Aug 14, 1969 pg. 8 & Wed, Nov 19, 2003 pg. 12 / See Vol. 1 Ch. 9 Sec. 1

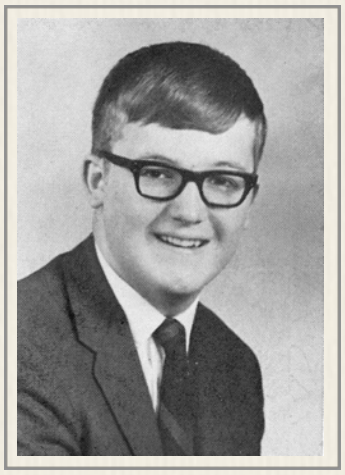
Edward F. Paine 1903 - 1904

Summit House telegraph office - Attends 1903 Cog Party Masked Ball as "Chef" *(1904)* F. Everard Paine of South Boston was part of "a large party of the Summit House employees and several from the office of Among the Clouds chose one of the pleasantest days during the past week to make an excursion to the Lakes of the Clouds, a trip that few of them had ever enjoyed. All voted it a walk worth taking, and they passed a pleasant half hour in examining the surroundings of these remarkable and elevated bodies of water." (ed. note: jitney jr suspects Paine was experimenting with his name and Edward is also Everard)

- Among the Clouds - Jul 13 & Aug 31, 1903; Fri, Aug 26, 1904 pg. 4

Frank E. Paine 1910

36-year old Frank Paine was the Engineer on the Fabyan and Base Train for at least the 1910 season. Based out of Berlin, New Hampshire, Paine was described as tall and stout with gray eyes and light colored hair when he registered for the draft in 1918 at the age of 44. He would die on the job just three years later. *(1921)* "The Woodsville freight yard of the Boston & Maine railroad was the scene of a fatal accident about 11:30 o'clock Monday *(4/25)* morning. Frank E. Paine, aged 48, was instantly killed and four others had narrow escapes from serious injuries if not death. The Berlin extra was leaving the yards pulled by two engines, on the first being Engineer Paine with Milo A. Bisbee as fireman. On the second was George C. Lyons as engineer and W. B. Morrill as fireman. A shifter was also helping from the rear. While (going at full steam ahead to make the steep) grade near the yard office the pony trucks of the forward engine left the rails and when the train came to a stop, after tearing up nearly 200 feet of track, both engines were practically at right angles with the track, the forward one half down the embankment and buried several feet in the ground, nosed into a string of cabooses and the tender demolished. Messers Lyons, Bisbee, Morrill and Brakeman Fred Stanton jumped and aside from minor bruises escaped serious injury. Paine was not in sight so Lyons fought his way through the blinding, scalding steam to the cab where he found him pinned between the cab and tender, where he had been caught while endeavoring to save himself. He was then dead. Mr. Paine had been in the employ of the Boston & Maine 25 years. Frank Earl Paine was born September 18, 1873 in Berlin, *(New Hampshire)* son of Samuel Eaton and Emily (Williamson) Paine, and there his childhood was spent and his education received. He had one sister: Augusta Martha *(b.1877 d. 1918)* and three brothers: William H. *(b.1863 d.1915),* Charles E. *(b.1868 d.1891),* & Hazen Wheeler *(b.1882 d.1963)*. At age 23, Frank was united in marriage to Laura J. Rix *(b.1885 d.1956)* in that city on July 4, 1896 and to that union was born one daughter, Eva Mae *(b.1897 d.1960)*, wife of Donald W. Field of Woodsville. Frank E. Paine had been a resident of Woodsville for the past 10 years."



Frank L. Palella Jr. (1968)
- Berlin HS yearbook

- Among the Clouds - Season of 1910 (Fall) / Littleton Courier - Thu, Apr 28, 1921 / Brattleboro (VT) Reformer - Tue, Apr 26, 1921 pg. 1 / Caledonian Record - Tue, Apr 26, 1921 pg. 1 / History of Woodsville, NH - One Name at a Time / Ancestry.com / Newspapers.com

Frank L. Palella 1965

Frank Palella was the almost 15-year old son of Brown Company electrician Frank L. Palella and his wife Ida P. Palella when he came to work on the Summit House counter in 1965. Young Frank apparently did a good job, he earned $130 plus $20 plus $64 a month plus an $18 bonus for the season. Frank Leo Palella would graduate from Berlin High School in 1968 hoping to become a chemical engi-

Frank Palella (1972)
- University of NH yearbook

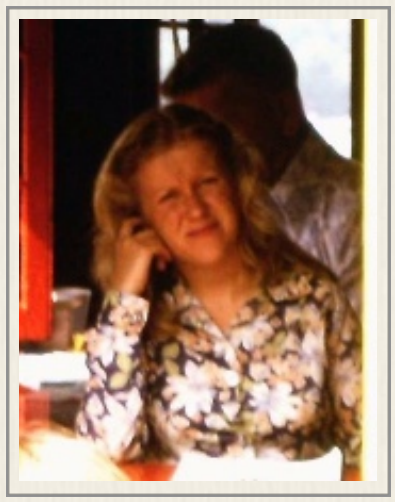
neer. Frank had been a three-sport athlete playing Football, basketball and Baseball all four years. He crewed the junior class play and was in the cast of the senior play. He sang in the chorus and pops concert his freshman year and was a member of the National Junior Honor Society as a freshman. He was a member of the National Athletic Scholarship Society as the school and participated in the Mathlon his last three years - a topic duly noted in his class prophecy: "Frank Palella has just completed the nightclub circuit as a refreshing, new comedian. In addition to this, he tutors in Abstract Concepts of Mathematics, and he hopes to become president of the Mathlon Association." Frank did earn a degree in Chemical Engineering from the University of New Hampshire in 1972. He settled in Somersworth, New Hampshire and is a real estate agent, running the RSA Realty. He was on the Somersworth Chamber of Commerce board of directors in 2007.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Melissa Palmer Teague 1976 - 1978

Melissa Palmer Teague
-MWCR: We Worked There

Cog Secretary Melissa Palmer *(Mrs. Charles Arthur)* Teague was from Deerfield, New Jersey, the daughter of Alan and Ruth Palmer who lived across the street from the Rev. Norm and Anne Koop. "When we had the church in Deerfield," remembers Anne Teague Koop in 2018, "Charlie came down from Stonybrook School to visit and met her... and then pursued her." The pursuit would end in a December 1976 marriage to Charlie in New Jersey. Her parents were good friends of the Koops. Anne helped train one of the Palmer's horses. Melissa's father "was someone who had to drop out of high school... because of the Great Depression and work just to make little something... to help his parents... and he never went back to school," but Anne Koop says "he's one of the brightest, most brilliant men. He was a self-taught historian... a collector of history and prolific writer." Melissa's father "took Norm's sermons and things and published them." The books are still being distributed for free at the New Jersey church. Looking back Anne Koop says Melissa "was looking for someone to get out of the town. She was young - way out here in the boonies *(looking for)* adventure and excitement. I think she just thought this *(marrying Charlie)* looked like a ride out. It was for better or worse. She liked the better, but it got worse. When Charlie was in the midst of his breakdown she just left him." Anne says Melissa has since remarried to a man she met at the Deerfield Presbyterian Church back in her hometown. Banker John J. Lysk and Melissa Palmer Teague married in July 1981 in Bridgeton, New Jersey. The Lysk's had a baby boy in early February 1987, and a daughter, Laura who graduated in 2001 from Cumberland Regional High School with a GPA of 104.81 and plans to go to Towson College to study biology. Melissa Lysk works as a preschool aide at the Bridgeton Christian School. According to the school's faculty & staff website: "Melissa resides in Deerfield Township with her husband John. Both of her children graduated from BCS. Mrs. Lysk attended three years of special training for preschool and day care facilities through Tri-County Community Action Agency as well as attending Virginia Interment College for two years. Singing and sharing her love of art with young children are among her passions. She has been a lifelong member of Deerfield Presbyterian Church."



Melissa Teague in ticket office (1977 or 1978)
- John Thompson Collection

Melissa Lysk (2020)
-Bridgeton Christian School

- Railway Corp / Bencosky-Desjardins files / https://sites.google.com/site/bridgetonchristianschool/faculty-and-Staff / Ancestry.com / Newspapers.com / Anne Koop Interview with author

Christina Pandora (2020)
-Facebook Profile photo

Christina Pandora ~ 1992

A 1989 graduate of White Mountains Regional High School, Christina Pandora was from Lancaster, New Hampshire and worked in the kitchen with Peter Gervais but exactly when she toiled at the Cog is unclear. She talked about it on Facebook: "I used to work at the Cog Railway I can say that it was nice and we had FUN !!!! Also worked at Brettonwoods Ski Area that was a BLAST!!!!!!!!!!!!! I helped in the kitchen and was a cashier for the kitchen - cleaned the down stairs in the museum, Is Peter (Gervais) and Carol and Babs still working there?? Then after we went over the ski area to work and i worked in the kitchen and the day care and as a cashier in the kitchen!!!!!!!! I really loved to work for them it was really fun and enjoyed it a lot !!!!!!!!!!" Joseph Orlando Jr: "Unfortunately they (Peter, Carol & Babs) all passed away over the years!" Christina Pandora's Facebook page indicates she did begin working at the Chesterville Maine Fire Department & EMS near Farmington in May 2018. She started downsizing in August 2019.

- Mt Washington Cog Railway: We Worked There / Facebook / Ancestry.com Newspapers.com

Christopher A. Paquette 1973

15-year old Christopher Paquette earned $200 a month when he washed dishes in the Marshfield kitching in 1973. From North Stratford, web research he may now be living in Anson, Maine.

- Bencosky-Desjardins Files / Ancestry.com / Newspapers.com

J. E. Paquette Jr. 1951

Mt. Washington Club/Summit House

Anthony Paraspolo 2018

From his Facebook page, we learn that Anthony Paraspolo from Albany, New Hampshire worked as a diesel technician at the Mount Washington Cog Railway from December 22, 2017 to May 28, 2018 in the shop. He is originally from Newfane, Vermont where he played outfield on the Leland & Gray baseball team and graduated from that high school in 2003. He was also successfully completed the U.S. Army Corps of Engineers' Junior Park Rangers program in 1991 at Townshend Lake. The free summer program was designed to raise awareness in young people about the duties of a ranger, environmental protection, wildlife & forest management, and water resources.

- Facebook / Newspapers.com / Brattleboro (VT) Reformer - Thu, Apr 19, 2001 / Brattleboro Town Crier - Wed, Aug 28, 1991 pg. 6

Anthony Paraspolo (2020)
- Paraspolo Family Collection

Daniel B. Paré 1981 - 1982

25-year old Daniel Paré hailed from Gorham, New Hampshire and earned $4.00 an hour working on the Mount Washington Cog Railway track crew during his first summer of 1981. His second summer Pare worked in the shop as a welder. He was the son of Bertrand "Butch" Paré and Bella (Langlois) Paré. He had a brother, David C. and a sister, Nita. When his mother died in 2003, Daniel was living in Errol, New Hampshire.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Berlin (NH) Daily Sun - Dec 10, 2002

Janice L. Parish 1959

Ms. Parish was living in Pike, New Hampshire when she came to the mountain to work as Marshfield / Cabin employee in the summer of 1959.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

C. A. Parizzo 1958

Summit House

Robert H. Parke 1927

(1924) "R.H. Parke, Division Engineer, Fitchburg Division, headquarters, Fitchburg, becomes Division Engineer, White Mountains-Passumpsic Division, headquarters, Woodsville, N.H." *(1927)* "R. H. Parke, division engineer, of Woodsville, N.H., spent part of last week at Base Station" *(1929)* "R. H. Parke has been appointed resident engineer with headquarters at Springfield Mass., and will report to J. P. Canty, assistant to engineer, maintenance of way." 48-year old Robert Hayward Parke was a long-time Boston & Maine Railroad employee by the time he became involved in the Cog Railway as an engineer in the 1920s. Born on June 22, 1876 in Monson, Massachusetts to Francisco C. Park and Jane :Jennie" E. (Hayward) Park. Robert was the middle of five children - three girls and two boys. He was a Tufts University civil engineering student and member of Alpha Tau Omega. He married Theresa Marcella Keenan in 1906 in Biddeford, Maine. His September 12, 1918 World War I draft registration card described him as being of medium height and build with brown eyes and hair. Theresa Parke died on May 13, 1925. The couple had no children Social Security records indicate Robert H. Parked died in 1952 at the age of 76.

- Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3 / B&M Employees magazine - Aug 1924 pg. 20; Mar 1929 pg. 21 / Ancestry.com / Newspapers.com

J. W. Parker 1950

Marshfield Corp Ledger

L. D. Parker & Son 1871

Marshfield House managers - Signal Station observer writes: "And I should mention that the hotel at Marshfield is under the control of Messrs. L. D. Parker & Son."

- Boston Daily Advertiser - Thu, Jun 22, 1871 pg. 2

S.W. Parkhurst 1888 - 1889

Conductor S.W. Parkhurst, the oldest conductor in service on the Lake road, is running on the White Mountain division from Fabyan's to the base of Mt. Washington. His place on the express train is taken by William Winters of the White Mountain division. Mr. S.W, Parkhurst, conductor on the St. Johnsbury and Lake Champlain division of the Boston & Maine Railroad, is conductor this season between Fabyan's and the Base succeeding Mr. Thomas Robie. Parkhurst goes again on Base spur line in 1889. / Sherman Willis Parkhurst was born on December 9, 1833, in Poultney, Vermont, when his father, Cyril, was 36 and his mother, Betsey (Wood) Parkhurst, was 43. Sherman was one of three children born to the couple: Byron Waterbury *(b.1829 d.1861)* & Margaret J. P. Vermonter Sherman Parkhurst began his railroad career in 1852 and "was a conductor on the Nashville and Chattanooga railroad at the outbreak of the (Civil) war and immediately returned to Vermont and was appointed

Conductor Sherman W. Parkhurst
- St. Johnsbury Republican - Dec, 15 1897

first lieutenant, Company I, 2nd Vermont Volunteers, May 22, 1861, resigning November 9, 1861, he enlisted as sergeant, Company I, 7th Vermont, serving under Gen. Butler at New Orleans and was discharged for disability, November 20, 1862. He was conductor on the Rutland and Burlington railroad for many years..." 30-year old S.W. Parkhurst married 23-year old Fannie Wright Parkhurst on March 12, 1864, in Cavendish, Vermont. They had four children in 12 years: Richard V. *(b.1868-d.1882)*, Fannie May *(b.1869 d.1931)*, Nellie Gilson *(b.1875 d.1892)* & Alice M. *(b.1880 d.1930)*. Conductor Parkhurst arrived in St. Johnsbury "in 1871 as conductor on the St. J and L. C. railroad and continuing in the service until a year ago *(1896)*, when ill health compelled him to resign." Parkhurst's quest for a cure was detailed in the *Morrisville Citizen* in late September 1897 and reprinted in the *Swanton Courier*: *(1897)* "S. W. Parkhurst, the old-time conductor, was in (Morrisville) to consult with Dr. Mayes as to his health. Mr. Parkhurst says he has had ten different doctors and this is the first one that has "struck" his case. Dr. Mayes pronounces *(Parkhurst's)* lungs and heart all right, but says his trouble is caused by a pressure of the rib on his left side against the lung, caused by carrying a lantern on that arm, as well as bending in that direction while riding over curves on the railroad. Mt. Parkhurst and family got to Southern Pines, N.C., next week and will spend the winter there. On his return he will place himself under Dr. Mayes' treatment. Notwithstanding he has lost thirty-five ponds, "Sherman" looks quite well and has lots of courage. His friends "All along the line" hope he will return in improved health." / "Another silent train with its record of human life has swept, with no ringing of the bell, around the curves and across the highway of earth into the depot of Eternity, whose keeper is Jehovah, and the immortal of Sherman Parkhurst has reported to the Great Superintendent." Sherman W. Parkhurst, aged 64 years, died at his late home on railroad street Tuesday *(12/14)* morning at 10 o'clock. He had been in poor health for several months, but since his return from his Southern trip, where he went in search of health, he has steadily gained, so when the end came it was a sudden shock to his friends and to those nearest him as well. Mr. Parkhurst had been a railroad man for 45 years and for the last few years has been employed as conductor on the St. J. & L.C. road. he was an older soldier, having served through the war, enlisting twice in the Second Vermont Volunteers, Co. I, and was promoted to the rank of lieutenant. He was a brave soldier, a faithful business man, a kind and loving husband and father. He was a prominent Royal Arch Mason and one of the big four of Palestine commandery who attracted so much attention at the Knights Templar parade in Boston and at Newburyport. As a comrade of Chamberlin Post, G.A.R., he was well known throughout the State and will be remembered as a gallant solider and most estimable citizen. He leaves a wife and two daughters to mourn his loss, but who have all the sympathy that loving hearts can give, and friends and neighbors without number share their sorrow. Mr. Parkhurst was for more than 20 years a member of the Universalist church; was a member of the Passumpsic Lodge, F.&A.M., Haswell Chapter from all of which he will be greatly missed." He was buried in St Johnsbury, Vermont.

- St. Johnsbury Caledonian June 21, 1888 pg. 1; July 4, 1889 - Among the Clouds - Jul 10, 1888 / Ancestry.com / Newspapers.com / St. Johnsbury (VT) Republican - Wed, Dec 15, 1897 pg. 9 & Montpelier (VT) Vermont News - Tue, Dec 21, 1897 pg. 7

B. Parks 1949

"E. Walzer of Base Station, Mt. Washington, N.H. was one of three supper (Mike Haney & B. Parks) guests of Mr. and Mrs. Arthur "Stubby" Welch on September 13, 1949 in Passumpsic."

- Caledonian Record - Mon, Sep 19, 1949 pg. 6

W. J. Parmelee 1903

Attends 1903 Cog Party Masked Ball as "A Summer Girl"

- Among the Clouds - Aug 31, 1903

A. F. Parmeter 1951

Marshfield Corp/Cog Railway Cabins

Joseph "Joe" Parshley 1910 - 1911

Cog Railway engineer mentioned in closing issue of 1910 *Among the Clouds* may have also worked in 1911 as his wife, Mrs. Joseph K. Parshley stayed overnight at the Summit on July 19, 19010 & August 21, 1911 / Joseph Kneeland Parshley was born on June 22, 1870, in Laconia, New Hampshire, when his father, John Fred Parshley, was 28 and his mother, Eliza Ann (Folsom) Parshley, was 16. At age 18, he married Mary Jane Prescott on Christmas Day 1886 and they had two children together: Joseph Kneeland Jr. *(b.1888 d.1940)* & Albert Karie *(b.1889 d.1967)*. Mary Jane Parshley passed away in 1904. They had been married 18 years. Joseph K Parshley married Lucy Minor Lewis on March 15, 1904. He died on May 24, 1926, in New London, New Hampshire, at the age of 55, and was buried Laconia, New Hampshire in the Bayside Cemetery.

- Among the Clouds - Season of 1910 (Fall); Wed, Jul 20, 1919 & Mon, Aug 21, 1911 pg. 3 / Ancestry.com / Newspapers.com / Find-a-Grave.com

Lucy M. (Lewis) Parshley 1910

Boarding House book-keeper - Joe's second wife - Lucy Minor Lewis was born on January 22, 1879 in Lowell, Massachusetts and was 25-years old when she marrieded Joseph K. Parshley. She would have been the Mrs. J. K. Parshley from Lakeport, N.H. that stayed overnight at the Summit House in 1910 and 1911. Lucy Minor Parsshley died on August 30, 1944 at the age of 65 is buried *(left)* in the Bayside Cemetery in Laconia, N.H.

- Among the Clouds - Season of 1910 (Fall) / Ancestry.com / Newspapers.com / Among the Clouds - Sep 14, 1910 (Whitefield Historical copy) / Find-a-Grave.com

C. H. Pasquill 1952

Mt. Washington Club/Summit House

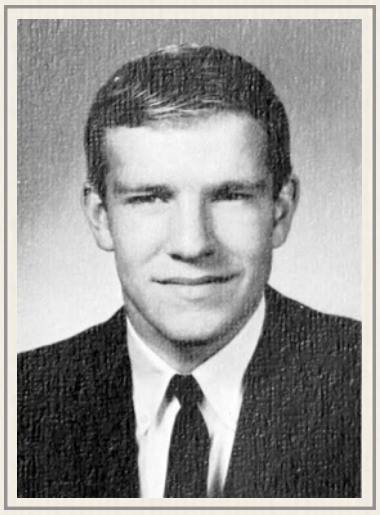
R. G. Pasquill 1952

Mt. Washington Club/Summit House

Marc Passot 1965

Mt. Washington Railway Co. employee

- Cog Party list



Roger T. Patch (1965)
-Masconomet Reg'l HS yearbook

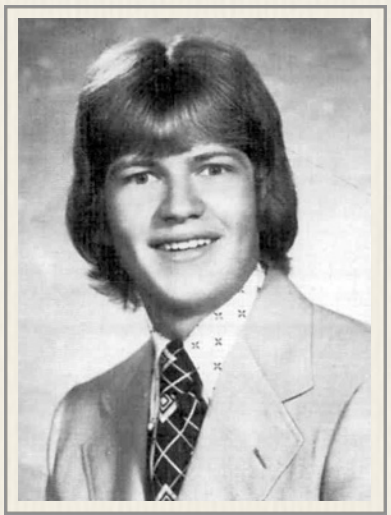
Roger T. Patch 1965

18-year old Roger T. Patch worked in the Summit House dining room as a waiter in 1965 arriving just after graduating from Masconomet Regional High School in Topsfield, Massachusetts where he was an avid runner. He participated in cross-country, indoor and outdoor track at the school. Patch's ambition was "to win the Olympic 1500 meter in record time. Known as "Pete" or "Snell" to his classmates, Patch's yearbook quote was "Let's sign out of home room." That summer waiter Roger Patch earned $130 plus $64 a month. Patch was born on March 8, 1947 to John and Marie L. (Thomas) Patch in Topsfield. The family also included a sister Barbara. In 1968, Patch married Linda Kimball of Topsfield. The local track star ran unsuccessfully for a Topsfield Planning Board seat in May 1977.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Robert B. Paterson III 1958

Bob Paterson was from South Boston, Massachusetts and worked in Marshfield. Web research on this Cogger was hampered by the intermix of "Paterson" with "Patterson" and the multiple generations of Robert B. Patersons. The 1961 *Boston City Directory* did yield a County House of Corrections guard "Robert B. Paterson" living with his wife, Florence "Fay" O. Paterson at 191 Tudor St., South Boston along with his son, "Robert B. Paterson Jr." who was working as a clerk at the Post Office." A barely filled out May 1945 World War II draft registration card for the older Robert Burne Paterson hints at a connection to northern New Hampshire. Robert Burne Paterson was living at 216A Saratoga St, East Boston, Mass. and indicated the Local Draft Bd #1 at the Superior Court House in Lancaster, N.H. would always know his address and/or was his employer. Jitney Jr. suspects the younger Paterson is the "Southie" who worked at Mt. Washington in 1958.



James B. Patterson (1976)
- Pennsville Mem'l HS yearbook

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

James Brian Patterson 1979

Jim Patterson from Pennsville, New Jersey would celebrate his 21st birthday in August 1979 while working the grounds of the Mt. Washington Cog Railway for $2.90 an hour. He was three years out of Pennsville Memorial High School's technical program. He played in the school's concert and marching bands. The marching band likely played during the school's football games. On June 3,

2000, 41-year old James B. Patterson married the Penns Grove high school football coach's daughter, 30-year old Tara L. Prigger. Web searching indicates they had one child, Trinity E. They still live in Pennsville on East Pittsfield Street in a tree-shaded house built in 1910 adjacent to the Pennsville High School's lacrosse, softball and baseball fields.

- Railway Corp / Bancosky-Desjardins files / Ancestery.com / Newspapers.com / Camden (NJ) Courier-Post - Sat, Sep 11, 1976 pg. 3

Patty K. Patterson 1952

46-year old Patty K. Patterson was a recent widowed when she worked as a stenographer for the Teagues in 1952. Patty Fontaine Kirk was a 1931 Philadelphia debutante born on December 7, 1906 to analytical chemist Samuel Bird and Cecelia D. (Walters) Kirk of Germantown, Pennsylvania. Patty had an older sister, Jane F. *(b.1905 d. 2007)* and a younger brother, Andrew Milton *(b.1915 d.1990)*. She completed high school and began working as a secretary. Three years after coming out, Patty Kirk was on board the MV *Britannic* - "the penultimate ship built for the White Star Line before its 1934 merger with Cunard Line" on nine day cruise from Liverpool to New York arriving on August 19, 1934. On July 18, 1942, 36-year old Patty Fontaine Kirk married 32-year old George Patterson, Jr. also from Germantown, Pennsylvania. His 1940 draft card described him as 5-feet 8-inches tall weighing 165 pounds with blue eyes and brown hair. At the time he was working for the Lummus Company, a designer and builder of oil refineries and chemical plants. "Upon their return from a wedding trip, Mr. Patterson and his bride will reside in Germantown, where they will be at home after Oct 1." The couple would have two daughters, Pamela Shippen *(b.1943 d.2013)* and Elise Peale. The Patterson's were living in Mt. Airy, Pennsylvania, and George was working as a senior industrial television cabinet designer of the Philco Corp. when he "died Friday night, (December 28, 1951) at his home... He was 41. Mr. Patterson was a direct descendant of Charles Wilson Peale, famed Revolutionary War period painter. He was graduated from Penn Charter in 1929 and from the University of Pennsylvania in 1934 with a bachelor of arts degree in architecture. He joined Philco in 1934 and served in various capacities in the cabinet engineering department. He was a member of the Art Alliance and the Sons of the Revolution." Within six months of his death, Patty K. Patterson was using her secretarial skills to help craft documents for the Cog Railway. Patricia Kirk Patterson would remarry in August of 1954. She had known "advertising man and author" William Edmund Cash for over 20 years. His wife had died in November 1953. Both of Patty's daughters, Pamela and Elise and Mr. Cash's daughters, Marion Philips Cash and Frances Caroline Cash, were attendants to the bride at the ceremony in the church of St. John's-by-the-Sea in Avalon, New Jersey. The entire family would live at Cash's Merrybrook Farm in Lancaster, Pennsylvania. *Philadelphia Inquirer* columnist Judy Jennings would note "the two Patterson girls... are in a way returning to the "Home" of their ancestors... for through their late father, George Patterson, Jr., they're related to the Burd, Hubley and Shippen families of that district." Years later, Elise Peale Patterson de Gelpi-Toro of New York would purchase Rembrandt Peale's portrait of his daughter, Mary Jane Peale. Elise's mom's marriage did not last. The Florida Divorce Index for Volusia County indicates Cash and Kirk divorced a year later in 1955 - certificate #15021. William E. Cash had resigned as assistant advertising director for Educators Mutual Insurance Co. in May 1955 and moved to St. Petersburg, Florida to work for *Florida Speaks* Magazine. He left that job in mid-October and died two weeks later on Sunday, November 4, 1956. Patty Fontaine Kirk would live in Chestnut Hill and Center City, Pennsylvania until 2000. She was a member of the Colonial Dames of America, Chapter II Philadelphia. She died on October 31, 2000 at Rosemont Presbyterian Village at the age of 93. She was buried next to her first husband in the West Laurel Hill Cemetery in Bala Cynwyd, Pennsylvania.

- Railway Ledger / Ancestry.com / Newspapers.com / Philadelphia Inquirer - Mon, Jul 20, 1942 pg. 11; Sun, Dec 30, 1951 og, 8; Wed, Sep 8, 1954 pg. 40 & Wed, Nov 8, 2000 pg. 40 / Lancaster (PA) Intelligencer Journal - Mon, Aug 9, 1954 pg. 7 / Lancaster (PA) New Era - Mon, Nov 5, 1956 pg. 3 / Find-a-Grave.com

Robert Payne (1969)
- Granger Eckert Collection

Telesphore Paucat 1879

The 1880 census describes Paucat as a married 29-year old, Canadian-born railroad track man living at the Base "dwelling house" as a boarder.

- 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)

Edward J. Paul 1903

Attends 1903 Cog Party Masked Ball as "Society Man"

- Among the Clouds - Aug 31, 1903

Robert Payne 1969

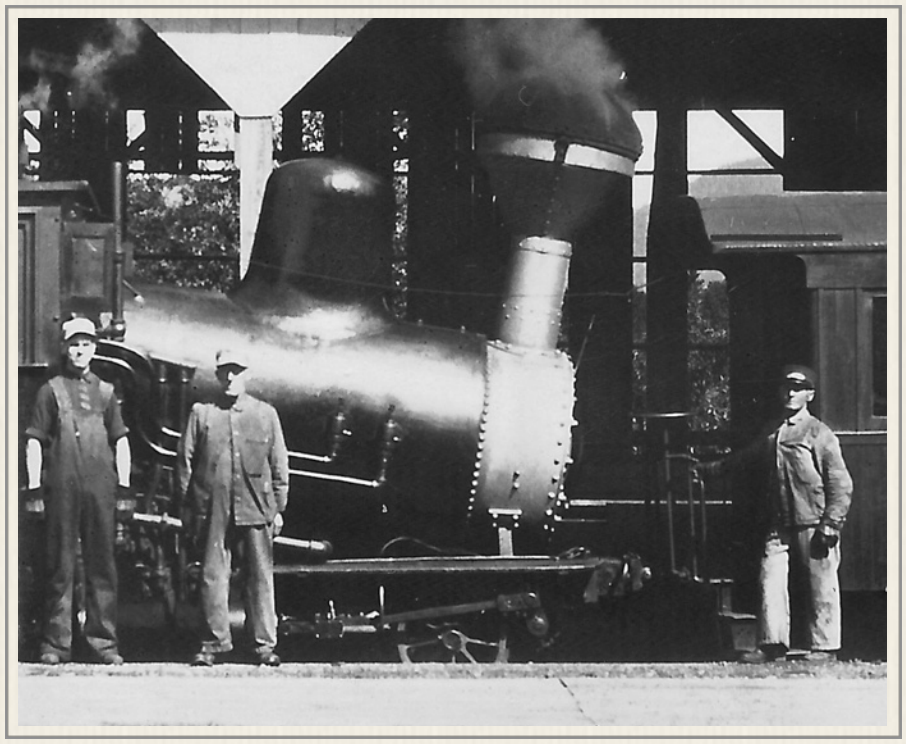
Robert Payne was from East Greenwich, Rhode Island and worked in the Cog car shop during the summer of 1969. He earned $1.60 an hour. He was photographed at the Cog's Centennial dinner at the Crawford House on July 3rd.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Francis B. "Bing" Peach 1924 - 1927

"Francis Peach has returned home from the base of Mt. Washington where he has been employed during the summer" *(1924)* "Peach returned on August 18th to the Base where he's working this summer after spending several days at the Wells River, VT home of his parents Mr. and

Bing Peach (mid-1920s)
- Bearse Family Collection



Train Crew: *(L-R) fireman Bing Peach, engineer Charles Charleton, & brakeman John Coreau at Base fuel shed (1926)*
- Bearse Family Collection

Mrs. John Peach with an injured foot." *(1926)* "Wells River notes: Francis Peach has resumed his work at The Base at Mt. Washington." / "Wells River notes: Francis Peach is home from the Base, where he has been working this summer and will resume his studies at the University of Vermont." *(1927)* "Wells River notes: Francis Peach was home over Sunday *(7/24)* from the Base of Mt. Washington." Relative Mary Anne Bearse contacted through *Ancestry.com* says "Francis Bingham Peach was my grandfather. I can't find an obituary or summary, but I can give you the highlights. First, he was always called Bing, not sure why the articles used Francis. He was born and raised in Wells River, born 1906. He attended Wells River High School and the University of Vermont. After college he married Marjorie Tewksbury from South Ryegate. They had two daughters. He worked as a Customs Officer, primarily in Island Pond at the Grand Trunk station. He retired in 1969, died in 1973." / Francis Bingham Peach was born on November 22, 1906, in Newbury, Vermont when his father, John James Peach, was 35 and his mother, Alice Katherine (Deming) Peach, was 32. Francis had two older sisters: Catherine D. *(b.1897)* and Madeline Sophia *(b.1899 d.1931)*. The Peaches lived in Wells River, a village within the town of Newbury. Father John J. Peach was "a foreman of transfers with the B&M railroad freight office." Son "Bing" graduated from Wells River High School in 1924 and got good reviews for his performance in the Senior Play "The Hoodoo" on Friday, May 9th at the Village Hall before "a large and appreciative audience. This was easily the best local talent show that has been put on in Wells River for years and kept the audience in an uproar throughout the evening. Francis Peach, as Hemachus Spiggot drew most of the laughs with Beulah Grant as Aunt Paradise and George Kidder as professor Solomon Spiggot close seconds. Dancing was enjoyed after the play. One hundred fifteen dollars was realized from the entertainment." His father's B&M connections helped get him a summer job at the Cog Railway. In 1926, "Bing" Peach fired for engineer Charles "Chuck" Charleton while John Coreau was the brakeman. He married Marjorie Douglas Tewksbury on June 5, 1930. They had two daughters: Allison and Elizabeth. *(1973)* "Francis Bingham Peach, 66, a retired U.S. Customs agent in northern Vermont, died Tuesday *(2/6)* afternoon in Largo, Florida. Mr. Peach served for 41 years at many ports of entry along the Canadian border, including Swanton, Canaan, Richford and Island Pond, where he lived for 26 years. He retired in 1968 and moved to West Newbury with his wife, the former Marjorie Tewksbury. He was a director of the Newbury Historical Society, a lifelong member of the Wells River Congregational Church, and a member of the Vermont Folklore Society and the 251 Club. He had been a trustee of the Island Pond Congregational Church. Mr. Peach was graduated from the University of Vermont in 1930, where he was a member of the Delta Psi fraternity. He was born Nov. 22, 1906, in Wells River, the son of John and Alice (Deming) Peach. Besides his wife, he leaves two daughters, Allison Bearse of Pottersville, N.J., and Elizabeth Allebach of Cambridge, Mass.; two granddaughters, Mary Anne and Elizabeth Bearse of Pottersville, N.J.; a sister, Mrs. Cathryn Dougherty of Largo, Fla. A prayer service will be held in Largo, Fla. with a memorial service and burial in West Newbury in the spring." *- Ancestry.com / Newspapers.com / Groton Times (Woodsville, N.H.) - Fri, Sep 26, 1924 / Caledonian Record - May 16, 1924; Aug 20th, 1926 / Burlington (VT) Free Press - Fri, Feb 9, 1973 pg. 6 / email - Thu, Jul 14, 2019*

Jeff Pearce 1972

17-year old Marshfield employee - part of the Under 24 group. *- Marshfield Corp*

John H. Pearson 1894 - 1899

Mt. Washington Railway president *(1899)* "Rich Railroad Man Dead - Concord, N.H., Oct. 4 - John H. Pearson, one of the most prominent railroad officials of New Hampshire, died at his home in (Concord) this morning. Mr. Pearson was one of the wealthiest men in this section of the state. He had been ill for some months. He was born in Stratham, March 17, 1818." *- NH Railroad Commission Annual Report / Portsmouth (NH) Herald - Wed, Oct 4, 1899 pg. 4 & Hollis (NH) Times - Fri, Oct 6, 1899 pg. 8*

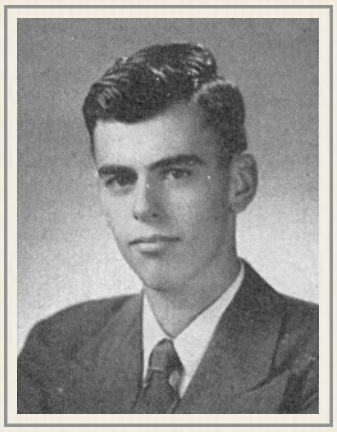
Engineer Peaslee (1947)

H. E. Peaslee 1916

Spur Line fireman: Harlan E. Peaslee, born in 1879, is an engineer for the railroad. Harlan and Mary J. Peaslee, born in 1880, have a house on Main Street. *(1915)* The Peaslee's home is at 87 Central Street in 1919. They removed to Bath, NH., between 1919 and 1925. The Peaslee's now have a home at 18 Highland Street. *(1935-1937) Ancestry.com* summary: "Harlan Elwood Peaslee was born on April 16, 1877, in Weare, New Hampshire, his father, Nathaniel, was 45 and his mother, Bethia, was 40. He married May Janette Saunders on November 27, 1907, in Manchester, New Hampshire. He had three sisters." *(1916)* Spur Line fireman: "The crew of the Fabyan and Base train this year is composed of W. C. Winters, conductor; James Spinny, baggage master; Ray Bailey, brakeman; J. H. Lawlor, engineer and H. E. Peasley

[sic], fireman. The train crew starts from Woodsville this season at 7:50 a.m., running through to Fabyan, where they change for the observation cars to run to the Base, using the same engine. They leave Fabyan again at 5:10 p.m. and run to Woodsville." Harlan E. Peaslee of Woodsville worked his way up through the New Hampshire Division of the Boston & Maine eventually becoming a locomotive engineer. *(1952)* "Thomas H. Harrison and Harlan E. Peaslee, of Woodsville, today *(7/3)* had celebrated their 50th anniversary in the service of the Boston and Main railroad and received their 50-year gold service passes from President T. G. Sughrue. Mr. Peaslee is an engineman on the New Hampshire division of the railroad and he also entered the service in June, 1902." He retired the following summer with 51 years of service. On May 2, 1959, Harlan E. Peaslee printed a card of thanks to "all my friends and neighbors for the many acts of kindness shown me during my stay at the Cottage hospital, and since my return home. A special thanks to all the nurses and Dr. Eastman for their friendly interest and good care." He died in 1960 and is buried in the Pine Grove Cemetery in Woodsville, New Hampshire. His house and personal items were sold at estate sales in the fall. Mr. and Mrs. Gordon Robinson moved into his Highland Street home in November.

- History of Woodsville, N.H. One Person at a Time / Among the Clouds - Jul 10, 1916 / B&M Employees - May 1947 pg. 16; August 1952; April 1953; March 1954 & May 1954 / Woodsville (NH) River News & Twin State News-Times - Thu, Jul 3, 1952 pg. 1; Thu, May 7, 1959 pg. 7 / Ancestry.com



Quentin Peavey
- 1951 Lancaster Academy

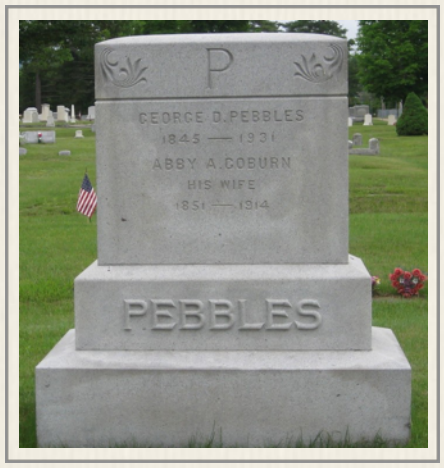
Quentin Peavey 1958

Jitney's cousin from Lunenburg, Vermont - fired for Bob Kent for one season - Bob said Quent was "one of the best fireman he ever had." Quentin Peavey passes away at Dartmouth Hitchcock Medical Center on March 8, 2012. He was born on February 1, 1933, a son to Ernest E. and Shirley (Colby) Peavey. Quent was a veteran of the United States Navy and worked as a machinist at the Groveton Paper Mill for 27 years. He loved to hunt and fish and extended this love to each member of his family. He also enjoyed working in his machine and wood work shop. Quent is survived by his wife of 53 years, Mary (Lamotte) Peavey along with two sons, Jeff Peavey and his wife Dana, Darren Peavey and his wife Debbie; three granddaughters Heather (Peavey) Pinsonneault and her husband Mark, Hannah D. Peavey and Gracie Lyn Peavey and a grandson Quentin D. Peavey.

- See Vol. 1 Ch. 9 Sec. 6 http://baileyfh.net/obituary.aspx?MemberId=103113&MName=Quentin%20%20Peavey

George Pebbles 1898

Railway employee *(1898)* "On Tuesday *(9/20)* evening the friends of Mr. Alexander T. Cusick present him with several mementoes of their good will; the occasion being his forty-sixth birthday. The presents consisted of a handsome watch chain, a unique and beautiful cup and saucer, a silver soap dish and other articles. Superintendent John Horn made the presentation speech, after which dancing was commenced and continued until twelve o'clock. Music being furnished by E. M. Clough of Lakeport and George Pebbles of Plymouth. The birthday cake was then cut and with ice cream, fruit and coffee. The party then broke up, all vowing it to be the pleasantest evening of the season." George Pebbles attendance at the Cusick Cog birthday party came a little over a year after his 26-year old son, Burdette was killed in the wreck of a freight train at "Rum Hill" near Bath, N.H. on the morning of July 6, 1897. Burdette Pebbles was "the fireman of the ill-fated train... a native of (Plymouth) and well-known for miles around. The stricken father left immediately for the scene of the wreck." George Pebbles' oldest son left a wife and two small children. *(1924)* "George D. Pebbles of Plymouth, father of George A. Pebbles, dispatcher at the local office of the Boston & Maine railroad, has declined a pension, although he has been 54 years, in the service of the road, since 1880 as an engineer. He feels able to continue work as usual. Mr. Pebbles is the oldest engineer on the White Mt. Division. He has been in several wrecks, one near Woodsville in 1882. He has a grandson who is a fireman and another who is a brakeman on the Boston & Maine." // George D Pebbles was born on April 28, 1845, in Orford, New Hampshire, when his father, Alba J. Pebbles, was 23 and his mother, Almeda (Andrus) Pebbles, was 29. He had three younger brothers: Byron *(b.1853 d.1929)*, Azro G. *(b.1858 d.1939)* & Ashley B. *(b.1861 d.1941)*. At 21, George D. Pebbles married 17-year old Abby Ann Coburn in Portsmouth, New Hampshire, on February 2, 1867. They had five children together: Lillian D. *(b.1868 d.1953)*, Burdette Varnum *(b.1870 d.1897)*, Daisy Delmar *(b.1874 d.1932)*, George Andrus *(b.1879 d.1935)*, May A. *(b.1883 d.1937)*. His wife Abby Ann passed away on January 16, 1914, in New Hampshire at the age of 63. They had been married 46 years. Three years later, George D Pebbles married Gladys M Thornton in Plymouth, New Hampshire, on February 15, 1917, when he was 71 years old. He died on March 6, 1931, in Franklin, Massachusetts, at the age of 85, and was buried in Plymouth, New Hampshire. *(1931)* "George D. Pebbles, father of George A. Pebbles, local resident *(of Woodsville)* passed away at his home in Farley, Mass., recently at the age of eighty-five years, ten months and six days. He was ill only five days, with a cold, which later developed into bronchial pneumonia. His loss will be keenly felt by his scores of friends and relatives both in Farley and Plymouth, (NH). He leaves besides his wife Gladys T. Pebbles, three daughters, Mrs. Lillian Hall, Tilton, Mrs. Daisy P. Hayes, Manchester, and Mrs. May A. Ellis, Concord; one son, George A. Pebbles, Woodsville; thirteen grandchildren, eleven great-grandchildren and three great-great-grandchildren, having lived to see eight family generations. Mr. Pebbles was a retired B&M engineer, have begun as a section hand in 1872. He was promoted to fireman in July 1876 and to engineer in 1880. He retired in April 1926. Mr. Pebbles was in three serious train wrecks and during the building of the Pemigewasset Valley railroad in 1882, he was engineer of the construction train. George was the first man to pilot a locomotive into North Woodstock which was reached February 1883. He served his line thirty-two years then his duties were assigned to the Plymouth railroad yard on the shifter the remainder of his railroad years. Mr Pebbles was a member of the B. of L. E. having received his 40 year service medal. He received a 50-year gold inter-pass with



which he took his first and last ride on the railroad. He was a member of the Masons, Olive Branch Lodge, No. 13, A.F.&A.M. for nearly 50 years and for some time was the oldest living member. Funeral services were held at the Methodist Church with Rev. C. W. Kelley officiating. Burial took place in Riverside Cemetery, Plymouth."

- Littleton Courier - Wed, Sep 21, 1898 / Boston Globe - Wed, Jul 7, 1897 pg. 1 / The Groton (VT) Times - Fro. Mpv 14. 1924 pg. 1; Fri, Mar 20, 1931 pg. 1 / The Plymouth (NH) Record, March 14, 1931, p1. / Ancestry.com / Newspapers.com

Everett Peck 1937 - 1939

Arlene Della (Fulford) Peck 1937 - 1939

Everett W. Peck (1932)
- Danville HS graduates

Base watchman *(1938)* "Everett Peck was a visitor in town *(Danville)* Wednesday *(6/22)* coming here from the Base Station at Mount Washington." / "Mr. and Mrs. Everett Peck,, who have been at the Base Station at Mount Washington, for the past year, are spending two weeks vacation with their parents, Mr. and Mrs. Harvey H. Peck. They are to return to the Base Station for another winter." / "Mr. and Mrs. Everett Peck returned Saturday *(10/1)* to the base station at Mt. Washington after spending two weeks with their parents, Mr. and Mrs. Harvey H. Peck." *(1939)* "Everett Peck, who for the last year and a half has been employed at the base station of Mt. Washington, has returned to Danville. They are to occupy a tenement in the Hatch house opposite the creamery." / Everett Walter Peck was born on August 19, 1914 to 24-year old railroad section hand Harvey H. Peck and 25-year old Ina Ilene (Carr) Peck of Danville. Everett was their second child. The Pecks were still living in Danville in early February 1920 when the US Census enumerator came called but Harvey had left the railroad and had opened his own harness shop. Ina was taking care of 7-year old Harold M., 5-year old Everett, Nolan H. (who was just 2 months away from his third birthday) and 2-month old Helen A. Peck. Ina's 60-year old mother, Laura A. Carr was living with the family. Harvey Peck was still making harnesses in Danville the next time the Census was taken in 1930. Mother-in-law Laura Carr was still living with the family and there was another son, Harvey H. Jr. born in 1925. Everett was a high school sophomore and would be one of a dozen students to graduate from Danville H.S. in 1932. He delivered the Salutatory Essay, "The Paris Pact" as part of the June 6th ceremonies. On February 15, 1936, 21-year old Everett W. Peck and 16-year old Arlene Della Fulford of Barnet were "quietly married at the groom's parent's home. Mr. and Mrs. Peck are keeping house in Sue Dole's bungalow." Arlene was one of four children born to Ai Wallace Fulford and Zelma Aiken Fulford. Ai Fulford died in June 1934. His widow, Zelma had remarried in 1935. Her new husband was railroad man, Pliney Nye Granger, the patriarch of the Cog Railway Granger family. It is likely Arlene (Fulford) Peck's step-dad let the newlyweds know about the Mt. Washington employment opportunity in 1937 that led to the Pecks (ages 23 & 18) spending that winter keeping tabs at the Base Station. In the spring of 1940, 25-year old Everett Peck was clerking at a grocery store. The family was living on Hill Street in Danville. 20-year old Arlene was taking care of their 10-month old son Gerald. Another son, Walter A. would join the family in 1942. 28-year old Everett Peck went to Rutland in mid-March 1945 to take a pre-induction physical exam before entering the armed forces. On June 18, 1945, the Caledonia County Draft board classified Everett W. Peck as Class 2-A (necessary to civilian activity). The fate of Everett & Arlene's first born is unclear as only Walter is in the family's plot in Danville. Newspaper clippings indicate that Gerald Peck *(b.1939)* was alive in June 1950 as he and brother Walter are mentioned as being part of a Danville Methodist Church service, and Gerald graduated from the Danville Village School 8th grade in June 1953. But no record of his death has surfaced yet. However, a September 15, 1951 death certificate did emerge for 8-year old Walter Ai Peck. He suffered third degree burns over 85-percent of his body during an accident at home. He was taken to Brightlook Hospital in St. Johnsbury. He died seven hours later and was buried three days later. His obituary noted Walter was in the Fourth grade of the Danville Village school and "interested in the Cub Scouts and was a member of the Den of which his mother was the Den Mother, of Cub Scout Pack No. 37... During the service at the grave the members of the Boy Scout Troop and of the Cub Scout Pack stood at attention and at the close of the services presented the mother with the Boy Scout flag which had draped the casket." The newspaper also carried a card of thanks "to the uncountable number of friends, neighbors and strangers who have give us help and comfort and taken care of all our needs during our bereavement... The family of Walter A. Peck." Everett and Arlene Peck would buy and operate a general store in Danville, however Everett drank enough to induce a fatal heart attack on January 19, 1992 as part of the "end stage alcoholic liver disease." He was 77. Eighteen months later, Arlene Fulford Peck was living at Canterbury Inn nursing home in St. Johnsbury when she died of mesothelioma and COPD. She was 73, and her son, Jerry Peck was living in St. Johnsbury.

- Ancestry. com / St. Johnsbury Republican - Mon, Jun 27, 1938 pg. 5; Fri, Mar 16, 1945 pg. 1; Fri, Jun 22, 1945 pg. 1 / Caledonian Record - Wed, Jun 8, 1932 pg. 1 & 4; Mon, Feb 24,1936 pg. 4 & 6; Fri, Sep 23, 1938 pg. 6; Thu, Oct 6, 1938 pg. 5; Thu, May 18, 1939 pg. 2 & Mon, Sep 21, 1951 pg. 6

Gerry L. Pelchat 1965

20-year old Gerald L. Pelchat came from Berlin, New Hampshire to work in the Summit House kitchen in 1965. He earned $150 plus $64 a month that season. In 1961, he played on the champion JV hockey team for Berlin High School. The *Ancestry.com* search indicates Pelchat may now be living in Florida. He and his wife, Lucille Annie Pelchat had a daughter, Michelle Marie in Ohio.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com

Gerry Pelchat (1961)
- Berlin HS yearbook

Harold T. Pelkey 1965

17-year old Harold Truman Pelkey celebrated his 18th birthday (August 26) during his summer of working at the Summit House. Three years after working on top of Mount Washington, Pelkey enlisted

Harold T. Pelkey (1962)
- Gorham NH HS yearbook

in the U.S. Army on June 26, 1968. The son of pulpwood jobber Lawrence *(b.1907 d.)* and Sarah (Harris) Pelkey *(b.1921 d.2015)* was discharged two years later on June 17, 1970. *(1973)* "During a recent sesion of Gorham District court... Harold T. Pelkey, 26, of RFD 1, Berlin, pleaded guilty to operating without a valid license and was fined $25, with $15 suspended." In the spring of 1976, 28-year old Pelkey, now in Berlin, N.H., lost his license for driving while intoxicated. He died on January 17, 1986 in Hillsborough County, Florida at the age of 38. He is buried with his parents in the New Berlin City Cemetery in his hometown.

- Bencosky-Desjardins Files / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Herald - Wed, May 19, 1976 pg. 23 / Manchester (NH) Union Leader - Tue, Nov 27, 1973 pg. 11

David Pelletier 1964

Track Crew - "Gilman, Vt. Notes: Robert Frizzell, David Pelletier, Albert LaCrois, and Albert Lyons have employment at the Cog Railway at Mt. Washington, N.H. Mrs and Mrs. Eudore Pelletier and daughters, Cheryl and Kathy and their guest, Miss Linda McQuen were at the Mt. Washington Cog Railway on Saturday *(6/13)* to visit the Gilman boys there." Dave Pelletier worked on the track crew in 1964 and earned $1.00 an hour. / David Bruce Pelletier was born on November 4, 1946 in Concord, Vermont, the son of New Brunswick-born, 26-year old production weigher Eudore J. Pelletier and his wife, Westford, Vermont-native, 23-year old Glenna Merritt Pelletier. She would celebrate her 24th birthday six days after David arrived. The Cog job was David's first after graduating from Concord, Vermont High School on Friday, June 12, 1964. The 27 students and their eight teachers celebrated that afternoon with a picnic at the Groton State forest. The evening graduation exercises include a commencement address from Lyndon State College president Robert E. Long. Three years later, Pelletier was earning a promotion to airman first class in the Air Force. He was stationed at Otis Air Force Base in Massachusetts working as a refrigeration and air conditioning specialist. From Otis, Pelletier was assigned to duty at Cam Ranh Bay Air Force Base in Vietnam. In May 1968, the 21-year old was wearing sergeant stripes and was a "liquid oxygen specialist" at the combat airfield. *Ancestry.com* says David Pelletier was living at 8 Red Gate Lane in Amherst, New Hampshire from 1982 to 1999 before heading north to Littleton where he resides at 9 Hilltop Manor Mobile Home Park in 2020.

- Littleton Courier - Thu, Jun 18, 1964 pg. 4B / Ancestry.com / Newspapers.com / Burlington (VT) Free Press - Fri, Jun 12, 1964 pg. 2; Wed, Jun 7, 1967 pg. 10 & Thu, May 2, 1968 pg. 11

Norman Pelletier 2018

Railway employee - Dave Moody: "Summit train passenger organizer - lining up the passengers to their respective trains. Previously held some management positions at the Mount Washington Hotel."

Edgar G. Pellitier 1950

Jitney remembers the Pellitier brothers were from Gilman and were hired in 1950 to clear the right of way, due in part that they would provide their own equipment - chainsaws and the like. According to the US Census, 19-year old Edgar Pellitier (or Pelletier) was born in Canada in 1931, the oldest son of 26-year old woodcutter Zepherine Pelletier and his 25-year old wife Alma D. Pelletier. In April 1940, the eight-member Pelletier family was living in Jitney's hometown of Lunenburg, Vermont of which Gilman is a village within the town. The village grew up around the Gilman papermill on the banks the Connecticut River. Zepherine had earned $900 for 52 weeks of work in 1939, and had clocked a 55-hour work week in the seven days before the US Census enumerator arrived for the 1940 count. The Pelletiers had arrived in town in 1935. In addition to Edgar, there was 7-year old Jack in the household with 5-year old Louisa, 3-year old Hugat, 2-year old Arline (the first to be born in the United States, specifically Vermont), and one year old Leona who was born in New Hampshire. While Zepherine and Alma had completed the 8th grade. Son Edgar had finished first grade.

- Railway Ledger / Mt. Washington Club/ Summit House / Ancestry.com / Newspapers.com

Jacque C. Pellitier 1950 - 1951

Jitney remembers there may have been a meeting at the Shop in 1950 where the Pellitier brothers - 19-year old Edgar and 17-year old Jacques wanted more money for the work they were doing or they would be going down the mountain. The financial ledgers indicated payment on October 7, 1950, and 18-year old Jacques returned for a second season at the Cog.

- Railway Ledger / Ancestry.com / Newspapers.com

R. E. Penna 1951

Penna began working in Marshfield and then moved to the trains later in the summer.

- Marshfield Corp/Cog Railway Cabins / Railway Ledger

Leslie G. Pennock 1899 - 1902

Summit House employee *(1899)* "Leslie Pennock has gone to the Summit House, Mt. Washington, to work during the summer." *(1899)* "Leslie G. Pennock returned (to Lisbon) from the Tip Top house, Mt. Washington Saturday *(9/31)*, where he has been employed during the summer. He has greatly enjoyed the season and has many interesting adventures to recount." *(1902)* "Leslie Pennock went to the Tip-Top house, Mt. Washington, Tuesday *(8/5)*, to act as bell-boy." // George Leslie Pennock was born on March 13, 1881, in New Hampshire, when his father, George W., was 42 and his mother, Verona Almeda (Glynn) Pennock, was 35. He had one brother, James Glynn *(b.1878)* and one sister. Myrtle G. *(b.1868)*. When the US Census was taken in early June of 1900, Leslie Pennock reported six months of employment as an elevator boy in a hotel. Father George was running his country store. Older sister, Myrtle was working as a music teacher and brother James was a cutter in a shoe shop. George L. Pennock was working as a steam railroad engineer in 1910. He was living at Theresia Benneard's boarding house on Somerset Street in Boston, Massachusetts. He was the lone railroad man living with the mostly hotel workers. The next year, 31-year old George L. Pennock was working as a stationary engineer when he married Irish-born, 21 year old Winifred PenCanney on November 21, 1911, in Boston, Massachusetts. Her address was the St. James Hotel in the marriage registry and her parents were John M. and Bridge "McLaughlin" Canney. George and Winifred had two children during their marriage: Florence Verona *(b.1914 d.1959)* & Geraldine Myrtle *(b.1918 d. 2004)*. George L. Pennock is listed as an engineer in the 1912 *Boston City Directory* as well as the 1918 *Medford City Directory*. On September 12, 1918, 37-year old George Leslie Pennock registered for the draft. He was described as of medium height and build with blue eyes and brown hair. He was working as a stationary engineer for E. M. Morse. The registrar noted that Pennock has lost one eye. In January 1920, George was operating a stationary engine in an office building and the family was living in Medford, Massachusetts. In April 1930, the 49-year old Pennock was now at the controls of a stationary engine in a hotel. The 1940 Census taken in Medford reports that Pennock and his 50-year old wife, Winnie are empty nesters and he's running a steam engine in a factory. Two years later, he's not employed when he registers for the draft on April 27, 1942. He and Winnie are still living at 104 Allston St. in Medford and the registrar records he is 5-feet 7-inches tall weighing 136 pounds with blue eyes, gray hair and light complexion. His wife Winifred passed away on March 4, 1979, in Medford, Massachusetts, after a long illness at the age of 88. George had died before her passing.

- Littleton Courier - Wed, Jun 21, 1899; Wed, Oct 4, 1899 & Thu, Aug 7, 1902 / Ancestry.com / Newspapers.com / Boston Globe - Tue, Mar 6, 1979 pg. 45

Fred Perkins 2022

Railway employee from Littleton, New Hampshire - Perkins is assigned to the track crew.

- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Jennifer Perkins 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Samuel Perkins 1968

Cogger Peter Carter says Sam Perkins may have been a brakeman, but he was definitely on the railway's payroll during the summer of 1968. Perkins' $468.80 monthly salary and $60 a month Room & Board payments were booked under the "road maintenance" column in July. Carter says he went on to a successful legal career in Boston. "Sam Perkins is a founding partner of Brody, Hardoon, Perkins & Kesten, LLP. He was a Massachusetts Lawyers Weekly "Lawyer of the Year" in 2006, and has been designated a Super Lawyer every year since 2004. Mr. Perkins has been lead counsel in dozens of jury trials in the federal and state courts of Massachusetts and Vermont. His diverse practice includes commercial litigation, civil rights, consumer protection, employment, professional malpractice, land use and personal injury.

- Railway Corp / July 1968 Railway Co Payroll summary/ www.bhpklaw.com/Attorneys/Samuel-Perkins.shtml

Samuel Perkins (2020)
- BHP& K Law Firm photo

W. D. Perkins 1952

Like so many others, Perkins began his Cog career working in Marshfield and then moved to the trains later in the summer of 1952 *- Marshfield Corp/Cog Railway Cabins / Railway Ledger*

Matthew David Perodeau 1978 - 1982

18-year old Matthew Perodeau came to the Cog from Farmington, Connecticut after celebrating his 19th birthday on August 22, 1978. He was on the payroll from September to October 10th as a brakeman. In 1979, Perodeau again worked late in the season as brakeman starting on his birthday through October 10th earning $3.00 an hour. He qualified as a fireman in 1980 and earned $3.40 and then $3.75 an hour. Perodeau doesn't show up on the financial records for 1981 but is listed as the track crew foreman in the summer of 1982. Perodeau married Sharon M. Langill on September 1, 1984. It was the first marriage for the Farmington High School graduate. It was the second marriage for the college educated Langill. The couple divorced in 1993 with two children under the age of 18. A Matthew D. Perodeau currently lives in Maine.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com /

Doris Perry

Doris Irene Perry, 86, of Jefferson, died on Tuesday, July 19, 2016 at The Morrison Nursing Home in Whitefield, following a brief illness. She was born on February 25, 1930 in Peacham, Vt., and was a daughter of Urbain and Edmay (Lesperance) Coté.

She attended Lancaster Academy in Lancaster. In addition to being a mother and homemaker, through the years she worked for several businesses, including the Waumbek Hotel, Bible Land, Wright's Floral Shop, Quechee Gorge Gifts, Riff's Floral Shop and the Cog Railway. She is survived by a son, Kim and his wife Margaret of Jefferson; four daughters, Robin and companion John Oliphant of Keene, Tamie Guerin of Lancaster, Cheryl and her husband Kevin French of Quechee, Vt., and Theo and her husband Dan Parker of Winterville, N.C.; seven grandchildren, four great-grandchildren, and several nieces, nephews and cousins.

- North Woods Weekly - Fri, Jul 22, 2016 pg. 2

P. B. Perry 1951

Railway Ledger

Theodore P. Perry 1876 - 1902 ?

Did Ted work in the Blacksmith shop? - "J.D. Douglas arrived at the Base Monday *(8/31/1903)* and takes the place of Mr. Perry in the blacksmith shop." / *(1934)* "Mr. and Mrs. Theodore P. Perry of 84 Union street, Littleton celebrated their golden wedding anniversary Sunday *(10/28)* surrounded by nearly 70 members of the Perry family who gathered at the Chiswick inn to celebrate the occasion. Mr. and Mrs. Perry have resided in Littleton for 40 years during nearly all of which time they have lived in their present home. Mr. Perry, 77 years of age, was born in St. Agatha, Province of Quebec, on February 21, 1859. Mrs. Perry, now 72, was born in St. Thomas, Province of Quebec on November 23, 1851. They were married in Laconia, October 28, 1884. For 45 years Mr. Perry worked for the Boston & Maine railroad, being employed as a section foreman for 15 years. He retired about 10 years ago. At one time he worked for the Mount Washington Cog railroad." *(1941)* "Many attended funeral rites Wednesday *(4/30)* morning at the St. Rose of Lima Catholic church in Littleton for Theodore Perry, 83, longtime resident of Littleton, who died Monday *(4/28)* following failing health for three or four years. He was a retired railroad veteran of long experience. Beginning his railroad career as a laborer when the Mt. Washington Cog railroad was built *(1876 spur line)*. Mr.. Perry worked as section boss on the Boston & Maine line continuously until he was pensioned more than 15 years ago. He was born in St. Agatha, P.Q., February 21, 1858. He came to the States as a young man of 18 settling in Fabyans when the railroad was started He later worked throughout the White Mountain Section. On October 28, 1884, he was married to Melina Joncas of St. Thomas, P.Q., and the couple would have celebrated their 57th anniversary next October. They have been residents of Littleton for the past 44 years. Ten children were born to the union. Mrs. Perry, who is 78, enjoys fair health." THIS MAY BE TWO PERRY'S - Blacksmith and laborer

- Among the Clouds - Aug 31, 1903 / Littleton Courier - Thu, Nov 1, 1934

Walter Perry 1940

B&M Bilerica shops worker to Cog for summer - "Walter Perry is going to spend his summer working at Mt. Washington. We think he can pick the cool spots." Apparently so. Perry was a Summit House waiter in the dining room - mentioned in first *Mt. Washington Daily News* as working with others to create paths for tourists to walk to Summit look-offs // Walter Cecil Perry was born on August 17, 1914, in Shelburne, Nova Scotia, Canada, to 33-year old Minnie Theresa Harlow, and 35-year old Morton Wilson "Gaston" Perry. He had four siblings. Wilfred Harvey *(b.1906 d.1989)*, Myrtle Winnifred *(B.1908 d.2000)*, Frederick Freeman *(b.1911 d.1912) & ONE PRIVATE.* At age 11, Walter left Canada sailing from Yarmouth, Nova Scotia to Boston on August 20 1925 on vessel *Prince George.* He went to live with his Uncle Mervin Perry & Brother Wilfred & Sister Dorothy at 44 Irvington Road in Somerville, Massachusetts. 24-year old Walter Perry was still living there on February 13, 1939 when he applied for citizenship *(left)*. He was now working as a railroad clerk. He stood 6-feet 2-inches tall and weighted 164 pounds with green eyes and brown hair. Perry sported a scar in the corner of his left eye. In 1940, Perry registered for the draft and said he was working for the Boston & Maine Railroad at Lechmere Station in East Cambridge. He had gained 3 pounds from his citizenship application and his eyes were now considered gray instead of green. The registrar said Perry also suffered from a stiff left elbow. 31-year old Walter Perry married 20-year old Verna Helene Hughes on January 17, 1945 in Cambridge, Massachusetts. Shortly after the marriage, Walter C. Perry's petition for naturalization was granted. The couple would have four children: Warren A.; Wayne A.; Walter A.; & Loretta A. He died on November 12, 2004, in Londonderry, New Hampshire, at the age of 90. His wife, Verna would die on September 28, 2008 in Billerica, Massachusetts.

Walter C. Perry (1939)
- U.S. Citizenship papers photo

- B&M Employees magazine - Jun 1940 pg. 24 / Mt. Washington Daily News - June 30, 1940 / Ancestry.com / Newspapers.com

Patrick Persico 1967

Summit House employee - Patrick Persico appears on the Summit payroll summary for July 1967 as earning $180 a month. "Free" room and board was worth $66.65 a month for tax purposes. His net monthly pay was $153.05. Persico's salary was booked in the Summit House "restaurant" column.

- Summit House / July 1967 Summit Payroll summary

Donald Peters 1953

Summit House

Russell N. Peterson 1951 ?

Brakeman - *(2021)* "Russell N. Peterson, 88, died Sunday November 7, 2021. He was the husband of the late Arlene (Farrell) Peterson and the late Eileen Roelofs-Peterson. Russell leaves behind his loving friend, Ann L. Wilson. Born in Lowell, MA, he was a son of the late Norman O. and Alice M. (Olson) Peterson. He has been a resident of Warwick since 1960. Russell was employed with Magnuson Products Corp. as a salesman for 30 years and later worked for RIPTA as a maintenance foreman for 20 years retiring at the age of 77. As a young man he had worked as a brakeman with Mt. Washington Cog Railway. Along with his family, his faith was very important to him. He was a Deacon at Quidnessett Baptist Church and also an elder at the Cranston Christian Fellowship and the Cornerstone Church in Warwick. He is survived by his daughter Cynthia Arlene Hail and her husband Andrew N. Hail and his son Craig A. Peterson and his wife Mary Bergeron Peterson. He was the loving grandfather of Katheryne Anne Scoggins, Virginia Jeanne Hendrickson, Zachary Forest Peterson, Austin Max Peterson, Alaina Caroline Hail and the late Alec M. Hail and loving great grandfather of L'Wren, JeT'aime and Harley Scoggins, Von Henry, Drake, Elsa and Ingrid Peterson, Duke and Lucia Hendrickson. He was also the brother of the late Roger G. Peterson. His funeral will be private. A memorial service to follow in the spring. Memorial Contributions to Cornerstone Church, 550 Cowesett Road, Warwick, RI 02886, would be appreciated."

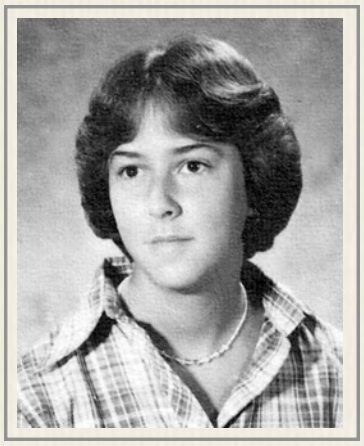
Russell Peterson (2021)
- Peterson Family photo

- www.thequinnfuneralhome.com/obituaries/Russell-N-Peterson?obId=23046254

Susan Petitt at a Cog gathering at the Zwaagstra home. "(We) often gathered there," says Petitt-Sylvester (1979)
- Petitt Sylvester Collection

Susan Petitt 1979

Susan Christine Petitt of Caldwell, New Jersey worked in the Marshfield Gift Shop during the summer of 1979. 43 years later, Sue Petitt Sylvester recalled, "1979 was the summer of the gas crunch and business was not as good as Charlie *(Teague)* and his mom would have liked. I am pretty sure they did a layoff. My manager in the Gift shop, Dwight *(Merrill)* was let go and Marie *(Emde)* became the manager. My best friends worked at the top of the mountain and we would send notes back and forth with the guys making plans for where we would meet up after work. No cell phones back then! I would run most mornings before my shift, jump in the freezing cold river (snow still on mtn top) then get ready for work. I drove my car to that first road on the left. Ran one mile out - one mile back. Drove down to below the falls to a different spot for my swim. I always remember the shop guys waving good morning to me upon my return. Wonderful people, wonderful summer, such a beautiful mountain." Susan Petitt had graduated from James Caldwell High School *(right)* in West Caldwell in 1978. Her yearbook commentary: "Life goes on and on, thanks for the memories. Barb, Fla, Ohio, and so much more YCC'76, Norway '77, b-ball, Stokes, 23, cutting again, Urdit, and as always, a nut smiling for you, K.U." Petitt was a member of the National Honor Society, co-captain of the basketball team, and the "K.U." in her note may be her future husband. Susan C. Petitt married Kerry E. Uhler in July 1982 in New Jersey. The Ramapo College ice hockey star and 1976 graduate with a environmental science degree, Kerry Uhler had been a Youth Conservation Corps leader at Stokes State Forest in 1974. Petitt and Uhler may have met through the YCC. *(2022)* Susan (Petitt) Sylvester - Sue is President & Chief Financial Officer of Absolute Resource Associates. After 20 years of working at various environmental laboratories in almost every capacity from Lab Technician to Lab Director, Sue purchased Resource Laboratories (now Absolute Resource Associates) with Guy Sylvester in 2000. Since then, the business has expanded to meet the ever changing needs of its customers and markets, tripling in revenue, staffing and facility size. Sue currently manages the overall operations, sales, safety, finance, human resources, and quality aspects of the business. In this capacity, Sue makes sure that the employees and customers all have what they need to insure success of every project we touch. Whether it is writing a quality assurance project plan, scope of work for a project, or getting data to the customer in a regulatory compliant format, Sue has done it all. Sue has made a name for herself in this industry as an entrepreneur with steadfast ethics and a natural business sense. ARA has been recognized as a Top Woman-Led Business in NH, Sue won the prestigious NHBR Business Excellence Award in 2014, the Outstanding Women in Business Award in 2016, and was invited to testify and share her story at a Small Business Hearing in Washington D.C. in July, 2014. In 2015, Sue was appointed to the Federal ETTAC Environmental Committee by the US Secretary of Commerce. When she is not at work, you can find Sue kayaking, camping, biking, running, cooking, gardening, or hanging with her nieces, nephews and grandkids.



Susan Petitt (1978)
- James Caldwell HS yearbook

ARA President Sylvester (2022)
- Absolute Reources Assoc photo

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Patterson (NJ) News - Tue, Jul 16, 1974 pg. 17 & Thu, Jun 10, 1976 pg. 11 / Email to Jitney Jr - Dec 2022

Joseph Petrie 1953

Railway Ledger

Pet - Phe

Clarence Albert Pettingill 1896

Summit House employee - Part of Summit House Orchestra - "Mr. Pettingill, the pianist, is a student of Tufts College, and is a fine performer and very promising young musician." The pianist would become a Tufts-trained dentist who spelled his last name "Pettengill." (1911) "Announcement is made of the marriage of Miss Helen Ramsay, of Cambridge, to Dr. Clarence Albert Pettingill, of Boston, while at the same time Miss Bertha Perkins became the wife of Charles Merle Ramsay, both of Cambridge, thus making a (Ramsay sister-brother) double wedding ceremony. This took place at the residence of Mr. and Mrs. Charles Cornell Ramsay in "the Montrose, Massachusetts Ave., Cambridge, with only members of the families of the bridal couples present. Miss ramsay is a graduate of both Tufts and Radcliffe colleges and following her graduation from the latter she travelled widely in Europe. Dr. Pettengill, whose bride she became, is a son of Dr. and Mrs. Joel Matthews Pettengill of Hudson, Mass., and is a graduate of Tufts College, as eh also is of the Tufts Dental School. He recently was appointed professor and head of the prosthetic department of his alma mater." (1921) Funeral services will be held at the home of Frank P. Huckins, 174 Valentine St., West Newton, at 2 o'clock tomorrow (2/26) afternoon for Dr. Clarence A Pettengill of Wellesley, who died yesterday (2/24) afternoon at his home in Wellesley Hills. Dr. Pettengill was a graduate of Tufts College, class of 1900, and of Tufts Dental School, 1903, and had practiced dentistry in Boston since 1903, having an office on Commonwealth Ave. he was a member of the Wellesley Country Club and of the Maugus Club of Wellesley and also of several medical and dental societies. Dr. Pettengill was the son of Dr. Joel Pettengill of Hudson. He was born in Middletown, Conn., 45 years ago, but went to Hudson when a child, where he received his early education. In 1911 he married Miss Helen Ramsey of Cambridge, who survives him, as do his parents, who are still in Hudson. Burial will be in Hudson, Massachusetts."

- Among the Clouds - Tue, Aug 4 & Wed, Aug 5, 1896 / Ancestry.com / Newspapers.com / Boston Evening Transcript – Fri, Aug 11, 1911 pg. 10 / Boston Globe – Fri, Feb 25, 1921 pg. 2

S. Benjamin Pettingill 1892 - 1896

Summit House Chef - also steward / "On Mount Washington: S. Benjamin Pettengill of Sandwich, N.H., who for five seasons was chef at the Summit House at a period about forty years ago, visited Mt. Washington Monday *(July 27, 1931)* for the first time since those earlier days. He was accompanied by his daughter, Mrs. Rose, wife of Dr. Wilfred Rose of Lawrence. Mr. Pettegill was chef at the Crawford House for thirty-two years after leaving the Summit and has filled a similar position at the Hotel Ormond in Florida for 33 seasons. He has now retired from summer work but continues his professional activities in Florida during the winter." // Sylvender B Pettengill was born in January 1862 in Sandwich, New Hampshire, the fourth and youngest child of 51-year old farmworker Hosea A. and 43-year old Polly M. (Skinner) Pettingell. His older siblings were: Abbie M. *(b.1853 d.1888)*, Hosea A. *(b.1856)* & Alemena *(b.1860 d.1926)*. At eighteen, Sylvender was waiting on tables in a local hotel in 1880. By 1895, he had moved into the kitchen. The 1895 & 1896 Somerville, Massachusetts Directories lists Sylvender B. Pettengill as a cook boarding at 9 Knowlton Street. 34-year old meat cook Sylvender B Pettengill married 23-year old Nova Scotia-born Helen Elizabeth Delaney in Center Sandwich, New Hampshire, on June 18, 1896. Helen had come to the United States in 1886. When his dad, Hosea attended the wedding, he was working as a tin smith. In December 1896, the newlyweds welcomed a son, Leander to the family. The 1900 US Census said the 3-year old and his parents were living in Sandwich. Sylvender was still cooking. In 1910, the Pettegill's were living in Sandwich. 48-year old Sylvender was cooking and Helen was now caring for 13-year old Leander and the couple's two-year old niece, Edna. In 1930, the US Census enumerator Charles B. Hoyt found two generations of Pettengill's living in the same Sandwich, New Hampshire dwelling. Leander and his 30-year old wife Helen had been married for four years and had a two year old daughter, Patricia M. Pettengill. Baby Patricia's grandparents, Helen and Sylvender were also in the house. 57-year old Helen was waiting tables at a hotel, and 32-year Leander had taken up his father's trade as a hotel cook. Sylvender was not working. He would die two years later in Lawrence, Massachusetts as noted in the *Boston Globe*: Sylvender B. Pettingell "beloved husband of Helen (Delaney) Pettingell, prominent chef at Hotel Ormand, Ormand Beach, Florida, and Crawford House, Crawford Notch, N.H." died on April 14, 1932, at the age of 70, and was buried in the Grove Cemetery in Sandwich, New Hampshire.

- Among the Clouds - Jul 11, 1892 / Littleton Courier - Thu, Jul 30, 1931 / Ancestry.com / Newspapers.com / Boston Globe - Fri, Apr 15, 1932 pg. 34 / Find-A-Grave.com

Florida Phelps 1952 - 1956

65-year old Florida Phelps started working at the Summit House in 1952 with her husband Warren. She came down off the summit and started working in Marshfield in 1954. Florida Greene was born on September 11, 1886, in Norwich, Connecticut, to her English-born parents 22-year old Eliza "Liza" Ann Urquhart and 30-year old Joseph Greene. The pair had come to the United States in 1880. Florida had one brother, Thomas Humphrey *(b.1891 d.1918)* and two sisters; Jane Alma *(b.1883 d.1966)* & Lena Mary *(b.1889 d.1971)*. The 1900 Census found the family living in Meriden, Connecticut where 44-year old Joseph was working as a "color mixer" and 16-year Jane was employed as a "cabinet roller." Florida, Thomas and Lena were all at school. The family was still all together in 1910 living on Curtis Street in Meriden. 54-year old Joseph was now a sander at an iron factory. 26-year old Jane and 23-year old Florida were "silver workers" in a local factory. 19-year old Thomas was insulating coffee pots. 21-year old Lena had apparently married a Pennsylvanian named Ruggles. Lena and her one-year old son, Walter E. Ruggles were living there. The 1920 Census finds 34-year old Florida, her 36-year old sister Jane living with their mom and dad on Broad Street in Meriden on January 8th. 63-year old Joseph is sanding piano stools, while Florida and Jane are working packing

silverware. 53-year old Florida Green is still packing silverware in 1940 for the International Silver Co., but she is living with her sister, 56-year old Jane who married a 69-year old carpenter, George H. Johnson. By 1946, Florida Green is married, too. She and Warren E. Phelps moved to Hartford, Connecticut. After their stint in northern New Hampshire, the Phelps' may stayed in the hotel trade or were vacationing as Florida died in Southern Pines, North Carolina on January 30, 1965 of a heart attack The death certificate said the 78-year old Phelps was at the Hollywood Hotel with husband, Warren E. Phelps. She was buried in the West Cemetery in Meriden, Connecticut.

- Mt. Washington Club/Summit House / Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-A-Grave.com

Warren E. Phelps 1952 - 1956

59-year old Warren E. Phelps started work at the Summit House with his wife and with her came down the Mountain to Marshfield in 1954. The year before he started working for the Cog, Warren Phelps was apparently managing the Baker Brook Cabins in Bethlehem as he placed a classified ad in the *Hartford Courant* in August 1951 saying Cottages were available for rent "by the week or month at reasonable rates in the heart of the White Mountains of N.H." He was apparently involved with the Baker Brook property into the early 1960s as he placed ads in Connecticut newspapers in 1961 offering the complex as a great business opportunity - in November 1962 offering it for sale and again in March 1963. // Warren E. Phelps was born on May 12, 1893, in Westfield, Massachusetts, when his father, Leon D., was 24 and his mother, Emma (Cone) Phelps, was 20. He had three brothers: Stanley Charles *(b.1895 d.1979)*, Truman J. *(b.1896 d.1971)* & Wilbert D. *(B.1905 d.1983)*. The family was living on Hampden Street in Westfield, Massachusetts in 1900. Father Leon was working as an organ pipe maker. Ten years later, the family was living on Maple Street in Westfield, Massachusetts and Leon was still working at the organ factory. The 1910 Census reported 16 year old Warren was working as a bell boy at a hotel. When 24-year old Warren Edward Phelps registered for the draft in 1917 he was living in Hartford, Connecticut He was working as a car repairer and machinist for the Delaware & Hudson Railroad in the Plattsburgh, New York shops. He was described as of medium height, slender build with auburn hair and brown eyes. Warren Phelps married Ellesta M.Goodwin of Bloomfield on March 2, 1918 in Hartford. On Thursday, May 16, 1918, Phelps was ordered to report for examination by the local draft board No. 2. He was accepted for military service. But a month later, Phelps was behind the wheel and hit a pedestrian in Hartford. *(1918)* "Mrs. L.L. Woodward of No. 309 Albany avenue was struck by an automobile driven by Warren E. Phelps, at the corner of Albany avenue and Green street, last night *(6/24)*. She was not seriously hurt. Phelps is employed by the Buick Taxicab Company." The accident apparently occurred two weeks after Phelps' new wife left him. He would ask a court for a divorce in August 1921. In the meantime, Phelps would be in court for other reasons. *(1919)* "Warren E. Phelps, for taking an automobile without permission of the owner, was sentenced to jail for sixty days." The 1920 US Census found 26-year old Warren E. Phelps living with his parents on Woodland Street in Hartford. He was working as a corporate chauffeur. Dad was still making pipes for organs. *(1922)* "Warren E. Phelps of (Meriden) was granted an absolute decree of divorce from Ellesta Goodwin Phelps of Bloomfield on the ground of desertion, by Judge Hinman in the superior court at New Haven yesterday *(3/4)*." By the end of the year the 28-year old divorce would marry an 18-year old woman working at the organ factory. "Miss Emma May Tourtelotte, daughter of Mr. and Mrs. George F. Tourtelotte of No. 130 Albany avenue, and Warren E. Phelps, son of Mr. and Mrs. Leon D. Phelps of No. 397 Woodland street, were married Wednesday *(11/29)* evening by Rev. Dr. John Newton Lackey. The attendants were Mrs. Lillian Bisbee, sister of the bride, and Truman J. Phelps, brother of the bridegroom. Following the ceremony, a reception was held at the bride's home. Mr. Phelps is in the employ of George A. Parker, superintendent of parks. Among the wedding gifts was a purse of gold from associates of the bride employed by the Austin Organ Company. Mr. and Mrs. Phelps will live at No. 346 Woodland street." *(1928)* "Warren E. Phelps of Hartford, charge with reckless driving, was found not guilty and was discharged." *(1930)* "After a crash on the turnpike *(in Newington, Conn.)* late Saturday *(3/8)* night,

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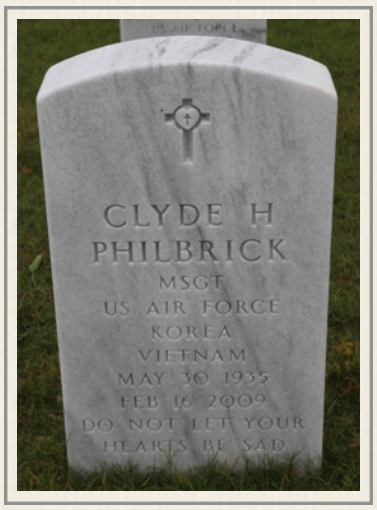
Warren E. Phelps of 405 Woodland Street, Hartford, was arrested on the charge of drunken driving by Constable John Walsh. James A. Manning of Hartford, a passenger in Phelps's car was arrested on the charge of drunkenness. Phelps was arrested after his car struck the rear of a car driven by Raymond Stoddard of Church Street, and did extensive damage to both cars. No one was injured." "A fine of $150 and costs with a suspended sentence of 30 days and a year on probation was meted out Warren E. Phelps of 405 Woodland Street, Hartford, on the charge of drunken driving. James Manning of 29 Enfield Street, Hartford, a passenger in Phelps's car, was fined $5 and costs on the charge of drunkenness." On Wednesday, April 9, 1930, Warren E. Phelps was one of 95 drivers who had their licenses suspended for one year for driving while under the influence of liquor as "part of the effort to reduce this highway menace." The Connecticut Motor Vehicles Department "advised people (reading the article) to notify the drivers operating motor vehicles." Three days later the 1930 Census count found Mr. and Mrs. Phelps living on Woodland street. The couple told enumerator Harry Feinberg that Warren was chauffeuring for the city, and Emma was gluing pieces at the organ factory. *(1932)* "Struck by an automobile truck at the intersection of Buckingham and Hudson streets, Edward Seaton, 6, of 179 Hudson Street, was taken to Mt. Sinai Hospital Wednesday *(11/9)* morning with a broken leg. The driver of the truck, Warren E. Phelps of 19 Dean Street, who took the boy to the hospital, told police the child suddenly stepped over the northwest corner of the intersection and ran into the side of the truck. Detective Jere J. Grady investigated. No arrest was made." At 48, Warren registered for the draft on April 27, 1942. He was still working for the Hartford City Park Department and was living on Cider Brook road. The person who would always know Phelps' address was Mrs. Emma Phelps who was at the Pond House in the city-owned Elizabeth Park. Warren was listed as 5-feet 7 ½ inches tall, weighting 160 pounds with ruddy complexion, brown eyes and hair. He was missing the end of his thumb on the left hand. It is unclear when Warren and Emma would divorce, but Warren was married to Florida Green by 1946. By 1951, Warren and Florida Phelps were in northern New Hampshire. Florida Green Phelps would die on January 30, 1965. Less than six months later, Warren Edward Phelps had married again. The 72-year old semi-retired widow said his marriage to the 73-year old widow, Esther Mae Stearns of Lyndonville, Vermont was his second marriage. St. Johnsbury Justice of the Peace Conrad R. Doyon performed the ceremony on July 8, 1965. They had five years together. Warren E. Phelps died July 13, 1970 of a blood clot on the brain. He was 77.

- Mt. Washington Club/Summit House / Marshfield Corp / Ancestry.com / Newspapers.com / Hartford Courant - Wed, May 15, 1918 pg. 6; Fri, May 17, 1918 pg, 5; Tues, Jun 25, 1918 pg. 8; Wed, Jun 11, 1919 pg. 3; Mon, Dec 4, 1922 pg. 13; Mon, Mar 10, 1930 pg. 4 & Tue, Mar 11, 1930 pg. 17 / The Meriden (CT) Journal - Wed, Aug 10, 1921 pg. 1 / Meriden (CT) Record-Journal - Sat, Mar 4, 1922 pg. 14; Thu, Dec 13, 1928 g. 5 & Wed, Apr 9, 1930 pg. 1

Clyde Philbrick 1952 - 1954

Older brother of Paul, 17-year old Clyde Philbrick began working at Summit House the year Hank Lahey managed the hotel. Clyde provided maintenance for two summers before going to work on the railroad payroll for his last season. // Clyde Harry Philbrick was born on May 30, 1935, in Rumford, Maine, to 32-year old Doris Elizabeth Gallop and 30-year old papermill cutter operator Harry Libbey Philbrick. He had three siblings: Julian *(b.1932)*; Grace Anna *(b.1932 d.2009)* & Paul Myron *(b.1936 d.1971)*. Clyde enlisted in the Air Force in 1955 and would serve for 21 years specializing in radar. While stationed in Germany, 23-year old Clyde Philbrook met and married 21-year old Irmtraut (Tina) Zeisig from Gottingen, Germany on May 15, 1959. Their first child, Astrid Gabriele would be born in her mother's hometown on August 25, 1959. The Philbrick's came back to the United States to New York on a December 12, 1959 Pan American Airlines flight. Mark Daniel Philbrick was born to the couple on November 21, 1962 while Clyde was stationed at the Myrtle Beach Air Force Base in South Carolina. When she filed her petition for naturalization she described herself as 5-feet 4-inches tall with green eyes and brown hair. Radar Supervisor Heny F. Lewis and his wife Ramona were witnesses on Mrs. Philbrick's petition saying they had known Tina since June 1, 1960. Clyde Philbrick was serving with the 932nd Aircraft Control & Warning Squadron in Keflavik, Iceland when he was promoted to technical sergeant. The squadron was operating general surveillance radar for the air defense of Iceland and the North Atlantic. Clyde retired as a Master Sergeant at the end of January 1976. By then the Philbrick's were living in Biloxi, Mississippi. Tina retired as a manager for the National Car Rental company and had been a hostess and cashier at the Marina Restaurant known to be "a feisty woman, full of piss and vinegar who will be always remembered for her vibrant love of life, laughter, dancing, and being the life of the party." Her April 2017 obituary opened with the quote: "You can always tell a German, but you can't tell them much." By that time, Tina Philbrick had been a widow for eight years. Clyde Harry Philbrick had died on February 16, 2009, in Biloxi, Mississippi, at the age of 73, and was buried there in the Biloxi National Cemetery. *(2009)* Clyde H. Philbrick, age 73 and a resident of Biloxi, Mississippi died on Monday, February 16, 2009, in bioloxi. Mr. Philbrick was born on May 30, 1935, in Rumford, ME. He retired from the United States Air Force with over 21 years of service. Mr Phlibrick is preceded in death by his parents, Harry Libby & Doris Gallop Philbrick and a brother, Paul Philbrick. He is survivted by his loving and devoted wife of 50 eyars, tina Philbrick; his children, Astrid Hamilton and Mark Philbrick; his brother, Julian Philbrick; his sisters, Grace Leeman and Faither Schillinger; his grandchildren, Alan and Ancrea Hamilton, Dylan Gibbs, and Taylor Philbrick and his great-granddaughter, Cameron Hamilton. A graveside service will be held on thursday, February 19, 2009, at 2:30 p.m. at the biloxi National Cemetery.



- See Vol. 1 Ch. 9 Sec. 2 / Mt. Washington Clbu/Summit House / Ancestry.com / Newspapers.com / The White Falcon - Fri, May 29, 1964 Vol. III No. 21 pg. 1 / Biloxi (MI) Sun Herald - Feb 18, 2009 & Apr 5, 2017

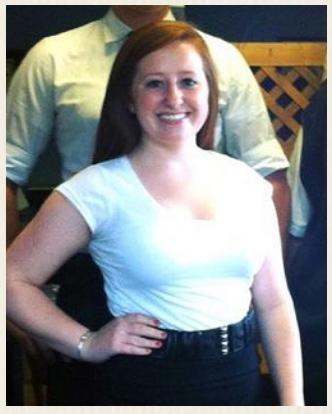
Paul "Uncle Paul" Philbrick 1953 - 1967

Paul Philbrick from Mexico, Maine followed his brother Clyde to the Cog at age 17 and became immersed in the repair and maintenance of the rolling stock, and switches - particularly welding. Cog financial records indicate was paid $.140 an hour in 1956, but more importantly he worked until October 14th and was part of the crew that would close the Summit and Base for the

winter. His pay rate was still $1.40 an hour in 1960 while he was performing locomotive maintenance *(right)*. Paul Philbrook took over the shop when Duncan Greene was let go in the fall of 1961. He had received $115 a week for that season. "Paul Philbrick was a marvelous gas welder," recalls Steve Christy. "I stood there and I couldn't believe it. He would start around an exhaust line and go right around - go under and it looked like you had a ladle full of molten metal and he just poured it on. He was incredibly great at that, I mean he really had a talent." He also was an accomplished arc welder taking a course at the Lincoln Electric Welding School in Cleveland, Ohio in early 1963. Philbrick saw a pay raise to $125 a week in 1964. Paul Philbrick went down the mountain at the end of 1967 and began working on a steam railway in Alaska. *(1971)* "Paul Philbrick, White Pass & Yukon Railroad machinist who was taken to Juneau Borough Hospital with severe frostbite which he suffered on Jan. 17, when his car got stuck at the end of the road past Liarsville, is still in Juneau Hospital, and receiving treatment. He walked a couple of miles in -15 weather, and his hands, feet, and face were badly frozen. His face and feet have made a good recoery, while final outcome of surgery on his hands is still uncertain. Paul has appreciated hearing from many friends in Skagway who have sent cards and letters." // Paul Myron Philbrick was born on July 13, 1936, in Rumford, Maine, to 34-year old Doris Elizabeth Gallop and 32-year old Harry Libbey Philbrick. He had three siblings. He died on August 17, 1971, in Alaska at the age of 35.

- See Vol. 1 Ch. 9 Sec. 4 / Railway ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Fairbanks Daily News-Miner - Mon, Feb 22, 1971 pg. 10

Paul Philbrick at Work
- Elvira Murdock photo



Mckayla Philips (2012)
- Philips Family Collection

Mckayla Philips 2009 - 2012

Ticket Office - Tom Lane: "Mckayla Philips - Ticket Office, 2009 - 2012. From Whitefield. Was the step daughter of Jack Watkins."
- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022

Benjamin Phinney 1968

Benjamin Phinney (2020)
- LinkedIn Profile photo

20-year old Benjamin Sanburn Phinney had just completed his sophomore year at Harvard when he came to the Cog Railway in 1968. He was the son of Rev and Mrs. Frederick Warren Phinney. After graduating, he enlisted in the United States Navy, and served as Lieutenant, receiving a Navy and Marine Corps medal for meritorious service in March 1972 from the Commander of the Seventh Fleet. Phinney's *LinkedIn* profile explains he "served as a gunnery officer on a destroyer in the Vietnam War." Ben's father was the rector of the Church of the Holy Spirit at Lake Forest, Illinois in 1975 when Phinney married a Drake University graduate working as a Trans World Airlines hostess while seeking her masters of arts degree at Loyola. Barbara Weeks Phinney's father was the president of Weeks and Leo Co., Inc. - a Chicago drug manufacturing firm. At the time of the June 28, 1975 wedding 27-year old Benjamin Phinney was working at the Continental Bank in Chicago while seeking his master's degree in business administration at the University of Chicago. He was awarded his MBA in 1976. "I spent over forty years in marketing and management positions in commercial/international banking and in fundraising for top educational institutions," writes Phinney on *LinkedIn*. He was the principal gift officer for Brown University for nearly four years *(2004-2008)* and then became the director of development at the Dexter School for over five years. In October 2014, Phinney started his own personal coaching business for executives and individuals dealing "with change in their professional and personal lives." Contacted in December 2020 for the Jitney Years project, Phinney said he doubted he "would have anything of value to add." His *LinkedIn* profile simply says, "I am a father, a grandfather, and an avid outdoorsman and I live in Bozeman, MT and Randolph, NH." *- Railway Corp / Ancestry.com / Newspapers.com / LinkedIn.com / Des Moines (Iowa) Register - Sun, Jun 29, 1975 pg 41*

Engineer "Pic" Pickel
- Pickel Family Collection

Mr. Pick 1891

Summit House Orchestra - played the Sept 12 annual hop
- Among the Clouds - Sep 14, 1891

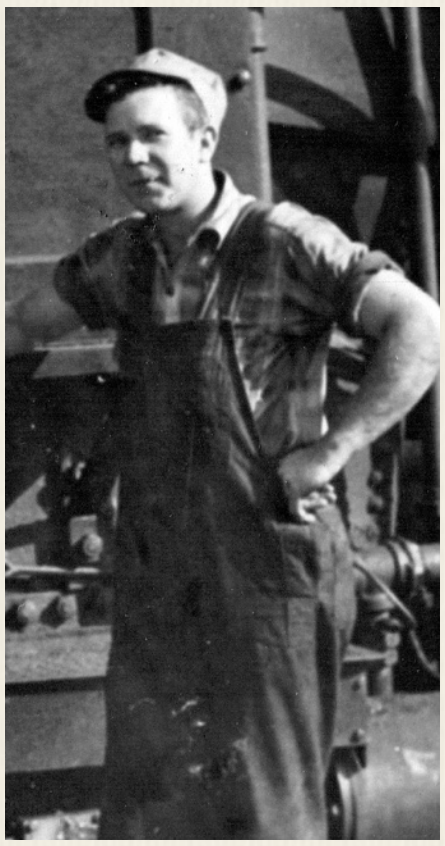
Claire N. (Deslandes) Pickel 1949 - 1950

Younger sister of Young Pliney Granger's wife
- Marshfield Corp Ledger / Mt. Washington Club/Summit House

Hollis "Pic" Pickel 1947 - 1952

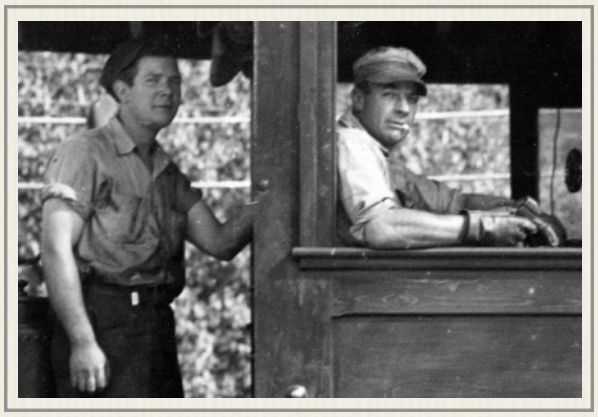
Engineer - Granger brother-in-law - Lived in cabin with wife, Claire. / Hollis Dean Pickel was born in Newport, Vermont on November 8, 1923, the son of a Canadian-born couple, 30-year old Abbie Maud Willard and 37-year old dairy farmer Cecil Harrison Pickel. He had an older brother, Willard Cecil *(b.1918 d.2005)*. In 1930, the Pickel's were working a rented farm on Willoughby Lake in Westmore, Vermont, and according to the Barton newspaper Hollis was suffer-

Pic



Fireman Hollis Pickel
- Pickel Family Collection

ing from the chicken pox in early November of that year. Things didn't get any better, the newspaper reported in mid-December Hollis was "quite ill" with a cold. The St. Johnsbury paper picked up the coverage saying "Keith Calkins and Hollis Pickel have been ill with bronchitis and unable to school the past week *(12/15-12/19)*. By 1935, the family had moved and rented a farm in Campton, New Hampshire. Hollis completed 8th grade there, and the 16-year old was still with the family in 1940. When Hollis registered for the draft on June 30, 1942 in Plymouth he said he was living in Beebe River, New Hampshire working for the Draper Corporation at their bobbin mill, and his mother, living at the same address, would always know where he was. Registrar Ruth Downing noted Pickel stood 5-feet 7-inches tall, weighed 160 pounds and had blue eyes and brown hair with a light complexion. Seven months later, 19-year old Hollis D. Pickel went to Manchester, New Hampshire to enlist as a private in the U.S. Army. He now weighed 137 pounds and would be in the Army until March 27, 1946. In 1947, he went to work for the Mt. Washington Cog Railway. His brother Willard had been working for Col. Henry N. Teague when he registered for the draft in 1940. He would work his way up the railroad ranks to engineer. 25-year old Hollis Pickel married 26-year old Claire Natalie Deslandes on May 21, 1949, in Littleton, New Hampshire. She was the sister-in-law of Cogger Pliney Granger Jr. Claire passed away on February 21, 1999, in Plymouth, New Hampshire, at the age of 75. They had been married 49 years. Hollis died at the New Hampshire Veterans Hospital in Tilton, New Hampshire on April 20, 2008, and was buried in Plymouth, New Hampshire. He was 84 years old.



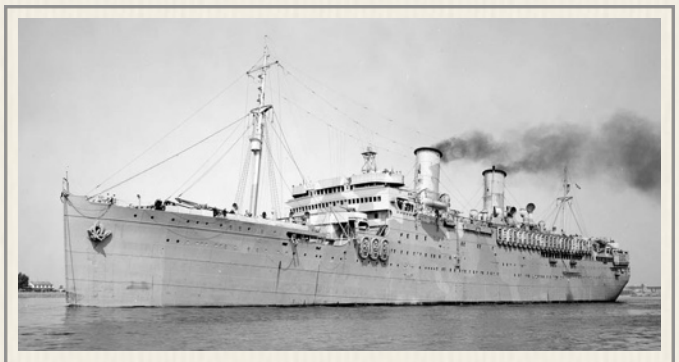
Fireman "Pic" Pickel (L) w/ unidentified engineer
- Pickel Family Collection

- See Vol. 1 Ch. 9 Sec. 4 / Railway Ledger / Ancestry.com / Newspapers.com / Orleans County Monitor - Wed, Nov 12, 1930 pg. 4 & Wed, Dec 17,1930 pg. 5 / St. Johnsbury Republican - Mon, Dec 22, 1930 pg. 5

The Pickel Brothers: Willard (L) and Hollis
- Pickel Family photo

Willard "Bill" Pickel 1940

A cardiac rehab patient at Concord Hospital, Bill Pickel told his therapist Cogger Ken Randall that he fired for Mike Boyce at the Cog Railway in the late 1930s. Randall told Jitney Jr. about the encounter. Jitney Jr confirmed through a World War II draft card search for "Henry N. Teague" as an employer that Hollis Pickel's older brother, Willard had worked on the Cog in 1940 (and perhaps earlier). Willard Cecil Pickel was born on October 19, 1918 in Newport, Vermont to 32-year old Cecil Harrison Pickel and his wife 25-year old Abbie Maud Willard. Father Cecil was working in the local flour sheds in 1920 to support his family. Willard's uncle was a Canadian Pacific Railway conductor. The family was living and working a rented farm in Westmore, Vermont when the 1930 Census was taken but headed south to another farm in Campton, New Hampshire in 1935 where the Draper Corporation had built a bobbin mill that would become one of the largest in the U.S. In the fall of 1936, Willard Pickel now a senior in high school was in a "serious automobile accident" that put him in the Plymouth, N.H. hospital with "a broken arm and it is feared that there may be internal injuries. In April 1940, 20-year old Willard had completed high school and was working as a counter in the Draper Corporation bobbin mill while living with his parents on their Campton, New Hampshire farm. Willard's draft card indicates he spent the summer of 1940 at Mt. Washington working on the railroad. Registrar Rowena Palmer said Willard Pickel was 5-feet 9-inches tall with blue eyes, brown hair and a light complexion. He weighed 160-pounds. At the end of March 1941, Willard enlisted in the U.S. Army. On June 26, 1944 Technician Fourth Grade Willard Pickel arrived back in New York aboard the *USS Monticello* (originally an Italian ship, *SS Conte Grande* that was interned in Brazil at the start of the war, purchased and converted to a Navy transport during the war, and returned to the Italian government in 1948 at the order of President Harry Truman). When TEC-4 Pickel stepped off the *Monticello*, he was bound for Fort Devens, Massachusetts and a release to civilian life on July 1, 1945. He married Dorothy Merle Kenney on August 8, 1945, in Plymouth, New Hampshire, and the couple made their home in Portland, Maine where Willard worked as elevator systems engineer. The specialized technical skills that the Army rewarded with a higher pay grade for Willard during the war were apparently re-



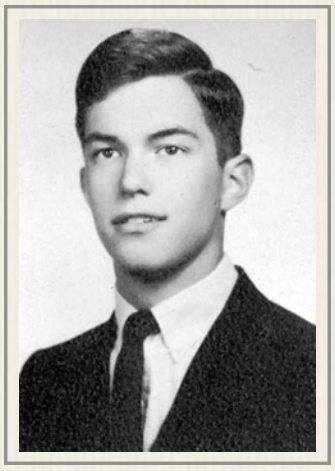
USS Monticello at Philadelphia Navy Yard (1942)
- NavSource Online photo archive

mained in demand. In late October 1953, 35-year old Pickel was one of five civilians aboard a USAF military transport leaving Westover Air Force Base in Massachusetts bound for Thule, Greenland. A month later he was flown home by military air transport. Willard and Dorothy Pickel had three children during their marriage: John W.; Pamela & Patricia. He died on December 17, 2005, in Concord, New Hampshire, at the age of 87. He is buried with his parents, brother and wife in the Pickel plot in the Riverside Cemetery in Plymouth. *- Ancestry.com / Newspapers.com /Newport (VT) Daily Express - Sat, Oct 3, 1936 pg. 6 / Find-A-Grave.com*

Robert A. Picken 1954

Summit House

Johl "John" Fulton Pihl 1964



John Pihl (1965)
- Abington HS yearbook

17-year old Johl Fulton Pihl (aka John Pihl) spent the summer before his senior year at Abington High School in Pennsylvania at the Summit House working on the snack counter and as a waiter *(owing to his background as a server at the Abington junior prom when he was a freshman?)* He earned $100 a month. He returned to his home in Glenside, Pennsylvania for his senior year where he took part in the senior play. He ran cross county as a sophomore, was a math tutor and part of the Key Club. 27-year old John Fulton Pihl came east from San Francisco to marry Delaware-native Karen Elizabeth Brill of Georgetown on May 25, 1974 in the Colonial Garden of the Log and Frame House in Odessa, Delaware. It was built circa 1740 and was one of the earliest homes built in the town which was first settled by the Dutch and the Swedes. Following the Lutheran ceremony, the couple were to live in Wilmington. John may have had a professional interest in the historic building's plank and log construction as he was to become an architect. The state of California issued an architecture license to John Fulton Pihl on October 8, 1980.

John Pihl (2007)
- UCSF Courtesy photo

In December 2007, John Pihl was named University of California - San Francisco's first sustainability manager, a new position within Capital Programs & Facilities Management (CPFM), which is directed by Associate Vice Chancellor Steve Wiesenthal. The UCSF's press release said "Prior to joining the University in October, Pihl worked for Kaiser Permanente, the David and Lucile Packard Foundation, and Hewlett-Packard in various positions related to environmental sustainability. Pihl is a licensed architect and an accredited professional in Leadership in Energy and Environmental Design. UCSF CPFM writer Colleen Hubbard posed these questions to Pihl recently. **Q:** When did you first become interested in sustainability? **A:** In architecture school, I was asked to design a zoo. I realized that the environments traditionally designed for animals were not right for them, and it occurred to me that the environments traditionally designed for people are not right for us, either. Later I worked for Romaldo Giurgola, an architect in Philadelphia, who believed that a building should respond to its environment. I learned a great deal from his design philosophy. **Q:** How do you see your role here? **A:** My role is to act as a resource and to assist in creating innovative processes that make us more sustainable. As sustainability manager, I'll develop and manage sustainability initiatives and educate people about sustainability. **Q:** What are you most excited about when you consider sustainability at UCSF? **A:** The potential benefit to students, faculty, staff, patients and the community. **Q:** If we implement some of the programs you are considering, how will UCSF look different in 10 years? **A:** It shouldn't look different, it should be different. We'll breathe cleaner air, see the outdoors from our work environments and use new technologies to generate cleaner energy. **Q:** What is one thing someone can do right now to contribute to the sustainability effort? **A:** There is so much. Mostly, I suggest that you be open to subtle lifestyle changes. For example, wear seasonably appropriate clothing so we don't have to use so much energy heating and cooling our environments. Even a two degree change in your thermostat can be significant." John and Karen now live in a condo on Streamside Circle in Pleasanton, California. John's architecture license faces a January 31, 2021 expiration date unless it is renewed. *- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Wilmington (DE) News Journal - Thu, Jun 6, 1974 pg. 32 / https://www.ucsf.edu/news/2007/12/7680/ucsf-names-environmental-sustainability-manager*

Charles E. Pike 1895

The 30-year fireman on the first trip of the new MWCR engine, No. 7 to the Summit with engineer Alexander Cusick on Friday afternoon, August 9th, 1895 // Charles Edson Pike was born on March 14, 1865, in Meredith, New Hampshire, to 39-year old Harriet S "Hattie" Worthley, and 40-year old Robert C Pike, age 40. Charles had an older half-brother, Frederick B. Wilson *(b.1860 d.1935)*. Charles' father died on February 19, 1874 when he was eight years old. In 1880, his widowed mother, Harriet was the head of household. Brother Frederick was working as a barber in town, and Harriet's divorced brother and photographer, 32-year old C. H. Colby was also part of the household with his 12 year old son Charles H. Colby. Young Pike went to work for the railroad and was a 24-year old fireman when he married 21-year old Lula A Bixby in her hometown of Warren, New Hampshire, on September 3, 1889. It was the first marriage for both. At the time she was working in Meredith as an "operative." The couple's son, Leon Bernard Pike was born on August 10, 1892, in Dedham, Massachusetts. Charles E. Pike was employed as a painter by the Boston, Concord & Montreal Railroad and living in Laconia in 1895, but apparently spent the summer at the Cog. It's unclear whether he may have worked at Mt. Washington other summers. 35-year old Charles, 32-year old Lula and 7-year old Leon are living in Laconia with Lula's 63-year old mother Addie Bixby when the US Census is taken on June 9, 1900. Charles is now working as a railroad brakeman. By the spring of 1910, the Pike's are living on Pine Street in Woodsville, New Hampshire and Charles is a freight conductor for the B&M railroad. Son Leon goes to work with the railroad, and at 21 is a brakeman when he marries 16-year old Warren, New Hampshire student Arlene Wasburn in East Haverhill on April 14, 1914. She was

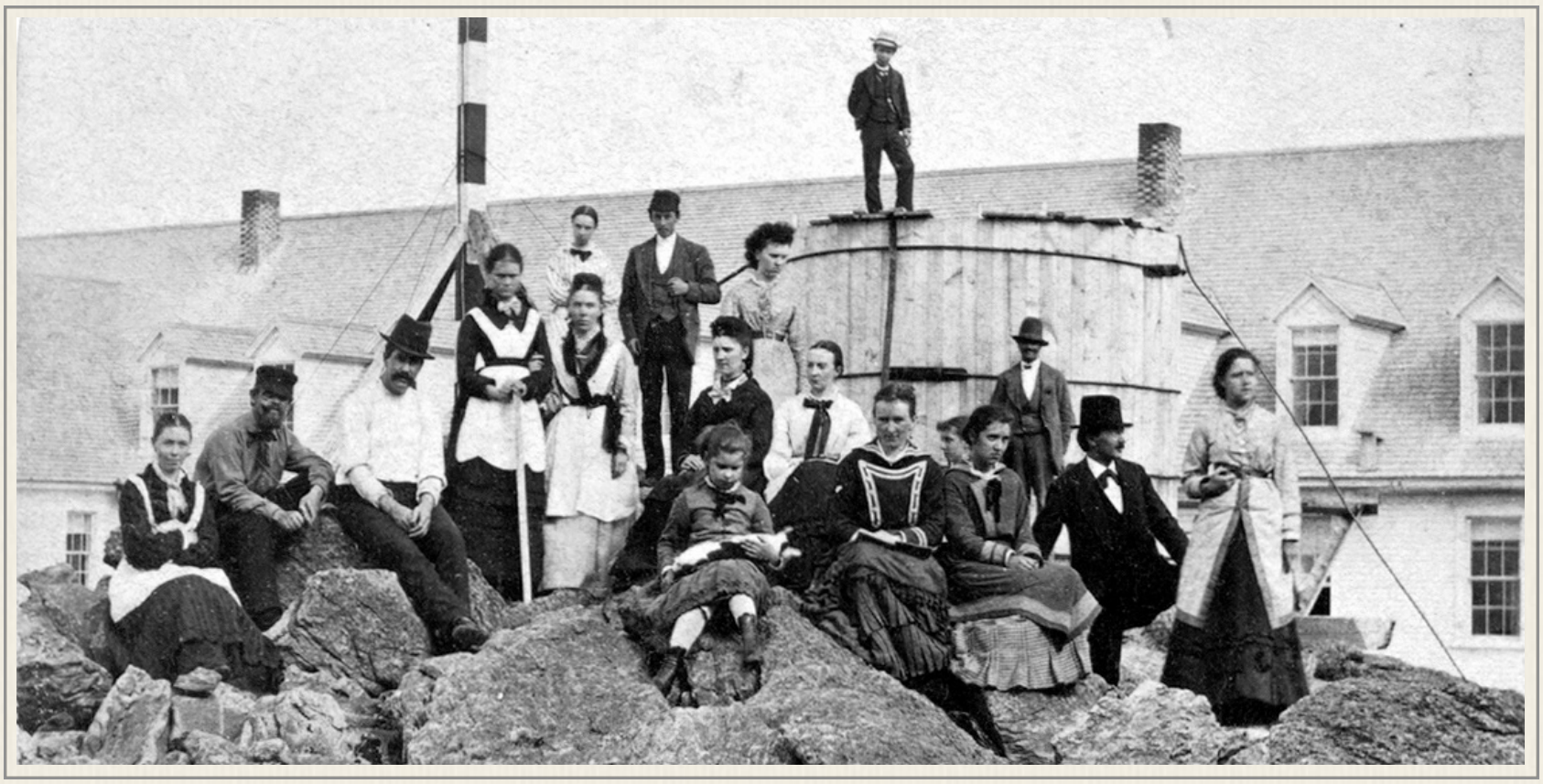
born in Newbury, Vermont. Her father Horace H. Washburn was a blacksmith. Leon and Arlene would give Charles and Lula a grandson, Harland E. Pike in early 1915. As Christmas 1916 approaches brakeman Leon Pike arranges his work schedule to be at home in Island Pond, Vermont for Christmas. He's assigned to a special extra west-bound freight from Portland, Maine heading to Chicago. Engineer Winfield L. Chase of Portland running the regular east-bound freight to Portland reportedly "had received orders at Bethel, Maine to take a siding at West Bethel, but that when he reached Gorham, the next station, his orders were changed and he was to take a siding in *(Gorham)*. For some reason... he failed to do this and the collision *(between the two freight trains)* resulted... in a desolate place at a sharp curve... about midway between the West Bethel and Gilead, Me., stations at 10:30 o'clock Sunday night. Four men were almost instantly killed. Engineer Chase jumped..." and was" badly scalded. Eight or ten cars were derailed on the west-bound track and two on the east-bound were burned and several others derailed and demolished. The east-bound cars were mostly loaded with provisions." One of the dead trainman was Leon Bernard Pike. His widow, Arlene and son, Harland move from Island Pond to Woodsville to live with the Pikes at 143 Central Street in 1917-1919. Charles and Lula Pike were still providing housing for Arlene and young Harland when the 1920 Census is taken. Lula A Pike passed away that same year in Warren, New Hampshire, at the age of 52. They had been married 31 years. 59-year old Charles E. Pike remarries on the last day of 1924 to a 43-year old widow from Tilton, New Hampshire. Mabel R. Colby. The B&M conductor and his new bride make Tilton their home, but Charles rents a room at 89 Central Street, Woodsville in 1925. Charles is recorded as living with Mabel and her 17-year old son, George H. Colby on Morrison Avenue in Tilton on April 3, 1930. Ten years later in the same home with his wife and a roomer. But that's the last record we have found of Charles E. Pike online, however there is a Charles Pike *(b.1866 d.1957)* buried in the Meredith Village Cemetery. If conductor Pike was returned to his birth town at his death, he would have been 92.

- Among the Clouds - Aug 10, 1895 / Ancestry.com / Newspapers.com / History of Woodsville, NH - One Name at a Time / Rutland (VT) Daily Herald - Tue, Dec 26, 196 pg. 2 / Orleans County Monitor - Wed, Dec 27, 1916 pg. 1 / Find-a-grave.com

Forrest A Pike - Ancestry.com

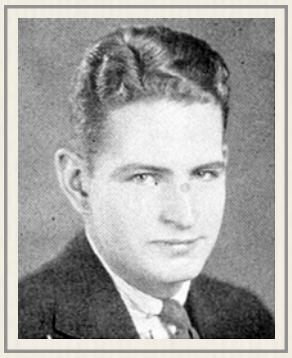
Forrest A. "Pop" Pike 1954 - 1957

60-year old long-time farmer Forrest Pike of Littleton, New Hampshire came to the Mountain to work on the track crew in the summer of 1954. By 1956, "Pop" Pike was the Track Boss and earned $1.25 an hour. He was paid through October 14th that year to help close up the operation. A combination of mint, gin and prune juice was his drink of choice. "What more can be remembered about track crew leaders "Father," "Pop," and others," writes Vincent Lunette.. "Pop lived in an old, small trailer at the Base with his "squaw." Their spoken language contained ~2 'colorful' words for each word in English." // Forrest Amos Pike was born on January 11, 1894, in North Haverhill, New Hampshire when his father, blacksmith Wilbur Frank Pike was 23 and his mother, Edith E. (Clark) Pike was 22. He was the oldest of four children: Evaline M. *(b.1903)*, Pauline E. *(b.1909)* & Raymond Wilbur *(b.1913)*. When the Census was taken on June 12, 1900, 6-year Forest was at school. Ten years later, Wilbur Pike and his family were in North Haverhill where he operated a blacksmith shop, and owned their home free and clear. When 23-year old Forest A. Pike registered for the draft on June 5, 1917 he was attempting to make a go of it farming on Dearborn Hill in Pike, New Hampshire that he bought the prior year. He was single, with no dependents, described as of medium height & build with gray eyes and brown hair. The 1920 Census found he owned the dairy farm but it was mortgaged and he apparently could not make a go of it. The Woodsville Guaranty Savings Bank moved to sell the property on July 11, 1922 to cover the Pike's $600 loan that was now in default. Notice of the sale was printed in the local Woodsville, New Hampshire just three days before 28-year old Forest married 36-year old Lucy E. (Hardy) Derosia in North Haverhill. It was his first marriage, her third. Lucy's first husband died. She divorced the second. She was the daughter of another local farmer Fred Harvey. The 1930 US Census found the Pikes' living on Chapel Street in Pittsfield, Massachusetts with their 9-year old daughter, Bernice E. *(b.1921 d.2005)*, 7-year old son, Amos F. *(b.1923)*, 5-year old son Francis A. *(b.1925)*, and 13-year old Grace Y. Derosia *(b.1917)* from Lucy's previous marriage. 31-year old Forest was not farming but was working as a "route man for a milk exchange." Lucy Pike heads the Pittsfield, Massachusetts household in early April 1940. 17-year old Amos has completed the eight grade and is now an apprentice clerk at a hardware store while 15-year old Francis is still in school - a sophomore in high school. Amos had worked 48 hours at the store the week before the Census enumerator showed up and had contributed $200 to the household income in 1939. Out of work for nearly three years, Lucy was recorded as part of the W.P.A. Project doing housework and sewing. She'd earned $575 in 1939. Forrest A. Pike does not readily appear on any Census sheet for 1940, however he resurfaces in April 1942 when he registers for the draft in Woodsville, New Hampshire. The 48-year old is working at Yeaton's store in Benton. Pike is described as 5-feet 7-inches tall with blue eyes and brown hair with a light brown complexion. He has a scar on his left side near his heart. In November, 1942, Forest Pike's oldest son, Amos has left the Pittsfield Hardware store and is in the U.S. Navy on board the destroyer *USS Sterett* serving as a Fireman Second Class. The *USS Sterett* took a prominent part in the nighttime Battle of Guadacanal on November 13, 1942. The ship's torpedo commander Thomas O. McWhorter later wrote of the battle in his book, *Stand and Fight*: "The *Sterett* took eleven direct hits, all on her port side, all above the waterline, and sustained severe shrapnel damage from many near misses. Her after deck house and number three gun, an unshielded open mount back aft, were engulfed by flames that brightly illuminated the flag on the small ship's mainmast truck. Her after handling rooms were set afire, causing powder in the ready service storage to ignite... Twenty-eight men were dead, another thirteen seriously wounded. Four leaped overboard to extinguish their burning clothes. Those who stayed aboard and saved the ship braved burning compartments to turn flood valves and remove wounded from impossible places." One of the sailors who died was Amos F. Pike. When "Pop" Pike came to the railroad in 1954 it is likely his female companion was not Lucy. He did not return to Massachusetts until 1973. He died on November 23, 1973, in Pittsfield, Massachusetts, at the age of 79, and was buried in Haverhill, New Hampshire.



(1973) "Forrest A. Pike, 70, of Pittsfield-Lenox road, Lenox died this morning *(11/23)* at the Pittsfield General Unit, BMC. A self-employed farmer, Mr. Pike had moved to Lenox two weeks ago to make his home with his daughter, Mrs. Bernice Duchesneau. He also leaves a son, Francis A. Pike of Pittsfield; a step-daughter, Mrs. Nelson Gilbert, also of Pittsfield; a sister, Mrs. Erline Jones of North Brookvale; 22 grandchildren and 56 great-grandchildren. Funeral arrangements under the direction of the Dery Funeral Home are incomplete."

- See Vol. 1 Ch. 9 Sec 9 / Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Groton Times - Fri, Jun 23, 1922 pg. 7 / Pittsfield (MA) Berkshire Eagle - Fri, Nov 23, 1973 pg. 23



Herbert Pike (1932)
- Dartmouth College yearbook

Herbert Pike 1931

Herbert Pike (1929)
- Courtesy Dartmouth College

Railway management staff - "Dartmouth College, many of whose sons have played active parts in the White Mountain tourist business, has a full quota in the new management of the Mt. Washington Railway. Charles N. Proctor of Hanover, treasurer, is of the class of 1928, while Paul Dunn and *(left)* Herbert Pike, 1932, and Daniel Degasis, 1932, complete the office staff." // Herbert Edward Pike was born on September 26, 1909, in Boston, Massachusetts when his traveling salesman father, Edward was 27 and his mother, Annie Louise (Trull) Pike, was 21. He had a sister, Louise Isabell *(b.1918 d.1996)*. By 1920, Herbert's father had come off the road and become a bookkeeper. The family of four was living in a rental on Weld Street in Boston. Herbert Pike went north to New Hampshire to attend Phillips Exeter Academy graduating from the prep school's English program in 1928. The next year it was off to Dartmouth College where Pike played on the freshman football team *(right)* and ran Freshman Track. The Pike family was living in $8500 home they owned at 589 Weld Street in the West Roxbury section of Boston in 1930. 47-year old Edward was a clerk in the shoe machinery industry. The US Census noted that April that 42-year old Annie and 11-year Louise had a radio to listen to, and Herbert was absent - finishing up the spring semester in Hanover. "Herb" would graduate in 1932 as an economics major - no doubt why Col. Henry Teague had put him on his management team the summer before. At that graduation, the *Boston Globe's* distinguished editorial writer Walter Lippman would receive an honorary doctorate from Henry Teague's classmate, now president of Dartmouth, Ernest Martin Hopkins. Pike would marry another West Roxbury resident Simmons College graduate Evelyn Anna Justis. The couple was living in New Haven, Connecticut in 1940 Pike was working as a salesman for the Champion Spark Plug Company and when he registered for the draft on October 16th, the 31-year old Pike was described as standing 6-foot 3-inches tall weighing 200 pounds with gray eyes and brown hair. When Census enumerator George Thurston showed up at the Pike's home on Central Avenue, he learned that Herb had been living and working in Connecticut for the last five years and that in April 1935, Evelyn, who had trained as a secretary at Simmons, was still living in Boston. A daughter, Dorothy Susan would be born in New Haven on May 6, 1941 and become a nurse prior to her marriage to Wendell Elbert Diehl, Jr. in Ohio in 1964. A son, Herbert Jr. would later join the family. Herb Pike left his job as territorial sales representative for Champion Spark Plugs in 1946 and went to work for the General Tire & Rubber Company as the eastern division sales training manager. He became General Tire's manager of all sales training in October 1952. The family moved to Ohio and in 1956 Pike started supervising the company's retreading program. He was named district manager *(right)* of Generals Akron tire division team in July 1967. He died in Akron, Ohio, at the age of 78. *(1988)* "Herbert E. Pike Sr., 78, died Jan. 3. He was born in Massachusetts, was a member of Westminster Presbyte-

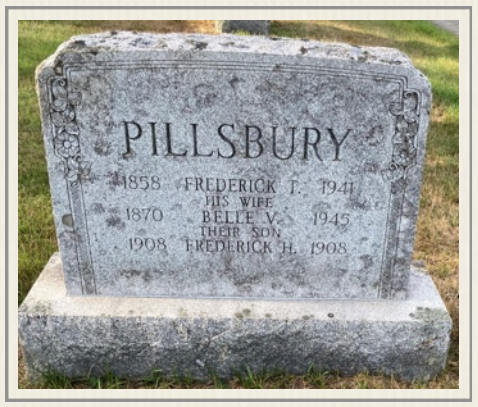
Pike

rian Church and Fairlawn Country Club. He was a graduate of Phillips Exeter Academy, and Dartmouth College Class of 1932. He was a volunteer at Akron General Medical Center, was on the Board of the Visiting Nurse Service, and was chairman of the Service Review Panel of the United Way. Mr. Pike is survived by his wife, Evelyn; daughter, Dorothy Diehl of Sylvania; Son, Herbert Jr. of Mountain View, Calif.; Sister, Louise Marshall of Plainville, Mass. There are no calling hours. In lieu of flowers, memorials may be made to the American heart Association, Akron."

- Littleton Courier - Thu, Aug 13, 1931 pg. 11 / Ancestry.com / Newspapers.com / Boston Globe - Fri, Oct 3, 1952 pg. 2 / Akron (OH) Beacon Journal - Mon, Jul 24, 1967 pg.22 & Tue, Jan 5, 1988 pg. 18

Fred T. Pillsbury 1880 - 1902

"Fred T. Pillsbury, who has been engineer on the Mt. Washington railroad for seventeen years, has resigned his position and is now at his home in Woodsville, N.H. His numerous friends presented him an elegant opal ring, watch chain and souvenir charm." On an 1881 employee list as fireman with long period of service on the Railway. Still a fireman in 1884. *(1887)* "Fred Pillsbury is running an engine on Mount Washington; he has been there several seasons." *The History of the Town of Haverhill* gives us these details. "Fred T. (Pillsbury) b. Mar. 20, 1857 (to Warren, N.H. blacksmith and storekeeper Moses W. Pillsbury and his wife, Eliza E. Clement); m. Manchester 1906 Isabel V., dau. of Thomas Clarke, b. Northampton, Mass., and Catherine (McDonald) Birge, b. Prince Edward Island. He (Fred) entered the employ of the B. C. &. M. R. R. and was twenty-three years engineer on the Mt. Washington railroad. Represented Warren (N.H.) in the legislature of 1891-93, and served as selectman in 1888, '89 and '91. Removed to Woodsville in 1891. Half owner of Bittinger Block, so-called. Retired. Resides King St. Democrat. One child, Frederick Herbert, b. Woodsville Sept. 8, 1908; d. Dec. 26, 1908 / *(1941)* Woodsville notes: the funeral of Fred Pillsbury who died early Sunday *(5/4)* morning, was held from his home Tuesday *(5/6)* afternoon at 2 o'clock, Mr. Pillsbury was born at Warren, March 22, 1857, He came to Woodsville in1891 and in 1906 was united in marriage to Miss Belle Birge *(b.1870 d.1945)* at Manchester To them was born one son, Herbert, who died in infancy. Mr Pillsbury was a railway engineer for many years, 23 of which he was engineer on the Mt. Washington railway He is survived by his wife, a sister, Mrs. Clara Perkins and one brother, Herbert, both of Woodsville."



- Among the Clouds - Sep 6, 1881 / The St. Johnsbury Caledonian - July 16, 1902 / 1919 History of Haverhill, N.H. / White Mountain Republic (Littleton, NH) - Jul 23, 1887 / Littleton Courier - Thu, May 8, 1941

Frederick Pilotte 1967 - 1968

Railway employee in 1967 - Fred Pilotte appears on the Summit House payroll summary for July 1968 as earning $1080 a month. No "Free" room and board was noted for tax purposes. His net monthly pay was $910.68. Pilotte's salary was booked in the Summit House "cabins" column. *- Railway Corp / July 1968 Summit Payroll Summary*

T. P. Pinello 1986

Railway employee - M. Quaid and T. P. Penello are found at top of June 24, 1986 track work report - Inspectors? *- Jitney Jr - Marshfield file review - 20 Jun 2022*

James Pinette 1983

Railway employee - Seen at left in John Rolli Class of 1983 photo

J. G. Pirie 1952

Mt. Washington Club/Summit House

Frederick Pittman (1950)
- UNH yearbook

Frederick V. Pitman 1949

23-year old Summit House Post Office worker - Frederick Vincent Pitman was born on April 23, 1926, in Greenwich, Connecticut, his father, Frederick, was 33 and his mother, Mary, was 34. He had one older brother, George and one older sister, Marian. The family was living Greenwich, Connecticut in 1930 in a $50 a month apartment on Post Road. His Vermont-born father was a contract chauffeur. Son Frederick enlisted in the United States Navy in September 1943, He served on the destroyer escort, *USS Martin Ray* (DE 338). The destroyer escort *(right)* was an Edsall-class destroyer escort built for the U.S. Navy during World War II and was launched in December 1943. She served in the Atlantic Ocean and the Pacific Ocean and provided destroyer escort protection against submarine and air attack for Navy vessels and convoys.

Fred Pitman was released from the service in May 1946. He enrolled at the University of New Hampshire where he studied electrical engineering and made the Dean's List his junior and senior year. Pitman was the postmaster at the Mt. Washington Summit

House in 1949 and there he met his wife, Janet M. Sanderson, a UNH student who was working at the Marshfield gift shop. They married in 1950, one week after Fred graduated from UNH. The couple had 4 kids within 6 years while they lived in Rye. There would be one more. When Fred was promoted in 1959 by Public Service Company of NH to a position located in Nashua, they moved the family to the lovely small town of Hollis. Fred was a member of the School Board and town's Finance Committee as well as the volunteer fire and rescue squad. Fred and Jan had celebrated 32 years of marriage, when he passed away suddenly at age 56 on December 12, 1982 at the age of 56, and was buried in Goffstown, New Hampshire.

- Ancestry.com / Newspapers.com / NH Union Leader - Wed, Jul 1, 2020

Scott Plant (2019)
- Plant Family Collection

Scott Plant 2008 - 2009

A brakeman at the Cog Railway for a time - for Ray-Ray on No. 9 in 2008. Broke for Ryan (Presby?) on the No. 8 in 2009. Scott Plant was born in 1989 and went to the White Mountains Regional High school. Plant lived in Dalton from 2007 to 2016 at 1038 Whitefield Road. His *Facebook* page indicates he's now living in Berlin, N.H. and works at Harbor Freight Tools starting on May 10, 2019. He has had varied employment - Worked at Grandma's Kitchen; Worked at Mountain View Grand Resort & Spa. He was unemployed for a time while living in Dalton. In July 2016, Littleton Police arrested Plant on three counts of shoplifting. He was released on $3,000 personal recognizance bail and was scheduled to appear in court Sept. 6, 2016. *- https://www.facebook.com/scott.plant.50/about / Ancestry.com / Newspapers.com / Caledonian-Record - Jul 26, 2016 / Dispatch Report 9-20-08 & 6-20-09*

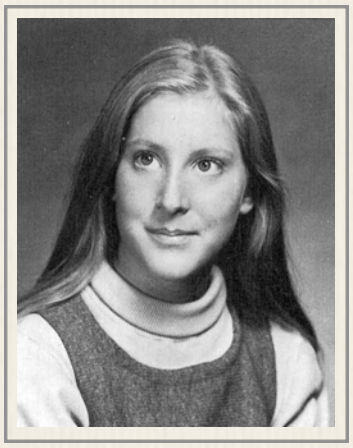
Pat Plante 1984?

Railway employee - Shuttle train & Gate

- Rolli email to Jitney Jr

Maryann Louise Platt 1973 - 1974

Maryann Platt would celebrate her 19th birthday on August 6, 1973 while working in the Marshfield kitchen. The Framingham, Massachusetts woman was working the Marshfield counter during her second summer at Mt. Washington, earning $1.90 an hour. She graduated from Framingham North High School, and was looking forward to college. The 1972 yearbook described Maryann as "The essence of femininity... a rare and special friend... quiet and sophisticated... beaming blue eyes... sensitive and creative... someone not to be forgotten." As a sophomore she worked as a library aide to Mrs. Heaps. Maryann was the second child of Brig. Gen. Albert J. Platt and his wife, Alice Josephine (Wood) Platt. She had an older brother, Robert B. The family lived in Arlington and moved to Framingham shortly after Maryann was born. She currently lives in Marlborough, Massachusetts and according to *MyLife.com* is "a registered Republican. Private Business Owner. Has never been arrested or any court records. Maryann's relationship status is single and has no kids. Maryann's annual salary is between $100 - 149,999; properties and other assets push Maryann's net worth over greater than $499,999." However, little else could be found. She did comment on the internet obituary page for her Framingham High classmate Barbara Olsen in 2017: "I was a very shy classmate (FHS 72)," wrote Platt, "and Barbara Olsen always went out of her way to say hello and to sit and chat with me for hours. It is SO true that she was a kind and very sweet soul. She touched my life in such a positive way that I will (and have) never forgotten her kindness."



Maryann Platt (1972)
- Framingham North HS yearbook

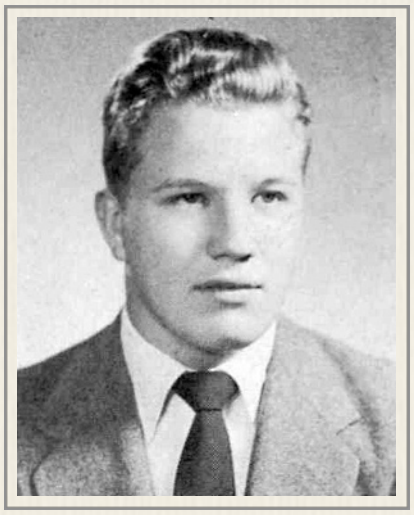
- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com.

H. E. Platts 1917

30-year old Spur Line baggage master out of Woodsville, New Hampshire, Howard E Platts was born on December 24, 1886, in Manchester, New Hampshire, to 22-year old Gertrude Evelyn Ekins and her 29-year old husband, Frank G. Platts, who

worked in the textile mills as a loom fixer. In 1900, the family was living on West Merrimac Street in a rental. 13-year old Howard was going to school while mother Gertrude was a servant lady to the eleven other people who were boarding with the Platts. In 1910, 23-year old Howard was working as a hardware store clerk. His father died in 1901, and his mother, Gertrude had remarried a Horace J. Holmes. Howard left retail for the Boston & Maine Railroad, and on April 2, 1913 at age 26 he married a 21-year old school teacher in Lisbon, New Hampshire by the name Lean H. King, the daughter of Lisbon farmer Marshall H. King and Ida R. (Holmes) King. They had three children during their marriage: Frank Marshall *(b.1914 d.2002)*, Howard Milton *(b.1915 d.1997)* & Bertha E. *(b.1917 d.1978)*. Less than two months after Bertha was born, Howard E. Platts was claiming the "wife and 3 children" as a basis for an exemption from military service when he registered for the draft on June 5, 1917. The grey eyed, black haired, passenger brakeman of medium height and build said "support of family" should keep him out of the military. That summer he was on the spur line train to the Base Station of the Cog. At 33, Howard was still a B&M brakeman living at 12 Beech Street in Woodsville with his family in 1920. Platts eventually became a conductor, and was on a "dead head" run on a Sunday afternoon in September 1929, bringing six cars back from Fabyans when they approached the so-called "Ben Dow Crossing" about a mile and a half north of Woodsville at "a moderate rate of speed." 68-year old George E. Powers and his 65-year old wife, Gertrude of Bath were in their touring car, returning from Monroe, New Hampshire where they had left their only daughter to teach school there. While other cars had stopped to wait for Platts' train to go through the unprotected and rather "blind" crossing, Powers became "confused and failed to stop his car on the upgrade to the crossing. The engine with its whistle blowing "struck and carried (the car) approximately 360 feet and then tossed (it) over an embankment a complete wreck. Mr. Powers was thrown about 30 feet and was instantly killed, while the woman was caught and remained in the car until it went over the bank. She lived a very few moments after help arrived." When the 1930 Census was taken on April 8th, the B&M passenger conductor owned his home on Beech Street worth $5,000, and was living there with his family. The kids had left home by 1940. Bertha had gone to Tufts, and became an English teacher at Lebanon High School. She would marry fellow Tufts' graduate Rodney C. Dresser of Georgetown, Massachusetts. Howard joined the Army Air Corps, was awarded an Air Medal in 1944, and became a major. Howard Platts now also operated a crane for the steam railroad as well as conducting passenger trains. When he registered for the draft at age 55, he was 5-feet 8-inches tall, weighed 250 pounds. His eyes were still gray but his hair was now "salt and pepper." Platts was with the railroad through 1945 and after retiring, he and Lena moved to the Applecrest Farm in Exeter, New Hampshire. He died on September 28, 1961 at the age of 74 and was buried in the Pine Gove Cemetery in Manchester.

- Among the Clouds - / B&M Employees Magazine / History of Woodsville, NH - One Person at a Time / Ancestry.com / Newspapers.com / Caledonian Record - Mon, Sep 16, 1929 pg. 1 & 3 / Groton (VT) Times - Fri, Oct 30, 1942 pg. 5 / Find-A-Grave.com



Kenneth G. Plimpton (1956) - Malden HS yearbook

Kenneth G. Plimpton 1955

17-year old Kenneth Gerald Plimpton had just completed his junior year at Malden High School when he came to work at the Summit House on top of Mount Washington. He was born on July 19, 1938, the son of shipyard arc welder, Gerald Plimpton and his wife, Ruth (Ulrich) Plimpton. The couple would have another child, Judith Louse. Plimpton played hockey at the high school and performed in the orchestra & chorus. Yearbook editors wrote: "A DeMolay boy, good-looking *Kenny* with his curly hair is well liked by all who have the pleasure of knowing him. Between studying and working he finds time to enjoy hockey and golf. After graduation from Malden High School, Kenny has plans for attending Tufts. We expect to hear great things from him in the future." Plimpton wound up graduating from Boston University, attending the Massachusetts Institute of Technology, and enlisting in the Air Force. He was jet pilot and a lieutenant when he married a New Jersey-native and University of Vermont student, Phyllis Helen Oren on June 30, 1962. They honeymooned traveling across the country back to Lt. Plimpton's station in Phoenix, Arizona. The Plimpton's would not celebrate their first anniversary. On Friday, June 14, 1963, 1st Lt. Plimpton of the 523rd Tactical Fighter Squadron was attempting to land his F-100 D Super Sabre in a driving rainstorm shortly after 3 p.m. at Cannon Air Force Base in Clovis, New Mexico where he was stationed. State Policeman Ottis Foster told reporters the hard rain made visibility zero. The plane had flown over the runway and was attempting to gain altitude when it crashed and burned in a wheat field about one mile northwest of Cannon's base limits. The jet fighter was destroyed and a minor amount of damage was done to the wheat field. A board of inquiry began for a cause of the crash the next day. Phyllis Plimpton, who was living in Clovis, returned to Malden, Massachusetts to bury her husband in the Forestdale Cemetery. She stayed briefly with Ken's parents, but was back in her hometown of Leonia, New Jersey when she ordered a flat granite military marker for Lt. Plimpton's grave in January 1964.

- Summit House / Ancestry.com / Newspapers.com / Hackensack (NJ) Record - Mon, Jul 2, 1962 pg. 20 /Lubbock (TX) Avalanche-Journal - Sat, Jun 15, 1963 pg. 1 / Carlsbad (NM) Current-Argus - Sun, Jun 16, 1963 pg. 19 / Hobbs (NM) Daily News-Sun - Su, Jun 16, 1963 pg. 3

Jamie Plummer 1992 - 1994

The Jitney Years project's research first notes Jamie Plummer as a member of the Cog Railway shop crew in 1992. Cogger John F. Kurdzionak posts a video frame grab on Facebook indicating Plummer was running the following season: "October 3,

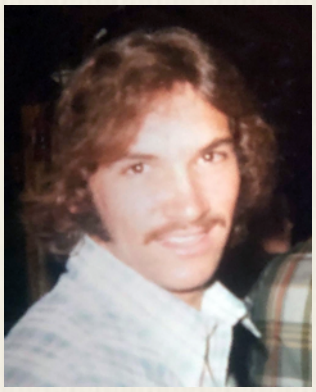
1993. Jamie Plummer running, & me (John Kurdzionak) firing. This is just across the Ammonoosuc Trestle. These are stills taken from a video a friend of mine has. I will post better resolution pictures soon, and perhaps the entire video!" Engineer Plummer is also mentioned in a railroad management letter to the New Hampshire Transportation Department in August 1994. Unfortunately, no address for Plummer has been found to assist in further research.

- Summer Week - Vol. 20 Issue 1 - May 21, 1992 pg. 1 & 21 / MWCR: We Worked There FB page / Trask Letter to Tom Walker - Aug 8, 1994

Kelly Plummer 1992

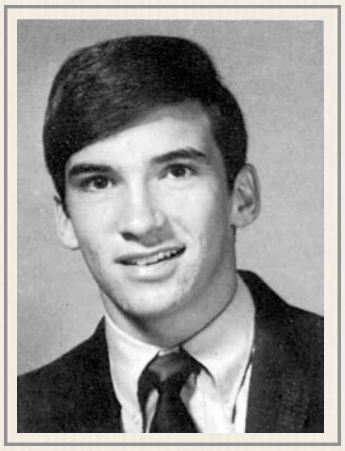
Gift Shop employee

- Jennifer Lint Hurley intv - Fri, Dec 30, 2022



Cogger Mike Poché
- Desjardins Family Collection

Michael S. Poché 1970 - 1975



Michael S. Poché (1970)
- Alexandria HS yearbook

18-year old Michael Poché came north to Mount Washington from Alexandria, Louisiana as a brand new high school graduate. He would work his first summer in the shop and earn $1.60 an hour. In the fall, he would begin his studies at the Louisiana State University. The summer of '71, he was a fireman, earned $1.80 an hour, and was part of the "Under 24" crew. Poché was back at the Mountain on opening day in 1972 with shovel in hand. He qualified as an engineer in 1973 and earned $2.20 an hour. In 1974, Poché was touted as a "senior engineer" in a report to the State of New Hampshire. He continued running into 1975. Michael Sampite Poché was born in September 1952, the son of 41-year old truck driver Aaron Joseph Poché and his 24-year old wife Kelly G. (Sampite) Poché - a registered nurse. Both of Michael's parents were natives of Cloutierville, Louisiana. Michael had one sister Ruth Marie. Michael was a member of the Alexandria High School track team all four years. He was on the editorial staff of the school's newspaper, the *Cumtux* the first two years. Published on average six times per year, The *Cumtux* is the "oldest high school newspaper in the south" having been student-run since 1912. His last two years in high school Poché was on the student Civil Defense organization - a harbinger of things to come. After graduating in 1970, he began seven years of college that resulted in a marriage to his first wife, Martha G. Lux from Baton Rouge, who worked at the Cog in 1975. He earned a law degree from Louisiana State in 1977. In 1980 he began a 27-year career with the Federal Bureau of Investigation. He retired in September 2007 as a Federally certified Polygraph Examiner. Poché began his own polygraph company, Credibility Assessment Associates in 2007 which lasted until 2014. He spent nearly two years running lie detectors for the Defense Intelligence Agency beginning in March 2010, and then moved over to the U.S. State Department in December 2011 as Security Officer/Polygraph Examiner. A job his LinkedIn profile says he continues to perform admirably according to former colleague Will Lueckenhoff. "Over the years Mike Poché has been rightfully recognized as an expert investigator and polygraph operator," writes Lueckenhoff. "He is also well known for his professional demeanor, preparation, and the focused execution of his responsibilities. I highly recommend Mike for any and all security related assignments." Poché and his second wife hosted the 2017 Cog Employees Reunion at their home in Bretton Woods, New Hampshire within sight of Mt. Washington. They split their time between New Hampshire and Texas. *- Arthur S. Teague Corp / Bencosky-Desjardins files / Walter King Opening Day Inspection - Jun 18, 1972 / Ancestry.com / Newspapers.com / LinkedIn.com*

Michael S. Poché (2020)
- LinkedIn Profile photo

O. E. Poirier 1952

Mt. Washington Club/Summit House

William Polson 1897 - 1900

E. M. Clough (60 years old), Master Mechanic of the Mount Washington Railway, accompanied by *(27-year old)* William Polson, one of the employees, performed quite a feat a day or two since by climbing from the Base Station to the Summit of Mount Washington by way of the new slide on the northwesterly slope of the mountain, about one and half miles from the Summit. They followed the Ammonoosuc for two miles from the Base towards its source in the Lake of the Clouds, where they came to the slide, which they found to be about half mile long, from 15 to 20 feet deep, and 150 feet wide. They had a hard time in scrambling over the rocks, logs, and through bushes, and were nine hours on the trip. They travelled over ground probably never before touched by human feet." In June 1900, the Scottish-born 30-year old blacksmith is working at the Railway and living in the Boarding House. / William Polson was born on November 29, 1869, in Port Glasgow, Renfrewshire, Scotland, to 20-year old Agnes Crawford and 20-year old John Polson. William was their second of eight children. William came to the U.S. in 1880 at age 11. He took up his father's trade as he was a blacksmith when the 22-year old was initiated into the St. Pauls Lodge of the Masons in South Boston on October 4, 1892. Four months later, William Polson became a naturalized U.S. citizen. At some point, he started working for the Cog Railway in the summers so he could scramble up Mount Washington with E. M. Clough in 1897. The John Polson family was living at 18 Minot Place in Boston, Massachusetts on June 16, 1900. 52-year old John was working as a fireman/blacksmith while 29-year old William was just smithing for a living and three days later, a second US Census enumerator found him at the Boarding House of the Cog Railway at Mount Washington. Polson married Winifred M Kelly on September 1,

1901, in Boston, Massachusetts. They had six children in 11 years: William F. *(b.1902 d.1970)*, Agnes M. *(b.1903 d.1989)*, Winifred M. *(b.1906)*, Isabella *(b.1907 d. 1997)*, John E *(b.1908 d.1972)* & Mary H. *(1913 d.1999)*. The Polson's had moved from Boston to Cleveland, Ohio by April 1910 when the next Census was taken. William was working as a blacksmith at a manufacturing plant in the city. Winnifred was taking care of the children at their home on 125th Street. The Polson's moved twenty miles northeast along Lake Erie's shoreline to Abbey Road in Euclid, Ohio by the time the nation's 1920 headcount was conducted. William was smithing for the Electric Company. They owned their home, had paid off the mortgage and all the kids were living there. 63-year old William and 62-year old Winnifred were still on Abbey Road in 1930. Sons William, 28 and John, 22 and daughter Mary, 16 were living them on April 2. Young William was a machinist and father William was a blacksmith - both in a machine shop. John was running his own barbecue store. Cog blacksmith William Polson died on May 9, 1937, in Euclid, Ohio, at the age of 67, and was buried there in Saint Pauls Cemetery.

- Among the Clouds - Aug 10, 1897 / 1900 US Census for Thompson & Meserve Purchase (Base Mt. Washington) /Ancestry.com

The Poltracks of the Mount Washington Railway

(in alphabetical order)

Tony Poltrack (1946)

Anthony S. "Tony" Poltrack 1951 - 1969

Accountant / Company director - *Dartmouth Alumni Magazine* - Jul - Aug 2011: "Anthony S. Poltrack '50 died on January 11, 2010, as the result of complications from multiple myeloma. Tony's parents emigrated from Poland. He was the ninth of 10 children, only two of whom survive him. He is also survived by his wife of 52 years, Arlene, three sons and seven grandchildren. During World War II he served in the Army as tech sergeant of the 85th Malaria Control Unit in New Guinea. Following graduation from Dartmouth he worked for Price Waterhouse and the New York YMCA. Following those assignments he worked for almost 30 years for C.R. Gibson Co. in Norwalk, Connecticut, in many capacities, retiring as senior vice president of finance and administration, director and corporate secretary. For many years he was active with the Norwalk Chamber of Commerce. Tony also held the position of vice president of the Mt. Washington Cog Railway in Bretton Woods, New Hampshire, for many years. Upon retiring he obtained his Master Gardener certificate from the University of Connecticut and volunteered at the Bartlett Arboretum." / Anthony Stanley Poltrack was born on May 16, 1923, in Stamford, Connecticut, to 34-year old Ludwika (Louise) Leszczynski and 41-year old Kazimierz (Charles) Poltrack. Tony was one of 10 children born to Charles and Louise Poltrack. In 1930, six-year old Tony was living with his family on Rugby Street in Stamford. The Poltracks owned the 12,000 home and Charles was the owner-operator of a meat market. Tony's 14-year old brother was a clerk in the market. 18-year old Bertha was an engraver at a meter factory.. Charles' 47-year old brother, Bernard was living with the Poltracks while working at a lock factory. On June 30, 1942, 19-year old Anthony Poltrack registered for the draft. He was 5-feet 11-inches tall, weighed 155 pounds with gray eyes and brown hair. Seven months later Anthony Stanley Poltrack enlisted in the Army on February 9, 1943, in Hartford, Connecticut, during World War II. He was 19 years old, had one year of college under his belt and was working as a stock clerk. He would serve in the Pacific Theater with the 85th Malaria Control unit. Eighteen months into his hitch, Tony Poltrack wound up in the hospital with Dengue fever in July 1944. One month later he was back in hospital with appendicitis. He was released in September 1944. Back from the war, Poltrack went to Dartmouth College to complete his degree. Dartmouth led to the Cog Railway. Two days after his 34th birthday, Anthony Poltrack married Arlene Olmsted on May 18, 1957. She was born on June 6, 1929 in Pleasantville, New York. They would have three sons - Arthur, Leslie and Andrew. Two of the boys would work at the Cog Railway. Arlene died August 3, 2020 from complications from Parkinson's Syndrome. She was 91.

- See Vol. 1 Ch. 9 Sec. 12 / Ancestry.com / Newspapers.com / Stamford (CT) Advocate - Jan. 17, 2010

Arthur O. Poltrack 1975 - 1979

Part-time Cog kid, Art Poltrack went on the Cog payroll in 1975 as a 17-year old brakeman. In 1976, Tony's son was in the cab firing 174 trips up Mount Washington: 16 in June, 74 in both July and August, and 10 in September before Labor Day. Art Poltrack qualified as an engineer in 1977 and ran from June 1st to August 30th in 1978. He reported to the Base on May 30th in 1979 and ran through August 22nd. Art Poltrack went down the Mountain to begin a career in the financial industry. A career outlined when the Redding Connecticut Board of Education put him in charge of a high school construction oversight committee in November 2004: "The Region 9 Board of Education has appointed Arthur O. Poltrack as chairman of the newly formed Joel Barlow High School Construction Completion Committee. The committee was recently established to oversee the remainder of construction work at the high school. The committee will report to the Region 9 board , but its membership will be drawn from outside of the board, including representatives from Easton and Redding. Poltrack, of Redding, is a senior executive with more than 20 years experience in investment management, real estate finance and corporate/partnership taxation. He is principal and chief financial officer of Simms Capital Management in Stamford. He has experience in complex construction issues, having worked for Olympia

Art Poltrack (1970s - Mary Anne Barnes Collection)

The Poltracks at the Cog: *(L-R) Arthur, Anthony Arlene & Leslie - Based on the condition of Art's shirt he's already been on the trains. (1966)*
- Margery Bargar Collection

York, a large New York City commercial landlord." Art was living in Redding with his wife of 20 years, Louise Marie (Rock) Poltrack, whom he had met and married when they were both living in New Canaan, Connecticut. They went to Richmond, Virginia for the July 21, 1984 wedding ceremony. The Poltrack's purchased a summer home just off the Base Road in Bretton Woods with a clear view of the mountain and railway and now split their time between the New York metro region and norther New Hampshire. Since 2010, Poltrack has been the executive director of the Institute for Reproductive Medicine and Science at Saint Barnabas PA (IRMS) in Livingston NJ - an in-vitro fertilization medical practice. Art became a "weekend warrior" at the Cog as he explained to Jitney Jr. in early 2020. "I'm in off season training for the 46th year of shoveling and valve turning," he wrote in an email seeking clarification on his tour of duty on the railway. "Well my first year was 1975. I forget when I started up again, but there was a gap and it's not continuous. I think for the last fifteen years or so, it's been continuous." Named for Col. Teague and his mother's maiden name, Poltrack still visits the railway to wield a shovel during the single morning run of the steam train, and uses a telescope to take images of the railroad from his New Hampshire home of the railroad that appear on Facebook.

- See Vol. 1 Ch. 9 Sec. 12 / Bencosky-Desjardins files / NH DOT files / Ancestry.com / Newspapers.com / The Danbury (CT) News-Times - November 27, 2004 / Email: Saturday, January 11, 2020

Leslie A. "Lester" Poltrack 1977 - 1979

17-year old Lester Poltrack began his Cog career on the track crew in 1977. He qualified as a brakeman and worked from June 20 to September 9 in 1978. He fired his last summer and earned $3.00 an hour for time worked from June 20 tp August 15. Leslie A. Poltrack was born on April 15, 1960, the second of three boys (Arthur, Leslie & Andrew) born Anthony and Arlene. He went to Westhill High School in Stamford, Connecticut where as a senior, he was one of 91 Fairfield County students who were named semi-finalists in the 23rd annual National Merit Scholarship program in September 1977. That fall Les played tackle on the interior line of the Westhill football team on both offense and defense - the same position that older brother, Art had played in 1975. At 6-4, 210 pounds, the *Stamford Daily Advocate* described Les as one of the bigger Vikings that fall. He won the scholar-athlete award that year for his leadership, both on the football field and in the class-

Les Poltrack assists in shop (1970s)
- Charles Morrill Collection

Les Poltrack (2020)
- LinkedIn

room. As one of the high school's top science students, "Les Poltrack and Tanya Falbel.... were selected as delegates to the 1978 Connecticut Junior Science and Humanities Symposium at Yale University... on April 3-4... on the recommendation of the high school science department heads. Westhill is one of the few schools in the state from which two students, not just one, were selected." Senator Joe Lieberman would be the graduation speaker at Westhill in June 1978. Les Poltrack earned a bachelor of science degree from California Institute of Technology in engineering & economics in 1982 and went to work at IBM for two years as an associate engineer where he "led a microcode development team that designed and directed implementation of a magnetic recording device operating system. He received a masters in business administration from Harvard University in 1986. Then he worked for ten years as the Newtwork Connectivty Marketing Director for Sun Microsystems, where he sponsored the formation of Gigabit Ethernet Alliance. That led to joining a Gigabit Ethernet start-up, Granite Systems in 1996. The firm was purchased by Cisco Systems and Poltrack "led business & marketing activities for multibillion-dollar enterprise networking product line, from initial product concept and architecture through end of life" for eight years. There was another start-up firm, Arastra, Inc, in 2004, another year with Cisco in 2005 before working as a volunteer for the Silicon Valley habitat for Humanity. He now serves on the Board of directors. In 2011, he started his own software development company, Intineo. Leslie A. Poltrack married Alice M. Hausladen and now lives in Los Altos, California. *- See Vol. 1 Ch. 9 Sec. 12 / Railway Corp / Ancestry.com / Newspapers.com / LinkedIn.com / Genealogy.com / Stamford Daily Advocate - Thu, Sep 15, 1977 pg. 53; Thu, Dec 22, pg 23 & ue, Feb 7, 1978 pg. 13*

Carolyn Jane Poltrack Ashley 1965 - 1969

Carolyn Poltrack (1967)
- Radford College BeeHive

17-year old Carolyn Poltrack was a Tony Poltrack niece from Stamford, Connecticut who began working in the Marshfield dining room in 1965, , between her junior and senior years at Sacred Heart Academy in Stamford, CT. and was there in 1969 earning $125 a month. Her *Cog Clatter* profile indicated she would be going to school in Radford, Virginia in the fall and she did - entering Radford College in Radford, Virginia in the fall of 1966. Her photo *(right)* was found in the 1967 Radford College *BeeHive* as part of the freshman class. She transferred to Annhurst College in S. Woodstock, CT for her junior and senior years, graduating in 1970. Carolyn earned an MBA from Pace University in 1983. She married C. Michael Ashley in 1980. Their son David was born in 1984 and they had a daughter, Caroline Abigail (Abby) in 1987. He was vice president of sales at MSI, Inc at the time. Carolyn and her husband lived and worked in Greenwich, Connecticut until 1994 when they moved to the North Shore of Chicago. In 2021, Potrack Ashley talked about her time at the Cog waitressing and living in the Girl's Dorm. "It was just a miserable building," Carolyn recalled. "I remember when my parents brought me the first summer and my mother was like, 'Oh my dear God, this is what she's going to live in.' But you know, when you're a teenager, you don't care. I mean, it doesn't matter that you don't have hot water and most days you didn't have heat. There were four rooms with... a bunk bed in each room. So there were eight of us in there. We had to be at work like by seven because if there were guests, you were serving breakfast in the dining hall, then you might've had an hour or two off. But in between meals, you were filling salt shakers, you were cleaning the dining room, you're doing all that stuff. So then there would be lunch. And if it was really busy, that could be three hours nonstop. Then it was all over again, cleaning the dining room and filling the salt shakers and making sure that everything was ready and then it was dinner." There were uninsulated employee quarters above the dining room where Poltrack Ashley would sometimes go for a break. "I used to take a nap up there. If I had a full shift... if I worked breakfast and lunch and then if I had a break between that and dinner, then I would take a nap up there. *(Next to the roof)* it was hotter than Hades. Oh my God. It was brutal. It was just brutal." The job was seven days a week with an occasional day off. "It was a pretty full day and, and Janie *(Teague)* would do the scheduling. She would try to do the scheduling so that there was some days you would maybe have an evening off... then your day off and then the morning off following so that you had a chunk of time, which was kind of nice." As for the pay, Poltrack Ashley says not so much. "It was ridiculous. *(But)* you weren't necessarily going for the money. I didn't come from a wealthy family. I needed a summer job, but it was also the experience and getting away." Room and Board came with the job. "We were fed well, every summer was *(gaining)* 20, 30 pounds. God, the food, the breakfast was unbelievable. And I can remember making donuts... there was a big frying vat in the kitchen and Gracie *(Rusinski)* didn't do it very often. It wasn't a weekly thing even, but you know, making those fried donuts. Oh my dear God, there's nothing better than a hot doughnut... and we would mess them up on purpose so that then she wouldn't be able to sell them, (we) could eat them. When I think now of the trays that I carried with food... Oh my God, there's no way I could lift that kind of stuff today. But Gracie taught us well... serving from the left, take away from the right. I mean, it just... it was... it was interesting. It was interesting." There were other lessons to learn as well. "I learned how to do laundry my first summer there. Bud Nye taught me how to use the washing machines. I didn't know how

The Portrait: *"(Crawford) did a portrait of me and I have that painting. My kids think it's terrible because they think that I look sinister and evil, but... I think that Crawford thought that I had an evil side. And so... that's how he painted me. I have never hung it in my home because nobody liked it. But I have kept it all these years. It's down in our storage area" and reproduced above. (2021)*
- Carolyn Poltrack interview & Collection

to use a coin washing machine. I'd never done it. The girls could wash a lot of things by hand. Of course the guys couldn't." Carolyn says the after hours with all the young people... away from home... on their own... many for the first time was interesting as well. "I don't know how all these parents were bamboozled, but they were," she says. "All bets are off... there was always somebody who could buy and you kept the beer in the river... cause it was colder than hell. You'd put it there and be fine. You didn't need ice."

"(T)he Cog... for me... was an eye opener into life because I came from a pretty sheltered background. *(The Cog)* certainly gives you a work ethic because if you're not willing to work, you're out of there, you know? And there were gifts like the gift of learning the game of bridge or knowing someone like Crawford when I was young that you could philosophize with.... It gave you a vehicle for a lot of deep thinking. Now the world has gotten so crazy and there was so much available to us (then)... like this conversation we're having now. I spent summers without a phone without electricity, other than generator transmission... there was no refrigerator... there's not a washer and dryer down the hall. It was such a simpler time when people think back to God, you know, I wish we had a simpler time... that was just pure... You know... just have a fun summer... meet some interesting people... some not so interesting people and then go back to your boring life in the fall. I'm sorry for young people that don't have that kind of opportunity because it was such a time of simplicity and innocence... you know, who would be willing today with all of the social media and everything else... who would be willing to go away for three months, with nothing, with no phone, with nothing, just other people. I think they'd probably be out of their skins. I'm thankful that I had that experience and I'm thankful for the characters *(that)* crossed my path. I think as you grow older, you don't realize who in life has made an impression on you, good, bad, or indifferent. I can look to a lot of situations and people there, who did make an impression on me and helped me to be the person that I am now." *- See Vol. 1 Ch. 9 Sec. 3 & 12 / Marshfield Corp. / Bencosky-Desjardins files / Ancestery.com / Newspapers.com / Genealogy.com / Stamford)CT) Daily Advocate - Fri, Feb, 12, 1988 pg. 4 / email to Jitney Jr. - Sun, Jan 24, 2021 / Zoom interview - Jan 27, 2021*

Cecilia Poltrack 1963

Cecilia Poltrack (1969)
- Boston Globe

Niece of Tony Poltrack - worked at Marshfield *(1969)* "Mr. and Mrs. Stanley C. Poltrack, Stamford, Ct. and South Acworth, N.H., announce the engagement of their daughter, Cecilia Webster, Cambridge, to James Robert Lynch, son of Mr. and Mrs. Frank M. Lynch, Fountain Valley, Calif. Miss Poltrack is a graduate of Drew University; Mr. Lynch, of U. of Connecticut. He served in the Army. Miss Poltrack and Mr. Lynch are studying for master's degrees at Boston College. A June wedding is planned." *(1970)* "At 4 o'clock this *(6/6)* afternoon in St. Andrew's Episcopal Church, Miss Cecilia Webster Poltrack of Overhill Rd. will become the bride of James Robert Lynch, son of Mr. and Mrs. Frank M. Lynch of Fountain Valley, Calif. The Rev. Leonard Evans will officiate and a reception will follow at the home of the bride's parents. Miss Poltrack will be given in marriage by her father, director of secondary education in the Stamford school system. She will wear a floor-length gown of linen accepted with Venise lace. Her cathedral veil is trimmed with lace and she will carry white daisies with streamers of pink ribbon. Miss Cynthia Poltrack will be here sister's honor attendant. The other attendants will be Mrs. Peter Poltrack, sister-in-aw of the bride, and Miss Margaret Jones a college classmate. John Lynch of Menlo Park, Calif. is best man for his brother. Ushers will be James Tomchik of Bridgeport, and Peter Poltrack of Beekman, N.Y., brother of the bride. Miss Poltrack is a graduate of Mary A. Burnham School '62, Northampton, Mass. and Drew University, Madison, N.J. She has just completed work for her master's degree in social work at Boston College. She is the granddaughter of the late Mr. and Mrs. DeForest Moores and Mr and Mrs. Charles Poltrack, all of Stamford. Mr. Lynch is an alumnus of Milford Connecticut High School and the University of Connecticut Class of 1965 where he was a member of Lambda Chi Alpha fraternity. He served in the United States Army in Vietnam with the rank of captain. He is associated with the First National Bank of Boston as a manager's assistant of a branch officer and is taking advanced courses in business administration at Boston College. Following a trip to Nantucket, the couple will be at home in Cambridge, Mass."

- Marshfield Corp / See Vol. 1 Ch. 9 Sec. 12 / Ancestry.com / Newspapers.com / Boston Globe - Sun, Dec 21, 1969 pg. 106 / Stamford (CT) Daily Advocate - Sat, Jun 6, 1970 pg. 3

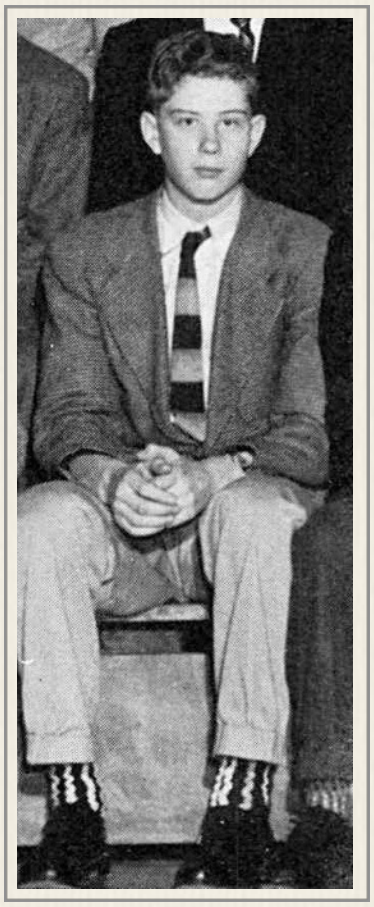
Cynthia W. Poltrack Skinner 1960 - 1962

Cynthia W. Poltrack (1964)
- Middlebury College

Another Stamford, Connecticut niece of Tony Poltrack and daughter of Stanley C. Poltrack, Cynthia came up to the Cog with her brother, Peter and began working in Marshfield. She worked both the soda fountain and dining room and was paid $100 plus $20 a month in 1960. She was back as a waitress working in the dining room for $95 a month in 1961. Cynthia told Jitney Jr., "I waited tables at the Base and always served Ellen and Arthur Teague." Her last summer of the 1962, she was paid $75 plus $20 a month. Cynthia Poltrack was the first of Stanley's daughters to go to the Mary A. Burnham school in Northampton. At the end of her junior year in 1959, she was awarded a prize for "best essay in biology" at commencement. When Cynthia completed her junior year in 1963 at Middelbury College in Vermont, she and three friends from the college sailed to Europe on the Aurelia for a summer abroad. The quartet visited England and Scotland first, then flew to the continent to drive through various countries, returning by plane to New York on August 29th. Cynthia earned a degree in American Literature from Middlebury in 1964. She had been on the college's women's forum all four years. She was junior counselor, class councilor and on the junior weekend Committee as a junior. and the *Kaleidoscope* staff as sophomore and junior.

- See Vol. 1 Ch. 9 Sec. 12 / Ancestry.com / Newspapers.com

Pol



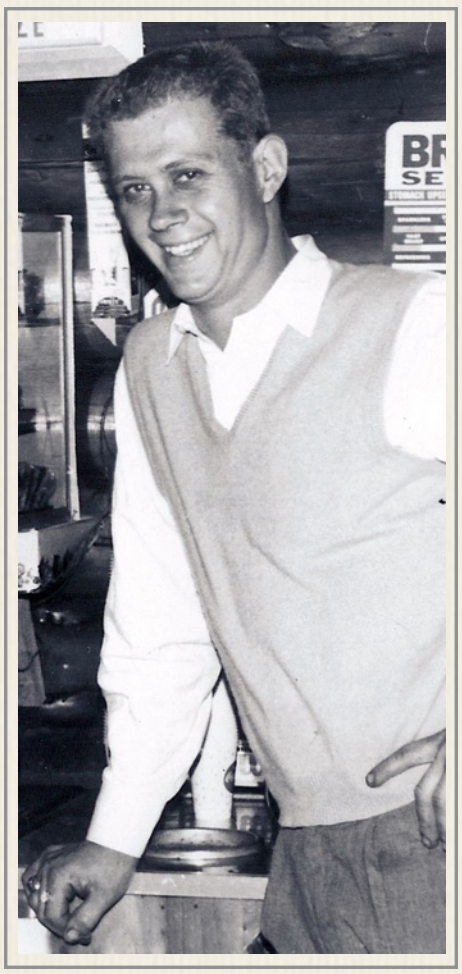
Soph. Peter Poltrack (1956)
- Tilton School for Boys yearbook

Peter Poltrack 1960 - 1966

Peter K. Poltrack celebrated his 20th birthday his first summer at the Cog Railway. Born on July 16, 1940 in Stamford, Connecticut he was two years out of the Tilton School for Boys in New Hampshire. At the all-boys preparatory boarding school, Peter was a scholastic leader in the sophomore class along with Paul Furnee. He was a member of the Cross Country Team, president of the Radio Club, and treasurer of the Student Council and Outing Club. He graduated in 1960 and headed for Mt. Washington. He started as a brakeman and earned earned $150 a month in 1961 when he worked through September 4th before returning to the University of Connecticut's Agricultural College. In 1962, Pete was firing for $1.10 an hour. That fall, Poltrack *(right)* was on UConn's award-winning dairy judging team bringing home some hardware from Iowa. He would go on to qualify as an Cog Railway engineer. He earned his degree in 1963 and enlisted in the United States Army where he served in the Special Forces. He was the assistant manager of the New Bedford, Massachusetts Agway, Inc. in March 1968 when he became engaged to be married in to a woman from Rye, New Hampshire. (1968) "The marriage of Victoria Davis Barrett, daughter of Mr. and Mrs. Daniel Emerson Davis of Rye, N.Y., to Peter Kenderdine Poltrack, some of Mr. and Mrs. Stanley Charles Poltrack of 75 Overhill Rd., Stamford, Conn., and Acworth, N.H., took place Saturday *(4/20)* in Rye Bethany Congregational Church. the rev. George H. Paul officiated and a ceremony followed at the home of the bride's parents. The bride wore a pink silk voile gown and carried an old-fashioned nosegay of daisies. The matron of honor, Mrs. Janice Drowne of Littleton, N.H., was similarly gowned in blue and the bride's sister, Miss Jeanne Davis, a bridesmaid, wore yellow. Josh Stashenko Jr., of Stamford, was best man for Mr. Poltrack and ushers were Joseph Fabeck of New York and Robert Johnson of Manchester, N.H. Mrs. Poltrack was graduated from Exeter (N.H.) High School, and is a color technician with Bachrach Studios. her husband, a graduate of Tilton (N.H.) Academy and the University of Connecticut, served in the Special Forces of the United States Army. His father is principal of Turn-of-River Junior High School. On the maternal side, Mr. Poltrack is a descendant of William Moores, captain of the ship *Bedford* of Nantucket, which in 1783 was the first vessel to fly the "thirteen rebellious stripes" of America in any British Port. The couple left for a trip to Cape Cod and the islands." Peter K. Poltrack would become an arborist and in 1972 opened his Tree Maintenance Service in Poughquag, New York. He was elected president of the New York state chapter of the International Society of arboriculture, and started serving a second term in 1985. Ten years later, when the Christmas tree in Jackie Robinson Park in his hometown of Stamford was destroyed over the winter, Peter Poltrack donated and planted a new tree - transporting and transplanting a 24-foot tall Norway spruce from New York in November 1995. Branches from the old tree were used

EYES FOR CATTLE: The University of Connecticut's Dairy Judging Team display the trophy won by the unit at the Dairy Cattle Congress in Waterloo, Iowa. Left to right are Robert Lee of Norfolk, William Robinson of Meriden, Peter Poltrack of Stamford, Eric Clegg of Lebanon, Charles Smith of East Canaan and Dr. William S. Gaunya, associate professor in the College of Agriculture.

-Hartford (CT) Courant - Sun, Dec 30, 1962 pg. 3



Peter Poltrack at Cog Party (1966)
- Elvira Murdock photo

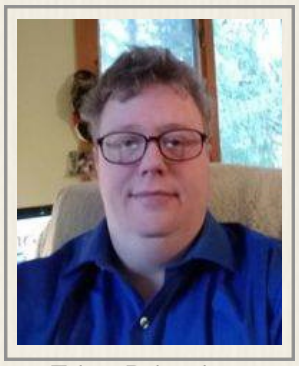
Peter Poltrack straightens the city's Christmas tree as it is planted yesterday (11/12) in Latham Park. (2003)
- Stamford (CT) Daily Advocate- Sun, Nov 13, 2013 pg.13

about the base of the new tree when it was lit on Sunday, December 10th. Poltrack had a hand in transplanting an 18-foot white pine in Stamford's Latham Park just eight years later in time for a December 7, 2003 tree lighting. His Tree Moving Service "dug up and bore the tree from an Aquarion tree farm in Easton, N.H. The white pine was chosen in part because it has a high chance of surviving in an urban environment," wrote reporter Katherine Didriksen. "Peter Poltrack gave it a good prognosis. The tree has an excellent root system he said. He also approved the changes made to Stamford since his childhood here. I grew up here when none of this existed," said Poltrack while watching the tree, free of its packaging rope, stretch its branches. "I think it's good." *- Railway Corp. / Bencosky-Desjardins files / See Vol. 1 Ch. 9 Sec. 10 & 12 / Ancestry.com / Newspapers.com / Genealogy.com / Stamford (CT) Daily Advocate - Jul 2, 1957 pg. 12; Sat, Mar 16, 1968 pg. 3; Mon, April 22, 1968 pg. 23; Thu, Nov 30, 1995 pg. 13 & Thu, Nov 13, 2003 pg. 13 &14 / Poughkeepsie (NY) Journal - Thu, Feb 7, 1985 pg. 18*

Ethan Poltrack 1994 - 1998

Ethan Poltrack (1997)
- Paul Forbes photo

17-year old Ethan R. Poltrack, son of Cog engineer Peter Poltrack came to work at Mt. Washington from Poughquag, New York where he was half-way through Arlington High School in Lagrangeville. He would graduate in 1996 and then continue his training in automotive maintenance at New Hampshire Technical Institute while living in Berlin, New Hampshire. He would earn an associates degree in 1999. He worked briefly in Bretton Woods and then joined his father's Tree Maintenance Service company in April 1999. Ethan's interest moved from cars to the online world and he began doing online marketing in May 2009 and went full-time at the end of 2009 when he left his father's employ. "Internet Marketing and this whole online thing has taken my life to new levels," he writes on his LinkedIn profile. "I'm talking about learning how to think differently and that success is a skill and all skills are learnable. After all, thats life in my book. Growing and getting better. Internet Marketing and the people involved is helping to do just that. I realized the power of the Internet over three years ago *(May 2010)* and have not turned backed since. This industry has helped changed me to become a better person at everything I do especially the people I associate with." When a 1997 crew photo with Poltrack *(above)* was posted online by Paul Forbes it prompted this commentary from Poltrack and a crewmate: ***Ethan Poltrack:*** "Boy some years have gone by haven't they?" ***Scott Weeks:*** "Yes they have .....glad that the Cog shit is over...." ***Ethan Poltrack:*** "Cmon Bones You know you loved it." Poltrack likely did not love the accident he endured his last summer at the Cog. Ethan was one of six railroad employees on-board the so-called "Sally Car" coasting down through Crawford Notch at night on the Conway Scenic Railroad tracks. The 5-by-6-foot lorry car had a mattress, beer and a brake, but switching off a flashlight to sneak by some homes along the track kept them from seeing a parked rail repair vehicle. Transportation Department spokesman Bill Boynton told the *Associated Press,* "They turned (the flashlight) back on seconds before the crash and tried too late to pull the car's brake, a pipe handle on a bolt." 21-year old Poltrack was flown to the Maine Medical Center in critical condition, but recovered.



Ethan Poltrack (2020)
- Facebook profiles photo

- See Vol. 1 Ch. 9 Sec. 10 & Vol. 3 - Jul 20, 1998 / Anecestry.com / Newspapers.com / Genealogy.com / Bangor (ME) Daily News - thu, Jul 23, 1998 pg. 15 / https://www.linkedin.com/in/ethan-poltrack-3895436a/

Arthur "Fred" Poole 1890 - 1892 & 1896

Summit House Orchestra - "The Summit House orchestra was augmented Saturday by the arrival of Mr. Arthur Poole, a well-known violinist of Boston." He was part of the search party that went, but could not find his predecessor in the orchestra, Ewald Weiss, who never returned from a day hike on August 24, 1890. Poole returned to the orchestra as first violin in 1892. / Arthur W. Pohle or Poole was born on June 18, 1866, in Boston, Massachusetts when his policeman father, Amasa Carris Poole, was 38 and his mother, Emily Frances (Appleton) Poole, was 35. He had two older sisters: Carrie Appleton *(b.1859 d.1911)* & Lousella C. *(b.1863 d.1933)*. When the Census was taken on June 14, 1880, 13-year old Arthur was earning money as an errand boy while his 52-year old father was a "restaurant keeper." At 21 Arthur Poole was playing out in and around Boston. On November 28, 1887 he was part of the fortnightly entertainment of the Trinity Club in the chapel of the Trinity Church. "Vocal and instrumental music were contributed by Miss B. L. Kaatz, Mrs. Madden, Mr. Arthur Poole, Mr. Turner and Mr. Cleaveland A. Chandler." On Wednesday evening, Feb. 8, 1888 he was at a Wells' Memorial Hall where he joined violinist Harry Hawkesworth and others part of a Grand Concert testimonial from Professional Friends to Mrs. Anna Binard Gomes. A five-month old organization of about 60 Jewish young ladies to promote culture, "the amelioration of the condition of women immigrants and the working classes, and assisting those who are in need" held their first entertainment in Minot. Arthur Poole was the violinist. Henry Jackson played the cornet and Master Fitzgerald was the soloist. About 600 people attended the Young Woman's Hebrew Association event. "The floor was cleared for dancing at the conclusion of the programme." After spending at least three summers at the Summit House, 28-year old Poole was at the Montgomery Hall at 735 Washington St to play a Spritualistic meeting and organizers were excited. "This Sunday will be a gala day," they wrote in their advertisement. "We will have with us positively the greatest violin trio of Boston, Prof. Arthur Poole (former member of the celebrated Mendelssohn quintet), Profs Harold Humphrey and Henry Hawksworth, Miss Sadie B. Lamb, pianist and vocalist, and others." Poole and Sadie Lamb were back at Montgomery Hall in early November 1894. The Census taken on June 4, 1900 found 33-year old Arthur and his 36-year old sister, Louella living with their 69-year old mother, Emily. Louella was working as an editor and Arthur was a professional musician. Ten years later the 1910 US Census found the same household. Louella's job description was refined to "proofreader at a daily paper" and Arthur was now doing "orchestra work." In January 1920, mother Emily had died but brother and sister continued to live in the

same house. Louella now proofreading at a publishing house was considered head of household. Arthur was still sawing away in an orchestra. He lived in Boston, Massachusetts, for more than 38 years from 1895 to 1933, but a record of his death remains elusive. However, the *Boston Globe* did note the sudden death of an Arthur L. Poole of 70 Harold Street, Roxbury, Mass on March 21, 1934. If this is the Summit House violinist, he would have been 67.

- Among the Clouds - Jul 28, 1890; Jul 18, 1892 & Aug 4, 1896 / Ancestry.com / Newspapers.com / Boston Herald - Tue, Nov 29, 1887 pg. 3 / Boston Globe - Sun, Feb 5, 1888 g. 10; Sat, Oct 27, 1894 pg. 8; Sun, Nov 4, 1894 pg. 14 & Fri, Mar 23, 1934 pg. 26

F. A. Poole 1951 - 1952

Marshfield Corp/Cog Railway Cabins

Ray A. Potter
- Potter Family photo

Ray Potter 1914 - 1915

Base Watchman - *(1914)* "Ray Potter, who is night watchman at the base of Mt. Washington was in town (Apthorp neighborhood of Littleton) Saturday *(10/24)*." / Raymond Allen Potter was born on April 21, 1890, in Littleton, New Hampshire, to 20-year old mill worker Emeline M. (La/Plant) Potter and 28-year old electrician Charles Warrington Potter. Ray had two sisters and a brother: Helen Lucinda *(b.1882 d.1971)*, Charles Austin *(b.1884 d.1948)* & Pearl Ina *(b.1892. d.1978)*. 40-year old Emeline, 16-year old Charles and 10-year old Ray were living at 6 Apthorp Square in Littleton in 1900. Ray was at school while Emeline, Charles and their 17-year old boarder, Gertrude I Kean all worked at the shoe factory. When the Census was taken in the Spring of 1910, 50-year old Emeline and 19-year old Ray were living with 18-year old Pearl, her new 23-year old husband, chauffeur Joseph J. Cain and their 7-month old son Carleton R. Cain at 150 Mechanic Street in Laconia, New Hampshire. Emeline Potter was hosiery inspector at the local mill while Ray was waiting tables at a restaurant. At 26, Raymond Potter married 35-year old divorcee Elizabeth Reynolds (b.1881 d.1954) in Laconia, New Hampshire, on January 20, 1917. It was his first marriage, her second. He was working as a machinist at the Laconia Car Company. She was a compositor. Six months later, Ray Potter registered for the draft. He was described as of medium build with gray eyes and dark brown hair. His thumb on his left hand was gone. Potter claimed an exemption due to his dependent wife and physical disability. In 1925, the couple headed for California - specifically San Diego. By 1930, Ray and Elizabeth were living on York Court and Potter was driving a truck for a grocery store. Ten years later, Ray and Elizabeth Potter living on Santa Clara Avenue in San Diego. He was now a truckman at a grocery warehouse. 52-year old Ray Potter was working at the Piggly Wiggly Warehouse in San Diego, California when he registered for the draft on April 25, 1942. He stood 5-feet 6 ¾ inches tall and weighed 134 pounds. His hair was gray and eyes were hazel. His physical identifying characteristics now included a scar on his upper lip on the left side. Ray and his wife were living in Mission Beach. Raymond Allen Potter died in Manchester, New Hampshire in 1957 at the age of 67. *(1957)* "Raymond A. Potter died at his home, 20 Orange street, Thursday *(10/31)* morning. born in Littleton, he had resided in *(Manchester, NH)* for five weeks since coming from San Diego, Cal., where he lived 32 years. He is survived by two sisters, Mrs. Pearl P. Johnson of Manchester and Mrs. Helen Foote of Bridgeport, Conn., and several nieces and nephews. He was a member of LaJolla lodge No. 18 F.&A.M., LaJolla. Private services will take place at the Goodwin Funeral home Saturday *(11/2)* with burial *(right)* in Glenwood cemetery, Littleton.

- Littleton Courier - Thu, Oct 29, 1914 / Ancestry.com / Newspapers.com / GenealogyBank.com / Manchester (NH) Union Leader - Fri, Nov 1, 1957 pg. 10

Robert Louis Potvin 1963

Summit House Ass't Manager - Robert Potvin appears on the Summit payroll summary for July 1963 as earning $120 a month. "Free" room and board was worth $36 a month for tax purposes. His net monthly pay was $92.49. Potvin"s salary was booked in the Summit House "administrative" column. *- Summit House / July 1963 Summit Payroll summary*

B. E. Power 1952

Mt. Washington Club/Summit House

Alice L. Powers (1932)
- Plymouth Teachers College

Alice "Bunny" Powers 1931

Summit House *(1931)* "Monroe notes: The Misses Margaret Bedell and Alice Powers go Wednesday *(7/1)* to the Summit House on Mt. Washington, where they will be employed during the summer." / Alice Lona Powers was born on September 29, 1911, in Lowell, Vermont when her farmer father, Lawrence Calvin Powers, was 28, and her mother, Rena May (Revoir) Powers, was 19. Alice had a sister, Rena Grace who died at childbirth in November 1913, and two younger brothers: Stanley Lawrence *(b.1914 d. 1964)* & Merle Revoir *(b.1917 d.1988)* and half-sibling, Wendell Allen Powers *(b.1932 d.2010)*. "Bunny" Powers worked at the Summit House after completing her junior year at Plymouth State College. Her 1932 yearbook editors spelled her name stood for "A - Ambitious, L - Loyal, I - Idealistic, C - Careful & E - Earnest" and went on to say: "Alice is one of the quieter members of our class, but she is always ready with her cheerful smile and helping hand. She was part of the Plymouth Athletic Association pageant her first year. Her senior quotes was: "Nothing is impossible to a willing heart." 34-year old school teacher Alice married a chef, 34-year old Henry Jackson Scott in Monroe, New Hampshire,

on May 5, 1946. It was a first marriage for both. *(1946)* "Miss Alice L. Powers, daughter of Mr. and Mrs. Lawrence C. Powers of Monroe and Henry J. Scott of Newbury, Vt., son of Mr. and Mrs. Charles Scott of Lincoln, Neb., were united in marriage at the home of he bridge, here *(in Monroe)* in a pretty afternoon wedding May 5. The Rev. R. M. Nichols of Wooodsville officiated at the double-ring service which took place at two o'clock. The decorations were large bouquets of snapdragons and ferns. The bride was attractive in a blue crepe dress with a corsage of sweet peas and roses. The maid of honor was Miss Muriel Smith of Stowe, Vt., who wore a dress of grey crepe and a corsage of talisman roses. The best man was Gordon Adams of Newbury, Vt., a cousin of the bride. Mrs. Scott is a graduate of McIndoes Academy and Plymouth Teachers College and has taught for several years. Following the ceremony a reception was held at the home of the bride's parents. Refreshments of cookies, cake, including a beautiful wedding cake and ice cream were served. The couple received many gifts including silver, dishes, linens, and money. Later the newlyweds left on a honeymoon. They will make their home in Monroe. The couple had two children. She died on April 8, 2006, in Exeter, New Hampshire, at the age of 94, and was buried there. *(2006)* "Alice Powers Scott, 94, Exeter NH, died suddenly on April 8, 2006, at the Exeter Hospital. She was born September 29, 1911, in Lowell VT, daughter of the late Lawrence and Rena (Revoir) Powers. Alice grew up in Lowell VT and graduated from the Plymouth NH Normal School, where she received a degree in teaching. She spent many years as a grade school teacher between Center Barnstead, Monroe, and Bath NH. Mrs. Scott was a longtime member of the Monroe NH Grange and a former active attendant of the Monroe Methodist Church. Alice had resided in Exeter for the past 30 years. She enjoyed knitting and crocheting and would often donate much of her work to the Navy Relief. Mrs. Scott is survived by her son and daughter-in-law Jay and Joan Scott of Exeter; granddaughter Denise Scott of Exeter; and several nieces, nephews, and cousins."

- Littleton Courier - Thu, Jun 25, 1931 / Ancestry.com / Newspapers.com / GenealogyBank.com / St. Johnsbury (VT) Caledonian-Record - Thu, May 16, 1946 pg. 9

Dallas Troy Powers 2022

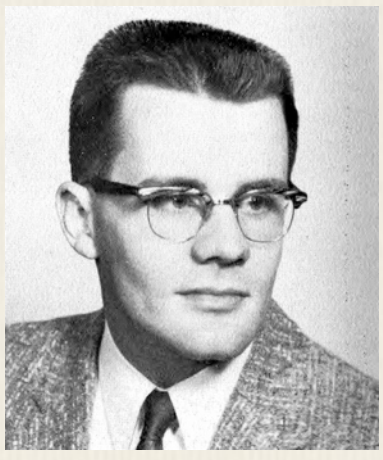
Railway employee - On trains *- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022*

Edmund W. Powers 1886 - 1891

Edmund W. Powers (1881)
- Tufts Kappa Charge

Summit House Manager - "A lively program and a good time - The first dance that ever took place in the Summit House occurred Friday evening *(9/24/1886)*. A vote of thanks was given to Mr. Powers, manager of the hotel, for his kindness is giving the use of the hall and for other favors. Mr. Manager Powers of the Summit House, who combines law with hotel keeping, showed himself to be a complete master of the situation. He was perfectly cool and collected and everything went off like clock-work. He is without doubt the ablest hotel-man in the White Mountains, and he managed the affair with consummate skill and to the entire satisfaction of the Pilgrims. The Summit House, which, under the management of Mr. E. W. Powers, has had a much larger business than it had last year, will remain open until the first of October 1889. After its close Mr. Powers will resume his law practice in New York, where he has a fine opening the charge of a very important suit." Powers retires and does not return to the Mountain in 1892. An 1893 book by the *Brooklyn Daily Eagle* outlining the history of the city "from its settlement to the present time" devotes a chapter to a "survey of the city in the present time Brooklyn's newspapers, hotels, apartment houses, notable buildings and handsome residences - Men who have been foremost in making the city what it is." One of those men was Edmund W. Powers. "The Pierrepont House, at the corner of Montague and Hicks streets, has had an enviable reputation with the traveling public for forty years, and has gathered about itself many associations of pleasant local interest. It is a commodious edifice, plain and substantial as regards its exterior, but suggestive of comfort in every detail. Since the house was opened first with Russell, Chase & Co. as proprietors, there have been five changes in the management: The present proprietor is Edmund W. Powers, who has been an eminently successful hotel manager in the White Mountains and is especially well-known through his able management of the Summit House at Mount Washington. The Pierrepont House is a building of six stories, covering a rectangular area of 78 by 100 feet. It contains about eighty separate suites of rooms, numbering one hundred and forty apartments in all, and they are furnished with the primary aim of affording the fullest degree of comfort."

- Among the Clouds - Sep 25, 1886; Sep 5, 1887, Sep 9, 1889 & Jul 10, 1891



Franklin E. Powers (1959)
- Plymouth Teachers College yearbook

Franklin E. Powers 1953 - 1956

Franklin Powers of Gorham, New Hampshire came to work at the Summit when he was sixteen. He moved to Marshfield to work in 1954. Franklin Elmore Powers was born in 1938 and on April 10, 1940, two year old Powers was with his 27-year old mother, Evelyn (Andrews) Powers were living with his grandparents, 54-year old Fred and 50 year-old Hattie Andrews in Gorham. U.S. Census enumerator Marie J. Daley found Franklin's uncles - 24-year old Raymond and 14-year old Maurice wee also part of the household. Grandfather Fred was a millwright at the papermill, Uncle Ray had just landed a job after going 23 weeks without work, while his mother was working 21 hours a week as a restaurant waitress. Evelyn was listed as married but no indication as to where Mr. Powers might be. Upon graduation from high school, Powers enrolled at Plymouth Teachers College concentrating on social studies. He was the soccer team as a junior and played intramural basketball and softball all four years. He was part of the U.N. Model Assembly and the Army Reserves all four years. He was class president his junior year and on the the student coun-

cil as a senior. He did his student teaching in town at Plymouth Junior High School and graduated in 1959. He entered the Air Force and by 1967 was married and stationed in Turkey. *(1967)* "Franklin E. Powers has been promoted to captain in the U.S. Air Force. Capt. Powers is a space systems operations officer with a U.S. Air Force support unit in Turkey. He received his commission in 1963 upon completion of Officers Training School at Lackland AFB, Texas. His wife, Mary, is the daughter of Mr. and Mrs. Sabas Zapata, Jr., of 716 Clark Blvd., Laredo, Texas."

- Summit House / Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Conning Tower Gleanings - Aug 1967 pg. 11

James J. "Jimmie" Powers 1900 - 1914

Summit House employee - Attends 1903 Cog Party Masked Ball as "Physician." *(1904)* "No visitor to Mount Washington fails to observe in the office of the Summit House that young man, James Powers, who is ever on the alert to add to the comfort and entertainment of every guest. It is he who directs the tourist to the starting points of the various mountain trails. Is there an obscure point in the horizon? It is "Jimmie Powers" who can surely identify it. Innumerable times during the summer these little courtesies are extended." *(1905)* Watchman and morning sunrise bell ringer. *(1906)* No hotel was ever more faithfully guarded than The Summit is under his nightly vigil. His genial smile and accommodating spirit make the word "Jimmy" one of the special and kindly significance to those who know him best. Mr. Powers has been at the Summit House for several seasons, serving in various capacities, in all of which he has met the expectations and approbation of his employers." *(1907)* James J. Powers has had a well merited promotion to the assistant clerkship *(1908)* in charge of postoffice at restored Tip-Top House after the fire. *(1915)* "Visitors to Mount Washington this summer will greatly miss the familiar figure of James J. Powers, "Faithful Jimmie," who died at Ormond, Fla., on January 3rd last, of lobar pneumonia, at the age of 36 years. Jimmie had spent the last fifteen years on Mount Washington at the old Summit House and the Tip-Top House where he had welcomed thousands of people every year. Jimmie was ever ready to do for all and his kindness of heart and gentleness of manner won the respect of everyone."

- Among the Clouds - Jul 16,1900; Jul 13,1903; Aug 31,1903; Aug 26, 1904; Jul 13, 1905; Aug 5, 1905; Jul 12, 1906; Jul 13, 1907; Jul 12, 1911; Jul 9, 1914 & Jul 12, 1914

Joseph P. Powers 1953

Summit House

R. J. Powers 1951

Mt. Washington Club/Summit House

Thomas F. "Fred" Pownd 1920's ?

(1939) "Funeral services were held for Thomas F. Pownd Saturday *(3/18)* afternoon from his home on Center street, the Rev. Stanley P. Jones officiating with interment at Lyndon Center. Thomas Frederick Pownd was born in Inverness, P.Q., the son of George and Martha Pownd, July 14, 1878. His early childhood was spent in Inverness where during the winter months he attended the district school and worked on his father's farm in the summers until he was sixteen. He then *(1894)* came to Vermont and worked in St. Johnsbury for a short time, then procured work at Lyndonville in the B&M round house as a sweeper. His mechanical ability was soon recognized bringing him promotion to machinist and later he was promoted to foreman, which position he held until his death March 16, 1939. During his tenure of service he also supervised the installation of much railway equipment on the Passumpsic and White Mountain division of the B&M. He was called to repair equipment on the Mount Washington cog railway and the old Memphremagog steamer, "Lady of the Lake," and was active in the installation of equipment at the Lyndonville Electric Plant. Considered an authority in railroad matters, his council was often sought by his associates. Taking an active interest in local affairs, he served for many years as Chief of the Lyndonville Fire Department. One Jan. 6, 1895, he was united in marriage to Kate T. Root of East Concord, establishing his home in Lyndonville. To this union were born two daughters, Lulu M., who died at the age of 22 months and Christel E. A lover of his home , his chief interest in life was the welfare and comfort of his wife, who had been in ill health for a number of years. He was a member of the Knights of Pythias, Independent Order of Odd Fellows, and a Master Mason. His death occurred on March 16 following a three weeks' illness. He is survived by his widow, Kate T. Pownd; one brother, Robert, of Inverness, P.Q.; one daughter, Mrs. Ralph Hovey of Lyndonville; two grandchildren, Jean and Robert Hovey, of Lyndonville; three nieces, Mrs. George Davis of St. Johnsbury; Mrs Edgar Herbert of Sugar Hill, N.H.; Mrs. Julia Gibson of Arlington, Mass. The high esteem in which Mr. Pownd was held was expressed in the beautiful floral tributes from his many neighbors, friends and organizations, that surrounded the bier."

- Caledonian Record - Fri, Mar 24, 1939 pg. 2 / Find-a-Grave.com

Mary Pratt 1953

Summit House

Norman Pratt 1953

Summit House

Harry L. "Reddy Kilowatt" Preble 1958 - 1960

Harry L. Preble (1998)
- Winchester HS yearbook

From Winchester, Massachusetts, Harry Preble was a group of young Coggers who had a "Dunn Connection" to the railroad that he told Jitney Jr about in 2019. ""Three of my best friends were David Usher, Lincoln Handford, and Peter Swasey. We all grew up in Winchester, Mass., and went to school together, except Peter, who went to private school. Dave lived across the street from Cindy Dunn, a teen love interest. Cindy's Dad *(Paul Dunn)* worked for the B & M Railroad. Dave was a bit of a free spirit, and wondered how to get a job at the Cog, and Cindy's father helped him out. How much, I don't know how much, but the above three worked there the summer of 1958, and all they did was rave about how great a place it was to work. So I asked Linc how to get a job there, and he said "Arthur *(Teague)* doesn't answer many letters. Just come with me when I go up to start the season, and he'll probably hire you." When we arrived Arthur was up on the mountain checking out the track after the winter. We hiked up to Waumbek, met the train coming down. Linc introduced me to Arthur, and I had a job! I wanted to be a brakeman, but trains weren't running yet, so Arthur asked me if I could type. With a 'yes' answer I was soon answering all the mail that had accumulated over the winter. Then I washed all the windows in "The Hut," as Ellen *(Teague)* and the family had not arrived yet. Then he asked if I could do electrical work, and with another 'yes' I effectively became the base electrician. It wasn't long before Leo Boucher dubbed me "Reddy Kilowatt." I also did about a month's stint working with Mr. Chumley on the new aluminum car. Arthur gave me a bonus at the end of the first year. He was real proud of the Chumley car, and my month with Chumley paid off. I believe Dave Usher was Jitney's brakeman, and Dave trained me as a brakeman." In 1958, Preble was recorded in the files as a brakeman. In 1959, Preble was there when Arthur hired an employee that would make headlines... and not of the good kind.

"One time I was near the ticket office, and Arthur was there, and a clean-shaven man asked Arthur if he needed any help. Arthur asked the man what his occupation was, and he replied that he was a cook over at an institution in Maine," Preble recalled. "Arthur hired him, and he ended up on the track crew. The man's name was Gilbert Gonyer, and he was a little less muscular than most of rest of the track crew, which was headed by Larry (I forget his last name, but he was know as "The Bear") *(Ed Note: Larry Gooden)*. Being low man on the totem pole of rugged men doing heavy work replacing timers and rails on the track, Gilbert soon became the butt of many stories of the difficulty he had in keeping up with the rest of the crew, understanding orders, and literally carrying his weight. There were nine brakemen that year, and so Arthur decided to give each brakeman a day off. One weekend in July my parents came up to visit, and stayed in one of the cabins. On Monday, my day off, Dad and I went hiking down off the Kancamagus road near the height of land. We were in pea soup fog most of the day, and didn't get any views, but when we got down, everything cleared. When we got back, the Base Station was swarming with State Police. I was told there has been a murder in the woods just off the Cog Road. It being about 5 p.m. I went in *(to Marshfield)* for supper. The only other Cog employee who was there was Gilbert Gonyer. It was his day off, too. As usual, Gilbert was wearing a long sleeve shirt with the sleeves folded ever so neatly up past the elbows. We mused together what a terrible thing had happened that day. Gilbert said he had borrowed *(Gordon)* Chase's car and gone down off the mountain. Imagine my surprise when Gilbert was arrested for the murder the next day. He gave no hint in his demeanor at dinner that night." Preble's friend, Linc Handford was in Marshfield when the arrest was made. "It was quite a surprise to us all that morning when the State Troopers came into the old Marshhouse and arrested him," wrote Handford in Janauy 2023. "There must have been eight or ten of us milling about by the fireplace as it was a cold and rainy day. Gonyer was sitting on a bench with his back to the big window so I think it was an even bigger surprise for him. I was standing maybe fifteen feet away when the police entered and, as I recall, asked "...:who was Gilbert Gonyer?" There was very little fuss. They put him in handcuffs and lead him away." Handford says "At the time no one had this slightest idea he had killed anyone {a few nights?} before just a few miles away, That incident was lost in the dustbin of my memories until I read Harry's *(Cog)* recollection. My memories of the Cog are mostly very happy ones. Good times, honest and hard-working people who taught me a lot about life." Harry Preble would work through the summer of 1960 at the Cog. He earned $1.10 an hour that season. / Harry L. Preble was born in March 1940 about one month before the U.S. Census was taken along Auburn Street in Medford, Massachusetts. His father, 35-year old Maine native, Herbert Preble was managing a fruit store, while wife, 33-year old Margarita was taking care of baby Harry, 11-year old Herbert Jr. and 8-year old Ronald. The Prebles had been living in Margarita's hometown of Newton, Massachusetts in 1935 before moving to Medford.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Handford email to Jitney Jr - Sat, Jan 21,2023

The Presbys of the Mount Washington Railway

(in familial order)

Lester W. Presby Sr. 1983 - 2000

Investor *(2000)* Lester W Presby, 92, of 471 Pettyboro Road, Bath, (NH) died June 7, 2000 at his home after brief complications of old age. Born at home in Lisbon, March 16, 1908, he was the son of Wayne and Mable Presby. Upon moving to Bath as a youngster, he was educated at the Pettyboro School and at age 14 moved into his lifelong residence to begin his farming career. On Oct. 15, 1928, he married Mary K. Nihan of Walker Hill Road in Lisbon and together they purchased his home place, which they named Klay Knoll Farm, where they worked and raised their family. With the assistance of his wife, Mary, he pursued his business interests of dairy farming, lumber operations, raising stock and crops for market, and maple sugar production. For many years he owned a prize herd of registered Ayrshire cattle. In recent years, he had been an owner of the Mt. Washington Cog Rail-

way and partner in the Mt. Washington Hotel and the Bretton Woods Ski Area. He acted as a business advisor to the Mt. Washington Hotel and Resort; and held the Boston Post Cane as the oldest resident of Bath. In his free time, he enjoyed hunting, fishing, card playing and visiting with family and friends. He bagged his last deer, an eight point buck, at age 89 and relished his annual Canadian fishing excursion until this year. In 1998 Lester and Mary celebrated their 70th wedding anniversary with an open house at the Lisbon Town Hall. He is survived by his wife of 71 years, Mary; two sons, William Presby of Lisbon and Lynn Presby of Freedom; five grandchildren, David Presby of Sugar Hill, Bradley Presby of Bethlehem, Wayne Presby of Littleton, Kathy Rae Emmi of Lewiston, Maine and Penny Korte of Monroe; 10 great-grandchildren; nieces and nephews. He was predeceased by an infant daughter, Lois Presby and grandson, Adam Presby of Bath."

- Littleton Courier - Wed, Jun 15, 2000 pg. 8

Lester William "Wild Bill" Presby, Jr. 1983 - 2009

Lester William (Wild Bill) Presby, Jr., 79 of 81 Old Gulf Road, Lisbon, NH, died Wednesday, July 15, 2009 at his home after a long illness. He was born on September 7, 1929 in Lisbon to Lester William Presby, Sr. and Mary K. (Nihan) Presby. He graduated from Lisbon High School in 1947. As a young man he grew up on the family dairy farm (Klay Knoll Farm) in Bath, NH. In his early twenties he worked as a logger in Maine and New Hampshire. In 1948 he founded Presby Construction which he operated for many years and finally sold to his son David in 1985. He was one of the first people to own a bulldozer which he used to build some of the first power lines to the area. He was also the first contractor in the area to acquire a backhoe. During his life he was involved in numerous business pursuits besides his construction business. He bought and sold numerous pieces of property and developed and owned a number of gravel operations. In 1983 he joined his son Wayne and Joel Bedor of Littleton in buying the Mount Washington Railway Company. In 1991 he joined a group of local business people who purchased and operated the Mount Washington Hotel and Resort until 2006 when it was sold to CNL Income Properties and Celebration Associates. From 1991 to 2006 he served on the board of directors and as vice president of the company which owned and operated the hotel complex. He was instrumental in making the decisions to acquire and expand the Bretton Woods Ski Area, to acquire the real estate development and construction operations in Bretton Woods, as well as the decision to winterize and operate the Mount Washington Hotel on a year round basis. During his life he served on the Lisbon Volunteer Fire Department. He was a member of the Lisbon Lions Club and the Lisbon Outing Club, the Lisbon Stumpjumpers as well as the Good Ole Boys Club of Woodsville, NH. He enjoyed all of his business pursuits as well as fishing, hunting and playing poker. During the later part of his life, he accompanied his sons on trips to Quebec, Alaska and the Great Northwest Territories fishing for King Salmon and trophy lake trout. Later in life he also enjoyed making the rounds of the various Lisbon Coffee Shops and getting up to speed on the local town gossip. Bill was well known for his sharp blue eyes, sense of humor and devilish nature. He is survived by his wife, Elledra Presby, of Lisbon, his brother and spouse, Lynn and Brenda Presby of Freedom, NH, his sons and their spouses, David W. Presby and Sheila Presby of Sugar Hill, NH, Bradley E. Presby and Joyce Presby of Bethlehem, NH, Wayne W. Presby and Susan Presby of Littleton, NH, his daughter and her spouse, Michael Emmi and Kathy-Rae Emmi of Lewiston, ME, his grandsons and their spouses, Thaddeus Presby and Joselle Presby of Franconia, NH, Trevor Presby and Samantha Presby of Sugar Hill, NH, Ryan Presby of Bethlehem, NH, his granddaughters and their spouses Nick Sylvain and Casey Sylvain of Watertown, MA, Abigail Marie Presby of Littleton, NH, his great grandsons Aden Presby of Franconia, NH, Dane Presby of Franconia, NH, Jett Presby of Sugar Hill, NH and his great granddaughter Morgan Presby of Sugar Hill, NH. Bill was predeceased by his father and mother, Lester W. Presby and Mary K. Presby of Bath, NH and his sister Lois also of Bath, NH.

"Wild Bill" Presby (2009)
- Presby Family Collection

- http://phaneuf.tributes.com/obituary/show/L.-William-Presby-89831353

Mary K. Presby 1983 - 2004

Investor - Mother of owner Wayne Presby - Mary K. Presby, age 96, of 471 Pettyboro Road, passed away on August 18, 2004 at her home (in Bath, NH) after brief complications of old age. Born at home on Walker Hill in Lisbon, NH on June 20, 1908, she was the daughter of David and Nora (Conway) Nihan. Mary attended the Walker Hill School in North Lisbon and was a graduate of Lisbon High School. On October 15, 1928, she married Lester W. Presby of Bath, NH. Together, they purchased his home place, which they named Klay Knoll Farm, where they worked and raised their family. Mary first caught the eye of her future husband when she won a hand-milking contest in Sugar Hill, NH in the 1920's. Along with her husband, Mary worked in their business interests of dairy farming, lumber operations, raising stock and crops for market, and maple sugar production. Every sugaring season, Mary made hundreds of her famous plain donuts, which she served with maple syrup to guests at the farm. For many years, they owned a prize herd of Ayrshire cattle. In recent years, Mary had been an owner of the Mt. Washington Cog Railway and a partner in the Mt. Washington Hotel and the Bretton Woods Ski Area. During her career, Mary had been a member of the NH Farm Bureau; the Pine Grove Grange in Bath; Trout Unlimited; acted as a business advisor to the Mt. Washington Hotel and Resort; and, following her husband, held the Boston Post Cane as the oldest resident of Bath. In her free time, Mary loved to shop, cook, pick berries, play cards, and visit with family and friends. One of her favorite hobbies was to photograph dairy barns in the region. During the 1950's, Mary was a finalist in the Mrs. New Hampshire contest, which was held at the Allen A Resort in Wolfboro, NH. In 1998, Mary and Lester celebrated their 70th wedding anniversary with an open house at the Lisbon Town Hall. Until very recently, Mary frequently traveled about New Hampshire and Vermont in her red Chevy convertible. Mary is survived by two sons, William Presby and wife Elledra of Lisbon and Lynn Presby and wife Brenda of Freedom, NH; five grandchildren, David Presby of Sugar Hill, NH, Bradley Presby of Bethlehem, NH, Wayne Presby of Littleton, NH, Kathy Rae Emmi

of Lewiston, Maine, and Penny Korte of Laurel, Montana; 10 great-grandchildren; 1 great great-grandchild; nieces and nephews. She was pre-deceased by her husband, Lester, in 2000; her parents; infant daughter, Lois Presby in 1931; three brothers, Carroll, Maurice, and Dennis; and grandson, Adam Presby of Bath, NH in 1992.

- http://phaneuf.tributes.com/obituary/show/Mary-K.-Presby-261529

Kathi-Rae Presby (1998)
- NH Union Leader

Kathi-Rae Presby Emmi 1983 - 2000

(1983) Miss Kathy-Rae Presby, 21, daughter of Mr. and Mrs. . William Presby, Jr., of Sugar Hill - Miss Presby (who has been working this season at the Cog Railway of which her brother is part-owner and who was sponsored by the Cog) this summer won the White Mt. Citizens Bike Racing Series of 17 races between June 7 and Sept. 18, with 30-40 entrants in each of the races as far distant as Sunapee, Lacoania and North Conway. Her Coach is Barry Field who owns and operates the Littleton Bicycle Shoppe - his team also includes men and several juniors. *(1993)* "In an unusual wedding taking place on the South Veranda at the Mount Washington Hotel June 5, 1993, Kathy-Rae Presby became the bridge Michael Nino Emmi. A humorous ceremony, which included the appearance of James Drummond with a shotgun held over his head, was performed by the bride's brother, Wayne W. Presby. The bride is the daughter of Mr. and Mrs. L. William Presby Jr. of Sugar Hill and her father was her escort the groom is the son of Mr. and Mrs. Anthony N. Emmi of Lewiston. Following the ceremony, dinner was served in the hotel's Main Dining Room and a reception was held later in the Grand Ballroom. The festivities continued on Sunday when guests took a champagne train ride above the Cog Railway to the summit of Mount Washington. The bride is a 1980 graduate of Profile High School in Bethlehem, NH and a 1984 graduate of Wester State College in Gunnison, where she received a bachelor's degree in business administration The groom is a 1976 graduate of Lewiston High School. He owns and operates South of Border Mexican Restaurant in Lewiston." *(1993)* "In an unusual wedding taking place on the South Veranda at the Mount Washington Hotel June 5, 1993, Kathy-Rae Presby became the bridge Michael Nino Emmi. A humorous ceremony, which included the appearance of James Drummond with a shotgun held over his head, was performed by the bride's brother, Wayne W. Presby. The bride is the daughter of Mr. and Mrs. L. William Presby Jr. of Sugar Hill and her father was her escort the groom is the son of Mr. and Mrs. Anthony N. Emmi of Lewiston. Following the ceremony, dinner was served in the hotel's Main Dining Room and a reception was held later in the Grand Ballroom. The festivities continued on Sunday when guests took a champagne train ride above the Cog Railway to the summit of Mount Washington. The bride is a 1980 graduate of Profile High School in Bethlehem, NH and a 1984 graduate of Western State College in Gunnison, where she received a bachelor's degree in business administration The groom is a 1976 graduate of Lewiston High School. He owns and operates South of Border Mexican Restaurant in Lewiston." / Born March 6, 1962, her LinkedIn profile indicates she graduated from Profile High School in Fanconia, New Hampshire in 1980. She played field hockey and was on the ski and softball team. A member of the outing club she was a percussionist in the band and sang in the chorus. She was also a class officer. Kathy-Rae Presby enrolled in the Western State College of Colorado in Gunnison. She was on the 1981-1982 Rocky Mountain Development Ski Team, and was a College All-American Alpine Ski Racer in 1981 - 1983. She was on the soccer team and started the WSC Road Cycling Team. Presby graduated in 1984 with a B.A. in business administration. She joined the Cog Railway in May 1983 and work for the family enterprise through 1982 as an assistant manager "interviewing, hiring, training and scheduling employees; developed and organized group tour business and reservations; attended tour and travel exchanges throughout the United States; determined purchases and pricing for gift shop merchandise." In November 1986, Presby became a hospitality software sales manager & training consultant selling software "to large condominium developments, hotels and motels throughout New Hampshire & Maine as a software reseller for Resort Data Processing Software, Vail, CO." She did that for four years before moving to Auburn, Maine as the CEO, Vice President of International Sales & Marketing Target/1 Management Systems. In February 1994, Presby-Emmi went to work as a ski instructor and director of promotions & special projects at the Lost Valley Ski Area in Auburn where she "installed new ticketing software and implemented staff training. She was the junior ski racing coach and program director." This occurred as she had helped "husband in the daily operations, managing employees, food costs and accounting. After 16 years of operation we sold the restaurant in 2000 to devote more time to the company I founded in 1996 - Maine Septic & Pumping. Maine Septic & Plumbing was the "distributor for the State of Maine for Presby Environmental products including the Enviro-Septic leaching system. Provide a septic tank pumping service to over 5700 area customers. Certified, camera eye septic inspections for realty transactions." The company continues these days at Septic Systems of Maine where she is the "owner with a demonstrated history of working in the environmental services industry." *- Littleton Courier - Wed, Sep 21, 1983 pg. 1A & Wed Jan 26, 1994 pg. 5A / Ancestry.com / Newspapers.com / GenealogyBank.com / LinkedIn*

Kathy-Rae Emmi (2020)
- LinkedIn Profile

Wayne Presby 1983 to present

Investor / Now owner of the Mount Washington Cog Railway - Wayne W. Presby II was born on January 19, 1957 and at twenty was taking folks up to see the railroad. *(1977)* Lyman correspondent Mrs. Mildred Presby notes: "Wayne M. Presby and

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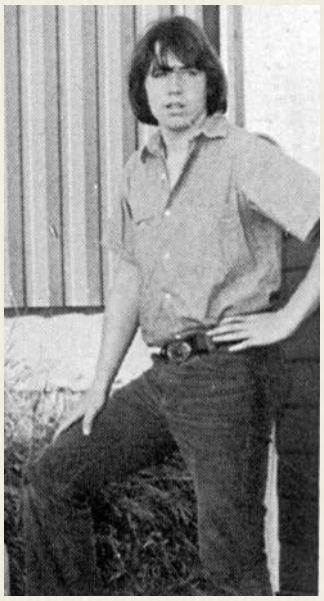


Soph. W. Presby (1973)
- Littleton NH yearbook

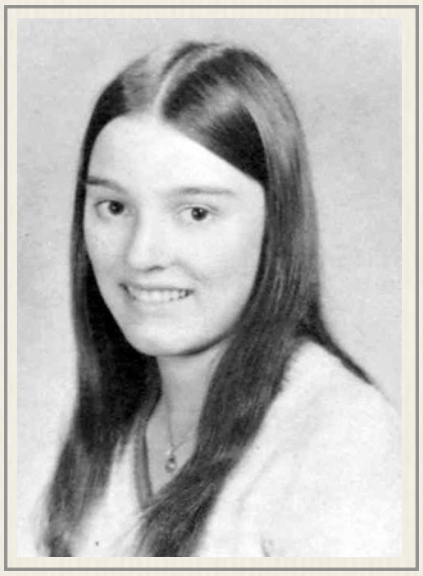
Matthew Mackie accompanied Carmen Catino and John Tassitano and grandsons to Mt. Washington on Wednesday *(9/1)*. On Thursday they attended Lancaster Fair." Born in 1957, Wayne Presby graduated in 1975 from Lisbon (NH) Regional School, and went on to Franklin Pierce College where he earned a Bachelor of Arts degree in 1979. He then attended the Franklin Pierce Law Center which has since become the UNH School of Law and it was likely there that he met his wife. He graduated with a law degree in 1982, was admitted to the New Hampshire bar and practiced for a time. One of his early cases involved a Michael Cyrs who had been convicted of selling cocaine and possessing marijuana. Presby unsuccessfully defended Cyrs, and Cyrs appealed saying he was denied "effective counsel." In 1987, the New Hampshire Supreme Court agreed and released Cyrs in order to have a new trial. The Supreme Court ruling (State v Cyrs) said "The facts pertaining to the defendant's assertion... involve a triangular web weaving together the defendant; his attorney, Wayne W. Presby; and the informant against the defendant, Robert Girard. Prior to being retained by the defendant, the defendant's attorney *(Presby)* was involved in an altercation with Girard, who eventually turned out to be the primary informant against the defendant in a drug investigation. The attorney filed a misdemeanor complaint against Girard because Girard had damaged the attorney's car in the course of the scuffle... After having agreed to represent the defendant on the drug charges, the attorney became aware that he had also been a target of the investigation which had netted his client. Discovery proceeded for a period of time, and on the day of trial, the defendant requested appointment of new counsel based on his counsel's alleged conflict of interest. The defendant did not cite either his attorney's involvement in the drug investigation or the potential that Presby might be called as a witness against Girard on an operation by an habitual offender charge as grounds for his request. Instead, he stated that the attorney had not done sufficient work on the case and that the attorney was not operating entirely in the defendant's interest." The Trial Judge allowed Presby to continue to represent Cyrs, who was convicted on three charges. The Supreme Court said prosectors should have highlighted Presby's conflict of interest at trial. "The State was in a position to prosecute the informer," the justices wrote, "because the defendant's lawyer, Presby, had seen the informer operating the car while the habitual offender order was in effect. Presby's availability as a witness against the informer was therefore the necessary condition for the informer's cooperation with the police in prosecuting Presby's client. Without defense counsel's evidence in the one matter, the police would not have been in a position to prosecute his client in the other. The conflict is clear and outrageous." During the on-going appeal, Wayne Presby was part of the group of local businessmen who purchased the Mount Washington Cog Railway from Ellen Teague in 1983. However, he and Joel Bedor remained in the background while John Rolli and Loxley Ness were the faces of the new ownership group. But over time, Presby turned his attention to business and became what one official bio called a "serial entrepreneur." His Cog-related efforts can be seen in the Aggregated Timeline - 1968 to present. His other pursuits are found within profiles of his other projects like Netshield and White Mountain Biodiesel. Wayne Presby was named Chairman of Netshield in 2014 and is still on the board. "Wayne Presby is a serial entrepreneur who has been involved in a large number of businesses throughout his career. Mr. Presby was born and raised in New Hampshire, spending much of his time on the family farm. He obtained his Juris Doctorate in 1982 from the University of New Hampshire School of Law. During the last 32 years he has owned and operated the Mount Washington Railway Company (www.thecog.com), the oldest mountain climbing train in the world. Mount Washington Railway Company designs and builds its own rolling stock and during the past few years succeeded in replacing its fleet of steam locomotives with diesel locomotives powered with B20. For over 15 years, Mr. Presby, owned and operated the Mount Washington Hotel and Resort (www.mtwashington.com) in Bretton Woods. The resort was the site of the International Monetary Conference in 1944 also known as The Bretton Woods Conference. During his ownership of the resort Mr. Presby was responsible for a series of acquisitions over a period of 15 years the Mount Washington Hotel and Resort became the largest resort operation in the State of New Hampshire, with over $36,000,000 in annual revenues. Mr. Presby and his team were responsible for the restoration of the resort and converting it into a year round operation. In 2006 the resort was sold to CNL Income Fund and Celebration Associates. In 2008 *(as bio-diesel locomotives were coming on-line at the Cog)*, Mr. Presby started White Mountain Biodiesel, LLC (www.whitemountainbiodiesel.com) and is one of two managing members of *(the limited liability company.)* White Mountain is currently the largest biodiesel production facility in the Northeast. He has been active in securing political support for the *(biodiesel industry's)* goals and program initiatives. White Mountain Biodiesel in Haverhill, New Hampshire, changed ownership in 2019. *(The operating 6.5-million-gallon plant)* has been purchased by Renewable Fuels by Peterson LLC," Howard Peterson told *Biodiesel Magazine*. "The plant is currently in production and is manufacturing biodiesel used for thermal energy in Massachusetts homes... Our current focus is to fine tune the production process and then ramp up to higher volumes. We still manufacture under ... the White Mountain name." In 2014, Mr. Presby was appointed Chairman of Snoopwall, Inc (www.snoopwall.com), a counterveillance company with a unique and patent pending software capable of securing data and preventing eavesdropping on electronic devices. In 2017, "SnoopWall, Inc., the global leader in breach prevention, on the heels of being recognized three years in a row by the prestigious CyberSecurity 500, has been named one of the top 25 cyber security companies for 2017 by CIO Applications." Financially, NetShield has raised a total of $4.4M in funding over 8 rounds. Their latest funding was raised on Mar 13, 2019 from a Seed round." *- Littleton Courier – Wed, Jun 18, 1975 pg. 1 & Wed, Sep 7, 1977 pg 4A / State v. Cyrs, 129 N.H. 497, 529 A.2d 947 (N.H. 1987) / www.crunchbase.com/organization/snoopwall /*

President Wayne W. Presby (2020)
- MWCR FB photo

https://whitemountainbiodiesel.com/principals.php / Ancestry.com / Newspapers.com / LinkedIn.com / GenealogyBank.com

Susan Gummerus Presby 1994 to present

Owner/Director of Sales - Susan Marie Gummerus was born on May 23, 1958 - the daughter of Korean War veteran (three bronze service stars) and Micro Tool Company, 39-year old John Gummerus and Barbara (Fisher) Gummerus. The couple would have two more daughters - Judith and Lori Ann. Gummerus grew up in Ashby and was one of twenty-one girl scouts who participated in a camping weekend at the Farm In Gardner in the summer of 1970. "It was the first time most of the girls experienced camping in tents." the *Fitchburg (MA) Sentinel* reported. "The girls had to cook their own meals on outdoor fires." 12-year old Susan was one of eleven scouts who received the Sign of the Star during the event. In the fall of 1972, Gummerus was elected troop treasurer during the first meeting of Cadette Troop 159. In 1975, Gummerus was chosen as the Ashby American Legion Auxiliary's alternate representative to the 31st annual Massachusetts Girls State at Bridgewater State College that year. At that point, "Susan (was) in her junior year at North Middlesex Regional High school and is a member of the National Honor Society. She is a regional advisoly alternate on the Student Senate and has participated in teh one-act plays present by the students. She also has worked in the scouting program, the American Field Service and been a volunteer at Burbank Hospital, Fitchburg." Susan Gummerus would graduate from North Middlesex High in 1976 after spending her senior year editing the yearbook, running track, organizing the prom, and completing her third year on the student senate. In the fall, Gummerus went to the University of Massachusetts at Amherst. She would graduate from that college with a sociology & anthropology degree in 1980. Gummerus ventured north to the Franklin Pierce School of Law (that became the UNH School of Law) in Concord. One year ahead of her was another law student from northern New Hampshire, Wayne Witherton Presby II. Gummerus graduated in 1983 and was admitted to the Massachusetts Bar in 1985. She continues to maintain a license to practice in her home state. Her engagement announcement to Wayne Presby in 1994 indicates that at that point she was working at the Cog Railway. In August, the couple married at the Mt. Washington Hotel and she became a co-owner and Director of Group Sales at the railway. She and Wayne would have one daughter, Abigail "Abby" Presby.



Susan M. Gummerus (1976)
- North Middlesex Reg'l HS yearbook

Susan Gummerus (1980)
- UMass-Amherst yearbook

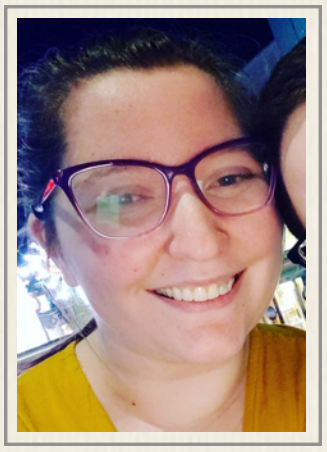
Susan G. Presby (2020)
- LinkedIn profile

- Ancestry.com / Newspapers.com / GenealogyBank.com / Fitchburg (MA) Sentinel - Wed, Jul 1, 1970 pg. 23; Tue, Oct 3, 1972 pg. 10 & Tue, Apr 29, 1975 pg. 17

Abigail Presby Tule 2011 & 2021

Railway employee - Tom Lane: "Abbey Presby - Worked in the ticket office in 2011 for a summer. Sue & Wayne's kid." *(2021)* (Wayne) Presby said his daughter Abigail is now working at the family-owned Cog, organizing the vast array of tools that have been accumulated over the years. She's listing the exact location of each, thanks to a computer software program. In the past, workers often had to spend nonproductive time locating a needed tool, and sometimes new ones were bought unnecessarily. "We have a surprising amount of duplication," Presby lamented." Abigail Presby married Quinton Tule at her childhood playground, the Mount Washington Hotel. He now does I-T for the Cog Railway. She works as a librarian in Bethlehem.

- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022 / Conway Daily Sun - Thu, May 11, 2021



Abigail Presby-Tule (2019)
- Presby Family Collection

Ryan Presby 2002 - 2023

Wayne Presby's nephew, Ryan Presby began helping out the family enterprise by working as a brakeman on the rail line. Engineer Phil Baroney grabbed an image *(left)* of Presby about to board the car at Skyline switch. When posted on Facebook, Beroney entitled the photo: "My fruitcake of a brakeman," which prompted Cogger Krissy Newton to say: "Fruitcake is the perfect word to describe him." The son of Bradley and Joyce Presby, Ryan is now part of the Cog's management team, and has overseen the rail replacement project *(right)*.

Ryan Presby (2022)
- MWCR photo

D. C. Prescott 1894

Mount Washington Railway vice president - Daniels Carpenter Prescott was born on May 2, 1853, when his father, Samuel Dana Prescott, was 35 and his mother, Mary Abigail (Carpenter) Prescott, was 28. D. C. was one of six children: Irving Augustine *(b.1846 d.1873)*, Mary Almira *(b.1848 d.1905)*, Laura Antoinette Florence *(b.1851 d.1891)*, Frederick D. *(b.1856 d.1919)* & Emma Louise *(b.1857 d.1914)*. The 1870 US Cen-

Daniels "D.C." Prescott (1897)
- Boston Globe illustration

sus noted that 17-year old Daniels Prescott was at school. At 22, he married 23-year old Estella R. Baxter Prescott on June 2, 1875, in Foxborough, Massachusetts. He was working as a clerk *(likely for the railroad)* and it was the first marriage for both. They had three children during their marriage: Florence Estelie *(b.1877 d.1953)*, Ethel Marion *(b.1882 d.1908)* & Harold Milton *(b.1886 d.1944)*. In 1880, D. C. Prescott was living in Boston and working a general freight agent for the railroad. In 1892, he was working for the Concord & Montreal railroad and was part of a two-day tour of the White mountains by 250 members of the New England Railroad Agents' Association. It was the fifth annual excursion that left the Boston & Lowell station at 9:30 a.m. on September 20th. The four special cars carrying the tour "arrived at Fabyan's at 4:30 p.m., and a portion of the excursionists started soon after for the summit (of Mt. Washington), where the night was passed. Others remained at the Fabyan House and visited the summit early yesterday *(9/21)* morning. The return home was made through the Notch via the Boston & Maine railroad, arriving in Boston at 10 p.m." *(1897)* "W. S. Eaton has resigned his position as general freight agent of the Maine Central railroad company, to take effect July 1, and D. C. Prescott, now assistant freight agent of the Boston & Maine railroad at Concord, N.H., has been appointed as his successor." The illustration above accompanied a brief bio of the new general freight agent: "Daniel C. Prescott, the new general freight agent of the Maine Central railroad, was born in Somerville, May 2, 1853. He entered the railroad business in 1873 in the employ of the Boston, Clinton & Fitchburg railroad. Since that time he has held a number of important positions in several of the transportation companies of this section of the country. During his 24 years of active railroad life he has made many friends and his recent appointment to the position he now hold is universally commended." *(1898)* "D. C. Prescott, general freight agent of the Maine Central, was taken suddenly ill this evening *(4/1)* on board the steamer *Frank Jones*. His left side is completely paralyzed. he was taken to his home and his recovery is in doubt." He died of "paralysis of heart from endo-carditis" on January 1, 1899, at 60 Pine Street in Portland at the age of 45, and was buried in Cambridge, Massachusetts. Daniels Prescott's wife, Estelle would die four years later on December 10, 1903. They were buried in the Mount Auburn Cemetery in Cambridge, Massachusetts.

- NH Railroad Commission Annual Report / Ancestry.com / Newspapers.com / Boston Globe - Thu, Se 22, 1892 pg. 2; Sat, Jun 26, 1897 pg. 2; Sun, Aug 8, 1897 pg. 26 & Sat, Apr 2, 1898 pg. 2

Darrell Edgar Prescott 1967

Summit House employee - Darrell Prescott appears on the Summit payroll summary for July 1967 as earning $180 a month. "Free" room and board was worth $66.65 a month for tax purposes. His net monthly pay was $153.05. Prescott's salary was booked in the Summit House "restaurant" column. *- Summit House / July 1967 Summit Payroll summary*

Frank J. Prescott 1905 - 1906

17-year old Summit House employee from Littleton, N.H. *(1905)* Played second base on the Summit House Nine during the 1905 season and is credited with the first successful flight of a kite off the summit. Attends 1905 Cog Party "Masked Ball" as Tracey, the Bandit - Profiled in the *Littleton Courier*: "Among the employees at the Summit house, Mount Washington, is Frank J. Prescott of Littleton. A young man of the most pleasing personality, genial and appreciative of all that is interesting to be found in that alpine resort, he has already made for himself a long list of warm friends." As a mountain tramper he is winning distinctions as appears in the following item taken from *Among the Clouds*: "On a recent afternoon Frank J. Prescott of the Summit house made an unusual record to the Refuge and back, on the Crawford path. Leaving the old Signal station at 4, he reached the Refuge at 4.20. Having rested five minutes he started for the Summit at 4.25 at a rapid pace, arriving here at 4.51, a time of only 26 minutes having elapsed during his ascent. This tramp was taken by direct route over the cone. The distance by path is one and one-half miles. Such feats are only for sturdy mountaineers, and even they hesitate before undertaking them." *(1906)* Part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tuckerman's Ravine on Sunday afternoon, July 22, 1906. "Frank Prescott was down from the Summit house, Mount Washington, the first of the week." / Frank Jewell Prescott was born on April 12, 1888, in Littleton, New Hampshire, when his father, hotel cook John P. Prescott, was 26 and his mother, Mary Adelaide (Mozrall) Prescott, was 26. He grew up in Littleton and spent two summers at the Summit House. Five years later, 24-year old Frank Prescott was working as surveyor when he married New York City native 24-year old Flora G. Auerbach Prescott in Boston, Massachusetts, on October 16, 1912. It was the first marriage for both, and they were both living at 14 Wellesley Park. The couple was still married when Prescott registered for the draft on June 5, 1917 in their hometown of Belmont, Massachusetts. He was working for the Etna Insurance Company as a claims adjuster. Prescott was described as being tall, of medium build with brown eyes and hair. He claimed four years of military service as a private in the 2nd Massachusetts Regiment. He did not claim an exemption, and indeed on December 15, 1917, Prescott enlisted and served as a Private 1st Class in Company D, 8th Division Motor Supply Train. He was honorably discharged on January 3, 1919. Prescott had one son with Marion E. Achim Prescott. Johnstone *(b.1925 d.2000)* was born on April 11, 1925, in Springfield, Massachusetts. Frank Jewell Prescott was initiated into the Springfield Indian Orchard Lodge of the Masons on November 8th, 1926, passed on December 20th and was raised on January 31, 1927. *(1932)* "Schuyler M. Sharpe of 242 Fairfield st., Hartford, Conn., was badly injured last night *(4/10)* when an automobile he was driving was in collision with another operated by Frank J. Prescott of 208 Pearl st., Springfield *(Mass)*. Prescott was

shaken up and his passengers, private Harvey Brown of the 14th Infantry at Fort Devens, Gerald St. James and Joseph Dunn, students at Holy Cross College, were only slight injured. Sharpe sustained a fractured skull, and his 3-year old niece, Jeanne, suffered minor injuries. Both were treated at the Harrington Memorial Hospital." Two months later, Prescott was suspended by the Grand Lodge on June 8, 1932. At 46, Prescott was working as an insurance adjuster in Boston when he married 30-year old Alice Josephine Maytum Prescott *(b.1904 d.1972)* on August 11, 1934, in Littleton, New Hampshire. Both were working in insurance. She was based in Cambridge and was the daughter of 60-year old American Express official. It was her first marriage, and while their marriage certificate said Frank was divorced, it also said this was only his second marriage. Frank Jewell Prescott died on February 14, 1940, at the U.S. Naval Hospital in Chelsea, Massachusetts, at the age of 51. He had been admitted five days before and died of Lobar pneumonia with heart disease and high blood pressure contributing factors. He was buried in Glenwood Cemetery in his hometown of Littleton, New Hampshire.

- Littleton Courier - Fri, Jul 28, 1905 / Among the Clouds - Aug 10; Sep 1 & Sep 4, 1905; Jul 24, 1906 / White Mountain Republic-Journal - Fri, Jul 6, 1906 / Ancestry.com / Newspapers.com / Boston Globe - Mon, Par 11, 1932 pg. 6

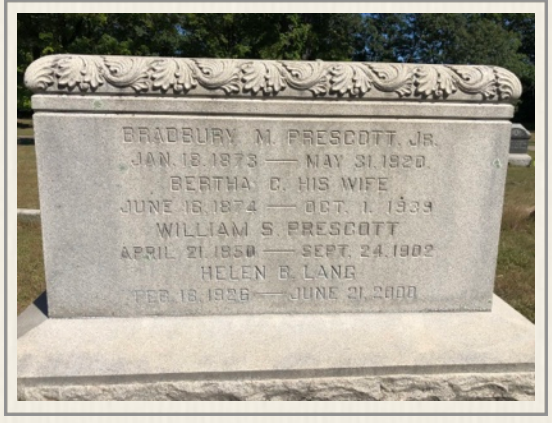
Joseph S. "Joe" Prescott 1876 plus

Spur Line conductor: In a Feb 14, 1919 letter from Concord, NH, F, S, Whiting writes: "Friend Caswell: I have one thing to criticize in *(Frank W. Lougee's)* letter and that is that John F. Marsh did not fire for (Geo) Ferguson the first summer that the road was opened to the Base. Ferguson and I went to Manchester and received the *Mt. Washington* from Blood Locomotive works and fired that locomotive that summer between Fabyans and Base with Joe Prescott conductor and Harvey Dexter brakeman. I have some nice pictures of the Mt. Washington taken at Base…" / Joseph Stephen Prescott was born on January 12, 1845, in Sanbornton, New Hampshire when his father, Philemon, was 41 and his mother, Mary (Morse) Prescott, was 23. He had a younger brother - James Frank *(b.1850 d.1890)*. In mid-August of 1862, Joe Prescott was farming in Hill, New Hampshire when lied about his age and enlisted as a private in the Militia of New Hampshire to serve for the period of three years. When he wore and signed that he was 18, Prescott's eighteenth birthday was still six months away. Justice of the Peace Albert Blake noted Prescott was 5-feet 8 ½ inches tall with a light complexion, blue eyes and black hair. However, the document available on *Ancestry.com* did not include any signature that a recruiter had examined and approved young Prescott for duty. 24-year old Joe Prescott was working for the railroad and living in Hill, New Hampshire when married 23-year old Canadian-born neighbor Clara N Dufur on March 6, 1869. When the 1870 Census was taken Clara was keeping a house worth $500 in Bristol, New Hampshire (eight miles north of Hill) and Joe's personal estate was worth $100. They had two children during their marriage - Georgia A. Prescott *(b.1873 d.)* & Herbert Alphonse *(b.1875 d.1968)*. He died on July 20, 1880, in Hill, New Hampshire, at the age of 35, and was buried in New Hampshire. *(1880)* "Joseph S. Prescott, acting as Assistant of the mountain division of the Boston, Concord and Montreal Railroad, died at his home in Hill, N.H., Tuesday morning *(7/20/1880)*, after a sickness of several months. He was formerly a freight conductor on the Boston, Concord and Montreal Railroad, and when the extension was made from the Fabyan House to the base of Mount Washington, he became its first passenger conductor. After that he was conductor of the trains between the Fabyan House and Wing Road, and later had charge of the line from Wing Road to the base of Mount Washington. He was quiet and unassuming in personal appearance, but thoroughly reliable, as well as efficient in every position in which he was placed. He had the entire respect of every one whom he met, in business or otherwise. His funeral will be held Thursday, at Hill. He leaves a wife and two children." / "The employees of the Boston, Concord & Montreal Railroad, united in purchasing, in Portland, about thirty dollars worth of flowers, *(~$765 in 2021)* which will be sent to the funeral of Joseph Prescott, as tributes of their respect and friendship."

- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / Among the Clouds, Wed Jul 21, 1880 pg. 4 & Thu, Jul 22, 1880 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com

William Stevens "W.S." Prescott 1871

Railway employee - Foreman - "W. S. Prescott, foreman of the Mount Washington railway, had his right eye badly injured by a piece of steel striking it, while repairing a boiler last Saturday *(8/19)*" *Ancestry.com* - "When William Stevens Prescott was born on April 21, 1852, in Wentworth, New Hampshire, his father, Bradbury Morrison Prescott *(b.1829 d.1912)*, was 22 and his mother, Annette S. Batchelder *(b.1834 d.1913)*, was 18. Prescot had three brothers: Charles Batchelder *(b.1861 d.1940)*, John Langdon *(b.1864 d.1926)* & Bradbury Marion Jr. *(b.1873 d.1920)*. 19-year old William Stevens Prescott married 16-year old Imogene Gerrie Mary Cunningham *(b.1855 d.)* on December 24, 1871, in Contoocook, New Hampshire. They had one child during their marriage: Allan Cunningham *(b.1872 d.1929)*. William Stevens Prescott died on September 24, 1902, in Boston, Massachusetts, at the age of 50, and was buried in Franklin, New Hampshire."



- Montpelier (VT) Argus & Patriot - Thu, Aug 1871 pg. 2 / Ancestry.com / Find-a-Grave.com

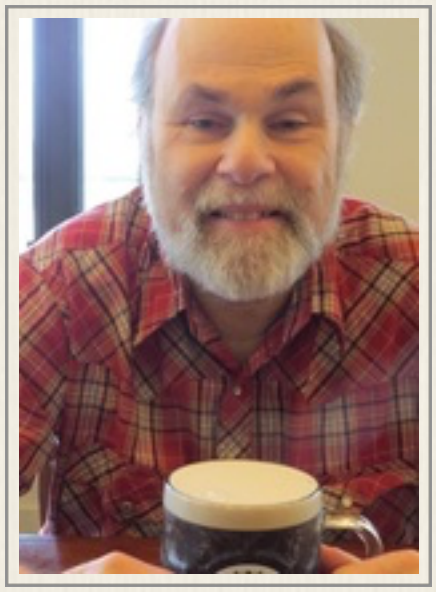
Pre

Barry Pretzels (2017)
- Courtesy Wrfr radio

Barry L. Pretzel 1971

Pretzel from the Bronx, New York celebrated his 18th birthday while washing dishes in the Marshfield kitchen at Mt. Washington. He earned $180 a month and had just finished his first year at the New York Institute of Technology where he would study mass communications. The son of Adele & Albert Pretzel was born on July 18, 1953 and graduated from DeWitt Clinton High School - Class of 1969. He would earn a Bachelor of Fine Arts degree at NYIT in 1973 and worked at the student radio station there. He went into radio and at one point worked as news director in Laconia, New Hampshire with a reporter by the name of Dan Namowitz. Namowitz later wrote a 1989 column concerning names. "Names can be millstones. Before becoming a newspaperman, I worked in radio news - now there's a gig where you can starve to death if you play your cards right. My news director wanted me to use a fake last name on the air because my last name *(Namowitz)* made listeners fiddle with their radios. Harris is my middle name, so the listeners of WEMJ, Laconia, New Hampshire, got the news from a bloke named Dan Harris. It was my one and only alias. The news director's name was Barry Pretzel. He used his real name on the air, and the listeners fiddled with their radios." Carol Anne Hoffman decided she would like to use the name Pretzel. She and Barry married on March 12, 1977. As the 1980s came to a close Pretzel decided to become a lawyer and went to the new Massachusetts School of Law at Andover, Massachusetts just three years after its founding. He would earn his law degree in 1994, was admitted to the Massachusetts Bar and began practicing in Worcester in February 1995 doing criminal appeals. As the 20th Century came to a close, the Pretzels moved to Maine. He took the Maine Bar exam on July 27-28, 1999 and began working as a Criminal Defense lawyer practicing in Rockland, Maine. He died in 2017 as his wife explained.

(2017) Barry Pretzel crossed the Rainbow Bridge, with his beloved dogs that predeceased him, on April 28 — a beautiful spring afternoon — at Gosnell Hospital Memorial Hospice in Scarborough, Maine, after a long struggle with heart disease, brought on by a lifelong battle with diabetes. His departure from this world was peaceful, and he was surrounded by his loving family. Barry was born July 18, 1953, in Bronx, N.Y., to Adele and Albert Pretzel. He was predeceased by his father; and his mother's brother, Melvin Hoffman; as well as his maternal and paternal grandparents. He is survived by his wife, Carol Ann (Hoffmann); and fur-kids, Daisy and Bugs, in Maine; his mother, Adele Pretzel; his brother, Gary; and his sister, Eileen, all of whom still live in the Bronx; as well as his many childhood friends, those from Camp NYDA, and the ones he made during his days in broadcasting and as an attorney. Barry and I *(wife Carol)* have been on quite a ride since we met in Laconia, N.H., in 1976, and getting married there on March 12, 1977. Although he was a "city boy" from the Bronx, he had followed his college buddy, George Wright (also from New York City) up to New Hampshire to pursue a career in broadcasting. His first full-time job was as nighttime DJ at WEMJ in Laconia, where I first heard him and fell in love with his voice. Not quite knowing how to get his attention, I adopted the baby gerbils he was giving away, and that began our love affair. His love affair with dogs began then, too, with my dog, Flux, who frequently conversed with us, asking Barry, "Include me?" which we did. Over the past 40 years members of our canine pack have also included Flux, Molly, Toody, Wolfie, Schnauzer, Muldoon, Riley and Max, all who have recently met up with him and accompanied him across the Rainbow Bridge. Barry's radio career included positions not only as a DJ but interviewer, reporter and news director, at stations in New York (WDLC, Port Jervis), WGAN (Portland, Maine), WFTN (Franklin, N.H.), (WKPA, New Kensington, Pa.), WCAP (Lowell, Mass.),and WKBR (Manchester, N.H.), not necessarily in that order... and a lot of packing and unpacking. Most recently, after moving to Thomaston, Maine, he was an organizer of the newly formed WRFR, a low power station (but also heard worldwide at WRFR.org), an all-volunteer, community radio station in Rockland, and started his show, *Pretzel and Beer*, when the radio station went on the air in 2002. The show gave him the opportunity to indulge in two of his favorite topics: talking about beer (especially local beers and micro brews) and playing his favorite tunes of all kinds (most of them uptempo music) from novelty songs (especially Weird Al Yankovic), 60s songs, soul and Motown to disco, Blondie and Lady Gaga. He would spend a considerable amount of time every week preparing for his show, which he was very proud of. Often his beer reviews would include the ratings by Max, our miniature schnauzer, who, being of German origin, was fond of beers.... some of them, anyway; Max only got a lick or two out the glass because Barry didn't want to contribute to the delinquency and intoxication of the pooch. Barry quit commercial broadcasting in the early 90s and instead decided to attend law school at Massachusetts School of Law in Andover, and one of the dogs, Molly, would always be with him, encouraging him in his studies for the bar. After passing the bar, he worked as an appeals attorney for a firm in Worcester, Mass., (calling himself "the Indigent Attorney"). In 1999 he passed the bar in Maine and relocated to Thomaston, to live in the house my parents had left me when they passed in 1989. In Maine, he worked independently as a court-appointed attorney. He took great pride in being a criminal defense attorney, helping many people get a just outcome to their cases. Barry was a Type 1 diabetic, diagnosed when he was 8 years old. He attended summer camp in upstate New York, Camp NYDA, sponsored by the New York Diabetes Association of New York; the goal was to help kids with diabetes learn how to deal with the disease and realize they were not alone in this. Barry started as a camper and eventually became a CIT. Although the camp closed in 1990, in June of 2013 he was instrumental in organizing a reunion for any campers who had gone there. He managed to get 150 people from all over the country to gather at Burligham, N.Y., and considers it one of his greatest accomplishments. Unfortunately, many of the campers were unable to attend, due to their untimely deaths from this terrible disease. Barry loved hot sauce, on just about everything. He also enjoyed ribs, bacon, most ethnic foods, and was very brave about trying new (and often strange) food, like duck tongues, or "things that crawl on the bottom of the sea"... things the waiters warned him not to order. He enjoyed Moxie...in moderation. And Beer. Although he enjoyed some brews from the large, commercial companies, it was the micro brews he enjoyed sampling the most. The Blues Brothers was among his favorite movies, and he also liked the Marx Brothers; he was a Simpsons fan from day one, enjoyed Saturday Night Live (in the good old days) and watched many hospital, lawyer and cop shows, like Boston Legal, Hill Street Blues and ER. Cooking. Barry loved to cook, fre-



Barry Pretzels (2017)
- Courtesy WRFR radio

quently making his own creations and rarely needing a recipe. Ethnic foods were his specialty; 99 percent of the time I told him I would order it again. He was a very good cook, and could even make vegan burgers tasty. Barry had a unique sense of humor. He knew that I was a big fan of popular French singer Francis Cabrel — First, dragging Barry to Brussels, Belgium, to see him in concert (which wasn't too difficult, considering Belgium's reputation for beers!), then going on my own, to cities like Quebec, New York, New Orleans and Los Angeles to see him perform. Barry bought me a button that said, "Some Call It Stalking, I Call it Love." That was Barry's humor. Diabetes took its toll on Barry; he had his first heart attack in 1995. Diabetes can do major damage to one's heart and arteries. It can cause decreased circulation to extremities, and starting in 2008, Barry needed to have below the knee amputations on both legs, due to non-healing wounds on his heels; they started so small and innocent looking. He was able to walk using his prosthetic legs but not only did they put a strain on his body but his balance was compromised, and he needed to give up his love of hiking and camping. Taking a walk or going up stairs was difficult; he had a wheelchair and walker to use, but preferred to just use a cane if he could. He had a particularly serious heart attack in 2013, in the hospital emergency room. It really seemed he wasn't going to make it; in fact, the nun, sent by the hospital to comfort me, would walk out of the room where he was being treated, frowning and shaking her head. Comfort? I think not. He was diagnosed with congestive heart failure, but made it through, although it wasn't until three years later that he heeded his cardiologist's advice to follow a vegan diet. I wrote this while Barry was still with us; I wanted to get his input on how he wanted to be remembered, and to let him know what I really thought of him: a wonderful husband and lover, great cook and auto mechanic, and super dad to the dogs. If I ever miss hearing his voice, all I have to do is listen to one of his many air-checks: on reel-to-reel tape from the 1970s, on cassettes from the 1980s, and recently on CDs. I wish I could have taken this trip with him; it's the only one he'll never return from. He'll always be alive in my heart, and whenever anyone remembers him. Many thanks to the kind and wonderful staff at Maine Medical Center in Portland: the doctors, nurses, CNAs, social workers, and palliative care doctors and assistants, who not only gave so much of themselves in helping Barry while he was there, but helped me through some hard moments, and also thanks to the caring staff and volunteers at Gosnell Hospice in Scarborough, where I, and our dogs, Daisy and Bugs, were allowed to stay with Barry during his last days. In lieu of flowers, donations would be appreciated to the Pope Memorial Animal Shelter of Knox County, P.O. Box 1294, Rockland, ME 04841 or the Juvenile Diabetes Research Foundation (jdrf.org/donate.) A small graveside service was held at Berliawsky-Small Cemetery in Rockland. At some point in the future, there will be a memorial show for Barry on WRFR-LP (wrfr.org). Rest In Peace, Barry; you're walking on your own legs now. Tell Schnauzer and the other dogs I said "hi" and will eventually join you. "Je t'aimais, je t'aime, je t'aimerai: I loved you, I love you, I will love you."

- Marshfield/Cabins Corp / Bencosky files / LinkedIn / Ancestry.com / Newspapers.com / Bangor (ME) Daily News - Fri, Jul 21, 1989 pg. 8 /
https://www.penbaypilot.com/article/barry-pretzel-obituary/85485

George Etienne Prevost 1919

Summit House employee - 19-year old "George Prevost (of St. Johnsbury) has gone to the Summit House at Mt. Washington to work this summer" *(1969)* "Funeral for Dr. George E. Prevost, 68, father of Dr. George E. Prevost Jr. of Nashua, was held in St. Bernard's Church yesterday morning at 10 followed by burial in the family lot at Mt. Calvary Cemetery in St. Johnsbury, Vt. Dr. Prevost, who was the husband of Jeanne (Dutil) Prevost, died at the New England Baptist Hospital in Boston on Tuesday *(8/19) (at the age of 68)*. He established his practice in Keene in 1933 and was a former president of staff at Elliot Community Hospital. He retired one year ago because of failing health. He was born in St. Johnsbury, Vt., on Nov. 23, 1900, the son of Arthur and Claire (Belanger) Prevost. He was a communicant of St. Bernard's Church. Survivors, besides his wife and son include: two daughters, Sister Jeanne of El Paso, Tex., and Mrs. Joan Mazzeo of Shrewsbury, Mass.; three brothers, John Prevost of Apollow Beach, Fla.; Thomas Prevost of St. Johnsbury; and Arthur Prevost of Lynn, Mass.; two sisters, Mrs. Luce Boudreau of Tampa, Fla.; and Sister Saint Rachel of Chicago, IL; also nieces and nephews." Dr. Prevost was buried in Mount Cavalry Cemetery *(right)* in his hometown of St. Johnsbury, Vermont.

- Caledonian-Record - Mon, Jul 28, 1919 pg. 6 / Nashua (NH) Telegraph - Fri, Aug 22, 1969 pg. 2

John H. Priest 1871 - 1878

Conductor - John Henry Priest was born Feb 15, 1851, the youngest son of the Weare, N.H. station agent James Priest and his third wife, Irina (Locke) Priest. He early learned of his father ,in the railroad station, the art of telegraphing and all the details of freight and express business. Beginning in 1871 he was employed for five successive seasons by the Mount Washington railway, having sole charge of the station at the base of the mountain. He was also station agent at Fabyan's two years and for a time was a passenger-train conductor. In the winter of 1875-6 he was cashier of the Hamilton hotel on one of the Bermuda islands. Mr. Priest was a member of the St. Mark's lodge of Masons in Derry (N.H.) and of the chapter in Lisbon. He died suddenly, of typhoid fever, July 17, 1878, and was buried with Masonic honors. He was dignified in bearing, kind and genial, made many friends, and his constant care was for the welfare and happiness of his parents and the home circle. He was liberal in sentiment, and to do good was his religion. *Among the Clouds* wrote, "Mr. John H. Priest, after a severe sickness of several weeks, died of typhoid fever, at

this home at Derry, New Hampshire, yesterday *(7/17)* afternoon, at 5 o'clock. Mr. Priest was well known among the mountains, having been for a number of years clerk of the Mount Washington railway, station agent of the B.C. and M. railroad at Fabyan's, and conductor of the trains between Fabyan's and the Base. Although quite young, he had gained the esteem of all, by the faithful discharge of his various duties, and was universally loved and respected. His numerous friends in this vicinity will deeply mourn his loss. His funeral will take place at the residence of his father, on Friday afternoon, at 2 o'clock. John Horne and John Marsh of the Mount Washington railway, Frank E. Merrill, telegraph operator at the Base, and Arthur W. Dodge of the Summit House, have gone to Derry, New Hampshire, to attend the funeral of the late John H. Priest."

- History of Weare, N.H. 1735-1888 / Among the Clouds, Tues July 9th & Tues July 16 & Thurs July 18 & Fri July 19, 1878

Vincent C. Probst (1991)
- Rob Bermudes Collection

Vincent C. Probst 1990 - 2015

Railway employee - Dave Moody: "Started in the ticket office as seller/dispatch and eventually moved on to base handyman." Jennifer Lint Hurley: "(Probst) was there for a long time, there was another Pat, a female Pat that worked in the ticket office with him.*(2017)* "Vincent C. Probst, 90, Lake Worth, Fla., and Dalton, N.H., passed away April 8, 2017, at his home in Lake Worth, following a period of declining health. Vincent was born in Jersey City, N.J., on March 16, 1927. He served in the U.S. Coast Guard and retired from the Breakers Hotel in Palm Beach, Fla. He worked for several years at the Mountain View House in Whitefield and the Mt. Washington Cog Railway. He was predeceased by his wife, June (Smith), his stepson, Teddy Driscoll, and his step-granddaughter, Randi Driscoll. He is survived by by two stepsons, Edward "Mooch" Driscoll, and wife, Penny, of Dalton, and Mark Driscoll and wife, Donna, of Littleton, and his sister-in-law, Lorraine Fougere, and several step-grandchildren, nieces and nephews. At Vince's request, there will be no services. Burial will be at the Cushman Cemetery in Dalton at a later date. *- Caledonian-Record - Friday, May 5, 2017*

Dispatcher Probst posing in cab of the No. 8 (1991)
- Rob Bermudes Collection

Charles Nancrede Proctor
- U.S. Ski & Snowboard Hall of Fame

Charles N. "Charley" Proctor 1931

Railway treasurer - "Dartmouth College, many of whose sons have played active parts in the White Mountain tourist business, has a full quota in the new management of the Mt. Washington Railway. Charles N. Proctor of Hanover, treasurer, is of the class of 1928, while Paul Dunn and Herbert Pike, 1932, and Daniel Degasis, 1932, complete the office staff." / Charles Nancrede Proctor was the son of Dartmouth professor, Charles Proctor. Professor Proctor graduated in 1900 with Col. Henry N. Teague and came back to Dartmouth - first as a math professor in 1907 before joining the physics department in 1909. His son, Charles was born on January 4, 1906. The 40th anniversary yearbook of the Class of 1928 had the following blurb for Charles. "Charley is purchasing agent of the Yosemite Park & Curry Co. and director of winter sports at the park. He has held high offices in the Far West Ski Association and served on the Olympic Ski Events Advisory Committee. In February 1959 he was elected to the Ski Hall of Fame at Ishpeming, Michigan. He won intercollegiate titles in jumping, downhill and slalom and was a member of the U.S. Olympic team at St. Moritz *(below)* in 1928." He and his wife, Mary have two daughters - 29-year old Nancy and 27-year old Peggy as well as four grandchildren." Proctor married Mary Miller on September 15, 1932. She was the daughter of the vice president of the Northern Trust Company in Chicago. Their engagement announcement in Chicago society columns apparently caught the eye of grocer Rudolph Diez and his wife, Bertha. The Diez's were arrested by Evanston, Illinois police when Rudolph "picked up a dummy package in response to an extortion note." William Southworth Miller was one of four "socially prominent suburban" Chicago families with daughters about to be married to receive "almost identically" worded letters threatening "abduction and death for the girls if the money were not forthcoming. Most of the letters demanded $2,000 or $3,000. The Chicago Association of Commerce Crime Organization, the "Secret Six," was advised of the notes by the families and entered the investigation along with police. Police and "Secret Six" representatives guarded two of the weddings... in full dress with guests." The arrest of the Diez's came before the Proctor-Miller wedding occurred. Mr. Diez "insisted a 'tall man with a big black mustache' hired him to pick up the dummy package early Saturday *(9/10)*. Police, expressing doubt of his story, nevertheless started a search for the supposed brains of the plot." Three days later, Charley and Mary became man and wife in a small ceremony in the Miller's home in Winetka. The newlyweds then drove back to Boston where they planned to live. Eight years later, the couple was living in the Yosemite National Park in Mariposa, California, when 34-year old Charles registered for the draft on October 16, 1940. He was described as being 6-feet tall, weighing 170 pounds with blue eyes, brown hair and a ruddy complexion. Charles N. Proctor died on February 1, 1996 in Santa Cruz, California. *(1996)* "Charles N. Proctor, a member of the 1928 U.S. Olympic ski team, died Thursday *(2/1)* at his home in Scotts Valley. He was 90. Mr. Proctor was born in Hanover, N.H. *(ed note: Columbia, Missouri birthplace is noted on his draft registration card)*, and attended Dartmouth College, where his father was a professor. He became captain of the school's ski team in 1927, the same year he won the U.S. intercollegiate championship in jumping, slalom racing and downhill

racing. In 1928, Mr. Proctor competed in the first Alberg-Kandahar alpine competition at St. Anton, Austria. During the Olympics that year in St. Moritz, Switzerland, Mr. Proctor finished 14th out of a field of 75 in the combined Nordic competition, which included ski-jumping and a 12-mile cross-country race. Mr. Proctor coached the Harvard ski team while building his ski-binding manufacturing company in Boston. In 1938, Mr. Proctor moved to Yosemite National Park, where he was director of the winter sports program. Mr. Proctor eventually became vice president and purchasing agent for Curry Co. at the park. He retired to Santa Cruz, Calif. in 1971, where he lived until moving to Scotts Valley about three months ago. In addition skiing, Mr. Proctor also enjoyed golfing. Survivors include his wife of 63 years, Mary Proctor of Scotts Valley; two daughters, Nancy Pesman of Boulder, Colo., and Peggy Dean of Ketchum, Idaho; and several grandchildren and great-grandchildren. A gathering of his friends is planned for Monday *(2/5)* at 4 p.m. in the McKenzie Room of the Pasatiempo Golf Club."

- Littleton Courier - Thu, Aug 13, 1931 pg. 11 / Ancestry.com / Newspapers.com / Chicago Tribune - Fri, Aug 26, 1932 pg. 11/ The Hanover (PA) Evening Sun - Mon, Sep 12, 1932 pg. 8 / Santa Cruz (CA) Sentinel - Sat, Feb 3, 1996 pg. 10

***Olympic Quest** (L-R): Olympian Charles N. Proctor with father, Charles & German Raub of Munich, a new Dartmouth Outing Club coach in St. Moritz. Photo taken by Dartmouth economics student Nelson A. Rockefeller future governor of New York (1928)*
- Courtesy of Dartmouth College

George W. Proctor 1888 - 1897

George Warren Proctor, son of William and Sally H. (Cilley) Proctor, was born in Franklin, N.H., on May 19,1853 and died there, unmarried, December 12, 1897. He prepared for college in the schools of his town and entered (Norwich) University, September 3, 1869; was honorably discharged June 8, 1870; was a member of the A2II Fraternity. He was for many years a locomotive engineer on the Boston & Maine R. R. During the summer months, he was engineer on the Mount Washington R. R. He was a charter member of the St. Andrews' Lodge, Knights of Pythias of Franklin. Listed with the Norwich University Class of 1873. He is found in the 1888 Franklin, NH City Directory as working for the Cog, and in 1895 as a conductor. *(1898)* "George W. Proctor for six years fireman and five years engineer on the Mount Washington Railway, and who died of brights disease at Franklin, N.H. on the 12th of last December *(1897)* was a most worthy man and a faithful and capable employee of the corporation. He was a frequent visitor to this office *(Among the Clouds)* on his trips up and down the mountain and his genial, honest face is missed by all the summer residents of the Summit. Mr. Proctor was born in Franklin, N.H. 43 years ago and was unmarried."

- Norwich University 1819-1911: Her History, Her Graduates, Her Roll of Honor Vol 3 p. 153 / Franklin, NH City Directory 1888 & 1895 / Among the Clouds - Fri, Jul 22, 1898 pg. 4

William T. Proctor 1881

Summit House Head Waiter from Hollis, N. H. *Ancestry.com* summary: "William Thomas Proctor was born on November 20, 1858, in Hollis, New Hampshire. His father, Thomas Proctor Jr., was 35 and his mother, Susan Rebecca (Pool), was 31. He had an older brother, Frank Farley *(b.1855 d.1928)*. Proctor would attend Dartmouth College and graduate in 1879. The 1880 Census for Hollis, N.H. says 21-year old William was a school teacher. As a youth, Proctor was known as William, but he was Thomas William Proctor when he went south to begin practicing law in Massachusetts.

Willam T. Proctor (1879)
- Dartmouth College archive

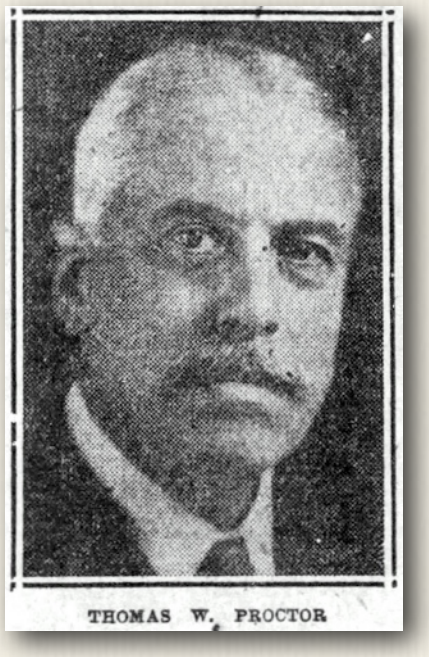
At age 36, Proctor married 32-year old San Francisco native Annie L White on March 20, 1895, in Boston, Massachusetts. It was the first marriage for both. *(1895)* "Miss Annie Louise White and Mr. Thomas W. Proctor were married Wednesday *(3/20)* at the residence of Mr. and Mrs. David B. Flint, 360 Commonwealth av. Rev. S. U. Shearman, rector of St. John's Episcopal church, Jamaica Plain, performed the ceremony. The bride was attired in a charming bridal gown of ivory satin trimmed with liberty chiffon, wore a long tulle veil, and carried a bouquet of bride roses. After the ceremony came a reception from 8 to10 p.m. Shortly after 10 o'clock Mr. and Mrs. Proctor started on their wedding tour. On their return they will reside at the Oxford."

They had three children together: Thomas W. *(b.1896)*, Robert *(b.1898)* & Mary *(b.1900)*. The family was living in Newton, Massachusetts in 1896 and were living on Ballard Street in 1900 with two servants and a nurse to help with baby Mary. Ten years later, the Proctors were living on Hammond Street in Newton. In March 1914, Thomas Proctor was representing Lois Burnett Rantoul in a divorce case in Middlesex County Superior Court. "Most of the disnterested spectators at the trial believed that the court would refuse Mrs. Rantoul a divorce on the grounds she alleged - cruel and abusive treatment. The appellant's case was handled in a masterly manner by Thomas W. Proctor, but he had his equal in Thomas Hunt, Mr. Rantoul's attorney. Mr. Hunt's opening remarks and final arguments were both notably strong." The case was decided overnight by the judge - divorce refused. "Judge Hardy's decision without comment leaves the Rantoul case just as it was before Mrs. Rantoul brought her libel, more than a year ago, in a decree handed down at the first trial, which was halted by Mrs. Rantoul's illness,

the custody of the children was divided between father and mother, but Mrs. Rantoul complained that her husband did not live up to this agreement. At the trial which ended yesterday *(3/5)* the question of custody of the two Rantoul children did not figure, it having been decided at the outset to confine the to a divorce. It is, therefore, not at all unlikely that there will be another case in court...." Proctor made frequent trips back to his hometown. The *Hollis (NH) Times* noted his skillful oratory at various events over the years. The 61-year general practice lawyer and his 56-year old wife were still living on Hammond Street in Newton in 1920 with all the kids. However, the US Census reported 23-year old Thomas W. was not working. 21-year old Robert and 19-year old Mary were at school. In May of 1921, Mary applied for a passport for a four month tour of Europe. She was to leave from New York City aboard the *SS. Pocohontas* on June 30th - bound for Italy, Switzerland, France, Belgium, and Holland to study and travel. Thomas and Anne were traveling, too. They returned to Boston on August 21, 1925 after a six day crossing from Liverpool on board the *SS Samaria*. Wife Annie died May 29, 1929 after an illness of several months. The summer of 1930, Proctor returned to Hollis for the bicentennial celebration of the first settlement of the town. His speech was printed as a pamphlet that can be found in the Henry Thayer papers at Dartmough. He died July 1, 1931. *(1931)* "Thomas W. Proctor, one of the leading lawyers in this State, a former president of the Massachusetts and Boston Bar Associations, died last night at his home, 8 Massachusetts ave, Boston. He had been ill since April. Members of the judiciary and of the bar held attorney Proctor in the highest regard. His knowledge of law and human affairs made his advice invaluable in trial or in the settlement of a case. Because of his genial and kindly disposition he was beloved by all who knew him. Mr. Proctor was born at Hollis, N.H., Nov 20, 1858, the son of Thomas and Susan R. (Pool) Proctor. He was a direct descendant of Robert Proctor, who came from England and settled in Concord in 1635. He was educated in the schools of his native town and also at Lawrence Academy in Groton. He then attended Dartmouth College and was graduated in 1879. While at Dartmouth he played on the baseball team and was always interested in sports. he was also editor of *The Dartmouth*. Following his graduation he taught school for a brief period at Londonderry, N.H., and in September, 1880, he came to Boston. He studied law in the office of Judge John H. Hardy and attended Boston University Law School. While pursuing his law studies he taught school evenings. In October, 1883, he was admitted to the bar, and the following year, from July to October, he was clerk in the office of the district attorney. He then entered general practice, becoming a member of the firm of Hardy, Elder & Proctor, which was soon changed to Elder & Proctor when Judge Hardy was appointed to the Municipal Court. He continued practice until 1886, when he was appointed second assistant district attorney of Suffolk County. In December of the following year he was promoted to first assistant district attorney. He held this position until May 1891, when he was appointed assistant city solicitor of Boston, a position which now corresponds to the office of assistant corporation counsel. Mr. Proctor resigned as assistant city solicitor in February, 1894, and with Robert W. Nason formed the firm of Nason & Proctor with offices up to the present. During his long years of practice he handled many famous cases and was celebrated among Massachusetts lawyers for his knowledge and understanding of legal ethics. he was chairman of the Boston Bar Association committee appointed to assist atty Gen. Joseph E. Warner in the investigation of the famous Hotel Ritz case. In 1914, he was placed on the council of the Boston Bar Association and in 1927 was elected president of that organization. He served as president of the Massachusetts Bar Association in 1925. He was advocate of the measure bearing his name which would place the responsibility for the disbarment of lawyers in the hands of a committee especially appointed for that purpose by the Supreme Court. he held that since admission to the bar is an official function of the court, it is illogical to throw the burden of disbarment - or at least of the investigation and recommendation that leads up to it - on the shoulders of the voluntary bar associations. Mr. Proctor is survived by three children, Thomas W. Proctor, a Boston engineer; Robert Proctor, who lived with his father, an attorney with the firm of Choate, Hall and Stewart, and Mrs. William F. King of West Newton. Frederick W. Mansfield, president of the Massachusetts Bar Association said: "Thomas F. Proctor was a man of rare gifts, eloquent, sincere, learned and intensely loyal to his ideals, his clients and his friends. He was a leader in his profession and beloved by all who knew him well. The bar can ill afford to lose such men as Mr. Proctor."

Mary Proctor (1921)
- Passport photo

Willam T. Proctor (1924)
- Dartmouth 45th Class Reunion



- Among the Clouds - Jul 9, 1881 / Ancestry.com / Newspapers.com / Boston Globe - Sun, Mar 24, 1895 pg. 21; Thu, May 20, 1929 pg. 6 & Wed, Jul 1, 1931 pg. 1 & 3

Ossia D. Proof 1971

From North Stratford, New Hampshire, the 38-year old Korean War veteran earned $2.25 an hour in 1971 working on the track of the Mt. Washington Cog Railway and welding spools on the rack and other items. / Ossia Douglas Proof was born on March 2, 1933, in Sutton, Vermont, when his West Burke-born father, Fay Louis Augustus Proof was 21 and his mother, Newark, Vermont-native Bernice Lena (Hunt) Proof, was 20. Ossia was the couple's first child. She was taking care of the house while he was doing rough work labor to support the family. When the US Census was taken in Sutton in 1940, Fay L. Proof was working sixty hours a week farming in Sutton. Bernice was taking care of the house, seven-year old Ossia, as well as his brother five-year old Raymond Samuel *(b.1934 d.2012)* and sister 4-year old Sandra Muriel *(b.1936 d.2014)*. The family apparently moved into

Burke in the spring of 1946 as the Burke Hollow School reported in the newspaper that "Sandra, Raymond and Ossia Proof have entered our school in grades 2,4 and 6 respectively." Ossia Proof was one of two eighth grade graduates of the school and received a reading certificate. "on the Friday preceding Memorial Day, the (Burke Hollow) students placed flags on the soldiers' graves, in the Burke Hollow Cemetery." Proof likely went to Lyndon Institute and dropped out in 1950 after his sophomore year. He was living in Lyndonville in December 1952 when he was one of twenty-five young men heading "for the Manchester, N.H. Recruiting and Induction Center for pre-induction examination to be given January 22, 1953." He wasn't drafted that year and in August Ossia D. Proof "who is a volunteer... will report in Manchester, N.H., for induction, then will go on to Fort Dix, N.H." Officially in the U.S. Army on August 10, 1954, Ploof served in Korea as a private first class. He was released from service on July 5, 1956. In summer of 1964, Proof was living in Rockville, Connecticut - a village in the town of Vernon - and he was in trouble with the law. "Ossia D. Proof, 31, and Patricia C. Wood, 35, both of 44 Elm St., pleaded guilty to lascivious carriage. Their cases were continued to July 7 and turned over to the family relations officer." According to Eugene Volokh in the *Washington Post*, "Lascivious carriage is legally defined in Connecticut as "all those wanton acts, between persons of different sexes, flowing from the exercise of lustful passions, which are grossly indecent and unchaste; and which are not otherwise punished as crimes against chastity and public decency. The term (though not the behavior) seemed to be, in the United States, nearly exclusive to Connecticut." A month later was in traffic court in Rockville fined for "following too closely, $25 and failure to notify *(the Motor Vehicle Department)* of change of address" - that he had moved to 56 Grand Ave. Living in North Stratford, N.H. when he worked for the Cog, Ossia D. Proof would die on November 21, 1997, in Newport, Vermont, at the age of 64. He was never married. At the time he was living at 10 Second Street in Newport, and his death certificate lists his occupation as musician - specifically a fiddler as he told *Burlington Free Press* reporter Sally Jacobs at the 1979 Craftsbury Fiddlers Festival. "I helped pioneer this festival," said Ossia Proof, winner of the 1967 festival. Loosening a button on his blinding Hawaiian shirt. Proof explained he wasn't "always sure what I'm playing," but "As long as people are dancing and having a good time it's all right." He is buried in Howland Cemetery in Burke, Vermont.

- Arthur S. Teague Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Caledonian-Record - Wed, Apr 10, 1946 pg. 2; Sat, Jun 19, 1948 pg. 5; Tue, Dec 30, 1952 pg. 4 & Mon, Aug 9, 1954 pg. 8 / Hartford (CT) Courant - Wed, Jun 24, 1964 pg. 46 / Washington Post.com - Mar 28, 2017 ' Burlington (VT) Free Press - Sun, Jul 29, 1979 pg. 12

Gordon E. Proper Jr. 1954

24-year old Korean War veteran Gordon Proper and his 21-year old brother, Robert came from Hardwick, Vermont to work together at the Summit House in 1954. Gordon was born on January 12, 1930 to 22-year old granite worker Gordon E. Proper and his 19-year old wife, Nellie Mae (Sheldon) Proper. Gordon Jr. was the third of five children the couple would have: Evelyn M. *(b.1927)*, Vera M. *(b.1928)*, Ernest *(b.1932)* & Robert W. *(b.1933)*. A sixth - a boy born on February 17, 1935 lived for only 7-and-a-half hours and died when the usual hole between the upper chambers of the heart failed to close *(patent foramen ovale)*. In 1940, Junior's father Gordon Proper was driving truck for the town of Hardwick. A month after he turned 18, Gordon Jr. enlisted in the Army and that saw him wind up in Korea in 1950. *(1950)* "With the U.S. Second Infantry Division in Korea - a red felt Korean change purse dangling from his cartridge belt and a native silk scarf "don't mean I'm going native," Pfc. Gordon E. Proper, Jr., 20, explained while passing through Kanggyang, Korea. "They just come in handy. The scarf is swell for keeping out some of this dust, and I carry a couple of pictures in the pocketbook," he said. Proper is on his second overseas tour since enlisting in the Arm on February 5, 1948. he spent 18 months at Fort Richardson, Anchorage, Alaska returning to the United States in February, 1950. After spending a 60-day furlough with his parents, Mr. and Mrs. Gordon E. Proper, Kellogg St., Hardwick, Vt., he was assigned to the Second Division, Fort Lewis, Wash. He came to Korea with the Division in August. He is serving as an ammunition bearer for a tank outfit of the 48th Regimental Combat Team. The job keeps him traveling over dusty Korean roads for hours at a time. "This last big push of ours - we covered more than 75 miles into enemy territory in less than ten hours - has kept me plenty busy trying to get ammunition to the tanks in time. Once during the push I had to take ammo to two tanks. While I was unloading, 67 enemy shells fell in the area, all quite close. Nobody was hit, but when I got unloaded I left, quick. I was just praying and driving," said Proper." Not quite five months after this article was published in his hometown paper, Private First Class Proper was "seriously wounded in action by missile" on March 15, 1951. The "light weapons infantryman" would spend five days in the hospital before being returned to duty. His story would be told in Vermont newspapers a month after that. *(1951)* "Gordon E. Proper, 21, who was reported this week to have been wounded in Korea, is back at the front again. Son of Mr. and Mrs. Gordon E. Proper of Kellogg Street, Hardwick, Pfc. Proper had written two letters to his parents since he was wounded before the Defense Department announced his name as a casualty. The second letter arrived about two weeks ago. Pfc. Proper wrote home that he and a group were taking a hill and he arrived at the top just as a fellow from the other side popped up. He was near enough to shake hands with the man. The foe pulled the pin of hand grenade. The Vermont dropped to the ground and the grenade went past him several feet, but fragments hit him. he was the only member of the group wounded. Pfc. Proper is a native of Hardwick, where he was born Jan. 12, 1930. He attended local schools, and on Feb. 5, 1949, enlisted in the 38th Infantry regiment. He trained at Fort Dix, M.H., and went to Alaska for 18 months. He liked Alaska and did not think it colder than Vermont, his parents recall. In August, 1950, Pfc. Proper was sent to Korea and has been there since." A year after working at the Summit House, Gordon Proper Jr. was back in the papers. *(1955)* "Plying a 13-year old boy with ice cream sodas and then luring him into an unfinished gymnasium where he committed lewd and lascivious acts upon the boy cost 25-year old Gordon E. Proper, Jr. of Hardwick a term of not less than one nor more than four-and-a-half years confinement in the Vermont State prison at Wind-

sor. Proper was arraigned in Caledonia Municipal Court before Judge Kyle T. Brown on Monday, Sept. 12, where a state's attorney's complaint, charging him with lewd and lascivious conduct with a minor under the age of 16 years, was read to him. At his arraignment, Proper entered a plea of not guilty and he was remanded to the custody of Sheriff Carroll E. Lafoe in lieu of bail fixed at $2,500 by the court. This morning *(10/7)* the respondent appeared before Judge Brown with his attorney, John H. Downs, and changed his plea to guilty. The Court accepted the change of plea and ordered Proper to be committed to the Vermont State Prison for a term "not less than one year, nor more than four-and-a-half years." Proper will leave the county jail today for Windsor to begin serving his sentence. He was arrested in Hardwick last month by State Trooper Bruce Kallahan and Hardwick Police Chief Howard Fletcher. The two law enforcement officers also questioned the 13-year old boy involved and obtained a statement which led to the complaint filed against the respondent." Records indicate Gordon Proper lived in St. Johnsbury from February 1st to April 24, 2007 - his presumed death at the age of 77.

- Summit House / Ancestry.com / Newspapers.com / FamlySearch.com / Hardwick (VT) Gazette - Thu, Oct 26, 1950 pg. 3 / Barre (VT) Daily Times - Tue, Apr 24, 1951 pg. 1 / Caledonian-Record - Thu, Oct 6, 1955 pg. 8 / St. Johnsbury (VT) Republican - Fri, Oct 7, 1955 pg. 8

Robert W. Proper 1954

21-year old Summit House worker Robert Wendell Proper arrived with his older brother, Gordon from Hardwick, Vermont. He was born on December 26, 1933 and grew up in Hardwick. The Hospital Notes in his hometown paper reported in June 1948, the 14-year old "had his tonsils removed recently by Dr. Gianarelli of Barre." One year after brother, Gordon was sent to prison, Robert enlisted in the US Army on October 24, 1956 and served until August 9, 1958. Both Robert and Gordon Jr. were living in Hardwick when their father died of a heart attack suffered on Friday evening, December 10, 1971 while the 64-year old was driving his car in Hardwick. A heart attack would claim Robert's life on July 5, 1980 at the age of 46. At the time, he was living in Barton working at the Auger Sawmill. He never married. There's no indication that brother Gordon did either. *- Summit House / Ancestry.com / Newspapers.com / Hardwick (VT) Gazette - Thu, Jun 1948 pg. 1 / Burlington Free Press - Mon, Dec 13, 1971 pg. 6*

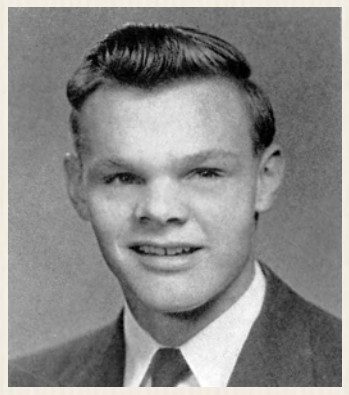
Kenneth S. Proud (1967)
- Univ of Delaware yearbook

Kenneth Stuart Proud 1963

Summit House - Gift sho manager Kenneth Proud appears on the Summit payroll summary for July 1963 as earning $150 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $125.31. Proud's salary was booked in the Summit House "gifts" column.

- Summit House / July 1963 Summit Payroll summary

Ronald E. Prouty 1957



Ronald E. Prouty (1954)
- Auburn MA HS yearbook

21-year old Ronald Ellsworth Prouty came to Mt. Washington to work on the railroad as he was pursuing a teaching degree. He had graduated three years before from Auburn High School in his hometown of Auburn, Massachusetts. The son of Albert E. and Bernice Prouty had two siblings: Wayne D. and Gail E. *(b.1942 d.2012)*. He was a three sport athlete (basketball, football & baseball) during all four years and ran track as a junior. A National Honor Society member his last two years, Prouty spoke at class day and graduation. He performed in the play his junior and senior year was a Boys' State representative and helped organize Auburn High's junior-freshman party. His yearbook entry noted he was "an all-star athlete... honor student... determined... contemptuous of a dare... a wide range of aptitudes... loves parties, especially the food." Prouty went back to his high school and his hometown after earning his degree. Classmates outlined his accomplishments in an article dealing with their 45th reunion: "Perhaps the best-known member of the class of 1954 is Ronald E. Prouty, who was an outstanding athlete at AHS, where he is in the Athletic Hall of Fame. He spent nearly half a century in Auburn High School, first as a student and then as an English teacher and department chairman, interim superintendent of schools, and member of the School Committee and School Building Committee. He also served on the town's Conservation Commission, Planning Board and Public Library Board of Trustees. "We were so impressed and so pleasantly surprised when we saw, in big letters over the door of the new school library, the 'Ronald E. Prouty Media Center.' What an honor for one of our classmates!" Mrs. Anna Maria (Hastings) Peterson said." Ronald Prouty and wife, Elizabeth continue to live in Auburn on Marion Avenue.

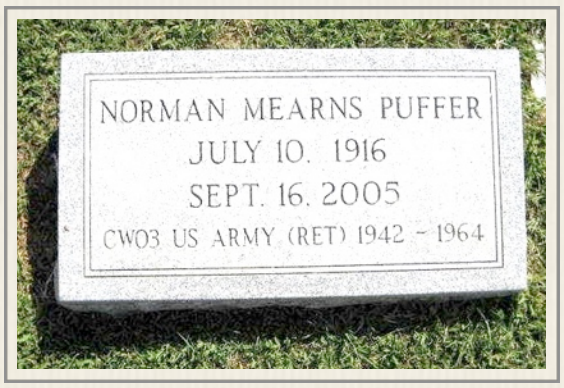
- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Worcester Telegram & Gazette - Thu, Sep 24, 2009

Norman Puffer (1943)
- US Army photo

Norman Mearns Puffer 1934

The 18-year old Puffer from Burlington, Vermont was one of seven "Boys of the Summit" listed in the Mount Washington Club guest registry for Sept 2, 1934 on a page that appears to list Club personnel and was later noted as signing out with George Flett Buckle. When he returned to Burlington in the fall, Norman Puffer "was elected president of the young people's group of the College Street Church at the first meeting of the fall season, held in the church parlors last evening *(9/16)*. / Norman Mearns Puffer was born on July 10, 1916, when his father, Rensselaer Polytechnic Institute professor Louis Blackmer Puffer, was 29 and his mother, Ruth Bascom (Resseguie) Puffer, was 26 and the family was living in Rensselaer, New York. Norman had two sisters, Olive L. *(b.1914)* & Helen B. (b.1924), and was named after his grandfather, who had been a drummer boy in the Civil War and lost that drum

while trying to send it home to Vermont for safe-keeping. The story was told in 1936 by now UVM professor Louis B. Puffer. Cogger Norman's namesake grandfather "enlisted as a drummer in the 2d Vermont Volunteers in the spring of 1861, just before his 14th birthday. He later re-enlisted in the 10th Vermont and served throughout the Civil War. Valuing his drum highly he sent it home at the beginning of the Wilderness campaign by a comrade who had secured a furlough. This man yielded to temptation to celebrate in Washington and when he recovered the drum was gone and he was unable to make any explanation as to when or how it came up missing. In 1898, there appeared in a North Adams (MA) paper a description of a Civil War drum then in the possession of the Williamstown Band, a drum that bore the inscription within of Norman Puffer. A reporter viewing the drum had held it to the light and looking through the vent had seen Mr. Puffer's name and the added words that the drum had been given to him by friends in Bennington. This was the first inkling the owner had of his drum, missing since he parted with it 35 years before in Virginia. He obtained it from the leader of the Williamstown Band and it was a most prized possession until (grandfather Norman Puffer's) death in 1912." Son Louis loaned the drum to the Fleming Museum in 1936 to be displayed for one-week with an 1861 tintype of the drummer boy in his first uniform... his upturned hands holding back the oversized sleeves of the coat. Grandson and namesake Norman Mearns Puffer graduated from Vermont Academy in Saxtons River that same year where he had lettered in football his senior year. Puffer went to college but only completed three years and then went to work for the Railway Express Agency in Burlington. He was 24, living at home, and working for REA when he registered for the draft on October 16, 1940. Puffer stood 5-feet 7 ½ inches tall, weighed 170 pounds and had brown hair and blue eyes. 14 months later, he enlisted in the Army on January 12, 1942 in Rutland. The Army said Puffer came in as a "Semiskilled chauffeur and driver, bus, taxi, truck, and tractor." In 1943, he was "promoted from private first class to technical sergeant. Sgt. Puffer, who served about a year with the quartermaster corps in Alaska, has recently been transferred to the transportation corps at Seattle, Washington." In October 1944, Puffer "reported to the army ground and service forces redistribution station, Lake Placid club, N.Y. He served in the Pacific theater of operations." Somewhere he met a young woman who was working for "Stanco Distributors, a subsidiary of Standard Oil of New Jersey, in New York City. Tech Sgt. Puffer returned to the United states last September 1944 and is now stationed at Camp Plauche, New Orleans, La. The wedding will take place in the late spring." He married Ellen Woodrow Moorman on May 21, 1945, in New York City, New York. "Rev. Edward Van Houten performed the ceremony Monday at 5 p.m. in St. John's-in-the-Village Episcopal church, New York city. Traditional wedding music was played ont eh organ and white candles, carnations and stock decorated the church. The bride was given in marriage by her brother-in-law, Robert McLean Stewart. The couple was attended by Harriette Imler of Elizabeth, N.J. and Prof. Louis B. Puffer. the bride wore a sheer white crepe gown with fingertip veil held by a heart-shaped coronet, white lace mitts, and carried a shower bouquet of white roses and lilies of the valley. her going away outfit was of luggage tan with white accessories and a corsage of white gardenias. The bride was graduated from Unionville high school, Unionville, Va. and attended the medical College of Virginia. She was graduated from the Fanny Webb private school of business, Franklin, Va., and attended Hunter college, New York city. She has been employed in New York as a junior executive. The bridegroom attended Burlington schools and was graduated from Vermont academy, Saxtons River, and Nichols Junior college, Dudley Hill, Mass. He was employed by the Burlington Railway Express agency at the time of his enlistment in Jan. 1942." They had six children during their marriage. Robert Louis, Thomas Moorman, & Frank Bascom *(b.1951)* before the 1951 death of Puffer's dad Prof. Louis B. The same year, M-Sgt. Norman M. Puffer was promoted to warrant officer in June. "A veteran of seven years active service and three years in the Enlisted Reserve Corps, Puffer's enlistment dates back to a month after the Japanese attack on Pearl Harbor. At that time he completed his basic training in the Transportation Corps and was assigned to duty at Fort Ray, Sitka, Alaska. He returned to the United States in October, 1944, and went to Saipan in March 1945. Receiving his discharge in December 1945, Puffer was recalled to active duty in March of 1948. He has since served with the Army intelligence department at Baltimore. He... resides with his wife and their two children in Baltimore." They were in Stuttgart, Germany when another son was born at the Fifth General Hospital in September 1953. Ellen M. Puffer died on May Day, 1982 at the age of 66. Her memorial said "It was a good, solid, and enduring marriage which lasted just a few days short of 39 years. This union produced six sons. Mearns' military tours-of-duty took the growing family to assignments in the United States and Europe. The family moved from El Paso, Texas *(where they had been since 1959)* to Franklin, Virginia in 1969. Ellen became a member of Bethel Friends Meeting September 13, 1970. A cheerful, pleasant person with a fine sense of humor. She had a friendly greeting, smile, and words of encouragement for those she met. She was cooperative and accommodating. One friend summed it all up, "It was so good to know Ellen Puffer." Norman Mearns Puffer would live another 23 years. He died on September 16, 2005, in Huntsville, Alabama, at the age of 89.



- 1934 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / Burlington Free Press - Mon, Sep 17, 1934 pg. 16; Fri, Jun 18, 1943 pg. 4 & pg.

7; Tue, Oct 31, 1944 pg. 13; Thu, May 24, 1945 pg. 8; Wed, Sep 9, 1953 pg. 7 / Brattleboro (VT) Reformer - Mon, May 25, 1936 pg. 1 / Burlington (VT) Daily News - Wed, Ar 25, 1945 pg. 5 / Bethel Monthly Meeting of Friends - September 16, 1984

Stephen Pulaski 1956

15-year old Stephen Pulaski of Winchester, New Hampshire spent one summer likely washing dishes at Marshfield. / James Stephen Pulaski was born on June 21, 1941, the son of 31-year old woolen mill worker Helen Albina (Chereski) Pulaski and 33-year old leather inspector James J. Pulaski. He lived in Winchester, NH in 1952 and moved to Westmoreland, New Hampshire. He had one sister, Patricia *(b.1934)*. He had three daughters and died in 2018. He had one sister, Patsy. He worked in Keene NH at his very successful sign painting business, Custom Designs. (19H. Twelve years later he moved the business to 451 Winchester Street. Now, due to popular demand and an increased work load, Custom Designs has expanded and relocated once again to a bigger and better location with a large, clean showroom on 80 Krif road in Keene, N.H. The business offers full custom design services from mailboxes to 50-foot neon displays, store decor and custom vehicle graphics to both businesses and interested individuals throughout New England. Custom Desings, specializing in neon and plastic signs, is approved by Underwriter Laboratories for electric sign manufacturers. "Being in business for 25 years is a direct result of good business practices," says Pulaski, who hopes to eventually expand into the Brattleboro area." James Pulaski died in 2018 in Winchester, New Hampshire, when he was 77 years old. He likely went to Thayer High School in Winchester that closed in 2006.

- Marshfield Corp / Ancestry.com / Newspapers.com / Brattleboro (VT) Town Crier - Fri, Oct 14, 1994 g. 25

Dorothy L. "Dot" Purdy 1952 - 1955

Dot Purdy of Somersworth, New Hampshire started working in Marshfield at the Cog Railway in 1952 and then moved to the Summit House in 1953. Dorothy L. Purdy appears on the payroll summary for July 1955 as earning $278.32 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $221.01. Purdy's salary was booked in the Summit House "restaurant" column. Employee records indicate she is (Mrs. Robert P.), and indeed Mrs. Dorothy Purdy is shown as the person who will always know the address of Robert Pierce Purdy when the 42-year old man registers for the draft on February 15, 1942. But the research trail starts getting muddy when you start checking the City Directories for Somersworth, New Hampshire because you find a Dorothy is not only the wife of Robert Purdy on West High Street, but there's a Dorothy married to a Frank Purdy at the same address in 1950. Eight years later, the Somersworth Directory lists Dorothy M (not L) living with Wentworth Hotel worker Robert P. Purdy at 215 West High Street while a Dorothea M is living with Gonic Manufacturing Company fireman Frank S. Purdy at 219 West High Street along with telephone operator Edith L. Purdy and Mrs. Louise G. Purdy, who appears to be Frank Standish Purdy's mother who had him with a John B. Purdy as well as Cogger "Dot" Purdy's husband's mother. To add to the confusion Frank Purdy's wife, Dorothea M. Bogan was also known as "Dot" at Somerville, Massachusetts High School in 1930. The Purdy Family cluster on West High Street continues in the City Directories. In 1960, Frank S., Dorothea M., operator Edith and matriarch Louise G are still living at 219 West High while Dorothy M. and Robert P. Purdy are at 215. In 1962, it appears Edith has moved on and Mother Purdy has died. US Navy sailor John D. Purdy is now living with Frank & Dorothea at 219 and Robert P. & Dorothy are at 215. Death records remain elusive.

- Marshfield Corp/Cog Railway Cabins / Summit House / Bencosky-Desjardins files Ancestry.com / Newspapers.com / Find-A-Grave.com

Robert P. Purdy 1952 - 1953 & 1955

Marshfield / Summit House employee - 52-year old Robert Purdy started working in Marshfield and also moved to the Summit House with Dot Purdy. Dorothy was apparently Purdy's second wife. Bob Purdy appears on the payroll summary for July 1955 as earning $456.66 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $383.14. Purdy's salary was booked in the Summit House "restaurant" column. / Robert Pierce McMillian Purdy was a Christmas Day present to 27-year old furniture dealer John Bernard Purdy *(b.1872 d.1960)* and his mother, 21-year old Louise Neomie Corr or Louise Gertrude Carr or Corr *(b.1878 d.1961)*. He had four siblings: Myrtle Blanche Grace *(b.1908 d.1980)*, Prince R. Corr *(b.1904 d.1905)*; Francis Standish *(b.1914 d.1985)*, & Dorothy Mary *(b.1921 d.1984)*. His mother, Mrs. Louise G. Purdy was Robert's nearest relative when he registered for the draft on September 12, 1918. Both were living in Rochester, N.H. The 18-year old was working in a shipyard and was considered short with a medium build, blue yes and dark frown hair. However, when the 19-year old chauffeur Robert P. Purdy marries an 18-year old Rochester woman, Ruth L. Berry on February 13, 1919, the marriage record indicates a 43-year old Nova Scotian-born chopper, Duncan C. Purdy of Rochester is his father *(step-father, perhaps?)*. At the start of 1920, the couple was living with Ruth's grandparents, 70-year old William H. & 64-year old Josephine P. Wilkerson in Rochester. Granddad was a baggage handler for the steam railroad, Robert was out of work, and wife, Ruth was a saleslady at Rochester newsstand. Ruth would be granted a divorce from 24-year old Robert on October 15, 1924 on the grounds of extreme cruelty. The Massachusetts Marriage Index indicates Robert P. Purdy was married in 1926 in Boston, Massachusetts but doesn't indicate the bride's identity. Robert's paper trail goes cold until he registers for the draft in 1942 with Mrs. Dorothy Purdy as the person who would always know his address. According to the draft registration card he is self-employed, stands 5-foot 3-inches tall, weighs 140 pounds with the same blue eyes and brown hair. His address in 1942 is West High Street in Somersworth, New Hampshire the same street where the cluster of Purdy's living situation was described in Dorothy's entry. *(1959)* "Robert P. Purdy, 59, a Wentworth Hotel employee, was fined $25 after pleading guilty to speeding on Wentworth road July 27." Robert was still living in Somersworth when he died in May 1977.

- Marshfield Corp/Cog Railway Cabins / Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Portsmouth (NH) Herald - Fri, Aug 7, 1959 pg. 3

Mr. Pushee 1877

Railway conductor - Among a group of railroad employees who went down the mountain for some entertainment in 1877. "On Saturday, the (July) 21st, a party of the B.C. and M. and Mt. W(ashington) Railway boys visited the Profile House by invitation of Messrs. Taft and Greenleaf. The party, consisting of of Pushee, (Cyrus) Brown, Wesson and (John) Priest, conductors, and (George) Ferguson, (Albert S.) Randall and (John) Horne, and others, left Fabyan's at 7.20 p.m., arriving at Bethlehem at 8 p.m., where they found a stage waiting to convey them to the Profile. At the Sinclair House at Bethlehem, the party met with a warm reception from Mr. Durgin, the proprietor, who furnished music and refreshments. After a short delay the party again moved toward the Profile House, which point they reached in safety, and found Mr. Greenleaf up and waiting for them, in spite of the late hour. On Sunday morning the party started for the Flume House, where they spent the forenoon in viewing the fine scenery, returning to the Profile House to dine and interview "the old man." After one of the big dinners that the Profile House is so famous for, the party started for home, calling at the Sinclair House for supper, and arriving at Fabyan's at 9 o'clock, all perfectly satisfied with the trip, and having the same opinion, that people had not seen the mountains until they had visited the Sinclair House, Profile House, "the old man," and had a stage ride. The railroad Glee Club furnished some fine singing. (Story reported by) One of the Boys." *- Among The Clouds - Tue, Jul 24, 1977 pg. 4*

Nat Putnam (1979)
- Larry Presby photo

Nathaniel Stark Putnam 1979 - 1983

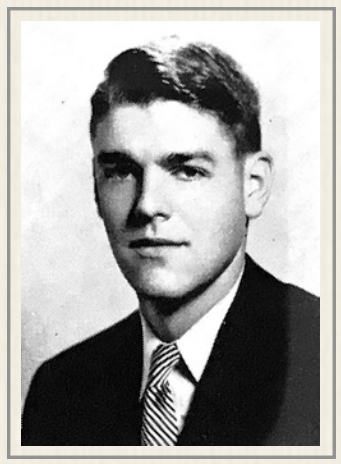
21-year old Nate Putnam from Bethel, Maine worked from May 30th to September 5th as a brakeman in 1979. He earned $3.00 an hour. He moved into the cab in 1980 as a fireman and qualified as an engineer in 1981. He earned $2.70 an hour that summer and returned to run in 1982.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com /

Putnam at Cog Party (1981)
- Machell Corey Collection

Nelson Putnam 1952 - 1954

Vermont native and Dartmouth College student Nelson Butler Putnam came to Mount Washington the first summer Dartmouth owned the railway following the death of Col. Henry Teague. Putnam was the son of a railroad man. 30-year old Lewis Putnam was managing the White River Railroad in Rochester, Vermont when his 27-year old wife, Edith (Milner) Putnam gave birth to their second child, Nelson, on April 12, 1931. The couple would raise three sons. Nelson's dad would spend his career working for the Boston & Maine, and on the short-lines in Vermont; the Barre-Montpelier, the St. Johnsbury & Lamoille County and the Rutland. Nelson says except for a time during World War II when the family lived outside of Boston, the Putnam's lived in Vermont. Nelson says he applied for a job at the Cog, but he didn't start in Marshfield washing dishes like so many others. "Would you believe I started out as a brakeman?" he told Jitney Jr in June 2017. "I'll have to admit I found, in some respects, as a brakeman it was fun to separate the car from the engine. I wasn't supposed to do it, I know. But I'd make sure the brake was working - let's put it that way," chuckling at the memory. Putnam says the passengers in the coach wanted to know, too. "A lot of them were very interested in what the brakeman was doing. They wanted to know how we brake the car - whether the brake was good - whether the car could stop without the engine. They wanted to make sure they were safe." Time has erased many of the details of his time at the Cog, but Putnam remembers Col. Arthur Teague. "He was the boss man then," says Nelson. "I still remember all those girls he managed to raise, and no sons." *(Charlie Teague would be born the year after Putnam left the Cog.)* And he remembers living in the Boys Dorm that first summer, and the Boarding House when he was a fireman the second and third years. "There was a group of college kids and we stuck pretty close together. Ted Ely *(from Dartmouth)* was one of them. As far as nightlife is concerned we used to head down to the Mt. Washington *(Hotel)* – all the single guys go down and see who was down there, and then spend an evening there, and come back." Those evenings might also include a beer. "Those who could would," says Putnam. "They weren't too strict about carding at that point in time."



Nelson Putnam (1954)
- Dartmouth College

Moving to the cab as fireman in 1953 made Putnam appreciate the summertime weather at the Summit. "What I do remember was the weather at the top of the mountain. We could always be very comfortable... it was a lot cooler than down below and as a fireman I really enjoyed it!" Enjoyed the summit temperature perhaps because it was closer to the conditions for his favorite sport - skiing. "I was not on the (Dartmouth) football team. I was one of those who enjoyed skiing more than anything else and they didn't like it when you started going into other sports." It was on the slopes that he met a coed from the Connecticut College for Women. Lucia Pierson Roraback was from Connecticut. She still vividly remembers her first trip up the mountain sixty-three years later. "I first rode it in 1953," says Lu Putnam, "and I rode up in the engine with my future husband. (He) was a stoker to the steam engine... and loved his summers there." "I don't remember that, but she sure does," says Nelson discounting the Cog's influence on their romance. "I'll have to say the Cog did not have any effect on that." After graduating from Dartmouth in 1954, Nelson spent two years in the Army, marrying Lucia in 1955. The newlyweds lived in Tacoma, Washington. After getting out of the service in 1956, Nelson went to work for General Electric in one of the manufacturing training programs. "I ended up in the defense end of the business," says Putnam. He and Lucia married, had five children, Libby, Robin, Stephen, Alison and Scott, and kept on skiing. Libby was ski patrol director at Dartmouth, while Scott raced at Nelson's alma mater. Robin and Ste-

phen raced for Middlebury College. The family skied well. The March 17, 1970 *Post Standard* newspaper reported "The Nelson Putnam family of Manlius, (New York) took third place at the 18th Annual Mad River Glen Family Tournament in Waitsfield, Vermont. Father Nelson and daughter Robin also took first place in the father-daughter category of the same tournament." Daughter Alison graduated from the Green Mountain Valley School in Waitsfield *(a college prep school focusing on skiing)* and the University of Vermont, before spending time on the U.S. Women's Pro Ski Tour. Lucia worked as an emergency room nurse in Burlington before the couple retired to the family's ski chalet in the Mad River Valley. They have a dozen grandkids and Lucia still visits the mountain, most recently in late June 2016. "I just rode the cog up Mt. Washington last week," she told the *Clatter* publisher in a June 29, 2016 email. "It was wonderful and the day and visibility were great. (Nelson) would have loved to have been with me (on the latest trip) but health problems kept him from doing so."

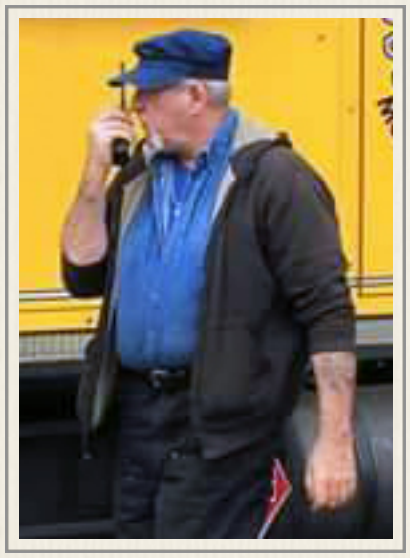
Nelson "Put" Putnam
- Putnam Family Collection

On May 26, 2020 Nelson "Put" Putnam ended his 89-year journey peacefully at his home in Fayston, Vermont with Lucia Roraback Putnam, his wife of 64 years, at his side. Put was born in Rochester, VT on April 12, 1931 to Edith Milner Putnam and Lewis Adrian Putnam. Put is survived by his wife Lucia; his five children: Elizabeth Hoerle Putnam Flint (Delos), Robin Milner Putnam Ahmann (Steve), Stephen Roraback Putnam (Phoebe McNeally), Alison Butler Putnam (Paul Guimond), Scott Nelson Putnam; his 13 grandchildren: Dale, Connor, Brian, and Caitlin Flint; Travis and Lindsay Ahmann; Abigail and Mikayla Guimond; Brig, Soren, and Reidar Putnam; and Pfeiffer and Kessler Putnam; and several nieces, nephews, cousins, and grandchildren's spouses. Put is predeceased by his parents, his brothers Earle and Frederick Putnam and his nephews Christopher and Timothy Putnam.

- Wednesday, June 29, 2016 10:12 PM email to Jitney Jr. / Railway Ledger / https://www.perkinsparker.com/obituary/nelson-putnam

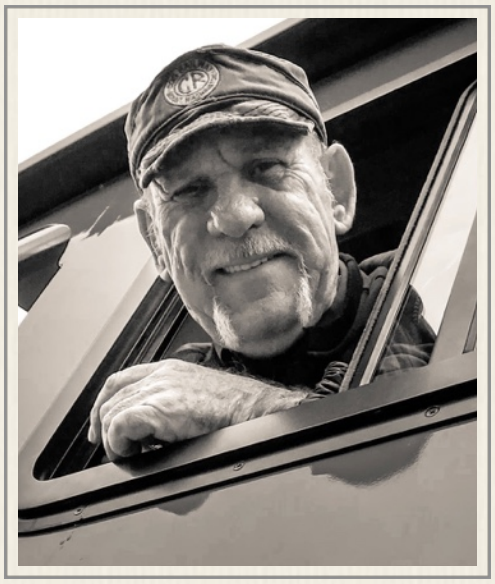
Joseph "Joe" Pychevicz 2003 to 2021

Mount Washington Cog Railway engineer Joseph R. Pychevicz was born on July 21, 1950 to Henry and Florence M. (Betzler) Pychevicz and was raised in East Brunswick, New Jersey. There were three children in the family: Jacqueline L., Joseph and Henry Jr. In December 1953, Joe and Henry Jr. attended sister Jacqueline's 13th birthday "that was celebrated at a family dinner party Tuesday *(12/29)* night" at 32 Wilmont Street, Washington Heights. Jacqueline, Henry Jr. and Joe were on the party circuit that winter. January 9, 1954, the entire family were at St. Stephen's auditorium to help Miss Joyce Spreng celebrate her 18th birthday. In the summer of 1958, Joe went to Mr. and Mrs. Tony Daddio's house on wilmont St., Washington Heights for "a lawn picnic-swimming pool party... in honor of the 8th birthday anniversary of Joseph Pychevicz... About 15 guests attended the surprise party." Joe went to the East Brunswick High School. At 24, Pychevicz was back in the local paper in 1975 when he and 21-year old Timothy S. McCarthy were busted "for possessing marijuana in South River (NJ) last Aug. 18. The grand jury cleared Kathleen M. Haggerty, 74, of Railroad Avenue, Jamesburg of a similar charge in the same case." Joe came north to New Hampshire in the mid-90's *(earliest reference found 1994)* and was thanked in the 1996 *Lancaster Town Report* for work on the local recycling committee. "I would like to express my appreciation to the recycling committee members, Debbie Arsenault, Kathleen Lanzer, Abby & Hal Goolman, Hugh Simonds, Myra Emerson, Alan & Joanne Lambert, Mary Ellen Cannon, Freeman Keith, Joe Pychevicz and Jean Oleson, for their patience and work, particularly the hazardous waste recycling day. Without community volunteers and help, the Town of Lancaster would surely have a greater tax bill." His wife, Maryland-born and West Virginia-raised Patricia died in 2003 at the Lafayette Center in Franconia where she had worked as a dietician's aid. All three of the Pychevicz children were living in northern New Hampshire and Vermont in 2008 *(Jacqueline L. Mount-Larrivee in Littleton, Henry in Concord, Vt. & Joe in Groveton)* when their mother died of Alzheimer's in Lancaster, N.H. *(2021)* A posting on the *Mt. Washington Cog Railway: We Worked There* page: ***Randall Armor:*** "We lost a good man on Friday *(10/15)*." ***Krissy Newton:*** "Can't forget his soft and fuzzy side that he'd probably kill me for mentioning lol - She napped all day and woke up just to smile at him." ***Michelle Authier:*** "This is so sad. Joe was a such a Great Guy. Always made me laugh. Michelle and I send our deepest regrets to all his loved ones. He will surely be missed." ***Wayne W. Presby:*** "Joe was an awesome guy. I always loved working with him. My thoughts and prayers are with him and his loved ones. Beeper." ***Thomas Lane:*** "One of the last true coggers. Rip Joe" ***Paul Forbes:*** "A genuine Cogger. I'll miss you Joe " ***Kelly Rines Eggleston:*** "We'll certainly miss him! Lots of memories on the hill & around the base." ***Art Poltrack:*** "One of the best." ***Tom Doyle:*** "First time I met Joe, I said "Good morning sir." His response, "I'm not your commanding officer - Call me Joe." He will be missed." *Jean LaPrade:* "RIP Joe!! A great guy and friend to more people than he realized. Prayers for Cynthia & family." ***Jon Sykes:*** "Joe wasn't afraid to work hard. In the car shop building coaches for Rob and working with Joe was always an event I

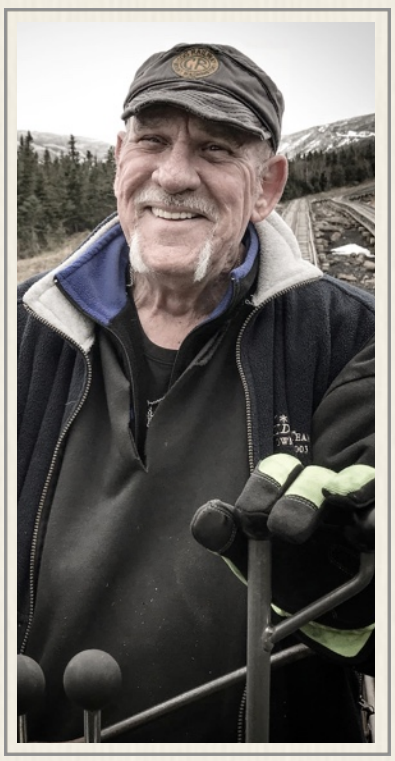


Engineer Joe Pychevicz (2017)
- Pychevicz Family Collection

Soph. J Pychevicz (1966)
- East Brnswick HS yearbook



looked forward to. But having him for a fireman over the years was where he shined. Strong as a bull was Joe. Didn't know he could die, and it's hard to believe. God's speed Joe" ***Brian McMinn:*** "I believe Joes first season at cog his Wife passed, I remember him firing for me telling me stories how his wife cured him of a rough early on life, I had a heavy heart for him since all along. RIP Joe, nice working with you and thanks for many rides back home from work." ***Leslie Woolhouse Siggins:*** "Brian - yes, she had brain cancer." ***Tommy Bonnet:*** "RIP Joe. I miss the crazy s*** you send me" ***Dave Moody:*** "He was a good man, under that rough exterior was a man with a big heart." ***Ken Holland:*** "Great man, learned a lot from him." ***Michael Scales:*** "I'll miss our train side talks about "the good old days" l wish you fairwinds and calm seas on your next journey. I'll see you on the other side my friend… RIP" ***Martin Marchesseault***: "RIP Joe even though you were "grumpy" you always made me smile. Thanks for all the good memories." ***Mark Sodergren:*** "I'll carry you with me always my brother… Glad you chose to come up to work with us after much goading from John and I. Almost time for our annual Christmas run to Errol" ***Donna Kenison:*** "Great guy Joe… you will be missed. You always wanted me to paint Frog Rock one more time." ***Dan Kenly:*** "Top gun maverick renegade" ***Nick Ingerson:*** "Damn he truly will be missed. I remember going down to the shop and had a good conversation with Joe." ***Robert Trask:*** "A great Man. Joe (gramps) taught me so much about life, 'specially if he was last train of the day. So many great times with him and so many stories. Joe touched so many of us and will be missed. "M4 to C2" - "Go ahead M4" - "Bobby could you come see me" and I would say "Okay." Of course, he had to have the last word and reply "Okie Dokie." ***Charley Kenison:*** Bobby – "Bobby why do I always get the last train?" ***Doug-Barbara Waites:*** "Good memories with Joe. I remember when he joined the Cog team. He was a special guy." ***Barry Stewart:*** "He will be missed! It was great working with him. I remember stopping at Skyline once. Had the water turned up but we were still about to pop off. I was a bit frustrated as Joe wasn't opening the door so I reached over and opened it myself. Yeah there was a breeze and Joe turned his back towards the door. I dubbed him "Rotisserie Joe" after that. He had a great sense of humour too. Who needs hair on their arms?" Pychevicz was cremated, and took his last train *(next page)* up Mount Washington on Monday afternoon, October 25, 2021 in the company of his Cog colleagues and family. ***Paul Forbes*** is with ***Joe Pychevicz*** – "On a windy, foggy afternoon well above the tree line at Skyline, we bid farewell to Joe. RIP Cogger" ***Joe Barry:*** "It



was a great memorial honoring Joe. He is missed and will always be in my thoughts." ***Donna Kenison:*** "It was perfect...." He was 71.

- Ancestry.com / Newspapers.com / The New Brunswick Central New Jersey Home News - Thu, Dec 31, pg. 3; Tue, Jan 12, 1954 pg. 6; Wed, Jul 23, 1958 pg. 18; Thu, Jun 26, 1975 pg. 7 & Wed, Feb 27, 2008 g. 20 / Mt Washington Cog Railway: We Worked There FB page

G. L. Pyer 1908

Branch conductor *(1908)* "A special work train, in charge of Conductor G. L. Pyer, has been at work on the Base branch, this week, getting in the year's supply of wood for the Mount Washington railway and making the necessary repairs preparatory to opening the line for the summer business."

- White Mountain Journal-Republic - Fri, May 15, 1908

M. Quaid 1986

Railway track crew - June 24, 1986 - M. Quaid and T. P. Penello are found at top of track work report - inspectors?

- Jitney Jr - Marshfield file review - 20 Jun 2022

George Quimby 1915

Railway employee *(1915)* "Has finished work at Mt. Washington and returned home Wednesday." Lived in East Barnet - *Ancestry.com* summary: "George Marcus Quimby was born on November 27, 1888, in Barnet, Vermont. His father, Fred, was 26 and his mother, Mary (Owen) Quimby, was 20. He was working as a carpenter at the Balsams Hotel in Dixville Notch for the H.P. Cummings Construction Company when he registered for the draft on May 31, 1917. He was described as of medium height and build with grey eyes and full head of brown hair. He rose to the rank of corporal in the Air Service Corp - 80th Balloon Company before being honorably discharged in January 1919. The 1920 Census found George working as a house carpenter and living with his school teacher sister, Marian in Denver, Colorado. He married Irma Williams King on December 21, 1921, in his hometown. They had two children during their marriage (George M Jr & Chester King). When he registered in April 1942 for the draft, he was 5-feet 6-inches tall, weighed 155 pounds and still had brown hair. He died on December 29, 1959, in Caledonia, Vermont, at the age of 71, and was buried in Passumpsic, Vermont.

- The St. Johnsbury Caledonian July 7, 1915 / Ancestry.com

Mr. Quinn 1866 - 1869

Father of J.J. Quinn who drove 6-horse stages to the summit in 1905. Mr. Quinn helped build the Cog Railway according to a *Mt. Washington Daily News* post on August 23, 1940

- Steve Christy Collection

R-S

Deborah A. Rader 1969

From Haynesville, Louisiana, Deborah Rader earned $180 a month as a cook's helper in the Marshfield kitchen.

- Marshfield Corp / Bencosky-Desjardins files

M. Rainville 1952

Mt. Washington Club/Summit House

John Paul Ramsay 1963

Summit House employee - John Ramsay appears on the Summit payroll summary for July 1963 as earning $52 a month. "Free" room and board was worth $26 a month for tax purposes. His net monthly pay was $43.17. Ramsay's salary was booked in the Summit House "restaurant" column. *- Summit House / July 1963 Summit Payroll summary*

Dick Ramsay Jr (1984)
- Gorham HS Yearbook

Richard P. Ramsay Jr. 1981

Dick *(or Ricky)* Ramsay celebrated his 16th birthday while working in the Marshfield kitchen for $3.35 an hour. He had just completed his first year at Gorham, High School. Three years later, his yearbook would include his baby picture alongside his senior photo and a final note to his classmates. "Well, my life at Gorham High is almost over. When I think about it, I realize that it wasn't too bad at all. I just wish our class could have been a little closer and more cooperative. I would like to thank my parents, especially my father, for being very understanding and never giving up on me. To my classmates, I wish you luck; a lot of you will need it. To my friends, I wish you the best of luck; I hope all of you become whatever you want and enjoy being it. I've had a lot of good times, but I'm still glad it's time to move on." He was living in Gilman, Vermont in 2018 when he decided to take a Sunday afternoon ride on his snowmobile on a VAST trail in town. It came to an end around 3:30 pm. *(2018)* 53-year old Richard Ramsay, Jr. of Gilman died Sunday *(3/25)* after his snowmobile crashed into a tree. Ramsay was thrown from his snowmobile after coming in contact with a tree partially across trail 2F2 near 2582 River Road, Lunenburg, VT. Ramsay was not wearing a helmet and sustained injuries to his head and chest, according to Vermont State police. He was pronounced dead at the scene. The crash is still under investigation but police stated that speed, alcohol and defective brakes were factors in the crash. State Police responded with Lunenburg Fire and members of the Lancaster New Hampshire Fire and Rescue to the scene." / Richard P. Ramsay, Jr., 52, of Gorham, NH, passed away on Sunday March 25, 2018 from injuries received in a snowmobile accident. He was born in Berlin, NH on July 4, 1965 the son of Richard P. and Gertrude J. Ramsay, Sr. and graduated from Gorham High School in 1984. He lived most of his life in Gorham. Ricky was an avid hiker and camper who loved the outdoors and loved hiking with his dog, Stewie. He will be greatly missed by his children Nick Ramsay and wife Emma of Framingham, MA and Emily Ramsay and Andrew Bennett of Concord, NH; his parents Richard P. Ramsay, Sr. and Gertrude Ramsay of Gorham, NH; sister Barri-Lynn Medeiros and husband Steven of Loudon, NH; brother Christopher J. Ramsay and wife Pia of Upton, MA; a niece, nephews, aunts, uncles, cousins and many friends. A Memorial Service will be held on Thursday March 29, 2018 at 4 PM at the Riverside Assembly of God Church in Gorham. A time of visitation and a reception will follow in the church hall from 5 to 7:30 PM. All of welcome to attend. Interment will be at a later date. The Bryant Funeral Home in Berlin and Gorham is in charge of the arrangements."

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Burlington (VT) Free Press - Mon, Mar 26, 2018 / WNTK Radio Facebook page - Mar 25, 2018 / Berlin (NH) Daily Sun - Mar 27, 2018

John Rancourt 1977

Railway Corp

Albert S. "Bert" Randall 1866 - 1887

Engineer - *B&M Employees* magazine: "for 21 years an engineer on the Mt. Washington Railway, passed away at his home in Franklin, N.H. last month." "After returning from the Civil War Mr. Randall engaged in railroading," says the *Concord Daily Monitor*, "and worked in the machine shop of Walter Aiken, who was the leading promoter of the railroad up Mt. Washington, and built two of the first engines used. Mr. Randall worked on these engines which were of a peculiar upright type. He assisted in putting the locomotives into operation and accepted a position as engineer with the inclined railroad, which was one of the wonders

of the country at that time." Ran the *Atlas* to the Summit with four tons of coal for the Signal Station in Sept 1878. "Bert Randall, an engineer on the Mount Washington Railroad, has probably made more trips to the Summit than any living person. He has been in the employ of the road 11 years *(1872-1882)*, bringing up most of the material used in the construction of the Summit House. His visits now number over 1000, and he still continues making daily trips." His wife, Nellie dies on September 15, 1892 in Franklin Falls, N.H. *(1925)* "Albert Randall, aged 82, died on Friday *(March 6, 1925)* at his home in Franklin, N.H. He is the last of a family of three brothers, both of the others also having been engineers. Mr. Randall retired about five years ago."

- Among the Clouds - Sept 10, 1878; Sept 2, 1882; Sep 16, 1892 / Portsmouth (NH) Herald - Tue, Mar 10, 1925 pg. 9

Elaine Coddington Randall 1964 - 1983

Ken Randall's wife - "On weekends in the spring and fall, I would go to the Mountain with Ken after work on Friday and we'd come home Sunday night. I worked... in the gift shop... counted dimes from the women's toilets... worked at the counter and pretty much did what was needed." On their first meeting in Cog bookkeeper's office above the Gift Shop in 1960: Bonnie remembers "Ken immediately insulted me by saying, 'What are you doing here in New Hampshire – trying to corrupt the natives?' and my (in)famous response was 'Absolutely not, I am here to bring light and culture to this small part of the world." Of the encounter, Ken says "one thing led to another and would you believe what it led to was 54 years of marriage?" Bonnie writes in 2016 "(Carol - Ken's girlfriend from the prior summer) never had a chance for a cozy reunion." Bonnie kept her ticket stub that Cliff Kenney sold her that day and has it still today. *- See Vol. 1 Ch. 9 Sec. 1*

Ken & Bonnie Randall
- Elvira Murdock photo

Bonnie Randall with daughter (back to camera) outside Marshfield.
- Randall Family Collection

Ken "High Pockets" Randall 1951 - 1983

Bookkeeper - mentioned by Old Troll in *Cog Clatter v2 n2* - Harold Adams gave Ken Randall the nick-name "High Pockets." Randall's Cog career began in the dish room off the dining hall at Plymouth Teachers College in the fall of 1950. Ken had graduated from high school in his hometown of Tilton, New Hampshire, and "started working my way through college" by washing dishes. "There was a young man in the dish department," recalls Randall in June 2016. "His last name was Lily or Louis *(Ed note: a J. B. Lovis is listed on the Mt. Washington Club payroll for 1950)* - Colonel Henry's go-fer boy. This Louis was the one who did everything that Henry asked to have done and the whole bit… and he's the one that got me a job with Mike Haney" in the gift shop in the summer of 1951. Ken became a representative to New Hampshire's General Court in 1975 and would serve eight terms promoting the interests of his hometown, Tilton until 1990. In 2018, his legislative license plate was affixed to the back of his wheelchair at the Merrimack County Nursing Home in Boscawan, N.H. He died there on July 2, 2021 at the age of 88.

- Railway Corp / See Vol. 1 Ch. 9 Sec. 1

Ken Randall & daughter Kathy
- Randall Family Collection

Andrew M. Rankin II 1953 - 1955

In 2019, Andrew Rankin told Jitney Jr about how he came to work at the Cog as an 18-year old high school graduate. "I had been at camp…and I had climbed Mount Washington several times 'cause I was there six summers. And during those summers we made several climbs from Crawford Notch to the Lake of the Clouds. And then the next day we'd climb to the Summit... then down Tuckerman's Ravine and the truck would pick us up at Pinkham Notch and take us back to camp. So I was familiar with the railroad, but the thought of working there never occurred to me. My grandfather, Walter Poland Rankin, was a classmate of Henry Teague, Dartmouth 1900. I do believe my dad, Dartmouth '26, contacted his dad and inquired (about summer work for his son). I graduated from St. Mark's School, Southborough, MA in June 1953. The previous summer I'd worked in a grocery store in Providence and somehow or other this (Cog) job appeared. I spoke with Arthur Teague and he offered me a job as a brakeman. I arrived by train near the end of June and worked to mid-September and then entered Brown University as a freshman. I was at Brown University and I always had a sort of a dream of going in the Navy. At the end of my freshman year, I went to the dean of students, who happened to be a retired rear admiral. I told him, I'm having fun here in college, but I'm not doing that well academically... I thought I'd go in the Navy. He said, 'Look, you're not doing that bad… I think you better stay for another year and then we'll (talk) again next year.' I said, okay. The summers of '54 and '55 I worked as a fireman (at Mt. Washington). I fired mostly for Russell Spicer on No. 9 *Waumbek* both summers until (Spicer) was injured in a motorcycle crash.... I also fired for Gordon Chase, and your dad on several occasions. (Jitney) was a character. He was a practical joker. He was a very meticulous (about running his engine) and kept the engine really squared away whereas some of the other guys they were kind of sloppy and dirty, but I think he was probably the character of the group. He was always making funny remarks and cracking jokes and I just remember good humor… I don't remember any difficulties between the guys.

The end of my sophomore year in the early spring *(1955)*, I went and talked to (the dean of students) again and he said, 'Okay, this is what I want you want to do.' I went down to the recruiting office and told them I wanted to go into submarines, I wanted to be an electronics technician. (They) gave me this test and I took the test... afterwards (the recruiter) said, 'When you get your final exam schedule (at Brown), come on down and we'll talk about the test and set you up for physical exam.' I said, okay." When Rankin returned to the recruiting office, the officer said, "Hey, you aced the test and I've got a deal for you.' He took me down the hall and put me in a room with two officers who were based at (Naval Air Station), South Weymouth. They were recruiters for the naval aviation program in the northeast region. We talked for about maybe half an hour, 45 minutes. (They) convinced me or persuaded me to come up to South Weymouth the following weekend and go through the tests (there). This was early May. I said, okay. I had to hitchhike 'cause I didn't have a car, but I got up to South Weymouth, checked in Friday night they told us to go to bed early cause you're going to be up all day tomorrow taking tests, which we did… these were all mental tests and spatial orientation types of thing. They got us together and said, tomorrow we're going to have a physical exam, so get a good night's sleep. Sunday morning… we had a physical exam, which was over about maybe one o'clock." Rankin passed and with other recruits were told, 'If you want to go into this Naval Aviation Cadet program, the first class I can guarantee you a seat in is September 15th.' Before this, I had called Arthur Teague and told him that I was going into the Navy and that I wouldn't be back for the job *(in '55)*. He said, okay… he was a highly decorated World War II colonel and (Teague) respected the military aspect. When (the recruiter) said September 15th I stuck my arm up and volunteered to go in on September 15th and then we were dismissed." Rankin went out and called Arthur Teague again telling him, "I'm not going in until September... and he said, you get up here, you've got a job." Rankin hitchhiked home to see his parents at their beach house on Buzzards Bay in West Falmouth. "I walked in… They had no idea what I was doing or where I was… They were very surprised… They were having cocktails and I can still picture this… They asked 'Where have you been?' I just came back from NAS, South Weymouth… My dad said, 'what'd you do up there?' I just volunteered for the naval aviation flight program… I thought my mother was going to croak. She was not happy. They did not really encourage me… in fact, the first time they participated in anything I did *(in the Navy)* was like 17 years later when I became the commanding officer of one of the Navy flight squadrons… that was the first time they showed any appreciation or interest. In late August '55 I received orders to report to NAS South Weymouth for entry into the Naval Air Flight Program. I left *(the Mountain)* in early September and did not return *(to the Cog)* until Feb 2006 when I was skiing at Bretton Woods and saw the sign about ski trains." During his time at Mount Washington, Rankin dated Mary Lund and has "neat memories of the Cog."

Sunday Post photo—Plummer
LT. AND MRS. ANDREW M. RANKIN

Rankin finished flight school in Pensacola, Florida and received his wings and commission in March 1957. Three years later, 24-year old Lieut. (JG) Andrew Meserve Rankin II, USNR married a former American Airlines stewardess from Connecticut – 21-year old Neel Murray. Rankin was stationed at Moffett field in California with the Attack Squadron based there and the newlyweds made their home in Sunnyvale. The couple would have two children. They separated in 1967. When the divorce was finalized in 1969, Andrew was living in Bridgeport, Connecticut and flying commercial jets. Murray was working as a real estate agent in Virginia Beach.

Rankin reconnected with the Cog and Jitney in 2006 and told the story to Jitney Jr in 2019. "On Saturday February 11, 2006 I skied at Killington and headed to Bartlett, NH to ski Attitash on Sunday. As I passed by the Base Station road I saw the sign that said "Mt. Washington Ski trains." So I stopped and drove up to the base station. It was about 4:30 pm and all was closed. However, I met a gal and a guy with a TV camera and discovered that they had just finished filming something for their station. Do not know which one. I then drove down to the barn/shop and met several guys. (George) Trask's son (Bobby) was one of them and we started remembering guys with whom I had worked. I could only remember the name "Jitney." About 5pm I departed and drove to Bartlett. As I skied the next few days the name of Norm Lewis came to me along with Russell Spicer and Gordon Chase. I returned home to Virginia on Saturday February 18." But Rankin came north again the following month: "On Sunday March 26, I once again headed North to ski Mt. Snow on Monday. After a great ski day I left about 1 pm and headed for Bethel, ME and Sunday River. I exited I-91 and stopped at a gas station and asked for a phone book. I tried to find Jitney's name but was not successful. As I was looking a guy came up and asked if he could help. I explained who I was looking for and he said there was a high school just up the road and maybe they could help. So off I went and found the Blue Mountain H.S. It was about 4 pm and the kids had left but there was a secretary in the office. I explained what I was trying to find out and she found a directory of the VT Superin-

Andy Rankin picks up his Cog laundry bag during a visit to Jit's house in 2006 - over 50 years after it was left in the back room where Mrs. Jitney did laundry for crew members.
- Jitney photo - Lewis Family Collection

tendent's Association and sure enough she found the name of Norm Lewis. She gave me his address and phone number. I continued on with great expectations. Tuesday March 28th I skied Sunday River and returned to the lodge about 3 pm. At 1545 I called the number and your dad answered. We chatted for about 30 minutes and he invited me to visit. So Wednesday I skied in the morning and left about noon. I arrived at your dad's about 2:20 pm. After a cup of coffee and some reminiscence, he said I have something for you. (Jitney) lead me out to the garage which was now more of a museum than a garage. He went over behind a counter and pulled out a cardboard box and out came this laundry bag with my last name on it. He then reminded me that your mother used to do the laundry for the single guys that lived in the Boarding House. Then he took my picture holding the bag *(previous page)*... He also gave me some Danny Gore material which I wasn't sure what that was all about. He then took me out to the barn which I remember has some remarkable items. Shortly after I departed *(Danville)* and now I regret not staying in touch. Such is life." Andy Rankin was a Pan Am pilot until retiring in 1991. He attended the Cog employees reunion in 2019.

- Railway Ledger / Email to Jitney Jr - Monday, June 17, 2019 / See Vol. 1 Ch. 9 Sec. 5

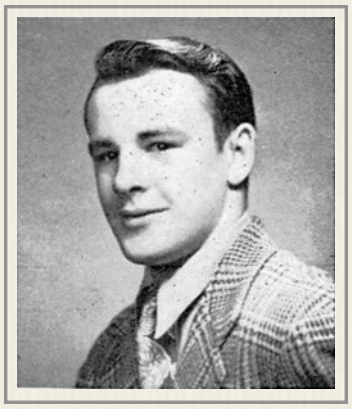
Margaret J. Rankin (1974)
- Sanborn Regional HS yearbook

Margaret Jean Rankin 1973 - 1974

17-year old Margaret Rankin from Kingston, New Hampshire worked in the Marshfield kitchen as a short order cook her first summer at the Cog. In the fall she returned for her senior year at Sanborn Regional High School where she worked on the yearbook. The daughter of James T. and Charlotte (Fosdick) Rankin would return to the Mountain after graduation and earn $1.90 an hour as a cook in the Marshfield kitchen. Margaret would go to college for two years before marrying for the first time at age 26 in Chespeake, Virginia on January 19, 1982. It was the second marriage for 29-year old divorcee Warren William Walters, Jr. of Chesapeake. His first marriage had ended the previous month.

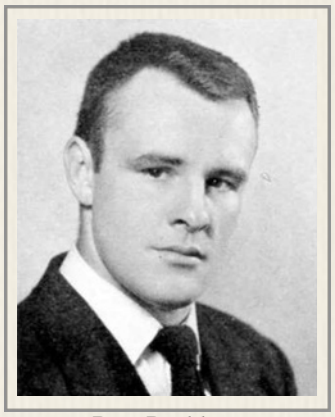
- Marshfield/Cabins Corporation / Bencosky-Desjardins files / Ancestery.com / Newspapers.com

E. C. Rathburn 1951



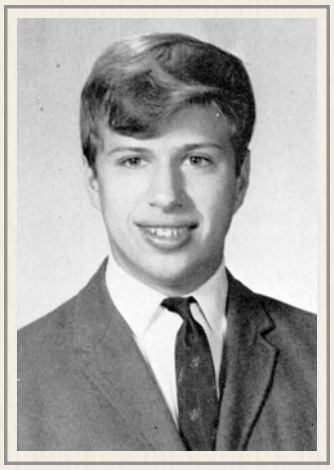
E. C. Rathburn (1946)
- Melrose HS Yearbook

Marshfield Corp/Cog Railway Cabins - Subject to further confirmation, Jitney Jr believes the "E.C. Rathburn" found on the Marshfield payroll in the summer of 1951 may be Elbert Charles Rathburn Jr. of Melrose, Massachusetts, who was going to Middlebury College and a classmate of Cogger William F. Trask, George's brother. Both Rathburn and Trask graduated in 1952. Rathburn was a junior – born on September 17, 1928 to 20-year old Ada T Christopher and 23-year old Elbert Charles Rathburn. Rathburn had a younger sister, Marilyn. According to *Ancestry.com*, "Elbert, always known as Bert, was a fine athlete, playing on Melrose High School football, baseball and hockey teams." At Melrose H.S. *(right)*, he was part of the Class of 46 – "Our Most Athletic members are Bert Rathburn and Barb Eldredge. Bert is a letterman in football and in hockey." Barbara Bishop crafted the Class Prophecy and went forward to 1965 and a dreamscape where the class of '46 members fly to a gathering in Timbucto. When the plane lands… "Bert Rathburn on his latest invention, an ultra-violent pogo stick, hopped up to meet us, and led the group to a clearing among the palm trees." In the yearbook's true confessions section, Bert Rathburn revealed his favorite hangout was Hixon's Emporium, his favorite song "4F Ferdinand, the Frantic Freak" by Harry "The Hipster" Gibson on his 1944 album, Boogie Woogie in Blue. Rathburn's pet hate, along with a number of his classmates, was "408." His "official" yearbook entry noted in addition to "Bert," his nicknames were "Elbe" and "Smiles." It went on to explain that "behind that beguiling smile lies an abundance of friendly mischief, for where you find this happy-go-luckily lad, you find gaiety, humor, -- and the fairer sex! Besides distinguishing himself as an indispensable member of the "Red Raiders" (Football 3, 4; Hockey 4) where he gained a laudable reputation as an athlete, Bert has also been an ardent supporter of all the school activities. After high school, he went to the New York Military Academy. He was at the Academy at Cornwall on Hudson, N.Y. on November 2, 1946 when he went to register for the draft in Newburgh. The registrar recorded Rathburn was 6 feet tall and weighed 193 pounds. He had brown eyes, brown hair and a dark complexion. After NYMA, Rathburn went to Middlebury College where he majored in physical education, played on the football and hockey teams and was a member of the Blue Key and Phi Kappa Tau. He joined the army and the spent several years in Germany, where he met his wife, Erika Kaiser. The couple were married for 43 years, and had two sons, Douglas and Donald, between 1962 and 1965. He served with the U.S. Army for 24 years. He was a US government employee for many years following his military service. Elbert C. Rathburn Jr. died on January 9, 2004, at the age of 75, and was buried in Boscawen, New Hampshire in the New Hampshire Veterans Cemetery."



Bert Rathburn (1946)
- Middlebury College Yearbook

- Marshfield Corp / Ancestry.com / Newspapers.com / Boston Globe - Sun, Jan 11, 2004 pg. 30



George K. Rauh (1969)
- Dover HS Yearbook

George Rauh 1967

The 16-year old Rauh *(left)* was working as a "humble dishwasher" at the time of the Accident according to a Facebook post on September 7, 2015. He was born in Effingham, Illinois on October 21, 1960 and graduated from Dover High School in 1969. George was called "Ralph" by his Dover High School classmates, and ran cross country his junior and senior years. He was part of the track team as junior as well as being part of the Radio Club and Key Club. His yearbook entry says he "hopes to pattern himself after Linus in the Peanut's gang... reddens remembering the time he had to explain to the home economics teacher, in front of her class, that he had ripped his pants... will never forget falling up to his hips in a mud hole during a cross country race... likes running, girls and VW's... dislikes Janis Joplin and the Holding Company... plans to become a technician." The phrase he was known for in high school was "Greetings!" It is a phrase he likely continues to use as he is currently working in real estate sales in Londonderry, New Hampshire.

- Marshfield Corp / Ancestry.com / MWCR: We Worked There FB

George Rauh

Lorna M. Ray 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list - from Littleton, N.H.

Richard I. "Ricky" Ray 1984 est.

Ricky Ray worked at the gate and the shuttle train during the John Rolli era of management. Cogger Dave Moody says Ray was from Bethlehem, N.H. According to *Ancestry.com*, a Richard Ira Ray born on June 15, 1968 in Onslow County, North Carolina was living in Bethlehem in 1992 through 2020 with a spouse, Joanna. Noted on Rob Maclay's Cog Railway Mailing list

- Rolli email to Jitney Jr. / Ancestry.com

Charles Raymond 1946

Ran the Gift Shop with his wife

- Ellen Teague: I Conquered My Mountain

Larry Raymond 1984?

Brakeman during the John Rolli administration

Jennifer Read 1999 - 2001?

Railway employee - *(2016)* Leslie Woolhouse Siggins: "Coggers, one of our own lost her husband very suddenly this past Friday *(8/5)*. Jennifer Reed worked there from 1999-2001 (?), I believe? She worked in the kitchen and also started early spring to get things ready around the building. Her husband Bobby was an engineer for Union Pacific. Jennifer is a stay-at-home mom, with 4 girls, and will need to take a little time to grieve and get back on her feet. Please consider donating, if you're able. Thanks so much!" *- MWCR: We Worked There FB site - Aug 10, 2016*

Jennifer Read
- Facebook profile photo

Les Read 1954

Railway fireman - Thanks to the Rev. Lin Knight's journal he kept during his two years at the Mountain, we know the make up of the train crews in 1954: "No. 1 Mt. Washington - George Wilmot, Les Read & Duke Hough"

R. L. Read 1950

Marshfield Corp Ledger

Christoper Reader (1965)

Christopher Reader 1965

Marshfield Gift Shop employee *(left)* - Shirley Jenks Kent remembers "Chris was the youngest son of our minister here in Essex Jct. His Dad had been (the Jenks' family) minister in the United Church in Newport and I taught Chris when he was in the three-year old(s) Sunday School." / Christopher James Reader was born on October 7, 1947 in Montreal to a Canadian couple – Newfoundland-native Rev. Maxwell Reader and his wife, Ruth (McCuin) Reader. He had a brother, Todd. The family was living in Newport, Vermont in 1955 when Chris celebrated his eighth birthday. Chris was a 17-year old graduate of Essex Junction High School when he came to Mt. Washington to work for Mike Haney in the gift shop in 1965. His high school nickname was "Chippie," and he was in the college preparatory track. In his junior year, he was a member of the Drama Club and managed the track & cross-country teams. His ambition was to become a "Renaissance Man" and his pet peeve

"Chippie" Reader (1965)
- Essex Jct. HS Yearbook

was that "School ends at three o'clock." Reader spent two years in the Marine Corps serving in Okinawa and Vietnam. Back in the world, Reader enrolled at Johnson State College. Reader was living in South Hero when he graduated from Johnson in 1971 on the Dean's List with a minimum B plus average. A month later, the 23-year old married a fellow Johnson Dean's List graduate, 21-year old Linda Mae Rollo of Highgate Center. The couple would both teach. She in the second grade. He taught grade 5 at the St. Albans City Elementary School starting in the fall of 1972. On July 23, 1974, 26-year old Chris Reader, now living in Franklin, had stopped his car at the junction of U.S. Route 2 & 7 in Colchester when a motorcycle "rammed the front-end" of his car. Police say the St. Cloud, Florida biker didn't see Reader's car as he was pulling out of a gas station due to a turning tractor-trailer truck. He went over the handlebars and the car, landing nine feet behind the vehicle. Reader was shaken up. The biker and his passenger suffered minor injuries. In May 1975, Chris and Linda welcomed a daughter, Heather Lynn into the family and in June 1978, a son, Brent McEwen. Brent would spend the last two years of his time at Mississiquoi Union High School studying the Western Abenaki *(left)* so he might teach the long dormant language. Reporter Molly Walsh wrote, "Brent's maternal grandfather never spoke of his Indian heritage to his own children. But both Brent's mother, and his father, who is not Abenaki, take pride in watching their son immerse himself in a culture that skipped over the previous generation. "I want him to have a real good sense of who he is and to be proud of his Native American heritage," said Christopher Reader, Brent's father. Although it has a few words that are borrowed from French and English, such as "sugal," for sugar, the Western Abenaki language is quite different from English and Romance languages. There are no silent letters and only 24 characters in the alphabet. Phrases that would be expressed in several English words are expressed in one long Abenaki word." Christopher Reader currently lives in Highgate Center."

Brent Reader (1996)
- Adam Pellett photo / Btv Free Press

- Marshfield Corp / Ancestry.com / Newspapers.com / Burlington (VT) Free Press - Thu, Jun 24, 1971 pg. 11; Jun, 28, 1971 pg. 4; Tue, Aug 29, 1972 pg. 3; Wed, Jul 24, 1974 pg. 26 & Sun, Jan 7, 1996 pg. 7

David Reardon 1974

Short Order cook in the Marshfield kitchen earned $2.50 an hour.

- Marshfield-Cabins Corporation / Bencosky-Desjardins files

William Reardon (1949)
- East Bridgewater HS

William J. Reardon 1956

From East Bridgewater, Massachusetts. William Joseph Reardon was born on April 11, 1932, in East Bridgewater, Massachusetts His father, John Joseph Reardon, was 24 and his mother, Winifred Josephine (Mullen) Reardon, was 22. On April 18, 1940, Census enumerator Helen Freeman found the Reardon family living on East Bedford Street in East Bridgewater. They had been there for at least five years. 8-year old William, along with his younger brother, 6-year old John were in school. His dad John was working as a timekeeper for the Works Progress Administration supporting the family on $650 a year. His mother Winnifred was taking care of 3-month old Robert. Reardon was a member of the East Bridgewater High School Class of 1950, and appeared in the junior class picture *(left)* in the 1949 yearbook, but his name is not in the Student Pen yearbook in 1950. He served in the US Army as a private during the Korean conflict and married Mary Madeline Bragg in 1953 in his hometown. Reardon was 24-year old vet when he came to work at Mt. Washington on the railway in 1956. William and Mary had two children during their marriage. His wife Mary passed away on July 30, 2001, in Bridgton, Maine, at the age of 72. A year later, the 70-year old widower married Janice O'Hearon on August 4, 2002 in Maine. She died in January 2011. William Joseph Reardon died on September 23, 2016 in Freeport, Maine at the age of 84. He and his wives are buried in the Maine Veterans Memorial Cemetery in Augusta, Maine.

-Railway Corp / Ancestry.com / Find-a-Grave.com

E. C. Reed 1917

The July 23rd, 1917 edition of *Among the Clouds* lists an "E. C. Read" as a fireman that summer. Eugene Charles Reed was born on January 13, 1887 in Jefferson, N.H. and had started that summer as a 30-year-old trackman on the Mt. Washington Railway living in Whitefield. That's what Reed told the Selective Service registrar when he filled out his draft registration card on June 2, 1917. Reed had blue eyes, brown hair and was of medium height and build. He was claiming an exemption from military service as he had a "wife and 3 children under 12." He had married 17-year-old Randolph, N.H. native Effie J. Lowe twelve years before on July 26, 1905 at age 18. Now Reed was a fireman at the Cog in support of his wife and daughters Cora G., Frances E. and son, Charles E. Fireman Reed's mother was definitely Mathilda Emogene Moulton, and he had an older brother Asa Franklin Reed. However, family trees in *Ancestry.com* disagree over the identity Eugene's father. Eugene & Effie's 1905 marriage license says Calvin Eugene Reed was his dad, however twelve of the over 40 publicly viewable trees on *Ancestry* say Calvin's brother, William Dexter "Deck" Reed was E.C. Reed's father. Calvin died in 1896. Dexter in 1905. Eugene's mother had married 22-year-old Elwin Paschal of Jefferson in 1897. Her boys, Asa and Eugene were living with the Paschal's on the farm in 1900. Eugene's new

family was still living in Jefferson in 1910. He was working as a laborer doing odd jobs. When the 1920 Census was taken the Reeds were living Woodsville, N.H. and he was a railroad brakeman. 1930 found the Reeds living on River Road in Haverhill. The 43-year-old E.C. Reed and his 22-year old son, Frances were listed as general laborers. In April 1942, when the 55-year-old Reed signed up for draft he was working for F. F. Davis in Warren, N.H. He stood 5-feet 8-inches tall, weighed 150 pounds, and had a ruddy complexion. His brown hair was mixed with gray, but the eyes were still blue. Reed's wife, Effie would die in Haverhill in August 1954 at the age of 66. At that point, their daughters were married and living in Lancaster and Wilder, Vermont. Son Charles was in Belvedere Center, Vermont. Eugene would live another dozen years. He died of a heart attack at the Mary Hitchcock Hospital as a "permanent electrode pacing catheter" was being inserted to treat his heart disease. *(1966)* "Eugene C. Reed, 79, died Friday, June 24 at the Mary Hitchcock Memorial hospital. For the past two years, he had lived in Hanover and White River Junction, Vt. Mr. Reed was born January 18, 1887, in Jefferson, son of Calvin and Mathilda (Moulton) Reed, and lived most of his life in Haverhill. He was a brakeman on the Boston & Maine Railroad for many years and also farmed in Haverhill, retiring about 15 years ago. He was a member of the Pink Granite grange in North Haverhill. Mr. Reed is survived by a son, Charles E. Reed of Alburg, Vt.; two daughters, Mrs. Cora McConnell of Lancaster; and Mrs. Frances Carbes of White River Junction; five grandchildren; six great-grandchildren; and three nieces. The funeral was held Monday, June 27 at 2 p.m. at the No. Haverhill Methodist church. Rev. Johnson Armistead, pastor, officiated. Burial was in Horse Meadow cemetery, No. Haverhill *(Ed note: where his wife was buried as well.)*

- Among the Clouds - Jul 23, 1917 / Ancestry.com / Find-a-Grave.com / Newspapers.com / The River News & Twin State News-Times (Woodsville, NH) – Thu, Sep 2, 1954 pg. 4 & Thu, Jul 7, 1966 pg. 5 / The History of Woodsville, NH – One Name at a Time

Thomas B. Reeves 1974

The 23-year old from Wichita, Kansas earned $2.00 an hour that summer working as a carpenter. A Thomas B. Reeves from Wichita graduated from Wichita State University at the end of the 1975 Summer session with a Bachelor of Arts in Education.

- Bencosky-Desjardins Collection / Ancestry.com / Newspapers.com / Wichita Eagle - Thu, Sep 18, 1974 pg. 44 / GenealogyBank.com /

Earl L. Reid Jr. 1954

Railway Ledger

R. C. Reiner 1951

Railway Ledger

Henry Remillarde 1907

A 19-year old Summit House employee originally from Jitney's mentor's hometown in Quebec. Mike Boyce would've been seven years old when Henry Joseph Remillarde was born on January 21, 1888, in St-Sylvestre, Quebec, Canada. Henri's father, Cleophas, was 23 and his mother, Adele, was 22 when he was born. Mike Boyce was a fireman on the railroad the summer Remillarde staffed the Summit House. The year before *(or the year after, family timeline records vary)* he worked on the top of Mt. Washington, Remillarde married Mary Marie Anne Jobin, his first cousin, in Lac-Mégantic, Quebec, Canada. Adele Gilbert and Marie's mother, Philomene Gilbert, were sisters. Henry and Marie had 15 children in 25 years. Their first, Emile was born in Thetford Mines, Megantic, Quebec. In 1912, the couple moved to Manchester, New Hampshire. In April 1942 when he registered for the draft, Remillarde stood 5-foot 8-inches tall and weighed 200 pounds with brown eyes and hair with a light complexion. He was working for the WPA at the Navy yard, likely as an electrician according to one of his son's wedding application. He was an electrical contractor in March 1956 when he was diagnosed with pancreatic cancer. He died on January 7, 1957, in Manchester, New Hampshire, at the age of 68. *(1957)* "Henry J. Remillard, 68, of 35 Dewey street, died at the home of his daughter, Mrs. Lucien Croteau, 87 Harrington avenue, early Monday *(1/7)* after a long illness. Mr. Remillard was born in St. Sylvestre, P.Q., the son of Clophas and Adele (Gilbert) Remillard and resided in this city for the past 45 years. He was a well known electrical contractor. Members of his family are his wife, Mrs. Mary (Jobin) Remillard; five daughters, Mrs. Lucien (Gertrude) Croteau, Mrs. Roland (Charlotte) Bosse, Mrs. Arthur (Madeleine) DesPins, Mrs. Roland (Dorothy) LeClerc, Mrs. Robert (Pauline) Doyle, all of Manchester; seven sons, Donald, Maurice, Paul, Robert, Raymond, Gerard and Edward, all of Manchester; 37 grandchildren; three sisters, Mrs. Romeo Dery, Mrs. Davila Doyon and Mrs. Ernest Boisvert, all of this city; two brothers, Wilfrid Remillard and Albert Remillard, both of Manchester; several nephews and nieces. Mr. Remillard attended St. Theresea church where a solemn high mass of requiem will be celebrated Thursday *(1/10)* at 9 o'clock. The J.N. Bouffard and Sons Funeral home has charge of arrangements."

- Ancestry.com / Newspapers.com / GenealogyBank.com / Among the Clouds - Aug 10, 1907 / Manchester (NH) Union Leader – Mon, Jan 7, 1957 p. 10

G. Renaud 1951

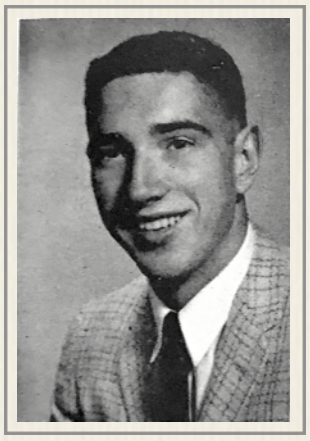
Mt. Washington Club/Summit House

Rex - Ric

Jamie Rexford 1993

18-year old Trainee brakeman from Whitefield, NH (?)

- Trask Letter to Walter King NHDOT - Jul 8, 1993



Arthur Reynolds (1963)
- St. Johnsbury Trade School

Arthur Reynolds 1961

16-year old Summit House dishwasher in the kitchen. The St. Johnsbury Academy student, Arthur C. Reynolds worked until September 4th of that season earning $100 plus $25 a month before going back for his junior year. Arthur Clifton Reynolds was born on February 26, 1945 to 38-year old Burke, New York native Erville Henry Reynolds and 41-year old St. Johnsbury teacher Anne Blanche (Steady) Reynolds. It was their first child. Erville was working as a farm helper when their son was born. Arthur graduated from SJA in 1963. In 1968, the 22-year old Reynolds was living in Brattleboro, Vermont and working as a lineman when he married 18-year old Judy Dale Placey of St. Johnsbury on January 6th. The couple welcomed their first child, Kent Arthur into the world on May 30, 1968. Arthur and Judith would divorce in May 1995. The 59-year old Reynolds was living in Newfane, Vermont in June 2004 when he married 58-year old Jeannette Ellen (Roberts) Van Ostrand from Clinton, Connecticut. Arthur Reynolds continues to live in Newfane.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com

Frank Reynolds 1910

Brakeman - It is unclear whether the 1910 Cog brakeman is the same Frank Reynolds noted as the 1894 fireman on the Base spur line locomotive *Mt. Washington* hauling logs at Ammonoosuc Falls pictured in the March 1926 *B&M Employees* magazine

- Among the Clouds - Season of 1910 (Fall) - Sep 14, 1910

Gordon Rhesa ???? - 2018

Railway employee - Retail Director - left before 2019 - Gift Shop

- ZoomInfo.com / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Ronald E. Rhoads 1967 - 1969

Summit House employee - Mentioned by Old Troll in *Cog Clatter v2 n3* - Ronnie Rhoads appears on the Summit payroll summary for July 1967 as earning $120 a month. “Free” room and board was worth $66.65 a month for tax purposes. His net monthly pay was $95.99. Rhoads’ salary was booked in the Summit House “restaurant” column. From Glenside, California, Rhoads appears on the Summit payroll summary for July 1968 as earning $165 a month. “Free” room and board was worth $66 a month for tax purposes. His net monthly pay was $130.24. Rhoads’ salary was booked in the Summit House “repairs & maintenance” column. Ronnie Rhoads worked in 1969 as a brakeman and earned $1.60 an hour.

- Summit House / Railway Corp / July 1967 & July 1968 Summit Payroll summary / Bencosky-Desjardins files

June Rhoda 1975

Worked in the Marshfield kitchen in the summer of 1975. A 1972 graduate of Plymouth-Whitemarsh High School from Concohocken, Pennsylvania where she was on the hockey and lacrosse teams her sophomore, junior and senior years. She was also part of the ski club during her last two years. June went to Moravian College for Women in Bethlehem, Pennsylvania where she played on their field hockey team. Her departing quote under her senior photo was “The most wasted day of all is that on which we have not laughed.” June E Rhoda is now a Nurse Practitioner Specialist graduated with honors in 2008. She is affiliated with numerous hospitals in Pennsylvania and more, including Fort Defiance Indian Hospital in Arizona. Mrs./Ms. June E Rhoda is licensed to practice by the state board in Pennsylvania and New Hampshire.

- Marshfield/Cabins Corporation / Bencosky-Desjardins Collection / Ancestry.com / Newspapers.com / GenealogyBank.com

June E. Rhoda (1972)
- Plymouth-Whitemarsh HS

Tommy Rhom (2016)
- Oechsle Family Collection

Thomas (Tommy) Rhom 2013 - 2022

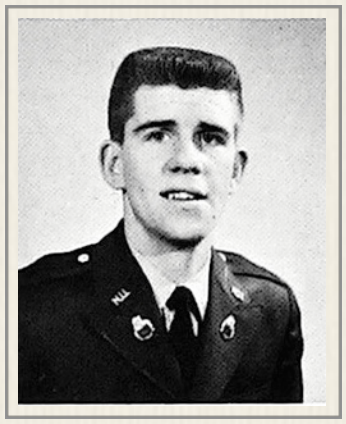
Brakeman *(left)* originally from Whitefield, N.H. now living in Bretton Woods - born on November 26, 1958. *- Cog Party list - 6.21.22 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022*

Asa Barron Rice 1889 - 1892

Summit House clerk - *(1892)* “Mr. A. B. Rice, for several years clerk of the house, has charge of the office, and has already won many friends with the traveling public by his unfailing courtesy.” *(1893)* “Clear skies and superb weather greeted the early risers at Bethlehem today (8/22), and everybody knew that the success of the west side coaching parade wa asured. Today’s parade was the sixth of teh annual celebrations on this side of the mountains, and favorable conditions attended everything from the moment grand marhal Keetchum gave the signal for his line to advance in the morning,

until the last piece of fireworks had been discharged in teh evening. Eleven o'clock was the hour advertised for the parade to begin, but it was long past that time when the command to march was given, and the Maplewood cottage coach fell in behind the band and took the right of line for Bethlehem proper, a mile away. The start was made from the Maplewood hotel... ThYork. He was assisted by Edward O. Seccomb of Boston, chief of staff; (and among others) Asa Barron Rice of Fayban House. It was 2 o'clock before the procession retruned to its starting point and disbanded. Then the visitor made a rush for dinner and the hotel were crowded until time came for the ball game." *(1899)* "Mr. Asa Barron Rice of Boston, who was for many seasons clerk at the Summit house on Mt. Washington, has been the guest this week of his cousin, Col. W. A. Barron, at the Twin (Mountain hotel). Saturday he tried his luck on a fishing trip to the base of Mt. Washington, and judging by the string he brought back neither his old skill or good fortune has deserted him." *(1901)* "We,, undersigned, merchants doing business on Washington street, in Boston, in Boston, herby protest against any legislation which will require the removal of surface tracks from any portion of Washington *(right)* where the same now are, and humbly beg the Legislature of Massachusetts to refuse to enact any such legislation." Among those signing the front page ad "Asa Barron Ricc & Co." / *Ancestry.com* summary: "Asa Barron Rice was born on October 18, 1862, in Compton, Quebec, Canada. His father, Charles Gilbert, was 39 and his mother, Mary Sybella (Andros) Rice, was 28. He married Nellie G. Miller on October 29, 1891, in Kings, New York. They had one child, Charles J., during their marriage. He died on November 1, 1901, in Somerville, Massachusetts, at the age of 39, and was buried in Everett, Massachusetts. (1901) "Mr. Asa Barron Rice, for the past eighteen years a resident of Somerville, died at 2.43 o'clock thi morning. he was thirty-nine years of age and leaves a widow. For, a number of years he has conducted a prosperous gents' furnishing establishment at 781 Washington street, this city (Boston). Funeral services will be held on Sunday *(11/3)* afternoon, probably at two o'clock, at his late residence, 21 Aldersey street, Somerville, where he died. Rev. N.K. Bishop, rector of the Emmanuel Episcopal Church, Spring Hill, will officiate."

- Among the Clouds - Jul 11, 1892 / Boston Globe - Sun, Aug 6, 1899 pg. 22 /Ancestry.com / Newspapers.com / Boston Evening Transcript - Fri, Mar 29, 1901 pg. 1 & Fri, Nov 1, 1901 pg. 6 / Boston Globe - Wed, Aug 23, 1893 pg. 1 & 3 /



Frederick D. Rice (1959) - Norwich University

Frederick D. Rice 1956

16-year old Frederick D. Rice came from Winchester, Massachusetts to work in Marshfield at Mt. Washington in the summer of 1956. He was a student at Tabor Academy in Marion, Mass., and would attend Norwich University in Northfield, Vermont starting in the fall of 1958. On Saturday morning, May 16, 1959, Rice was one of three Norwich cadets who appeared before Judge John J. Wackerman in Montpelier's municipal court. He pled guilty to a charge of procuring malt beverages and was fined $20 and costs. Rice spent just a year at Norwich as liberal arts major. His freshman photo *(left)* in the Class of 1962 is seen in the 1959 *War Whoop* yearbook. In April 1960, Rice enlisted in the Army at Boston's main recruiting station. He was stationed at the Pentagon in 1961 where he met a young woman from Mountain Lake, Washington who was working there. When Everett (WA) High School graduate Sharon Adelle Sebers and Danforth Scott's engagement was announced in early December 1961 by her parents, Mr. And Mrs. O. R. Sebers, the *Boston Record American* proclaimed "a Washington romance is revealed." The couple were married on Saturday afternoon, May 26th in Winchester *(right)*. The bridegroom's sister, Marcia was maid of honor and step-brother, Robert C. Scott Jr. was an usher. After a wedding trip to Cape Cod, the couple made their home in Arlington, Virginia. U.S. Army Specialist Fifth Class Rice reported back for duty. A 1965 roster of US Army personnel indicated Rice had become a Chief Warrant Officer 2 in the military police.

Photo by Benrime

MR. AND MRS. FREDERICK D. RICE

- Winchester (MA) Star - Thu, Jun 21, 1962 pg. 3

- Marshfield Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Vermont Sunday News - Sun, May 17, 1959 pg. 5 / Boston Record American - Dec 3, 1961 pg. 26 / Boston Globe - Sun. Jun 3, 1962 pg. 122 / Boston Herald - May 30, 1962 pg. 41 / Winchester (MA) Star - Thu, Jun 21, 1962 pg. 3

V. J. Rice 1952

Mt. Washington Club/Summit House

Chester Rich 1949

Railway employee - *(1949)* Chester Rich attends a funeral in East Concord, Vermont for 4-year old May Edith Cote, who had died from bleeding ulcers. He was listed as an out-of-town guest at the service hailing from the Mt. Washington Cog railway. Chester Guy Rich was born on May 30, 1915, in New Hampshire. His father, Earl Archibald Rich was 22 and his mother, Lula A (Prouty) Rich was 20. His sister Grace E *(b.1918 d.1936)* was born in Lancaster, New Hampshire, when he was 3 years old. The

family was living on Elm Street in 1920, and father Earl was supporting the family as a fireman on the railroad. Two years later, sister Velma Audrey *(b.1922 d.2008)* was born when Chester was 6. In 1930, Earl Rich had traded in his fireman's shovel for a cleaver. The family was living on Grove Street in Lancaster, and Earl was working as a meat cutter at a market. Chester Rich married 19-year old Helen Mary Glode *(b.1920 d.2000)* from Littleton on November 30, 1939, in Lancaster, New Hampshire when he was 24 years old. They had apparently met while both working at hotels in the area. Both of the Chicago-born bride's parents were dead, but her dad had been born in Littleton. The couple was living at 12 William Street in Lancaster in the fall of 1940 when Chester registered for the draft. He was now working for the Wyoming Valley Paper Mill in Northumberland, New Hampshire. He stood 5-feet 10-inches tall and weighed 160 pounds. His eyes were hazel, his hair brown and his complexion ruddy. He had a scar on his left wrist. In 1944 son Philip Earl Rich was born to Chester and Helen. In 1947, the couple had a daughter, Louise Edith Rich. In 1948, 34-year old Chester Guy Rich was listed as the father of Chester Guy Cote born out-of-wedlock to 24-year old Stella May Rollins of East Concord. She was a winder of paper twine, and Chester Rich was working at the paper mill. This would explain his connection to the Cote funeral in 1949 when he was working for the Cog. Son Philip Rich was a 23-old student in Keene, New Hampshire when he married a local 19-year old motor inspector, Joanne Dolores Hewey. At the time, Philip's mother, Helen was living in Littleton and father Chester was now in Manchester, Connecticut. At 45, Chester Rich had finally married 46-year old Stella May Rollins on February 18, 1961, in Mansfield City, Connecticut some 13-years after their boy was born. Chester Guy Rich died on June 25, 1999, in Windham, Connecticut, at the age of 84.

- Littleton Courier - Thu, Aug 11, 1949 pg. 7 / Ancestry.com / Newspapers.com /

Fred E. Richards 1899 - 1902

Summit House employee - "Fred E. Richards, William Aldred, William Swallow, Miss Louie Boston, and Miss Ellie Colbath, of the Summit House, made the trip to Tuckerman's Ravine Sunday *(7/30)* and lunched at the foot of the snow arch." In 1902, Fred Richards "has charge of the wine room" at the Summit House.

- Among the Clouds - Aug 1, 1899 & Jul 16, 1900 & Jul 12, 1902

David Richardson 1952 - 1954

Summit House

Joanne Richardson 2022

Railway employee - Accounting office manager

- ZoomInfo.com

MARRIED.

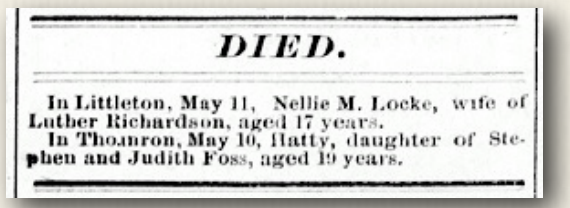
In Littleton, August 4, 1879, by Rev. W. A. Hadley, Mr. Luther Richardson of Littleton, and Miss Nellie M. Locke, of Landaff.

In Norrisville, Vt., July 24, by Rev. N. F. Cobleigh, Robinson Cartmell and Jessie E. Gammell, both of Norrisville.

White Mountain Republic - Aug 7, 1879 pg. 3

Luther Richardson 1867 - 1869

Railway employee - Luther Richardson was born on October 18, 1850, in Lisbon, New Hampshire. His father, James McDonough Richardson was 36 and his mother, Jane S. (Morse) Richardson was 20. He had two sisters, Kate Richardson Cardinal *(b.1848 d.1933)* & Flora Richardson Folsom *(b.1854 d.1877)* and two brothers, James Emore *(b.1854 d.1931)* & Horace Franklin *(b.1847 d.1935)*. He married 17-year old Nellie M Locke *(b.1862 d.1880)* on August 4, 1879, in Littleton, New Hampshire when he was 28 years old. She died on May 11, 1880 at age 17. He died on July 25, 1922, in Littleton, New Hampshire, at the age of 71, and was buried in New Hampshire. *(1922)* "Luther Richardson, for 53 years a resident of Littleton, died at his home Tuesday *(7/25)* at the age of 72 years. He was born in Lisbon on October 18, 1850, the son of James McDonald Richardson and Jane S. Morse. He was a man well learned in chemistry and during his younger days worked as a stone cutter and surveyor. He was also a mineralogist as well as a farmer. He married Miss Nellie May Locke of Landaff in 1878. The following year she died with her infant son. Mr. Richardson worked on the railroad when the line was being built up Mount Washington. He is survived by an aged mother, Mrs. Jane S. Richardson, 93, of Apthorp, two brothers, James E. and H. F. Richardson, and one sister, Mrs. Kate R. Cardinal, all of Littleton. The funeral was held this morning *(7/27)* with Rev. James McKenzie in charge. Burial was in Salmon Hole cemetery."


DIED.

In Littleton, May 11, Nellie M. Locke, wife of Luther Richardson, aged 17 years.

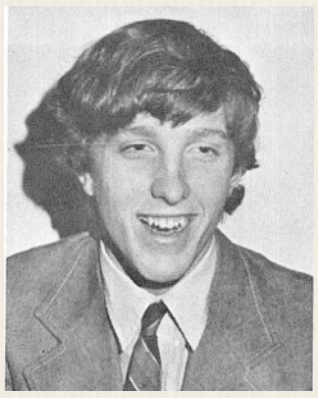
In Thornton, May 10, Hatty, daughter of Stephen and Judith Foss, aged 19 years.

White Mountain Republic - Feb 27, 1880 pg. 3

- Littleton Courier - Thu, Jul 27, 1922 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com White Mountain Republic - Aug 7, 1879 pg. 3 & Feb 27, 1880 pg. 3

Robert C. Richardson 1954

Summit House



Steve Richardson (1975)
- Portland HS yearbook

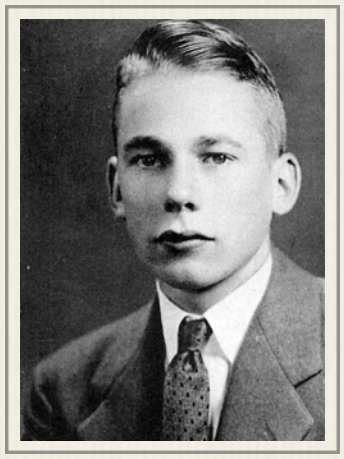
Stephen V. Richardson 1973

Steve Richardson was a 17-year old Marshfield counter boy during the summer of 1973. He earned $160 a month. A web search revealed he still lives in Maine, in South Portland on Ocean Street. His address is also the business registration address for Northeast Marine Contractors, Inc. and Planet Green, LLC. *- Faith Bencosky-Desjardins files / Ancestry.com / Newspapers.com*

Thomas J. Richardson 1954

Summit House

Walker Richardson 1942 & 1947

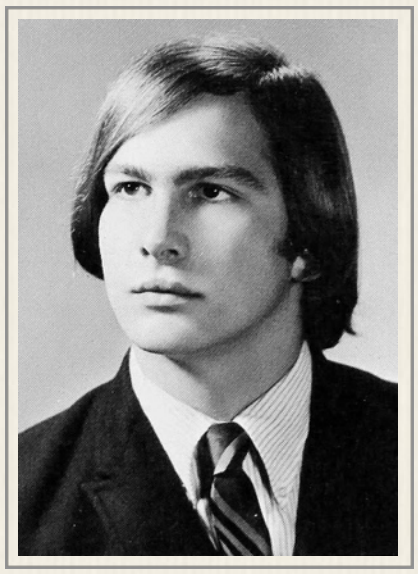


Walker Richardson (1941)
- Loomis Tech yearbook

Summit House manager - *(1947)* "Walker Richardson is acting manager of the Mt. Washington club, which is the name of the Summit House facilities where overnight guests can be accommodated." Walker Scott Richardson of Cambridge, Massachusetts was born on February 4, 1924 - the Chicago-born son of Lawrence Richardson of the Boston & Maine Railroad, the chief mechanic who helped Arthur S. Teague design the Cog switch installed in 1941 to allow Col. Henry Teague's hourly schedule. In 1930, the Richardson family was found by the U.S. Census in Melrose, Massachusetts. 40-year old father Lawrence was working as a mechanical engineer for the railroad. His 40-year old wife Dorothy, along with 21 year old Canadian-born maid, Eleanor P. Trites was taking care of their home on Youle street along with 11-year old Dorothy, 9-year old Lawrence Jr, and 6-year old Walker. On 1940, the family was living on Sewell Woods road in Melrose. All the kids were still at home. 16-year old Walker was in his first year in high school. Walker would graduate from Loomis Tech. Known variously by classmates as "Richie," "Stretch" and "Joe," Richardson had spent his first year at Loomis playing club hockey and tennis while leading the Ludlow club soccer team as captain. The following year more soccer and hockey but also was part of the music club and union settlement groups and endowment fund. After graduation, 18-year old Walker Richardson was working for the Mt. Washington Railway when he went to Lancaster, New Hampshire on June 30, 1942 to register for the draft. He was 5-feet 10-inches tall and weighed 160 pounds. He had blue eyes and brown hair with a light complexion. He was enrolled at Cornell University in the fall. There he was part of the Navy V-12 Unit that lived in Dorm 18 in 1945. On August 27, 1946, Walker Richardson, USN reported aboard the *USS Damato* for duty at Brooklyn, New York. On Saturday, January 20, 1951, the Cornell graduate and Navy vet married a Stoneham, Massachusetts woman, Gloria Baxter. She was the daughter of Mr. and Mrs. Lawrence M. Baxter and had attended the Pierce School. After the ceremony "a small reception at the Hotel Lafayette in Boston was held before the couple left on a wedding trip to New York and Washington. The newlywed would return to live at 215 Newbury street in Boston. The couple would have two boys, Walker Scott Jr and John Richardson. By the late 1970s, Richardson had moved to Harrisville New Hampshire. Walker Scott Richardson died on December 29, 2006, in Harrisville, New Hampshire, when he was 82 years old.

- Littleton Courier - Thu, Aug 21, 1947 pg. 1 / Ancestry.com / Newspapers.com / Boston Globe - Thu, Jan 25, 1951 pg. 17

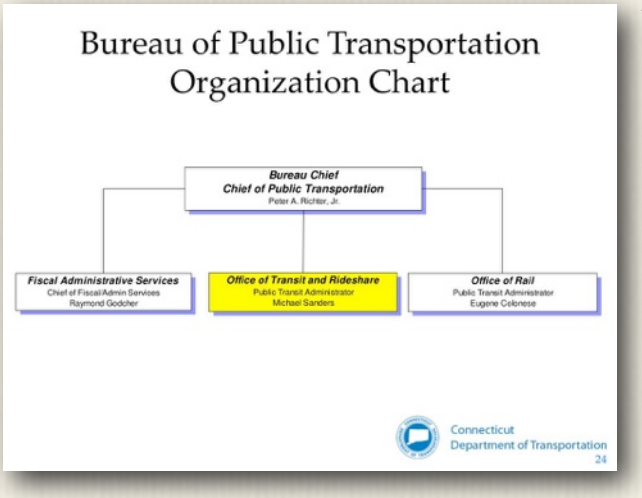
Peter A. Richter Jr 1969 - 1980

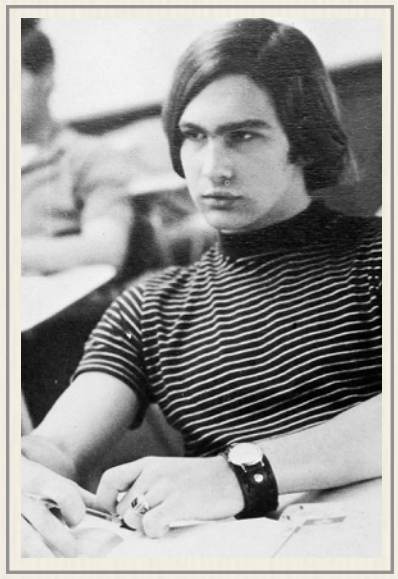


Peter Richter (1971)
- Barlow HS yearbook

From Redding, Connecticut, Pete Richter began his Cog career as a dishwasher in the Marshfield kitchen earning $165 a month. The following summer, he moved out of Marshfield and began working around the base, taking care of the coal bunker and parking cars. He graduated from Barlow High School in Redding in 1971 where played football. His yearbook entry described him as "A record enthusiast, Peter has the stereo equipment to prove it. A true New Englander, he loves Maine and has worked two summers in New Hampshire. Not one to jump headlong into a situation, he seems to anticipate and evaluate before action." The quote next to his formal senior portrait was "plunges inward with hurled downward thousands of enormous dreams." The summer after graduation, he qualified and worked as a brakeman at $1.70 an hour. During the winter, Richter was now living in Waltham, Massachusetts. As a second-year fireman in 1974, he earned $2.50 an hour and qualified to run as an engineer that summer. In 1975, Peter Richter was described as a "veteran" engineer in a state report written about the railroad in late June. He was also in a July state report by the New Hampshire Motor Vehicles Commissioner Frederick N. Clarke Jr as the 22-year old Richter's driver's license was revoked for driving while intoxicated. In May of 1976, Peter Richter graduated from the University of Connecticut with a B.A. in history and political science. There he was a member of Phi Alpha Theta. He returned to the Cog. Richter made 146 trips up and down Mt. Washington in the summer of 1976. There were 16 in June, and 65 in both July and August. In September, Richter went to work for Consolidated Rail as a supervisor of train operations having been through their executive management program and owing to his prior "field operating experience in train and engine service with Mount

Engineer Pete Richter checks the No. 4 Summit at Waumbek
- Desjardins Family photo





Peter Richter (1971)
- Barlow HS yearbook

Washington Railroad. While he was supervised 63 train and engine service and clerical employees at the Selkirk, N.Y. freight classification yard, Conrail let Richter return to the Mountain. Peter was making $4.20 an hour his final summer as an engineer in 1980. He then began a 30-year career with the Connecticut Department of Transportation rising from railroad operation advisor to state rail plan administrator. He arrived in time for an April 1980 purchase of thirteen self-propelled Budd cars at about a million dollars apiece to sour. Connecticut bought the cars, with an expected life span of 20 years, to run on AMTRAK lines in order to increase service between New Haven and Springfield. But when cold weather set in, the Budd cars started stalling. Breakdowns continued through the winter of 1983-1984. In the spring of 1984 as the Budd cars headed to the shops for a complete rebuild it was left to state rail advisor to explain why they were purchased in the first place. "We felt it was an investment that could increase ridership," he told a Hartford Courant reporter. In 1989, Richter was thinking about moving on to warm weather train operations. Miami Herald reporter Marilyn Adams noted Richter was among "four young train executives from the Northeast are finalists in the search for a new director of Tri-County Commuter Rail (from a pool of 31 candidates). The man chosen for the $65,000-a-year job will be charged with trying to turn the fledgling Hialeah-to-West Palm Beach commuter train into a reliable, popular alternative to the car in South Florida." *(Adams was a good friend of Jitney Jr's in the early 80s as a Burlington Free Press reporter and had visited the Cog.)* Richter wasn't chosen and stayed in Connecticut. In 1994, Richter married Rosemary Szczesiul. She had been the coordinator of the New Haven Project for Battered Women, the New Britain coordinator of the Healthy Mothers and Children group, and was working at the Office of Alternative Sanctions at the Connecticut Judicial Branch in 1994. They settled in Glastonbury where he is a registered Republican. Since his retirement from the state in May 2009, Richter has worked for a number of consulting firms. According to his LinkedIn account, "Peter Richter is a senior project management, service development expert in transportation, rail and transit. He performs operation management support, senior-level technical analyses including FRA/FTA regulatory compliance, PRIIA issue resolution, Sec. 209 billing analyses, freight rail evaluations and has managed large-scale transportation projects from end-to-end. He has planned for legislative action – and implemented over $800M in transportation programs, transit-oriented development, freight and transit systems growth in Connecticut, coordinating business operations with multiple stakeholders. He has planned, implemented and administered new and expanded rail and bus services on the Northeast Corridor, New Haven Line, Shore Line East, Hartford/Springfield Line, and contractor operator readiness transitions at MTA/Metro-Northern – New York, MBTA/Keolis – Boston, and CTrail – Connecticut."

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / State Report – Jun 24, 1975 / NH DOT files / Voterrecords.com / LinkedIn / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Herald – Tue, Jul 22, 1975 pg. 13 / Hartford Courant – Mon, May 14, 1984 pg. 18 / Miami Herald – Sat, Apr 15, 1989 pg. 99

Lorna Ridley (1946)
- Keene HS yearbook

Lorna M. Ridley 1954 - 1955

24-year old Lorna Ridley worked at the Summit House in the summers of 1954 and 1945. Born in April 1929 to 32-year old Edwin E. and 24-year old Rua P. Ridley, Lorna grew up in the village of East Swanzey, New Hampshire where her dad, a veteran of the world war, worked in the lumber industry. Ridley graduated from Keene High School in 1946 where she focused on math and science. Her yearbook bio says, "Quiet and dignified, yet so friendly… Really has her share of brains… Mathematical genius… One of the few of the weaker sex who dared to take her aeronautics… Weather-minded… Swanzey's gift to K.H.S…. It's N.H.H. for her in September… When Lorna gets into business, you can be sure the weather reports will be accurate. She sang in the Swanzey Congregational Church Choir all four years, was a member of the Honor Society as a junior and senior and was part of the Physics club the final year. Her quote: "Things won are done, joy's soul lies in the doing." Ridley majored in math and meteorology at the University of New Hampshire and graduated in 1950. During her time in Durham, she sang in the glee club her first two years, a Big Sister for three years, and helped organize the junior prom. She was dorm president, part of the Dance club and made the Dean's List as junior and was president of the Mortar Board Society as a senior. She was a teacher in Conway, New Hampshire and was participant chairman during the second annual spring Square Dance Festival at Kennett auditorium in May 1954. In the fall of 1954, she directed the student production of "The Daring Brats," a farce in three acts that opened on Friday, October 29. In between, she went to work at the top of Mount Washington and experience the weather there first-hand. When not working at the Summit House, she could be found at the nearby weather observatory. A 1955 photo in the American Meteorological Society archives finds Lorna Ridley *(next page)* amongst some other weather enthusiasts outside the building. In the summer of 1956, she was back on top of New England but was now a full-fledged weather ob-

Lorna Ridley (1950)
- UNH Granite yearbook

Rodger Brown, Lorna Ridley, Neil Littlefield, Edward Brooks (?) and one unidentified man standing outside the Mt Washington Obsy (1955)
- Blue Hill Observatory Collection/American Meteorological Society Archives

server, not just an interested, visiting Cogger. She became an item in Reg Abbot's notebook column in the *Union* Leader: "Mystery-Cleared. Well now, here is one puzzlement which is cleared: We were visiting the top of foggy Mount Washington last June *(1956)* with the Mt. Washington Study committee and spent some time in the Observatory. Where, when we got to thinking about it later, one of the observers - dressed liked the rest in T-shirt and blue jeans – had filled out the clothes oddly. So we wrote the AMC's Joe Dodge to inquire, and Joe's piles of correspondence buried it, or something. Because this week he wrote to tell us, yes, the observer was a gal, by name Lorna Ridley, a former chemistry teacher at Conway, originally from Winchester. She was there taking a busman's holiday from her job at Blue Hill Observatory. Thanks, Joe. We thought our eyes hadn't deceived us." *(2014)* Lorna M. Dingledy 75, of Marlborough Road, Troy, New Hampshire died Aug. 19, 2004, at the Keene Center Genesis Eldercare. She was born in Swanzey, Nov. 8, 1928, the daughter of Rua (Palmer Fifield) and Edwin E. Ridley Sr. Mrs. Dingledy was a graduate of the University of New Hampshire and earned a master's degree in meteorology from Penn State University. She worked for the National Weather Service at the Blue Hill Observatory in Massachusetts and in Anchorage, Alaska, for many years. She also taught high school in Conway and was a private tutor in Conway and Anchorage. She was also a resident of West Middlesex, Pa., for six years. She has been a resident of Troy for the past seven years where she was active in community affairs. She was a volunteer at the Troy Arts Festival and assisted in the editing of the Troy News. Mrs. Dingledy was a member of the Blue Hill Observatory Association. She was a parishioner of Immaculate Conception Church of Troy and a member of its choir. She enjoyed piloting small airplanes, knitting and watching Jeopardy. Survivors include, a son, Frederick Dingledy of Williamsburg, Va.; a brother, Edwin Ridley Jr. of East Swanzey; two nephews, one niece, several grandnieces and grandnephews. Her husband of 22 years, Frederick William Dingledy Sr., died in 1991. A memorial mass will be celebrated Tuesday at 12:30 p.m. in the Immaculate Conception Church, School Street, Troy. Burial will follow in Mountain View Cemetery, Old Homestead Highway, Swanzey Center. There are no calling hours. In lieu of flowers, donations may be made in Mrs. Dingledy's memory to the Gay-Kimball Library Fund, Troy 03465. The Foley Funeral Home, 49 Court St., Keene, is in charge of the arrangements.

- Summit House / Ancestry.com / Newspapers.com / Caledonian Record - Sat, Sep 20, 1947 pg. 6 / Manchester (NH) Union Leader - May 9, 1954 pg. 9; Oct 13, 1954 pg. 39; Oct 27, 1956 pg. 5 & Dec 3, 1956 pg. 21 / Keene Sentinel - Sat, Aug 24, 2004

Paul Donald Riendeau 1981

Riendeau worked on the grounds crew for the railway in 1981 and earned $3.35 an hour.

- Railway Corp / Bencosky-Desjardins files

Richard W. Riff (1938)
- Lancaster Academy yearbook

Richard "Dick" Riff 1978 - 1980

Richard W. Riff (19??)
- N.E.I. yearbook

Ten years after his daughter, Sharon wrapped her work in the Marshfield dining room *(see next entry)*, 56-year-old Richard W. Riff came up to work as a ticket agent for his fellow White Mountain Riding Club member, Ellen C. Teague. Richard and his wife, Patricia had owned and operated Riff's Flower Shop in Lancaster from 1948 until their retirement in 1976. Richard would sell tickets at the Cog for three summers. Riff also showed and bred Western and Arabian horses for many years. The son of Canadian John Lyman and Colebrook-native Marion Marguerite (Gadwah) Riff, Richard was born on November 13, 1921 in Colebrook, N.H., and went to college to learn the funerary trade. Dick graduated from Lancaster Academy in Lancaster, New Hampshire where he played football and hockey in 1938. After graduation, he went to the New England Institute of Anatomy and Mortuary Science (NEI). His yearbook entry from NEI found Riff to be "a small nice-looking fellow that romps up and down the corridors. Being a quiet and studious person, he should have little trouble, if any, in passing his State Boards. Having that most uncommon quality - sense, together with his originality, he should blaze an easy trail to his goal in Funeral Directing." However, he would end up in flowers after some time in the military and a mortuary. When Riff enlisted in the Army on August 8, 1940 at Concord, N.H. He was 5-foot 9-inches tall and weighed 140 pounds. Classified as a private, his embalming training had the Army suggesting he work in the medical department. However, Dick would serve during World War II in the First Special Service Force, an elite American - Canadian commando unit under the command of the United States Fifth Army. Created to be a small, elite force capable of fighting behind enemy lines in winter conditions, The Force served in the Aleutian Islands, and fought in Italy, and southern France before being

disbanded in December 1944. The Force was made up of people who had been rangers, lumberjacks, northwoodsmen, hunters, prospectors, explorers and game wardens who would learn how to parachute into combat. The First Special Service Force would be based at Fort Ethan Allen in Colchester, Vermont starting in May 1943. The group's roster lists him as a 2nd Lieutenant in the Headquarters Company. Those men would, collective receive a Congressional Gold Medal for the superior service during the war in July 2013. Riff returned to Lancaster and on January 9, 1946 belatedly registered for the draft. He had put on 20-pounds from the time of his enlistment. He had blue eyes, brown hair and a ruddy complexion with a scar on his left index finger. He was working for local undertaker Ross F. Stannard. Two days before Christmas of 1946, 25-year-old apprentice mortician Richard Riff married 24-year old hairdresser Iva Patricia Jones at the Catholic Parish house in Lancaster. She had been born in Sisson Bridge, New Brunswick the daughter of shingle sawyer. Three years after he left the Cog ticket office, Richard W. Riff would die on May 8, 1983 at the age of 61.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com /

Sharon A. Riff (1966)
- Poltrack Ashley Collection

Sharon Riff 1966 - 1968

Marshfield dining room *(1966)* "Sharon's future is at University of Mass. in the Public Relations - wow - practicing already. First year at the "Cog" and her hobby is horseback riding - would you believe ice hockey ????"/ Sharon Anne Riff was born on August 25, 1948, in Lancaster, New Hampshire. Her father, Richard W. Riff, was 26, and her mother, Iva Patricia (Jones) Riff, was 25. The couple ran a flower shop in the town. Sharon was educated in Lancaster public schools and shared her father's passion for horses. 14-year-old Sharon Riff "took the top riding honors at the Pemiquaney Riding Club Horse Show held at Prescott Park (in Meredith, NH) Saturday *(8/10)*. A total of 44 horses and 50 riders competed in the seven-hour show. Miss Riff (took) the hunter seat competition. Two years later, Riff was one of "five attractive Lancaster High School students *(right)* have been selected as candidates for the "Miss Snowmobile" title. The coronation will take place at the Grand Prix Ball to be held Saturday *(2/7)* evening at the Lancaster Community House. The ball and crowning of the queen is one of the features for the two-day second annual International Snowmobile Grand Prix being held here Friday and Saturday. Miss Charlotte Allin, 17, daughter of of Mr. and Mrs. Charles Allin, and Miss Gay Lewis, 17, daughter of Mr. and Mrs. Clayton Lewis *(and Jitney's niece)*, are from the senior class. Miss Sharon Riff, daughter of Mr. and Mrs. Richard Riff (was) selected from the junior class." During the summer of 1965, she attended the St. Paul School Advanced Studies Program in Concord on scholarship for mathematics. The following spring Riff graduated from Lancaster Academy in 1966 after winning the Gunwaithe Chapter DAR Good Citizen's Award in January. The press release said "Sharon, busy in school activities as well as community affairs, has participated for four years in girls' basketball, the Lancaster High School Athletic Association, Glee Club, orchestra, North Country Music Festival, and Drama Club. She also is representing her class as secretary-treasurer of the Athletic Association in her senior year, as a member of the Letterman's Club 2, 3, 4; Thespians 3 and 4, Senior Play 4 and Class Secretary 2, 3 and 4. (She) attended the YWCA Older girls Conferences for two years." That summer Sharon Riff began her three summer Cog career as a waitress in the Marshfield dining room, and went to UMass Amherst in the fall becoming a member of Sigma Delta Tau sorority *(left)*. Mid-way through her senior year, Riff's education was interrupted by a car accident. "A 21-year old Lancaster woman is in critical condition at Littleton Hospital suffering from intensive injuries received in a three-vehicle accident on Route 3, Bethlehem Saturday *(1/10)* afternoon. According to State Police, Miss Sharon Riff of North Road, Lancaster, was heading south on Route 3 when the accident occurred. Officials said a tractor-trailer, operated by James G. Brown, 28, of Seaborn, Me., jackknifed into Miss Riff's car and that both vehicles continued into a truck operated by Marcel H. Pouliot, 52, of Berlin, which was also southbound. Brown and Pouliot were uninjured, police said. Miss Riff was in critical condition at Littleton Hospital with a ruptured liver and other internal injuries, fractures of the left hip, left leg and facial bones, severe facial lacerations, a concussion and injuries to the right knee. The accident occurred about five miles south of Twin Mountain shortly after 1 p.m. Saturday. Miss Riff was taken to the hospital by the Bethlehem Fire Department ambulance." Riff would recover from the January 1970 crash, and on June 20th she would marry 24-year-old Mark Alan Crosby from West Acton, Massachusetts in Canterbury, New Hampshire. She was living in Framingham at the time. The license indicates Crosby had graduated from college. Sharon had completed 2½ years. It also said this was her second marriage. The first having ended in divorce on April 30, 1970 just two months before. *(A search for another marriage license was unsuccessful, but Ancestry's Massachusetts Marriage Index yielded that a "Sharon Riff" had married a "Dean Webb" in Holliston, Massachusetts in 1969.)* A DWI resulted in the 29-year old's driver's license being revoked in

ONE OF THESE attractive Lancaster High students will become Miss Snowbile at the second annual International Snowbile Grand Prix this Saturday evening. Left to right, seated, Gay Lewis and Sharon Riff, kneeling; Suzanne Lewis, and Charlotte Allin, standing in rear, Tina Livingston. (Kimball Photo)

Manchester (NH) Union Leader - Wed, Jan 1966 pg 15

Sharon A. Riff (1967)
- UMass Amherst yearbook

November 1977. Sharon Anne Riff died on November 20, 2008, in Franklin, New Hampshire, at the age of 60, and was buried with her parents in Colebrook, New Hampshire. *(2008)* "Sharon Anne Riff, 60, passed away suddenly on Thursday, November 20, 2008, of a massive heart attack at the Peabody Home in Franklin where she has resided for the past four months. Sharon graduated from Lancaster Academy, she attended the University of Massachusetts, Amherst, the University of New Hampshire and St. Paul's School in Concord where she studied advanced math. She grew up around flowers and truly loved them as her parents owned and operated Riff Flower Shop for many years. She also enjoyed gardening and riding horses at the Lancaster Fair. Sharon was devoted to her mother, who she took care of for two years due to failing health." *- See Vol. 1 Ch. 9 Sec. 3 / Marshfield Corp / Cog Clatter v1n5 – Aug 3rd, 1966 / Anestry.com / Newspapers.com / GenealogyBank.com / Manchester Union Leader – Mon, Aug 12, 1963 pg. 3; Tue, May 18, 1965 pg. 8; Wed, Jan 12, 1966 pg. 15 & Mon, Jan 12, 1970 pg. 3 / Nashua (NH) Telegraph – Wed, Nov 16, 1977 pg. 47 /* *www.baileyfh.net/obituary.aspx?MemberId=51077&MName=Sharon+Anne+Riff*

Dennis J. Riley 1978

Jackson, New Hampshire's Dennis J. Riley had a short Fall Cog Railway career as brakeman after working the summer maintaining the base. The 20-year old made just three trips up the mountain in charge of a car load of passengers. One in September and two after Labor Day. A DUI charge that resulted in the revocation of his driver's license in mid-September may have kept him from making more. A web search in 2021 found a Dennis J. Riley in his 60s living at 7 Daisy Drive in Freeport, Maine having lived in Center Conway, Glen, Intervale, Conway, Chatham and North Conway, N.H. as well as Poland, Maine. While in Conway, Riley held a commercial drivers license and drove log trucks. That license has since lapsed.

- Bencosky-Desjardins files / NH Dept of Transportation files / Ancestry.com / Newspapers.com / Nashua (NH) Telegraph - Tue, Sep 28, 1976 pg. 29 / WhitePages.com /

C. C. Rinehart 1900 - 1916

Assistant Superintendent of the Mount Washington Railway - *(1903)* "C. C. Reinhardt of Woodsville, Assistant Superintendent of the Mount Washington Railway, accompanied by Mrs. Reinhardt, was among the visitors to the Summit Sunday *(8/9)*" / *(1900)* Carroll C. Rinehart was "appointed assistant superintendent of the White Mountains division of the Boston & Maine Railroad, with headquarter here (in Woodsville, N.H.) He assumes office July 16, 1900. Mr. Rinehard was born in Wayne, Du Page county, Illinois. He was brought east by his parents *(Charles C. and Ada [Wright] Rinehart)* when about 6 years old. In 1885 he entered the employ of the Boston & Maine as a section hand. In 1886 he was given a train and ran as spare conductor. During the last 10 years he has been in the superintendent's office, where he has proved himself a trusty clerk to superintendent Geo. E. Cummings. In the capacity of chief clerk here, Mr. Rinehart has won the confidence of his employers by his able management of the responsibilities placed upon him. Among the large of acquaintances Mr. Rinehart has made in this locality, few can be found who do not retain the highest esteem and friendship toward him. He is past captain in grand canton Aldin, No. 4, Patriarcha Military, I.O.O.F." In August 1894, 28-year old Carroll and his 27-year old wife, Blanche S. Rinehart had a son, Roscoe S. The couple would divorce in February 1907 with Blanche blaming "excessive cruelty" as the cause. The 1910 Census found Rinehart renting a room on Central Street in Woodsville in April. Eight months later on January 2, 1911, he would marry Nettie Louise Rogers. *(1916)* "Carroll C. Rinehart, assistant superintendent of the White Mountain division of the Boston and Maine railroad, died yesterday *(2/24)* of blood poisoning at Young's hospital, Center Haverhill, where he had undergone an operation for appendicitis last Saturday *(2/19)*. His death came as a great shock to this community *(of Woodsville)* and to the business world in which he moved, owing to his brief illness." He was 49. Rinehart's funeral "was held in the Congregational church in Wells river Sunday at 12:30 p.m. The service was very largely attended, railroad men and employees coming from points both north and south, some of the officials coming up from Boston to be present. The funeral cortege was escorted to the church from the Mulliken block in Woodsville, where the Rineharts have an apartment for the winter, by a company of 140 railroad employees, being joined at the church by 100 more. The body was borne into the church by W. V. Ashley, Fred Leonard, A.G. Webster, Harry Spaulding (who would become superintendent of the Cog), S. A. Chesney of Woodsville and F. A. Smith of Laconia, and placed amid an unusually large and beautiful display of flowers. The large auditorium of the church was filled to the limit of its capacity with friends and business associates who had gathered to pay their last respects. The pastor of the church, Rev. Donal Fraser, officiated at the service and in his eulogy paid a most fitting tribute to Mr. Rinehart. Mr. Rinehart was born in Wayne, Ill., October 7, 1866, the eldest of the four children of Charles C. and Ada W. Rinehart. In 1874, his parents moved to the town of Haverhill and since that time he has always been a resident of the town. In 1886, he entered the employ of the Concord and Montreal railroad as a brakeman. He was appointed chief clerk to the superintendent of the White Mountain division in 1891 and in 1900 became assistant to the superintendent, George E. Cummings, a position which he was most capable of filling. He was twice married, first to Blanche Hannaford of North Haverhill and in 1911 to Mrs. Nettie Rogers of Horse Meadow, who with his son, Deputy Sheriff Roscoe Rinehart, of Woodsville and a sister, Mrs. Belle Kimball, of Brier Hill survive him. Mr. Rinehart's untimely death has cast a gloom over railroad circles of this and other divisions of the system as he was a competent and conscientious official, respected by those in his employ and trusted by those in higher authority than he. The body was placed in the tomb of the Titus family in Horse Meadow cemetery." Rinehart's widow was operating a tea house in Horse Meadow in 1919.

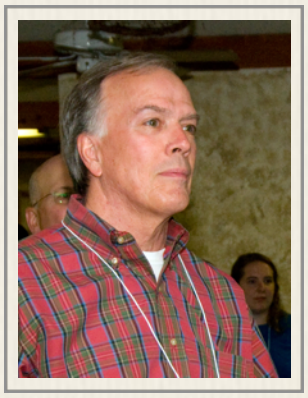
- Among the Clouds - Aug 10, 1903 / Ancestry.com / Newspapers.com / Boston Globe - Sun, Jul 15, 1900 pg. 17 / Barre (VT) Daily Times - Fri, Feb 25, 1916 pg. 1 / Littleton (NH) Courier - Thu, Mar 2, 1916 pg. 1

Rin - Rob

Joe & Kelly Anniversary photo - Tom Doyle - Cogarrazzi

Kelly Rines Eggleston 2005 to 2019 & 2022

A native of nearby Gorham, NH, Kelly began working at the Cog in 2005 as a groundskeeper. Unbeknownst to her at the time, she quickly developed a reputation of being tough as nails and outworking many of the guys. Before the 2006 season was over, she was being nudged by several other employees to start training as a brakeman. Once qualified soon after, she and Joe (her then boyfriend) typically made up ⅔ of a 3-person steam crew every work day until the 2008 season concluded. Joe recalls having to ask for a rare "extra" day off just after Columbus Day weekend, so they could get married. She then "got a real job," which put her degree to good use, and scaled back to a part-time gig at the Cog. That stint ended in 2019, the 150th season. Joe and Kelly made a very special team on the mountain and are still happily married. If they made it through a broken main shaft just shy of the summit, shuttling smelly and sopping wet hikers on the wrong side of the mountain to their car in Pinkham Notch on numerous occasions, and living in a Cog cabin that had seen better days, they had a fair shot at navigating life's ups and downs! Although never wishing for a breakdown, some of Kelly's proudest moments were seeing the awe on the passengers' faces and hearing how interested they suddenly became in the coach's braking system after witnessing her finesse the brake wheels and guide the coach back into the base safely. The wheels really weren't just for show after all!!! At present she is not working at the Cog, but "once a cogger, always a cogger," so there's a chance you may see her up there again one day! Kelly didn't know it prior to working for the railway, but one of her grandfathers, Austin Rines, delivered coal for 13 years in the 50s and 60s. She would have loved to listen to his stories, but he passed prior to her birth." *- Rine/Eggleston biography sent to Jitney Jr - Fri, May 28, 2021*



Gene Ritti (2014) - Cog Reunione photo

Eugene "Gene" Ritti ????

Railway employee - Gene Ritti participated in the 2014 Cog Reunion and was seen standing alongside Wayne Mamock in photo (CGGRS 223) in Marshfield Station.

Otto H. Rittner 1893

Summit House employee - *(1893)* "As soon as (the hiker) had sufficiently revived, he was brought to the Summit by E. J. Mehan of the office of Among the Clouds, Wm. Boyce of the Mount Washington Railway, and Otto Rittner of the Summit House, where they arrived at about 1 o'clock Saturday morning." The next year, 19-year old Otto H. Rittner married 20-year old Anna Mae Benedix *(b.1874 d.1955)* on October 30, 1894. It was the first marriage for both. / Otto Herman Rittner was born on August 1, 1875 in Manchester, New Hampshire to German-born dyer Hermann Rittner and his wife Caroline (Hoffman) Rittner. The 1900 Census finds 24-year old printer "Harry" Otto Rittner *(b.1875 d.1951)* living with his family at 323 Lowell Street in Manchester, New Hampshire. 25-year old Annie Mae is working as an operator at a needle works. They have a 5-year old son Hermon *(b.1895)* and a 2-year old daughter, Lillian Ella *(b.1898 d.1991)* under the care of Harry's 64-year old widowed mother, Carline C. Rittner *(b.1836 d.1914)* – she had come to the United States in 1880. When the 1910 Census was taken Harry had changed his name to James S. Rittner. He and wife Anna were both 35 and the family was renting a house at 414 Armory Street, Manchester. He was working as a printer for a local newspaper. Anna was working as a weaver in the cotton mill. The couple had had five children in their 17-years of marriage. Four were still living with them: 14-year old Hermann, 12-year old Lillian, 8-year Rubby *(son)* & 6-year old Emma. "James S." Rittner's 71-year old widowed mother Caroline was still in the household. She would die in 1914 while son, "James" was working in Montpelier, Vermont. When 43-year old James Stetson Rittner registered for the World War I draft, he was working for Brooks Bank Note Company in Springfield, Massachusetts as a printer. He was described as of medium height and build with dark brown eyes and black hair. Rittner and his wife, Anna were living at 359 Central Street in Springfield. The 1950 Census found James & Anna Rittner living at 77 Melrose Street in Springfield, Massachusetts. He was reported as unable to work. He died in 1951 and was buried with his wife in the Oak Grove Cemetery in Springfield.

- Among the Clouds - Thu, Aug 3, 1893 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Barre (VT) Daily Times - Wed, Jan 7, 1914 pg. 1

Clyde M. Robbins 1950

Railway Ledger

Chet Roberts 1940

Summit waiter - mentioned in first *Mt. Washington Daily News* as working with others to create paths for tourists to walk to look-offs. An online search found a "Chet Roberts" attending the Mechanic Arts prep school in Boston in 1940 and 1941, who was a strong track & field athlete. It is unclear whether this was the Summit House's Chet Roberts.

- Mt. Washington Daily News - June 30, 1940 / Ancestry.com / Newspapers.com / GenealogyBank.com

D. Roberts 1950

Mt. Washington Club/Summit House

George D. "Dave" Roberts 1973

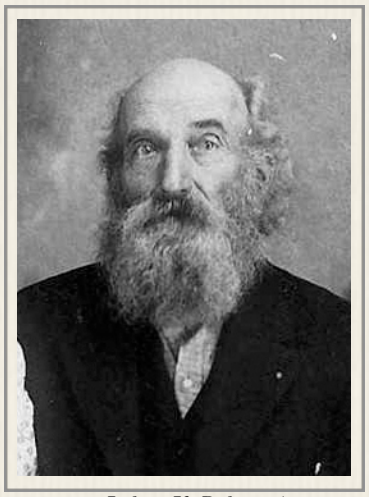
Dave Roberts (2018)
- Lillian McMordie photo

16-year old Dave Roberts from Lancaster, N.H. came to work in the kitchen of Marshfield for $1.60 an hour. / George David "Dave" Roberts was born on July 25, 1956, in West Stewartstown, New Hampshire. His father, John David Roberts was 21 and his mother, Norma Elaine Robie was 23. Dave had one brother, J.D. and four sisters, Pam, Lynn, Cindy and Heather. Dave lived on Bridge St. in Lancaster during at least part of his school years. Dave excelled in sports at White Mountain Regional High School and was very much involved in sports during his school years as a soccer player etc. He graduated in 1974. Dave had one son, Brian and three daughters, Becky, Katie & Stacie. He died on March 27, 2018, in Manchester, New Hampshire, at the age of 61, and was buried in Lancaster, New Hampshire. *(2018)* "George D. Roberts, known to many as David or Dave, passed away on Tuesday, March 27th, 2018, in Manchester, NH. He was born July 25, 1956 in West Stewartstown, New Hampshire. George loved sports of all kinds. He was a big fan of the Boston Red Sox, New England Patriots, and Boston Celtics. In addition, he was involved in local sports throughout his life. He had a passion for coaching, refereeing, and umping. He was predeceased by his parents, John and Norma Roberts."

- Bencosky-Desjardins files / Bailey Funeral Home - Apr 1, 2018 / Ancestry.com

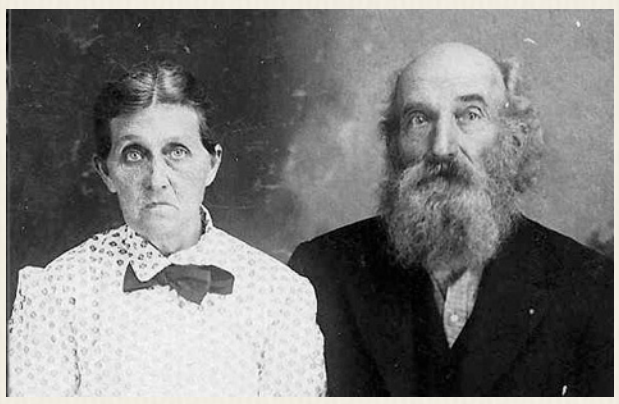
Laban K. Roberts 1878 - 1881

Laban K. Roberts is on the 1881 list of employees of the Mount Washington Railroad having been in the company's service for a long period. He is a brakeman and I am assuming he is the Laban Robert of the 1879 census visit and brakeman Roberts of the 1878 *Among the Clouds* article. "brakeman Roberts, of the engine *Atlas*, on the Mount Washington railway, went from the Base to "St. Louis," loaded four tons of coal into barrels and on to a freight car, and ran the train to the Summit, the whole time occupied in the work being one hour and forty minutes." The 1880 Census describes Laban as a married 38-year old US citizen living at the Base "dwelling house" as a boarder in September 1879 and working as railroad track man. *(1881)* "L. K. Roberts, brakeman on the Mount Washington Railway, devotes a portion of his spare time to making log cabins, bird cages, and other ornamental articles, out of mountain wood and bark. His log cabins are filled with moss and ferns in an artistic manner, and reflect great credit upon his skill in that direction." Laban Roberts may have been working for the Railway as early as 1873 as an employee *(left)* in a group photo of the newly purchased Hercules engine resembles the bearded Roberts.



Laban K. Roberts (undated)
- Courtesy Bruce Family Collection

Laban K. Roberts was born on February 7, 1842, in New Hampshire when his father, Reuben Roberts, was 30 and his mother, Sallie Mann, was 44. He had an older sister, Philena M. *(b.1831 d.1888)*, and older brother, Omar *(b.1827 d.1896)*. The 21-year old Roberts registered for the Civil War draft in July 1863 while living and farming in Orford, N.H. *(1863)* "The draft in the third district was resumed on Tuesday of last week *(9/15)*, and completed, as follows:" In Orford there were "132 names in the box – 40 drawn; In presence of Daniel P. Wheeler." One of the 40 was Laban K. Roberts. Jitney Jr could find no evidence that Roberts ever served during the war. On April 25, 1864, Laban K. Roberts of Orford married Miss Helen M. Elliott of Romney, N.H. in her hometown. On June 8, 1870, the US Census would count 28-year old Laban and 23-year old Helen Roberts living in Romney. Helen was keeping house and taking care of 3-month old daughter, Lillian. Laban was working in the sawmill and a co-worker, 18 year old Oliver Brooks was rooming with the family, along with 40-year old school teacher Eliza A. Flanders. Laban's personal estate was estimated at $600. The couple would welcome a second daughter, Altha in 1873. The 1880 Census counted Laban Roberts while he was working at the Cog. The Franklin, N.H. Directory of 1888 listed Laban K. Roberts as a carpenter living on Summit Street. Franklin was Cog manager Walter Aiken's hometown. Roberts also traveled south. A "Laban K. Roberts" lived in Orange County, Florida, in 1885. The fall of 1893 was busy one for the family as both daughters married. 23-year-old Lillian M. was now a dressmaker in Ashland. She married 25-year-old Fred W. Page, who had been born in Lyndonville but was now working in a bank in Whitefield. The November 8th ceremony was the first marriage for both. On the license, 51-year-old father of the bride, Laban was listed as a "laborer" but no residence was written in, and the 47-year old mother of the bride was now going by the name of Helen M. Wells, making dresses like her daughter in Ashland. 20-year-old daughter, Althal M. Roberts was also in the dress trade in Ashland and she married a 29-year-old local salesman and divorcee, Ellsworth W. Holtham from Barton, Vermont on December 20, 1893. The mother of the bride was listed



Mary Fry Roberts & Laban K. Roberts (undated)
- Courtesy Bruce Family Collection

with her maiden name on this license, and father, Laban was listed as a cook in Franklin, New Hampshire. At 55, Laban K. Roberts of Franklin, N.H. remarried in McNeills township in North Carolina to Mary H. Fry on December 6, 1902. This was Mary's first marriage at age 46. They never had children. Witnesses at their wedding were Isaac and Julia Cleaver, her sister. In the spring of 1906, Laban's 29-year-old daughter, Athal was walking down the aisle for a second time in Plymouth, New Hampshire where both she and her mother, 55-year old Helen M. Wells were living. Her new husband was a Plymouth-native, a 25-year old painter, Archie Farnum. In 1910, Laban was living with his wife, Mary (Fry) Roberts in McNeills Township, Moore County, North Carolina. The undated photo on the previous page is courtesy of Mary's great niece. Cogger Laban K. Roberts died on March 10, 1914, in Moore, North Carolina, at the age of 72, and was buried in Mount Hope Cemetery in Southern Pines, North Carolina.

- Among the Clouds Sept 10, 1878; Aug 24 & Sep 6, 1881 / 1880 US Census for Thompson & Meserve Purchase, N. H. / Ancestry.com / Newspapers.com / GenealogyBank.com / NH Patriot & State Gazette – Wed. Sep 23, 1863 pg. 3 / Vermont Journal (Windsor, VT) – Sat, Sep 26, 1863 pg. 1 / Christian Watchman (Boston MA) – Thu, May 26, 1864 pg. 3

Lewis W. Roberts Jr. 1955 - 1958

Railway employee from Twin Mountain, New Hampshire. 16-year old Lewis William "Bill" Roberts Junior came to work for the railroad in 1955. Born on November 10, 1938, in Philadelphia, Pennsylvania, he was the son of Frances M. Smart *(b. d.1978)* and Lewis William Roberts *(b.1913 d.1980)*. He had an older brother Peter M. Roberts. The family moved to New Hampshire in 1954. He was on the Cog payroll each until 1958. Eight days after his 20th birthday, Lewis Roberts Junior enlisted in the U.S. Navy. His father had also served in the Navy. Bill stayed in for four years being discharged on November 29, 1962. He came back to Bethlehem and began working as a sole cutter in shoe factory. It appears February 1966 was a pivotal month for both father and son. Lewis Jr's mother ended her 36 year marriage to his dad. The marriage started in Oak Park, Illinois in 1932, and ended in Bethlehem on February 1, 1966 after Frances had petitioned for a divorce due to "treatment as seriously to injure health." On February 24, 1966 Methodist Minister John D. Cornelins married 27-year old L. William Robert Jr and 20 year old Jeanne Jean Wiggett from Lincoln, N.H. It was the first marriage for both. It may not have lasted a family tree in *Ancestry.com* says "Roberts Jr. had one daughter with Patricia Jeanne Provost *(b.1948 d.2012)*." In 1966, he put his Navy training to use and opened a television repair business in Littleton, New Hampshire. He died on April 10, 1983, at the age of 44 some six weeks after being named as manager of the Whitefield Regional Airport. "Roberts, who lives in Littleton where he has had a TV service business for 17 years and served on the commission for the past two years, said, "This is an exciting venture for me. The potential for growth at the airport is particularly strong now with the on-going plans to develop an industrial park here, plus our planned improvements to the airport itself, shows great promise and the need for sound management. I hope to be up to the challenge." *(1983)* "L. William Roberts Jr., 44, of 71 Grove St., died suddenly Sunday evening, April 10 at his residence. He was born in Philadelphia, Pa., lived in Bethlehem and had resided in Littleton for the past 13 years. Mr. Roberts was the owner of Roberts TV Sales and Service. He was a member of the Littleton Lodge of Elks, chairman of the Whitefield Regional Airport Commission and was recently named manager of the airport. He was an avid pilot. Members of the family include a daughter, Miss Rebecca Roberts of Littleton, and a brother, Peter Roberts of New Orleans, La. Visiting house will be from 3-5 p.m. Wednesday *(4/13)* and the funeral service will follow at the Ross funeral Home. Burial will be at a later date in the Maple Street Cemetery, Bethlehem."

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Manchester (NH) Union Leader - Wed, Jul 13, 1960 pg. 21 / Littleton Courier - Thu, Apr 13, 1983 pg. 3

Marc Roberts & friendly fox at Boarding House (1995)
- Roberts Family Collection

Marc R. "Luthor" Roberts 1994 - 1996 & 1999

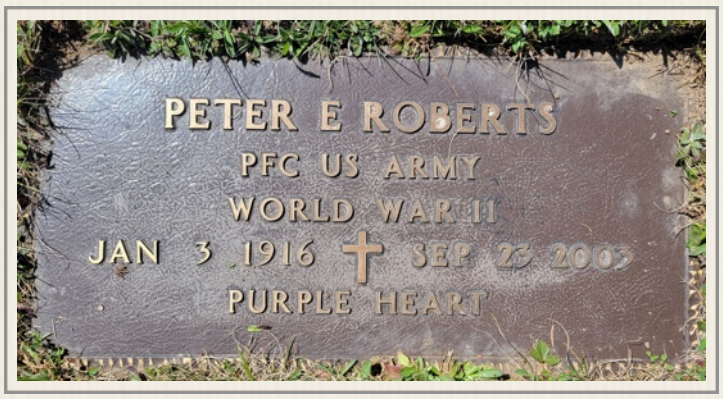
22-year old Marc Roberts from Andover, New Hampshire was between his junior and senior year at Champlain College in Burlington, Vermont when he came to Mt. Washington and began working on the railroad. Known as "Luthor," Roberts *(left)* would fire for the next three seasons and return in 1999. ***Marc Roberts:*** "Hands down best job and envy those who got to remain. RIP all Coggers who left us too early." ***Dave Moody:*** Marc - "42" ! ***Roberts***: "My company I ran for 15 years after the Cog. (42 Networks) Or my license plate when I lived in NE. The was a very special place and it was a privilege to work there with all of you." Marc Ryan Roberts was born on November 22, 1972 in New Hampshire to Lorraine Eugenia Hamel and Ryan Mitchell Roberts. 28-year old Cogger Marc Roberts was living in Asheville, North Carolina when he married 14-year old Ohio-born Jessica Alison Sneigle in Ferrisburgh, Vermont on June 23, 2001. Robert currently lives in Candler, North Carolina.

Marc Roberts (2022)
- Facebook profile photo

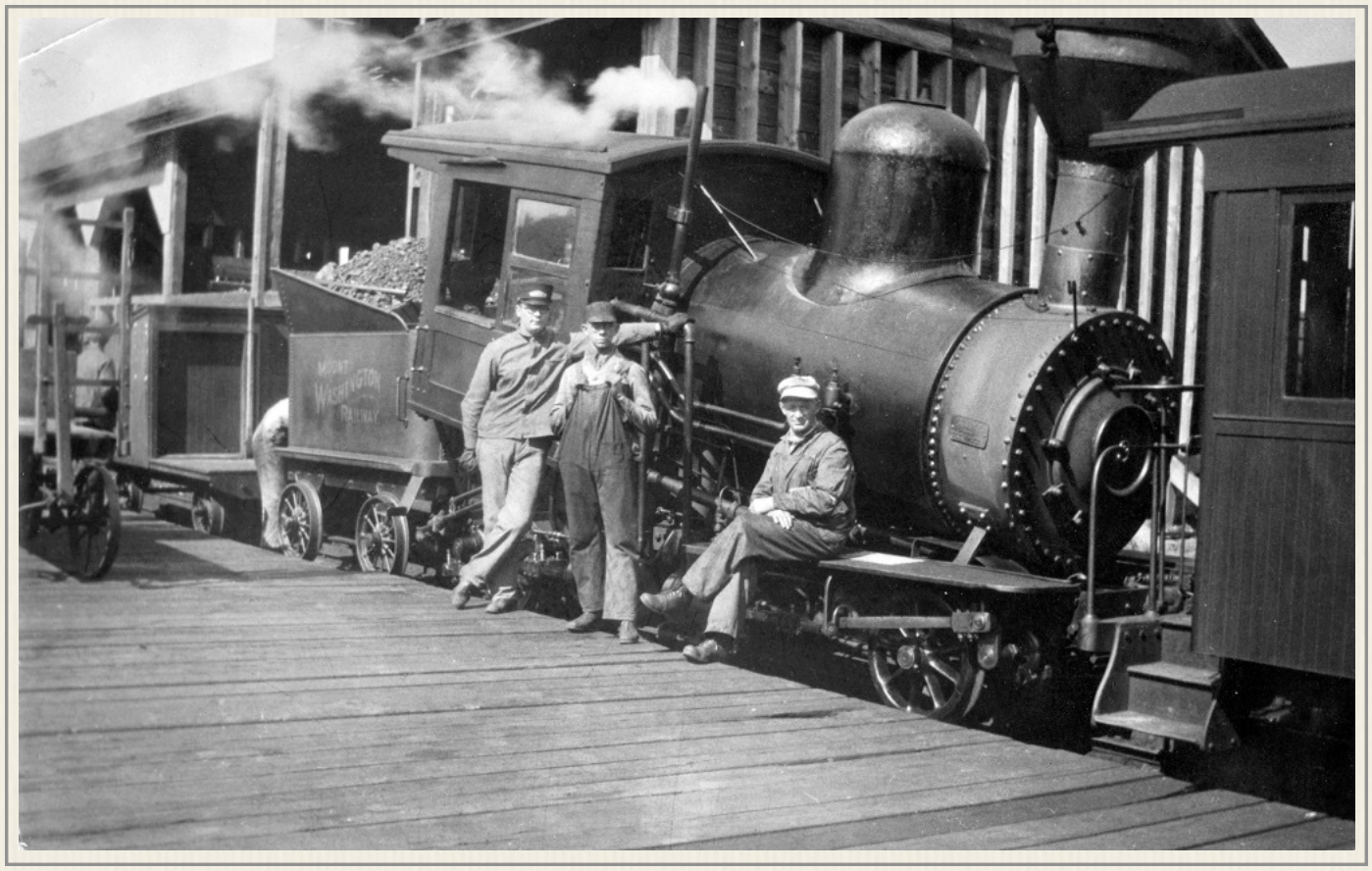
- Jitney Years Project / Ancestry.com / Facebook.com / MWCR: We Worked There

Peter M. Roberts 1950 - 1959

34-year old Peter M. (Manuel or Emanuel) Roberts started at the Mountain as a summit house employee in 1950 from Twin Mountain, New Hampshire. He moved to the Marshfield and then the Railway payroll in 1951. He reappeared on the railway books from 1956 to 1959. The Bencosky-Desjardins employee records indicate Roberts was an engineer in 1958 and 1959. He had also moved to Littleton for his last summer. Born Peter Emanuel Roberts on January 3, 1916 in Saint Camel, Quebec to 21-year old Gustave Roberts and his 19-year old wife, Exelia (Bolduc) Roberts, he was the oldest of five children in the family. Peter and the family entered the United States through Island Pond, Vermont on November 23, 1921 on the Grand Trunk Railroad when Peter was five. He grew up in Oxford and Upton, Maine then lived in Berlin, New Hampshire where the 25-year old woodsman married 18-year old Vivian Eglantine Cronin at the age of 25. He enlisted in the U.S. Army on June 2, 1943 in Manchester, New Hampshire. The next month, Peter and Vivian had their first child, Sharon. In February 1944, Private Roberts, serving in Company C of the 3rd Battalion at Camp Wheeler, filed a naturalization petition in Macon, Georgia. His sergeant, Samuel Dyer of Macon and Corporal David O'Neil Jr. of Allentown, Pennsylvania would swear that Roberts was "of good moral character, attached to the principles of the Constitution of the United States, and well disposed to the good order and happiness of the United States." Daughter Sharon would die at the age of 13 in Berlin in 1966. Roberts and his wife would spend the rest of their lives in Berlin. Vivian died in May 1998. Peter would live another five years. He died on September 23, 2003 at the age of 87. He is buried in the Mount Cavalry Cemetery in Berlin.



- Mt. Washington Club/Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-a-Grave.com



William Robbins Roberts 1926 - 1932

The "Bill Roberts" Jitney Years research puzzle begins when "Bill Roberts" was identified in a photo *(above & righ)* as being from Whitefield, New Hampshire and the middle member of a train crew at the Base coaling station & boarding platform in post-1910 coal era alongside the No. 9 with passenger and baggage car. Engineer Mike Boyce is sitting on the running board with an unidentified conductor to the left. Jitney Jr's first internet attempt at finding out more about a railroad worker named Roberts resulted in a "William V. Roberts" *(see next entry)* from Lancaster - perhaps based in Whitefield? Then a keyword search of the *Littleton Courier* yielded the following obituary of another "Bill Roberts." *(1963)* "Funeral services were held July 5 at 2 p.m. at the Trinity Methodist church in Whitefield for William Robbins Roberts, 58, of 23 Union street, who died at the Morrison hospital after a long period of illness from diabetes and numerous complications. Mr. Roberts was the son of William L. and Diantha A. Roberts long-time residents *(of Whitefield)*, who both are now deceased. On September 12, 1931 he was married to Annie J. Roy of Berlin and for many years their home was at Twin Mountain where they owned the Willow Farm and operated a tourist home. He was born in Tilton, New Hampshire on August 22, 1904 and lived in many communities as a child, but was educated in the schools of Jefferson and Whitefield. Throughout his life he worked in different occupations including several years on the Mount Washington Railroad, a ma-

chinist in shops in Laconia and Keene, a carpenter for the Alexander Casket Company in Littleton and was self-employed in carpentry and masonry. Mr. Roberts' only fraternal affiliation was in St. John's Lodge, I.O.O.F. Besides his wife, he is survived by a sister, Sara (Mrs. John D.) Cunningham of Santa Monica, Calif.; a step-son, James J. Richardson of Berlin; two aunts, Mrs. George D. Roberts of Lancaster and Isabelle Dufresne of St. Petersburg, Fla., and many cousins." The obituary confirms this "Bill Roberts" worked at the Cog Railway, but did both of them and which one might be in the photo? Research continued in the Spring of 2021 on the web. / William R. Roberts was born in 1904 in Northwood, New Hampshire. His father, 30-year old William Loran Roberts *(b.1874 d.1952)*, was a baggage master for the Boston & Maine Railroad – born in Saranac, New York., His mother, 31-year old Diantha Ann (Robbins) Roberts *(b.1873 d.1950)*, was from Stark, New Hampshire. Bill was their first child. A sister, Sarah Christelle was born in 1906 in Northfield, New Hampshire. In 1910, the family was living in Plymouth, New Hampshire, and father William was working as a brakeman. The family was living in The Highlands of Whitefield, New Hampshire in 1920. Diantha Roberts was raising the two teenagers at home while William was now a Boston & Maine passenger train conductor. Young Bill went to work on the railroad as well – perhaps summers at the Cog because he is listed in the 1926 *Whitefield City Directory* as a 22-year-old engineer on the Mount Washington Railway. The rest of the year he worked as a fireman on the mainline. The "engineer" listing would continue through the 1932 edition. When the 1930 Census was taken, Bill Roberts was one of four roomers living with Charles Bouvier and his wife in Keene. His occupation was listed as master mechanic in the local railroad shops. At 27, the machinist married a 29-year old widow Annie Josephine Roy O'Hara *(b.1899 d.1963)* on September 17, 1931, in Whitefield, New Hampshire. She was working as a waitress. Rev. Guy Roberts, the man who campaigned for changing the name of the Cog's Kro-Flite station to Marshfield and the return of the *Peppersass* to the Mountain, married the couple. The 1940 Census found Bill and Annie living on Cherry Mountain road in Carroll with step-son 19-year old James Richardson, and Bill's 75-year old uncle, Freeman Robbins. Bill was managing the so-called Willow Farm. Annie was doing laundry, while James was working in the fire hazard service. 37-year old Bill Roberts registered for the draft on February 16, 1942 in Lancaster. He remained self-employed and stood 5-feet 5½-inches tall. He weighed 130 pounds with gray eyes, brown hair and a light complexion. Roberts' little finger on his right hand was missing. Close examination of the Cog photo indicates "Bill Roberts" had all his digits when it was taken. Roberts suffered from diabetes and high blood pressure. His kidneys began to shutdown in late June 1963 and he died on July 2nd at the age of 59 at the Morrison Hospital in Whitefield. His death certificate says Roberts' "usual occupation (kind of work done during most of working life, even if retired)" was "Cog Railway." He was buried in Jefferson, New Hampshire. His wife Annie J. passed away five months later on December 13, 1963, in Berlin, New Hampshire, at the age of 63. They had been married 32 years. Discovery of the death certificate and the Whitefield Directory entries has Jitney Jr. believing the "Bill Roberts" in the photo was Bill Robbins Roberts. That doesn't rule out the possibility that railroad section man, William V. Roberts might have also worked on the Mount Washington Railroad.

- Littleton Courier - Thu, Jul 11, 1963 pg. 3 / Ancestry.com / Newspapers.com / GenealogyBank.com

William V. Roberts post-1910

The Other Possible "Bill Roberts" bio: William Victor Roberts was from Lancaster, New Hampshire – the fourth son of a dozen children born to Josiah Roberts and his Canadian-born wife Mary Louisa (Simmons) Roberts. Bill was born on September 17, 1876. The family was recorded as living in Northumberland, N.H. in 1880, but was back farming in Lancaster by 1883. Bill *(right)* and his older brother, Alfred "Fred" Roberts posed for this photo in Lancaster at the Rowell studios. The 1910 Census found 33-year old William Roberts living at home with his 61-year old mother, 36-year old Fred, and 20-year old brother John. Louisa Roberts' grandson Orlando was part of the household. Fred was working the farm. Bill was working as a day laborer in a quarry. John had found work at the railroad roundhouse in town. Father Josiah had apparently abandoned the family as Louisa was granted an official petition of separation on July 8, 1915. When 41-year old William Victor Roberts registered for the draft on September 9, 1918 he was living at 103 Summer Street in Lancaster and was a trackman on Boston & Maine Railroad's extra crew based there. Bill was described as being of medium height and build with gray eyes and brown hair. In 1920, Bill and Fred were still living at home with their 70-year old mother. Bill working on the railroad. Fred reportedly chopping wood. In 1930, Fred was running the farm, and Bill was a Maine Central section foreman. Neither brother ever married. William "Bill" Roberts died on January 27, 1940 at the age of 63 from tuberculosis. He is buried in the Calvary Cemetery in Lancaster." So which "Bill Roberts" was on Mike Boyce's crew - Wm. Robbins or Wm. Victor? Both worked for the Boston & Maine. *(2019)* William "Willie" Victor Simmons Roberts' 2nd great niece Teresa Ann Blen wrote to Jitney Jr. that "William was a 'section foreman' on the 'the' railroad according to his death certificate." Nothing definitive there, however the "Willie" nickname along with the Cog's mention in his obit tips the needle in favor of William Robbins Roberts instead of William V. Roberts in the editor's mind.

- Cog Railway: We Were There FB / Littleto Courier - Thu Sep 27, 1923; Thu Jun 19, 1924 / Ancestry.com / Email to Jitney Jr. - Thu, Jan 10, 2019

A. J. Robichaud 1950

Mt. Washington Club/Summit House

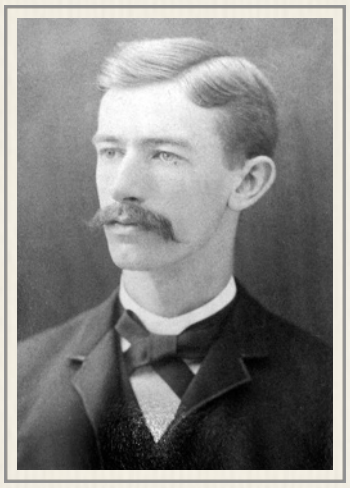
Carrie Robie 1903

Summit House employee - *(1903)* "Miss Carrie Robie from the Summit house, Mt. Washington, and Bert Valley of Bethel, Vt., were guests of Mrs. Charles Glovier (in Franconia) Sunday *(8/23)*"

- Littleton Courier - Fri, Aug 28, 1903

Richard "Rick" Robie Rolli era (1983-1985)

Cog Railway manager John Rolli says Rick Robie from Bethlehem worked at the gate and on the shuttle train from Ammonoosuc Station to Marshfield. *- Rolli email to Jitney Jr.*

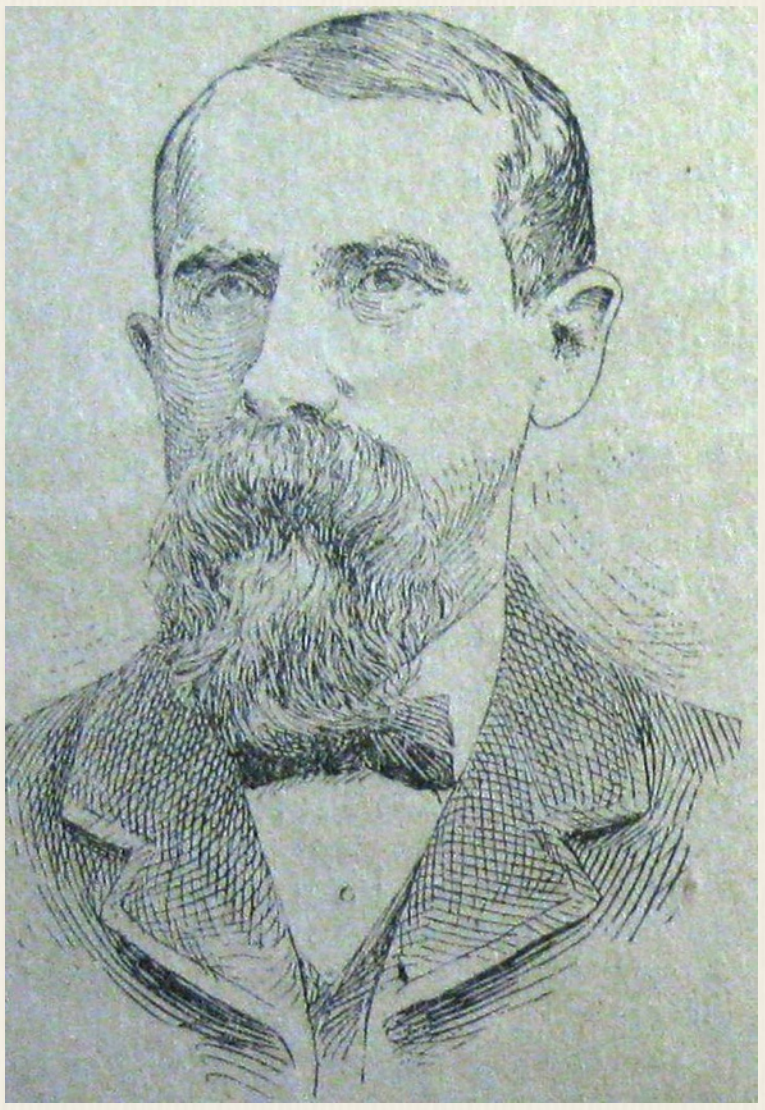


Thomas Robie
- B.L. Hughes Collection

Thomas Robie 1884 - 1887 & 1891 - 1893

Spur Line Conductor: "Thomas Robie, for many years conductor on the BC&M railroad, is running the train on the branch between Fabyan's and the Base." In the winter of 1901, Supt. G. E. Cummings of the White Mountains Division of the Boston & Maine railroad talked about Robie's role. "In the early days trains were commonly known by the name of the engineers or conductors. "Patch" Clifford was the engineer and Robie the conductor of the morning train from Plymouth to Concord and the afternoon train from Concord to Plymouth, and that train is known today amongst the old settlers as 'Patch's train' or 'Robie's train.' Robie ran the Plymouth and Concord train for years. Afterwards he ran the train between Fabyan and the Base and looked after the logging on the Passumpsic Valley winters." *(1888)* "Thomas Robie, who for several years has been conductor between Fabyan's and Base Station, will be station agent at Weirs this season." *(1891)* "Tom" Robie will again have charge of the train between Fabyan's and the base of Mount Washington this summer. The summer railroad service without Tom Robie's genial countenance and hearty cordial ways would not be complete in the estimation of many people of this region, among whom he has a host of warm friends." Conductor Thomas Robie died in Plymouth in 1893 and W. Keniston succeeds Robie in 1894 as (Base) spur line conductor when Robie dies." / Thomas Robie was born on December 27, 1830 when his father, Samuel Hastings Robie, was 37 and his mother, Eunice Roberts *(b.1798 d.1874)* was 32. He had two brothers and three sisters: Susan/Susanna *(b.1822 d.1850)*, Mary R. *(b.1824 d.1886)*, Nancy *(b.1826 d.1862)*, James S. *(b1828 d.1910)*, William Roberts *(b.1833 d.1907)*. Thomas Robie married Adelaide Hoyt *(b.1838 d.1911)* in Meredith, New Hampshire, on September 23, 1860, when he was 29 years old. He died on November 1, 1893, in Plymouth, New Hampshire, at the age of 62, and was buried in Holderness, New Hampshire. *(1893)* ***Obituary:*** "When, from among the people of any community, Death takes one of those, whose life and career is part of the history of local events incident to the most important changes in influences that have operated towards the growth and development of the place, the loss is one of public concern; and when added to all this, the deceased, in life, possessed the subtle charm of personality which attracts and holds enduring friendship; that geniality of manner, encouraging to immediate and continuing comradeship; that sterling integrity, commanding universal respect, and that unswerving devotion to duty which exerts such great influence for good upon rising generations, the sadness of death is intensified and regret and sorrow become universal. Such a man was Thomas Robie; known to everyone not only in Plymouth, but throughout the Merrimack Valley, and in Northern New Hampshire, as 'Tom Robie.' This familiar name belongs along those of Sid Russ, Seth Greenleaf, Jim Langdon, and others, to whom local history will seldom accord their full baptismal names, not from want of proper respect, but because, in their lives, they were so closely related, and such thorough comrades, to the whole population of this region, that it would almost seem an act of alienation, or unfaithfulness to cherished memories to think or speak of them with more formality.

Tom Robie was one of the most popular railroad men of this section of the state, commencing his career on the road in 1858, and ending it, only with his death, last Thursday *(11/2)*, and during his many years of service his acquaintances grew to such proportions that it embraced practically the whole traveling public of these valleys, from Concord to the Canadian line, beside extending widely beyond throughout the state. He began his railroad life in 1858 as an assistant to James M. Beede, who then as now was a station agent at Meredith Village. In those days there was comparatively speaking but little business, the trains, both freight and passenger, were few and far between and advancement was not so rapid as in these later days. At the Meredith station Mr Robie remained two years when a



Line drawing of Conductor Thomas A. Robie
- B.L. Hughes Collection / Find-A-Grave.com

night and morning passenger was put on the local running between Plymouth and Concord, and he began his service as a brakeman and baggage master upon it. Here he remained until November, 1865, just after the war of the Rebellion, when he was promoted to the position of a conductor of the same train upon which he had officiated so long. Upon this train Mr Robie continued to act as conductor for twenty-two years until the fall of 1887, making the run daily from Plymouth to Concord in the morning and returning to his home at night. During all these years that Mr Robie made his daily run, he made many friends and acquaintances, and in fact the local name given to the train, that of 'Robie's train' still clings to it, although the man who run it so long and faithfully was a number of years ago transferred to another branch of the service. Ever since that time, with the exception of two summers, when he was in charge of the rapidly developing summer resort at the Weirs, Mr Robie has during the tourist season run the trains on the Mt Washington branch between Fabyan House and the base of Mt Washington, there connecting with the Cog Road that climbs the giant peak of the Presidential range. The position was one for which he was well adapted, having in a measure the charge of the branch road, over which he run, doing much to add to the welfare and pleasure of the many who visit that portion of the state during the summer. Careful, painstaking and courteous to all who for the time being, were in his charge. Mr. Robie had a peculiar adaption for this service for which he was selected. During the fall, winter and spring months he had charge of the immense logging business that is carried on by the road, looking after the loading of the cars and making arrangements to meet the wants of the lumbermen.

He has resided in Plymouth for many years where he has been counted as one of the solid businessmen of the town. Mr. Robie was 63 years old and leaves a widow, and two brothers, James, agent of the American Express at Plymouth, and William, a farmer residing in New Hampton. The funeral takes place this afternoon in the Methodist church in Plymouth of which he was an active member, and interment will be made in Trinity Churchyard, Holderness. All railroad men who can do so, are invited to attend the funeral service." ***Conductor Robie's Funeral:*** The remains of Thomas Robie were consigned to their last resting place in Trinity Churchyard, Holderness, Saturday, November 18, after very imposing ceremonies, in the presence of mourners, friends and representatives of several railroads, at 2 o'clock last Saturday afternoon. The services were conducted in the Methodist Church and the Pastor, Rev. G.H. Dorr, officiated. He took for his text, "Now men see not the bright light which is in the clouds," and the words can be found in Job, 37:21. The church was completely filled with friends, who came to pay their last tribute of respect to their dead friend, and among them were prominent railroad men, officers of the road and employees, who occupied the north side of the church. The floral tributes were many and beautiful, and included an anchor from W.R. Robie, a brother, of New Hampton — it was inscribed "Brother;" pillow with word "Uncle" inlaid with flowers, from his nephew, S.H. Robie, editor of the *Franklin Transcript*, and C.W. Robie of Boston; the railroad men's tribute was in the form of a pillow with "Rest" inscribed in beautiful flowers; bouquets of chrysanthemums from Mrs. John Horne, George A. Ferguson of Lakeport, Master Mechanic of the Concord and Montreal railroad; and a bouquet from Mrs. Dana Brown and daughter of Hillsborough; bouquet of chrysanthemums and carnation pinks from his nephew and niece, Mr. and Mrs. Frank Russell of Putnam, Conn; a wreath from Dr. and Mrs. T. Rogers and many other choice remembrances of flowers from other relatives and friends. The relatives present were from abroad; William R. Robie and wife, New Hampton, a brother of the deceased; C.W. Robie and Mr. and Mrs. S.H. Robie, Franklin Falls; nephews, John R. Pike, North Andover, Mass; J.E. Strong, Manchester; Miss Mattie E. Strong, Manchester; Mrs. Flora Fairbanks, Mt. Vernon, N.Y., a half-sister to Mrs. Robie and Miss Sara Clark of Tilton, a cousin. The resident mourners were, Mrs. Thomas Robie, wife of the deceased; James Robie his brother; Mrs. James Robie and three sons. The pall bearers comprised eight men, who have been associated with the deceased. There were many railroad men present, including F.E. Brown, general passenger agent; George Storer, assistant general passenger agent; G.E. Cummings, superintendent northern division, and W.G. Bean, superintendent southern division of the Concord and Montreal; E.B. Mann, L.K. Ford, W.H. Little, N.S. Knight, George E. Randall, A.C. Conant, C.H. Heaton, D.C. Prescott, Fred Jones, Jack Lawler, Frank Titus, J.C. Pennock, James Reed, Fred Johnson, G.E. Moulton, S.W. Clark, Charles Davison, Edgar Davison, Myron Browley, Henry A. White, G.F. Ferguson, L.E. Hayward, Eben Hutchins, H. Hamilton, John Clark, G.H. Mann, Frank Mooney, Ed Cox, W.R. Kimball and John Horan. At the conclusion of the service, an opportunity was given to those who desired to view the remains. The deceased was sixty-three years of age, a member of the Methodist Church, and leaves a widow. The places of business were closed during the services." *- Among the Clouds - July 12,1884; Jul 10, 1888 & Jul 21, 1894 / Littleton Courier - Wed, May 20, 1891 / The Ashland Citizen, May 2, 1891, p8 / 1919 History of the Town of Haverhill / Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / Ancestry.com / Find-a-Grave.com / The Plymouth Record, November 18, 1893, p8 & November 25, 1893, p5*

Carrie Robinson 1903

Attends 1903 Cog Party Masked Ball as "Fat Girl" - The two Robinson women attending the same Cog party at the Summit House in 1903 seemed to indicate to Jitney Jr they might be related - sisters, perhaps? With nothing else to go on, he made a speculative search on *Ancestry.com* guessing a young woman would be around 18 to work on Mt. Washington and so inserted 1855 as a birth year. He found a Carrie Robinson, but no sister named Christie.

- Among the Clouds - Aug 31, 1903

Christie Robinson 1903

Attends 1903 Cog Party Masked Ball as "Sis Hopkins" *(Ed note: Could she be Carrie's sister, too?)* Jitney Jr re-ran the "Carrie Robinson" search parameters with "Christie Robinson." This search yielded a Christie L. Robinson living Pembroke, New Hampshire. The 1900 Census taken June 6th said the 18-year old Christie had a 14-year old sister Caroline A. *(perhaps called Carrie?)*. Their folks, 52-year old farmer William L. and Nannie Robinson had five children. One of the two boys, 23-year Timothy A. was working as a locomotive fireman on the railroad. That makes Christie and Caroline prime candidates to be working on top of Mt. Washington three summers later as hiring notices would be distributed through the railroad. Christie would be 21 and Caroline 17, the usual age range of the young women working for Mattie A. Clarke at the Summit House. But this theory needs additional confirming data. Jitney Jr. can confirm that "Christie" Robinson's costume at the Masked Ball was an homage to vaudeville actress Rose Melville's character *(right)* that she first played in an 1899 play, *By the Sad Sea Waves*. Rose toured the character for several years with her sister Idea as "two jays from Indiana." Melville performed as Sis over 5,000 times between 1900 and 1918.

- Among the Clouds - Aug 31, 1903 / Ancestry.com

Donald "Don" Robinson 1963

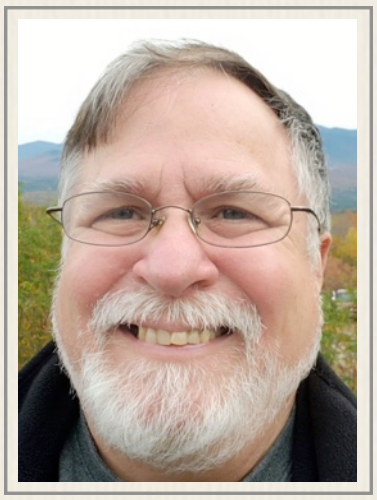
Don Robinson (1965)
- Kennett HS yearbook

A Summit House Weekend Warrior - *(1963)* Recruited by Russ Staples to fill in for Jere Grace one weekend - the group missed the last train and hiked up into a storm and made it. Donald Robinson was about to enter his junior ear at Kennett High School, when he and fellow artist Al Stewart agreed to Russ Staples request that they fill-in for Jere Grace at the Summit House one fall weekend. Don had been a member of the Dramatics Club his first two years, and would work on the Krier as a junior and senior. Robinson was part of the Junior Council on World Affairs and president of the Art Club as a senior. Robinson told the yearbook staff, he would like to go into medicine after graduation but was likely to be a chemistry teacher. Robinson was "usually seen" with Louis. After Robinson's dangerous and cold climb into the clouds with Al Stewart and Russ Staples to get to the Summit House weekend job Robinson was not seen again on the Mountain as an employee.

- Staples interview - Sat, Jul 2, 2022 / Ancestry.com

Joan Audrey Robinson 1981

From Charleston, Maine, Joan Robinson earned $3.35 an hour while working in the Marshfield kitchen during the summer of 1981. *- Marshfield Corp / Bencosky-Desjardins files*



Mark Rockwood (2020)
- Facebook Profile Picture

Mark J. Rockwood 1975 - 1977

From Somerville, Massachusetts, Mark Rockwood was considered a "new" member of the track crew in a state report written in June of 1975. The base worker had moved from the Marshfield payroll to the track crew. In 1977, he was reportedly working at the bunker and around the Base station. Mark J. Rockwood was one of four children born to Gerald A. (Jerry) "Yellowturtle" and Elizabeth A. (Brown) Rockwood. In addition to Mark, there was Bruce, Kevin and Susan in the famly. Rockwood became a phlebotomist and worked at the Southern New Hampshire Medical Center. He currently lives in Raymond, New Hampshire with his wife, Linda.

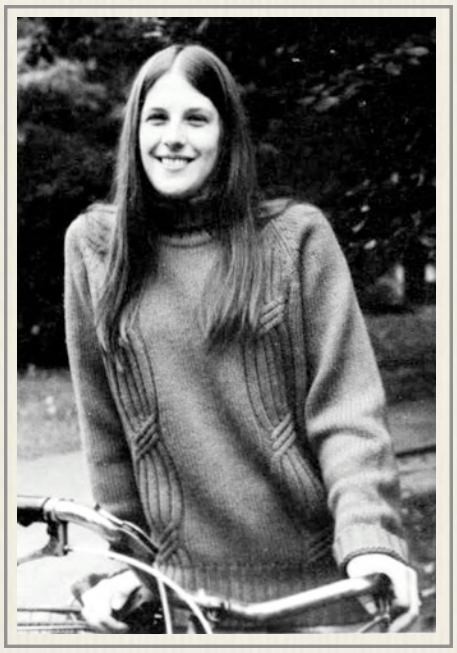
- Marshfield Corp/Railway Corp / Bencosky-Desjardins files / State Report - Jun 24, 1975 / Ancestry.com / Newspapers.com / MWCR: We Worked There Facebook page

Carolyn Dale "Mussy" Rodgers Kenison Schold 1968 - 1973

Carolyn Rogers (1967)
- Norwalk HS yearbook

The 1967 Norwalk, Connecticut High School graduate came to work at Marshfield the same year her father, Lionel, took over as general manager in 1968. Her yearbook says Carolyn is "a vivacious, active and musical member of our senior class who always has a smile and is willing to offer a helping hand to anyone who asks. Can often be seen in the music room with fiddle in hand. Enjoys lazy Sunday afternoons, bus rides to Field Hockey games, Honor study halls, and rainy days. Among her few view dislikes are insincerity and College Board Tests." She was in the high school orchestra her sophomore, junior and senior year and played in the All-State Orchestra those same years. She was part of the All-Eastern Orchestra as a senior. A member of the National Honor Society she played field hockey her junior and senior year and was a member of the high school's Red Cross chapter the last three years. In the summer of 1969, Mussy Rodgers worked in the Marshfield dining room and earned $140 a month. She came back to the Cog in 1970 as her father handed off railway management duties to Paul Dunn. Mussy got a $5 a month raise for taking orders in the dining room. She also caught the eye of fellow Cogger Charlie Kenison. *(1971)* Jefferson Notes: Mr. and Mrs. Lionel M. Rodgers of 23 Bettswood Road, Norwalk, Conn., announce the engagement of their daughter, Carolyn Dale Rodgers, to Charles Gilman Kenison, son of Mr. and Mrs. Frank J. Kenson, Jr., of Cedric Phelps Road, Jefferson, N.H. Miss Rodgers, a Norwalk High School

graduate is a senior at Mount Holyoke College (left), South Hadley, Mass., where she is a Latin major. Mr. Kenison, a graduate of Berlin High School is a senior at Springfield (Mass.) Technical Community College, studying electronics. The wedding will take place in June following graduation. Mr. Kenison works on the Mount Washington Cog Railway as an engineer and Miss Rodgers has worked at the Marshfield where Mr. Rodgers was manager of the Cog Railroad for a number of years." Mrs. Kenison was selling tickets in the summer of 1971 and earning $1.60 an hour. In 1973, she continued to sell tickets earning $1.80 an hour and also was a Cook's helper at $2.00 an hour. That fall she started working as a residential advisor at Hampshire College – a job she would hold for six years. In the fall of 1979, she began a three-year run as a costumed interpreter at Old Strurbridge Village talking to visitors about life in circa 1830. She would return to the classroom in the fall of 1982, teaching Latin at the Ethel Walker School for two years before moving to the Pembroke Hill school to teach the classical language. She took summer courses at Tufts University for two years and finished up at Pembroke in 1986. Her teaching continued as a park interpreter/living history performer at the Lowell, Massachusetts Heritage State Park. Along the way, Carolyn Rodgers divorced Charlie Kenison. She married Bill Schold on May 20, 1989. Mussy Rodgers Schold went back to the Lowell National Historical Park as a workshop leader at the Tsongas Center in 1991 for two years. In the fall of 1993, she was back in the classroom teaching Latin at the Groton Dunstable Regional High School in Groton, Massachuetts. She retired in November 2013. She now lives in Shirley, Massachusetts. She and her husband have a daughter, Liz." *- Marshfield Corp / Bencosky-Desjardins Files / Littleton Courier – Feb 4, 1971 pg. 5A / Railway Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Facebook*



Carolyn Dale Rogers (1971)
- Mt. Holyoke College yearbook

Schold Family Vacation: Liz, Bill & Mussy in Canada (2015)
- Schold Family Collection / Facebook

Lionel Rodgers 1968 - 1970

General Manager - *(1968)* "The Mt. Washington Cog Railway, which will start its 99th season on June 15, will have a new general manager. He is Lionel M. Rodgers, 54, of Norwalk, Conn., engineer and friend of the late Col. Arthur S. Teague, who died last August. The announcement was made this week by Mrs. Teague, president, in a visit to the North Country. The new general manager, a native of Pennsylvania, has been with the Automatic Signal Division of Laboratory for Electronics in East Norwalk since 1956. He was assistant general manager from Jan. 1962 to Feb. 1967, when he was appointed vice president for engineering with responsibility for all engineering, including research and development, production, applications, mechanical and engineering services. This responsibility also embraced technical coordination between the firm's sales department and engineer. Mr. Rodgers is married and has four children. He was graduated from Rensselaer Polytechnic Institute in 1935. He became a registered patent agent in 1938 while employed by a New York law firm, and from 1941 to 1962 was in various engineering capacities, including recruitment and education with Philco Corporation in Philadelphia, Pa. He is a member of the National Society of Professional Engineers. He has been a friend of the Teagues for some time and a frequent and interested visitor to the Cog Railway. With his knowledge of the special technical and climatic problems encountered in maintaining a summertime ride up and down the 6,293-foot Mt. Washington, Mrs. Teague feels that Mr. Rodgers can be most valuable in continuing the long record of management that was interrupted in August 1967 by the death of her husband." / Lionel Montgomery Rodgers was a Yankee Doodle dandy born on the fourth of July 1913, in Philadelphia, Pennsylvania. His father, John Thomas Rodgers *(b.1875 d.1964)*, was 37 at the time, and his mother, Ida May Shingle *(b.1887 d.1984)*, was 25. At 17. the family was living in Springfield, Massachusetts, in 1930. Sixty-four years later Rodgers talked about his childhood with a *Hartford Courant* as the former Cog Railway volunteered at the Connecticut Trolley Museum – an organization he had been a member of for 30 years. "He grew up in Springfield, Massachusetts and says his parents never owned an automobile, thanks to the prevalence of streetcars in the first half of the century. "There's something about the steel wheel on the steel rail that causes us to be emotionally excited," Rodgers said. "That's a common thread among rail fans all over the world." After Springfield, Rodgers went to New York and RPI to study engineering. Rodgers registered for the draft on October 16, 1940. He was living in Westchester County

Lionel Rodgers
- Art Poltrack Collection

Rodgers Family: *Dwight, Carolyn, Martha, Margaret & Lionel.*
- Martha Rodgers Magane Collection

with his father and working for Truman S. Safford on Lexington Ave in New York City. He was 6-feet tall and weighed 180 pounds with flue eyes and brown hair. He met a young woman from Bridgeport, Connecticut who was a Mount Holyoke College graduate, Margaret Foster Hyde '34 – the daughter of Arthur P. Hyde. Upon graduation, they married on November 27, 1943 in Stamford. Connecticut. At the time, Rodgers was working in the research laboratory in the Philco Corp. at Philadelphia. and the couple made their home in Philadelphia. Rodgers had one son, Dwight and three daughters, Martha P,, Carolyn D. & Janet B. with Margaret. In 1981, Rodgers working for the Boston firm, Storch Engineering was trying to sort out new traffic lights at the intersection of Marshall Street and St Anthony's drive in North Adams, Massachusetts. Rodgers started designing the lights for the three-way intersection in 1977 but ran into trouble "when some equipment was never delivered or was improperly installed, and the lights that were in use shifted position on windy days." Most of the five light posts on the corners of the project had three sets of lights facing in three directions. Rodgers admitted that his first design was much simpler, with a single traffic signal suspended over the center of the intersection. He said former Mayor Joseph Bianco did not approve of that plan and wanted the more complicated system. Rodgers approved removal of the five-light signal head on one corner. "It's safer to have it here, but it's not that important," he said. "Then if it's not that important, why have it in the design?" asked the city wire inspector asked. The former mayor wanted it, Rodgers replied. Lionel M. Rodgers died on August 2, 2001, in Westport, Connecticut, at the age of 88. *(2001)* "Lionel Montgomery Rodgers of Norwalk, Conn., died Thursday *(8/9)* at Mediplex of Westport, Conn. Mr. Rodgers was general manager of the Cog Railway in 1968 and 1969 and was instrumental in getting the operation back on track after the wreck that killed eight people and injured more. He was hired by Ellen Teague, widow of Colonel Arthur Teague, who needed a person qualified in engineering expertise to do the job. The husband of Margaret Hyde Rodgers was 88 and had been ill for 13 months, his family said. Mr. Rodgers was the author of numerous technical papers and held several US patents, some in the field of communication systems for controls He was the author of the textbook *Automobile Traffic Control Systems*, published by Chilton Book Company, Philadelphia. Interestingly, as an only child he had been schooled at home until midway through high school when his parents realized he would need some sort of certification to gain college entrance. He graduated from a Springfield, Mass., high school and went on to Rensselaer Polytechnic Institute in Troy, NY., where he graduated with honors in electrical engineering in 1935. Mr. Rodgers was born in Abington, PA, son of the late Ida May and John Thomas Rodgers. His first job was a heating device tester with General Electric in Bridgeport, possibly his most important job because it's where he met his wife, a graduate of Mount Holyoke College working as a secretary in the finance office of the plant. He was very active with the Unitarian Church of Westport. In addition to his wife, Mr. Rodgers is survived by a son, Dwight Rodgers of Arlington, VA; three daughters, Janet Rodgers Murphy of Richmond, VA, Carolyn Schold of Shirley, Mass., and Martha Magane of Truro, Mass., and four grandchildren. Memorial services were held in mid-August at the Unitarian Church in Westport." *- Littleton Courier – Thu, Apr 18, 1968 pg. 1 & 4A / See Vol. 3 Aggregated Timeline & Vol. 4 Appendix Charles in Charge / Ancestry.com / Newspapers.com / GenealogyBank.com / Hartford Courant – Sun, Jul 10, 1994 pg. 101 / Littleton Courier - Thu, Aug 16, 2001*

Margaret H. Rodgers 1968 - 1971

Margaret F. Hyde (1934)
- Mt. Holyoke yearbook

General Manager Lionel Rodgers wife went on the payroll in 1968 and was earning $200 a month working in office in 1969. She kept coming to the Mountain from Norwalk, Connecticut after her husband had passed the management baton to Paul Dunn. She used her secretarial skills in the Marshfield office in 1970 and 1971 as her daughter "Birdie" was also working at the Base. / Margaret Foster Hyde was born on March 7, 1913, in Holyoke, Massachusetts. Her father, a traffic agent at a local papermill, Arthur P Hyde (b.1869 d.1961) was 43, and her mother from Saxony, Germany, Anna May Koehler (b.1889 d.1937) was 24. Her brother Arthur Philip (b.1917 d.1979) was born in 1917 in South Hadley, Massachusetts, when Margaret was 4 years old. The family was living at 33 Spring Street in South Hadley. The 17-year old was preparing to go to Mount Holyoke College where she would study religion and graduate in 1934. In 1937, she was working as a private secretary while still living at home. Three years later, the 1940 Census found 27-year old Margaret Hyde renting a room with another 27-year old secretary from Iowa, Madeline Sauer on Rennell Street in Bridgeport, Connecticut. Hyde was working 40 hours a week, earning $1,380 a year at the local General Electric plant. It was at that plant where she would meet her husband, heating device tester Lionel Rodgers. They were married in 1943 in Stamford, Connecticut. She had one son and three daughters with Lionel Montgomery Rodgers. She died on September 15, 2003, in Norwalk, Connecticut, at the age of 90. *- Railway Corp / Marshfield Corp (1971) / Bencosky-Desjardins files / 1937 South Hadley Directory / Ancestry.com / Newspapers.com / GenealogyBank.com*

Birdie Rodgers (1970s)
- Now'k Group Photo

Martha P. "Birdie" Rodgers Magane 1969 - 1974

Lionel and Margaret Rodgers daughter, Martha began working at the Cog as the Marshfield dining room hostess after completing her first year at Norwalk High School. She earned $140 a month. She received $150 a month when she moved to the Marshfield counter the following summer. In her third summer of 1971, "Birdie" worked as a dining room waitress where the tips were better. She was paid $145 a month.

Rod

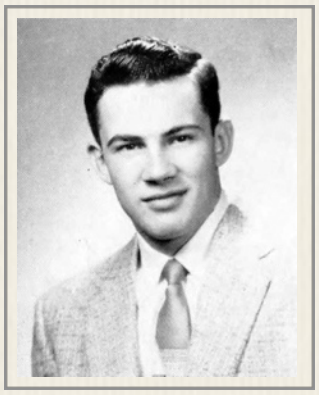
Eastham, Massachusetts Public Library (2020)
- www.easthamlibrary.org

Martha Price Rodgers (1972)
- Norwalk HS yearbook

Martha Price Rodgers graduated from Norwalk High School in 1972 where she was on the yearbook staff. Next to her senior photo *(left)* was a poem, "Each day has it's always. A look down life's highways, doorways To lead you there." Born on January 10, 1954, Martha's highway led to her mother's alma mater, Mount Holyoke College and back to Mt. Washington in the summer. She was the railroad's summit agent in 1973 and earned $1.60 an hour. During her last summer she sold tickets at the base and earned $2.10 an hour. / Martha Price Rodgers graduated from Mount Holyoke in the Class of 1976 and began her career as a library assistant at Hilles Library at Radcliffe. In the winter of 1981, the Mt. Holyoke Alumnae Quarterly said Rodgers was now a writer in Provincetown, Massachusetts and was working for the National Wildlife Federation. She graduated from the Simmons College Graduate School of Library and Information Science in 1992, and worked as the Library Director at the Eastham, Massachusetts Public Library from 1994 – 2011. In 2008, she was involved in a $10.7 million dollar expansion proposal. "A new and expanded library lies ahead for Eastham citizens, one that will cost taxpayers an estimated $10.7 million. Eastham Public Library started out as a room over a general store in 1887 and by 1898 it had become a separate building. A new and expanded library lies ahead for Eastham citizens, one that will cost taxpayers an estimated $10.7 million. Martha Magane, library director, said plans are to more than double the size of the existing library. People wonder "why does the town need a bigger and better library in this era of the internet, when they can look something up,?" but "our usage has gone up," Magane said. But whether it will be built on the existing historic site on Samoset Road, or at a new site off Brackett Road and Route 6, where it could be part of the proposed North Eastham Village Center, remains to be decided. "The (Library) committee emphatically agrees that the best solution for a growing Eastham Library is to build a new library at the current site on Samoset Road, removing all but the most historic portion of the existing library and replacing it with a new facility that is larger and more functional for its growing use," Mark Simon, the project architect, told the selectmen. said the consensus after a December community workshop attended by 65 people was a strong preference for the library to stay on Samoset Road, near the Windmill Green. "People see that there is a pond there, and they can imagine a building that can take advantage of a beautiful view," he said. If the existing library is torn down so that a new library can be built, a temporary structure will have to be used for the library by state mandate. Selectman Martin McDonald said if the new library was built at the Brackett Road site, there would be no need to find a temporary site for a library while it is being built. Selectwoman Aimee Eckman said only three of the 65 people at the community meeting were in favor of the Brackett Road site, and they were all members of the critical planning committee that is working on the North Eastham Village Center proposal. McDonald was a member of that committee prior to his election as a selectman. Selectwoman Carol Martin said it was not the time to debate the merits of both sites. "There are some people who are not very enamored of the whole idea of a village center," she said. "I don't believe we'd have a dream of a chance of getting approval for a library at that site at town meeting." The new Library opened at 190 Samoset Road on Tuesday, November 15th, 2016 at 10 AM with a ribbon cutting, some five years after Martha Rodgers Magane retired. She now lives in Truro, Massachusetts.

Martha Rodgers Magane (2011)
- Magane Family Collection

- Marshfield Corp/Railway Corp / Bencosky-Desjardins files / Mount Holyoke Alumnae Quarterly – Summer 1977 / wickedLocal.com – Aug 25, 2008 / Ancestry,com / Newspapers.com / GenealogyBank.com / Facebook



Dave Rodham (1957)
- Wakefield HS yearbook

Arthur D. "Dave" Rodham 1956

Summit House employee from Lynfield Center, Massachusetts. He came to Mt. Washington as a high school junior and graduated with more than 240 classmates from Wakefield High School in 1957. He is one of nearly a dozen Coggers who went to school at Wakefield High. Dave Rodham appears on the payroll summary for July 1956 as earning $100 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $114.51. Rodham's salary was booked in the Summit House "room" column. "It couldn't be better!" claims Dave of his four years at W.H.S. in his yearbook entry.

Rep. Rodham (1975)
- MA Public Officer handbook

"Remembers Coach Callagy's geometry class and Twirp Week... track team and Sophomore Hop Committee... Member of Y.P.F. and DeMolay. Rodham's pet peeve: boys sporting Bermudas... enjoys tinkering with cars... plans to attend college and enter the Armed Forces." Arthur David Rodham was born in Medford, Massachusetts on November 26, 1938 to 27-year old Arthur Rodham *(b.1910 d.1998)* and Edith (Kingman) Rodham *(b.1914 d.1998)*. In 1940, father 29-year old Arthur Rodham was an assistant manager at a loan office. 25-year old Edith was home taking care of young David. They were living on Gorham Road in Framingham, Massachusetts. David had two brothers, Paul N. and John K. and a sister, Patricia M. The family moved to Lynnfield, Massachusetts and ran a Gulf garage. After graduating from Wakefield High School, David went to Huntington Preparatory, and then the University of Massachusetts. A 30-year old A. David Rodham began his political career in March 1969 by running for town select board. Voting occurred in a major snowstorm as the *Boston Globe* reported: "A Lynnfield garageman, A. David Rodham, one of the few townsmen with mobility – had a tow truck with chains, and drove voters to the polls and won the seat over former selectman Mason J. Condon." Rodham's win put the town on the leading edge of the "youth" movement becoming "what is probably the youngest Board of Selectmen in the state… Rodham is 30 years old and joins Chairman H. Joseph Maney, who is 33, and Vice Chairman Myles T. Burke, Jr., 20." He served six years. Rodham then ran for the state legislature in 1974 and won. As a Republican Rep.-elect he told the *Globe* "the credibility of government" will be one of the major issues of the 1975 session. He won a second term by nearly a two-to-one margin over Democrat John J. McGivney. He resigned that house seat in June 1977 to become Lynnfield's public works director. That year Rodham was also elected to a local bank's Board of Incorporators. He joined the Board of Directors in 1980, and became its chairman in 1992. Rodham moved from his day job as Lynnfield Public Works director to become executive assistant to the Selectmen *(town manager)*. Rodham left that position to join the Massachusetts Emergency Management Agency rising to head that agency before becoming the undersecretary of State Public Safety in 1995. In that position, Rodham was assigned to negotiate an end to a 1997 dispute between Public Safety Commissioner Winthrop Farwell who "refused to pay $6,000 in hotel and meal expenses for welfare investigators who helped roundup violent fugitives collecting welfare" in a sweep led by the Bureau of special Investigations Director Pamela D. Ring. Rodham left state government to manage a street-sweeping company in Middleton, JK Municipal. It provided a fleet of 15 sweepers with drivers to the Boston Public Works Department. In June 2002, one of those drivers struck and killed an elderly woman walking while the street was being cleaned. "Rodham said that while (the sweepers) are not equipped with special safety features to prevent these kinds of accidents, the machines are painted bright yellow, have flashing lights, are extremely noisy, and move so slowly that they can typically only clean 7 miles in a working shift. "We think the chances of negligence are slim, as this is a highly unusual incident," Rodham said. "We are just going to show out sympathy and hurt at this point, and deal with the consequences as they come up." The A. David Rodham Trust put down retirement roots for the summit house worker in the shadow of Mount Washington in 2000 by purchasing 150 acres along Old East Road in Whitefield with a single family home. A. David Rodham retired from his banking position in 2014. "During Mr. Rodham's tenure as Chairman of the Board, the Bank's assets grew from $284 million to approximately $450 million with current assets under management (including wealth management and brokerage accounts) of $946 million. During this time, the Bank opened three branches, purchased two wealth management companies, two insurance agencies, and created both Foundations. Most recently, Mr. Rodham led the efforts to form Wakefield Bancorp, a mutual holding company. "Dave Rodham is leaving the Bank after 36 years of remarkable service," Brian D. McCoubrey, President of the Bank said. "His support of both management and the Bank's communities has been inspiring and unswerving and his legacy is built on decades of success." Contacted by Jitney Jr in 2019 on Facebook, Rodham said, "Yes I worked at the Summit House in '56 I think I remember your dad although after 63 years my memory is a little fussy. I live in Whitefield NH with a clear view of the mountain and Cog.

Bank director Rodham (2013)
- The Savings Bank courtesy photo

Rodham Trust's 180 Old East Rd (2014)
- Town of Whitefield, NH

- Summit House / Ancestry.com / Newspapers.com / Boston Globe - Tue, Mar 4, 1969; Thu Dec 26, 1974 pg. 23; Thu, Nov 4, 1976 pg. 30; Wed, Jun 14, 1977 pg. 57; Sun Apr 14, 1991 pg. 299; Fri, Dec 27, 1996 pg. 29; Sun, Nov 30, 1997 pg. 39 & Thu, Jun 13, 2002 pg. 32 / Boston Record American - Wed, Mar 5, 1969 pg. 9 / Berkshire Eagle - Wed, Mar 17, 1993 pg. 1/ Wilmington (MA) Town Crier - Wed, Oct 28, 1998 pg. S-3 / Facebook communication - May 17, 2019

Victor Rodrigue 1968

AST Corp - Victor Rodrigue appears on the AST Corp payroll summary for July 1968 as earning $612.50 a month. "Free" room and board was worth $58 a month for tax purposes. His net monthly pay was $485.19. Rodrigue's salary was booked in the Arthurs S. Teague Corporation "road maintenance" column.

- AST Corp / July 1968 AST Payroll summary

Rog

Katherine "Kat" Rodriguez 2017

Brakeman - Railway - From Whitefield *(2017)* "Kat" is braking for engineer Phil Beroney on M3 on May 31, 2017 - short for Katherine who appears on May 13, 2017 M3 crew with Phil & Fred.

- Dispatch Report - 5-31-17

Cynthia Rogers (1965)
- Elvira Murdock photo

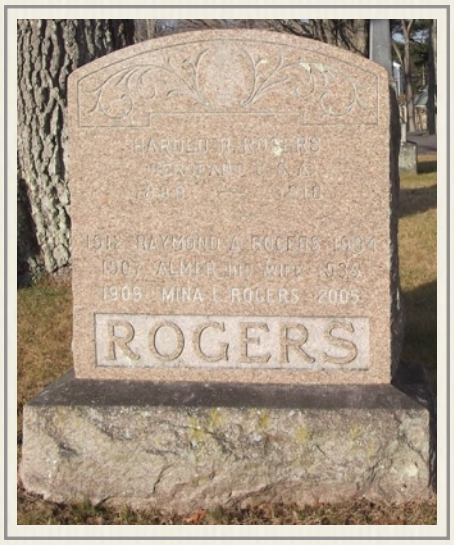
Cynthia B. Rogers 1965

Born on October 1, 1947, the Marshfield Base employee was the younger sister of Susan Gardner Rogers. Their father, Dartmouth grad Nickerson Rogers was a physics teacher, who joined Phillips Exeter Academy in 1967 after having taught for many years at the Loomis-Chaffee School in Windsor, Connecticut. When he died in January 1980, Cynthia was living in Pau, France with her husband, Serge Fudji. Cynthia and Serge applied for a marriage license in the summer of 1972 when both were living in Albuquerque, New Mexico and had been married in Bernalillo County, New Mexico. When her mother died in late 2008, the Fudjii's wer living in Rébénacq, France a small village *(less than 700 people)* located south west of France. The town is located in the department of Pyrénées-Atlantiques of the French region Aquitaine.

- Cog Party list / Marshfield Corp / Ancestry.com / Newspapers.com

Harold Raymond Rogers 1910

Mount Washington Railway employee from Concord, N.H. Harold Raymond Rogers was born on October 13, 1889, to a couple of 27-year old Vermonters living in Lexington, Massachusetts. His father, William Allen Rogers *(b.1861 d.1949)* was from Thetford, and his mother, Myra Ellen Currier *(b.1861 d.1935)* from Norwich. He had one older brother, George A. *(b.1885 d.1901)* who died when Harold was eleven. Father William was a railroad conductor. In 1900, the family was living in Wilmington, Massachusetts. George and Harold were going to school. The boys' grandmother, Helen S. Bohanon was living in the house and brakeman Harry Slack was renting a room. In 1910, William & Myra had relocated to a house on North State Street in Concord, New Hampshire. She was working as a dressmaker at home while he was still a conductor with the B&M. 21-year old Clarence Clark was renting a room while he worked selling shoes. 20-year old Harold Rogers was reported in the Census as unemployed. That summer he worked at the Mt. Washington Cog Railway. As 1911 started, Harold was working as a mechanic in Lexington, Massachusetts when he married a "graduate nurse" from Manchester, 21-year old Yvonne Adeline La Forest *(b.1889 d.1960)*. Rev. Frank E Ramsdell presided over the January 22nd ceremony in New Bedford. It was a first marriage for both. Harold had one son with Yvonne, Raymond Arvillian *(b.1912 d.1994)* was born on April 5, 1912, in Concord, New Hampshire. When 27-year old Harold registered for the draft on June 5, 1917, he was working as an independent chef-caterer in Nashua, New Hampshire. He was described as of medium height and build with blue eyes and light-colored hair. Rogers had become a member of the New Hampshire Army National Guard and was now a sergeant in the infantry outfit. His unit went to train at Fort Ethan Allen in Colchester, Vermont in 1918. He was one of five soldiers who died of Spanish Flu there on Columbus Day weekend in a 36-hour period. *(1918)* "Five soldiers died Saturday *(10/12)* and yesterday *(10/13)* at Fort Ethan Allen. Sergt. Harold Raymond Rogers died yesterday morning at the Post hospital of pneumonia. He was born at Lexington, Mass., October 13, 1889. He is survived by his wife and one child, and his father and mother. He was a member of Burlington Lodge, No. 100, F. and A.M., Haswell Lodge of Perfection, J.W. Roby Council, P.of J., Delta Chapter, rose Croix, Vermont Consistory, I.O.O.F., and the Knights of Pythias. His remains were taken last night to Nashua, N.H., accompanied by his wife and his parents. Maurice Jaffe died Saturday night and his body was taken last night to Worcester for funeral and burial. Vernando M. Harmond died at 2:13 yesterday afternoon, John C. Donnelly at 3:55 and Edward Kilduff at 4:40 o'clock." Cogger Harold Raymond Rogers was 29, and was buried *(right)* in Wilmington, Massachusetts. *- Among the Clouds - Aug 15, 1910 / Ancestry.com / Newspapers.com / Burlington (VT) Free Press – Mon, Oct 14, 1918 pg. 8*



Margaret Rogers 1967

Railway employee - *(1967)* Margaret Rogers appears on a list of Mt. Washington Railway Co. employees sent to the federal government at the end of the third quarter of 1967. She apparently had $50 worth of wages that were taxable under FICA

- Ken Randall Paperwork

Susan Rogers (1966)
- Elvira Murdock photo

Norman Rogers 1953

Summit House

Susan Gardner Rogers 1964 - 1966

Born June 1, 1946, the 18-year old Chaffee School graduate from Windsor, Connecticut worked cleaning cabins at Marshfield with Jane Conkey and earned $130 plus $20 a month plus $64 in 1964. Susan was Cynthia Rogers' sister and cousin of Coggers Peter and Rob Bradley. She arrived shortly after she received a scholarship from the Vassar Club of Hartford. In the club's press release, they noted that "Miss Rogers… was on the (Chaffee School) honor roll in her freshman and sophomore years. She is a member of the International Relations Club, the French Club, and the Student Guide Committee, and is active in school athletics and dra-

matics. This past year she was president of the Library Committee, and she has been a member of the student council, and manager of the cooky store and used book sales. Other interests include her church youth group, and she has been a delegate from her school to religious conferences. Rogers would return to Mt. Washington after her first year at Vassar. She graduated from Vassar in 1968. That fall, her parents, Nickerson and Anne (Bradley) Rogers of Exeter, N.H., formerly of Windsor, CT, announced "the engagement of their daughter, Miss Susan Gardner Rogers, to Mr. Robert Bruce Barrus, son of Mr. and Mrs. Lawrence S. Barrus of Stewarton by Kilmarnock, Ayreshire, Scotland, formerly of Cleveland, Ohio. Mr. Barrus is a graduate of Hamilton College and is presently studying for a doctors degree in geology at the University of Washington. A December wedding is planned." Jitney Jr. could find no record that those December 1968 nuptials occurred. However, Susan Rogers engagement to a rock-hound may have spurred her interest in the subject as in 1969, the 1968 Vassar graduate received the Aesthetic Society's Erminnie A. Smith Memorial Prize that would help in her post-graduate studies in geology at the University of Wyoming. She was living in Moultonboro, New Hampshire when her father, Phillips Exeter Academy physics teacher emeritus Nickerson Rogers died in 1980. She moved to Anchorage, Alaska in 1983-1984, and is still there with her husband, Dick Jablonoswski.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Hartford (CT) Courant – Sun, Jun 7, 1964 pg. 105; Sun, Oct 27, 1968 pg. 118 & Mon, Jan 7, 1980 pg. 12 / Jersey City (NJ) Journal – Tue, May 19, 1970 pg. 5

BOUND FOR VASSAR: Scholarship winners, Miss Sally P. Petrauskas, left, and Miss Susan G. Rogers, have been awarded scholarships to Vassar College (Courant Photo by Herman Marshall).

Hartford Courant – Sun, Jun 7, 1964

Vance Rogers 1951

Railway Ledger

Alex Roland 1903

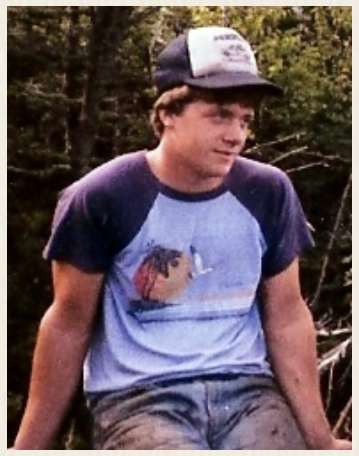
Attends 1903 Cog Party Masked Ball as "Cook"

- Among the Clouds - Aug 31, 1903

Adam Rolli (1983)
- Rolli Family Collection

Adam Rolli 1983 - 1984

Track crew member from Bethlehem, New Hampshire - son of General Manager John Rolli who says, "Both of my sons attended Profile Junior Senior High School in Bethlehem and then went into the military upon graduation. Adam went into the Air Force when he was stationed at Barksdale Air Force Base for a number of years, first as a sheet metal mechanic working on B-52's and then as a computer maintainer and mechanic working on A10s. He then went to work for the veterans administration as a computer network maintainer and now lives in Rochester Minnesota. One day at the Cog Railway I learned that the state boiler inspector was looking for me. He had previously cleared our steam locomotives for operation that season and I was surprised that he was back. It turns out that his job also included enforcing the child labor laws and he informed me that my son Adam was illegally working under conditions that the state deemed too dangerous for someone under the age of 18. Adam was very mechanically adept and had been since he was a young child. The boiler inspector told me that the only work that Adam could do around the trains involved sweeping the shop and that he would not be allowed to work on the tracks at all. I called Adam over and told him that whenever he saw this man on the property he was immediately to drop whatever he was doing and pick up a broom and begin sweeping. The inspector knew what was going on but he was satisfied with my instructions to Adam and he left the property without any further sanctions against me." / Born in November 1968, 20-year old Airman Adam Emmanuele Rolli and 19-year old Paula Suzanne Goad of Bossier City, Louisiana took out a marriage license.



Trackman Adam Rolli (1984)
- Rolli Family Collection

- John Rolli email - Jun 14, 2021 / Ancestry..com / Newspapers.com

Anna M. Rolli 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

John Rolli 1983 - 1985

The 41-year old attorney from Bethlehem, New Hampshire becomes President & General Manager of the Cog Railway when a group of North Country businessmen *(including Loxley Ness, Joel Bedor & Wayne Presby)* purchase the railroad from Ellen Teague in 1983. / John Mario Albert Rolli was born in New Bedford, Massachusetts on February 28, 1942. Rolli graduated from Northeastern University in Boston and the villanova Law School in Pennsylvania. He married Anna Flaherty in Lowell Massachusetts in 1967 and became a member of the New Hampshire Bar Association in 1968. Rolli began prac-

John Rolli (1983)
- Rolli Family Collection

WITH THE OPENING OF GRAFTON COUNTY SUPERIOR COURT THIS WEEK, Atty. John Rolli of Bethlehem will be presenting his first case as Grafton County Attorney, a post to which he was elected in the General Election last November. (Photo by Presby.)

- Littleton Courier - Wed, Apr 6, 1977 pg. 1

ticing in Littleton that year. In addition to practicing law, he worked for the election of Republican Meldrim Thompson as governor in 1970 as Thomson's Bethlehem town chairman. In January 1973, "John Rolli a lawyer from Littleton, Monday *(1/15)* urged the New Hampshire Judicial Council to consider establishing a Violations Bureau to handle routine motor vehicle cases and ease the burden on the courts. The council, holding the first of its three annual meetings, heard Rolli say that such an agency could handle uncontested traffic violations by mail, without tying up courts and police. Rolli also proposed easing the bail system, to allow more persons charged with crimes to be released into their own custody, and a six-member jury system to handle minor cases. He also said Superior Court judges should be allowed to specialize in hearing civil or criminal cases, which could be handled in parallel sessions. "As it is now," he said, "a three-year-old civil case can wait while a two-week-old criminal case takes precedence." When Meldrim Thomson was governor he replaced Frederick K. Upton on the Judicial Court with John M. A. Rolli. Rolli served on the Council from January 7, 1976 to October 18, 1981.

In 1974, Rolli was one of two Republicans seeking to replace 33-year old Grafton County prosecutor John Eames. Eames and his brother, Jeremiah operated the family-owned movie theater in Bethlehem. However, early in July the Eames brothers were arrested for violating state pornography laws by showing the X-rated movies "Deep Throat" and "The Devil in Miss Jones." John Eames was relieved of his criminal prosecuting duties as county attorney while the case was underway. He made it and the confiscation of the film prints a campaign issue when he ran for re-election: "standing up for a principle I believe in," said Eames. "Consenting adults should have the right to chose what they want to see, hear or read." Candidates Rolli and Paul A. Gruber did not want to make the case an issue. The 32-year old Rolli maintained he'd "never seen an X-rated movie" but said "philosophically I agree *(with Eames)*, but that's not the law right now and the prosecutor is charged with enforcing the law. As a fairly strong conservative I feel the government should stay out of things. But I definitely think you should keep the kids out of movies like that. If adults want to go in, it's up to them." If he is elected, Rolli added, "I'm not going to send cops to every theater, but I'd be subject to enforcing the law." Rolli had contemplated running before Eames' arrest, but officially joined the primary after because "the incident made me feel Eames is susceptible to being defeated. The arrest will give him voter identification," said Rolli. "Either we'll be swamped or he'll get clobbered." Eames said his victory over Gruber by a two-to-one margin with Rolli 274 votes behind Gruber in the primary was Grafton County voters exonerating him and a sign of support to show X-rated films. *(John Rolli would become County Attorney in 1977)* Attorney General Warren B. Rudman, who withdrew Eames' authority to conduct criminal cases after he and his brother were convicted on four counts of violating obscenity laws, disagreed with Eames' assessment. "I don't think there is any relation to the two," said Rudman. "For all you know… He might be a very nice guy and that's why he may have been elected." Eames responded: "I wasn't elected because I'm a nice guy. Everybody has been talking about this case for weeks. I surely do equate them." Eames was appealing his conviction and the $1,000 fine as he prepared for the general election. By then, the family-owned theater had closed. Eames said business dropped sharply after his initial conviction in July 1974. "We had to close down because we couldn't show the kind of product that the public wants." Eames, his mother, and brother were acquitted of the charges in 1975, and he declined to seek another term in 1976. Republic Rolli and Lebanon Democrat Joe Dasbach sought the post. *(Ed note: John & Jere Eames would team up with John Rolli's Cog partners, Wayne Presby & Joel Bedor to purchase the Mt. Washington Hotel in 1991 five years after Rolli went down the Mountain) (1986)* Mountain Musing: "Attorney John M.A. Rolli of Littleton and Bethlehem may someday be owning a five-mile scenic railroad in the state of Hawaii and may also be operating a scenic rail line in the Lincoln area, as he gives his full time in semi-retirement to railroading interests. Earlier this year he sold his interest in the Mt. Washington Cog Railway after three seasons of operation, during which he also phased out his Littleton law practice established in 1970. He is vice president of the North Stratford Railroad Co. established in 1975 and when the State of New Hampshire purchased a branch line of the Maine Central Railroad, the company headed by Edward Clark of Littleton as president and with John's wife Anna Rolli as treasurer, began operating the 22-mile run, once a week bringing out products of the Ethan Allen Furniture Co. in Beecher Falls, Vt., via West Stewartstown and Colebrook to join with the Canadian National Railroad in North Stratford, making connections for nationwide distribution of the Beecher Falls production. Mr. Rolli has been to Hawaii on one occasion in connection with the possible business venture there, and he said his plans for the Lincoln line are in the exploratory stage. John and two sons (Adam &

Jon Hively, Chris Lemieux & Manager John Rolli outside Marshfield (1983-1985)
- John Rolli Collection

Noah) in February spent some time in Florida where they called on Vonley M. Ruggles, former well-known Littleton businessman. They found him enjoying life in Sunshine Key south of Marathon where his diversions include daily fishing (he has a commercial fishing license) and anticipating the weekly arrival of his Littleton Courier. The North Stratford Railroad Co. maintains an office in Littleton." *- Ancestry.com / Newspapers.com / Littleton Courier – Wed, Mar 19, 1986 pg. 8A / Nashua (NH) Telegraph – Tue, Jan 16, 1973 pg. 4; Fri, Sep 13, 1974 pg. 21 / Barre-Montpelier (VT) Times Argus – Tue, Jul 9, 1974 pg. 2; Fri, Dec 26, 1975 pg. 5 / Portsmouth (NH) Herald – Thu, Jul 22, 1976 pg. 38 / See Vol. 1 - Ops Manual - Engines & Shop Logs - Mgr Rolli Recalls*

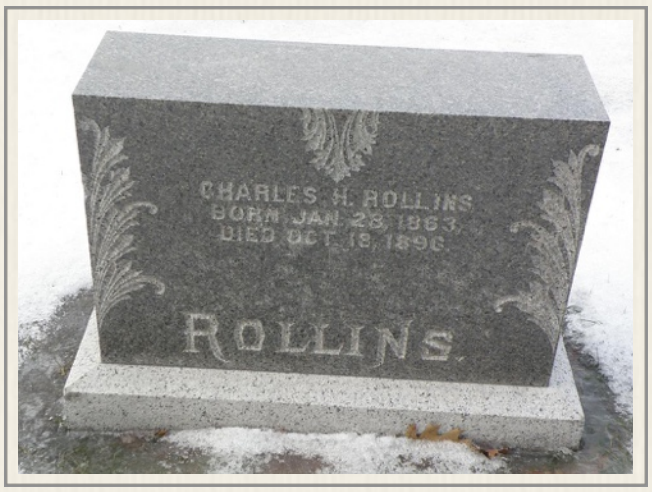
Noah Rolli Rolli era (1984?)

Marshfield gift shop employee - Noted on Rob Maclay's Cog Railway Mailing list. Noah J. Rolli is from from Bethlehem, New Hampshire and son of General Manager John Rolli who writes, "Both of my sons attended Profile Junior Senior High School in Bethlehem and then went into the military upon graduation. Noah then went into the Army as a military policeman and was stationed in Korea and then in Germany. He he is currently working at a campground in West Yellowstone, Montana. I do not have a contemporaneous photo of my son Noah at the Cog Railway."

- John Rolli email - Jun 14, 2021 / Ancestry..com / Newspapers.com

Charles H Rollins 1896

Railway employee - *(1896)* "Bath Notes: Our community was greatly shocked Monday *(10/19)* morning by hearing of the sudden death of brakeman Charles H. Rollins, who was instantly killed in the railroad accident at Warren, N.H. Sunday night. Mr. Rollins was a smart, active young man, 33 years of age, and a favorite with all who knew him. The week previous he had been enjoying a vacation, having been at work on the trains from Fabyans to the base of Mt. Washington during the summer travel. He leaves an aged father, a wife and a brother and many other relative to mourn his departure. The funeral took place at Woodsville on Wednesday *(10/21)*, and the remains were laid at rest in the cemetery at Bath where his parents reside." NH Board of Railroad Commissioner's Report on Death of Charles H. Rollins: "At about five o'clock on the afternoon of October 18, 1896, a heavy freight train, composed of thirty-one loaded cars and a caboose car, drawn by two engines, left Woodsville, going south over the Boston & Maine railroad, and reached White's crossing at about 6:50 p.m. There the helper engine left the train, which proceeded down the heavy grade to Wentworth, drawn by the remaining engine. The train crew consisted of an engineer, fireman, conductor, and three brakemen, Mr. Rollins, the deceased, being the forward brakeman, and having charge of the first nine cars of the train. All went well until the train had reached the foot of the grade, about a mile and half north of Wentworth, near Clifford's crossing, when one of the wheels of (the third car from the engine), being overheated from sliding, broke, and the truck gave way, letting the car on to the track, and bringing the train to a standstill within a third of a mile from the place where the wheel broke. Mr. Rollins was on top of the train (as the forward brakeman), attending to his duties; was thrown to the ground, and either killed by the fall or by the mass of debris under which he was immediately buried. He was missed at once, but his remains were not discovered until the arrival of the wrecking train, some three hours after the accident, which happened at 7:19 p.m. Mr. Rollins was an experienced brakeman, and a careful and trusty man, no doubt familiar with the important rule that requires brakes to be changed when descending heavy grades at least once in three miles, but whether the accident was caused by his neglect to obey that rule, or by his setting the brakes too tight, must remain in doubt. The train was carefully inspected before leaving Woodsville, and all the crew appeared to be experienced men and to have used all proper care, unless it be the deceased, who, if he erred, paid for his error with his life." / Charles Henry Rollins' life began on January 18, 1863, in Bath, New Hampshire, the fourth child of wheelwright Orris P. Rollins *(b.1830 d.1908)* and his Canadian-born wife, Lois P. (Groves) Rollins. Charles had an older sister, Georgianna F. *(b.1855 d.???)* and two older brothers, Henry E. *(b.1857-d.???)* & Frederick G. *(b.1859 d.1863)*. Charles mother, Lois died eleven months after he was born. His father married Lucretia Hunt a year later on New Year's Eve 1864. When the Bath Census was taken, 40-year old Orris's real estate was valued at $300 and the carpenter/joiner's personal worth was $200. 40-year old Lucretia was taking care of the house while 7-year old Charles was going to school. 30-year Charles H. Rollins married Luna Leora Chaffee *(b.1866 d.1949)* on June 20, 1893, in USA. They did not have any children before he died in the October 18, 1896, train wreck in Wentworth, New Hampshire. "Sad indeed was the news that came in our village Monday morning of the sudden death of Charles Rollins of this village *(Woodsville)*, who was killed instantly Sunday night about 7 o'clock, on a freight train that was wrecked at Warren. His body was not recovered until 11 o'clock. He has been in the employ of the road seven years, and was a most estimable young man; also a special favorite among the employees of the road. His funeral was held from the Methodist church, Wednesday, a 1 o'clock, Rev. Mr. Wolcott officiating. He was buried under the auspices of the I.O.O.F. of this village. He was a member of the Springfield, Mass., Amity lodge. A wife, father, stepmother, brother, and sister survive him. Burial at Bath, a special train going from here. He was a young man much respected, and his parent and family have the sympathy of all." He was 33. His widow left Woodsville in early November to go to Lowell, Mass., "where she will make her future home." 36-year old Luna C. Chaffee Rollins would marry a 46-year civil engineer from Memphis, Tennessee on March 31, 1903 in Boston. Arthur T. Bell had also lost his spouse.



- White Mountain Republic-Journal - Fri, Oct 23, 1896 / 52nd Annual Report of the railroad Commissioners of NH 1896 / Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Wed, Oct 21, 1896 pg. 6 & Wed, Oct. 28, 1896 pg. 1

Roo

Ronnie Roop (1968)
- Tom Fillion Collection

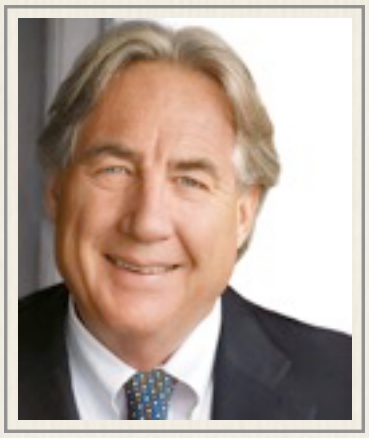
Ronald R. Roop 1968 - 1969

From Glenside, Pennsylvania, 16-year old Ronnie Roop first worked in Marshfield *(left)* before moving to the trains the next summer. He earned $1.60 an hour as a brakeman in 1969. Tom Fillion said when ID'ing the photo: "Ronnie 'That's Boss Ass, Man!" Roop on cabin roof during 'Kitchen Boys for Peace' photo shoot."

- Marshfield Corp / Bencosky-Desjardins files

Henry W. "Riff" Root 1969 - 1970

Henry William Root was a 16-year old Marshfield kitchen dishwasher from Philadelphia, Pennsylvania in the Cog's Centennial year earning $150 a month. In 1970, he moved outside and became part of the grounds crew for $1.60 an hour. "I doubt many of the people I worked with *(at the Cog)* knew me as anything but "Riff," writes Henry Root in 2021. "We had Ron Rhodes, Ron Roop and Riff Root, all from Philly. My first summer there, the three of us drive up together in Ron Rhode's car as I recall." According to the *eMintues Blog*, "Root is a life-long, self-confessed "music junkie." He realized at a young age that his future ambition was to have a role in bringing music into other people's lives. Hard work, long hours, and his unending passion for the music and television industries have made Henry Root one of the best known entertainment attorneys. Henry has been continuously employed since undertaking his first paid job at the age of 15, managing a high school cover band named "Evil Seed." From that early start, he went on to produce concerts in arenas, stadiums and amphitheatres during his college and law school career. In doing so, Henry built up both practical hands-on and business experience in the industry he has always been passionate about." Root went to the University of Denver and graduated in 1975 on the Dean's List with a bachelor of arts degree and a double major. "I wrote concert and record reviews for the school paper while I attended the University of Denver so I could get free records ahead of their scheduled release. I also was elected to chair the University's "program's board" booking and promoting concerts on campus. In doing so, I met Bill Graham's "mid-west partner", Barry Fey, and was hired by Barry to produce concerts he promoted at the Denver Coliseum, Mile High Stadium, and to stage-manage his summer concert series at Red Rocks Amphitheatre. I applied to law school because I didn't know what to do having earned a degree with a double major in Political Science and Sociology. I was having fun producing concerts, and law school was almost a second thought. When I was admitted, I was actually planning a career as a concert producer. I requested that they defer my admission for a year, but when I was told "no", and that I'd have to re-apply and start the process all over, I decided to attend (the Sturm College of Law at U of D.) After two years of law school, I decided I enjoyed concert production more so I took a leave of absence and went on the road for five years as a tour manager and lighting designer. I ended up touring with the opening act on a Van Halen tour in 1979, and decided I didn't want to sleep on a tour bus anymore. It came to mind that maybe I could become a music attorney. So I applied to be readmitted to the University of Denver, College of Law and was accepted. I travelled regularly to Los Angeles, seeking summer internship opportunities and was fortunate to find one in business affairs at MCA Records. At the end of that summer, MCA hired me as a law clerk and I finished my third year studies in Los Angeles at Loyola Law School's evening school." These days Henry W. Root is a partner in the entertainment law firm of Lapidus, Root, & Sacharow, LLP. He has over 35 years of legal and business affairs experience in the music, television and entertainment industries, specializing in complex transactions for sophisticated individual and institutional clients. He provides transactional intellectual property advice to in connection with intellectual property sales, acquisitions, distribution and exploitation, rights clearances, due diligence, asset valuation and intellectual property management. He has been repeatedly selected by his peers for inclusion in the Southern California edition of "Super Lawyers" and is listed in "Top Attorneys in North America." Henry is an adjunct faculty member of the University Of Miami School Of Law teaching music law. He is a member of the Governing Committee of the American Bar Association Forum on the Sports and Entertainment Industries, having served for six years as Chairman of the Music Division for that organization. He was presented with the Ed Rubin Award, the Forum's highest honor for outstanding leadership and service, at the 2017 Annual Conference of the Forum. He is the immediate past Chair of the Executive Committee of the Entertainment Law Initiative nationwide writing contest for law students, co-sponsored by the National Academy of Recording Arts and Sciences and the American Bar Association, He is a past director and officer of the California Copyright Conference. He is the author of the music chapter for the legal treatise *Essentials of Entertainment Law,* and a contributing author to the Matthew-Bender publication, *Entertainment Industry Contracts: Drafting and Negotiating Guide.*



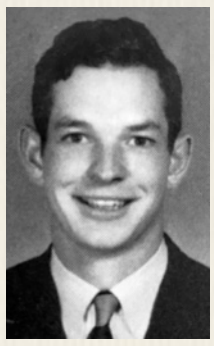
Henry "Riff" Root (2021)
- Lapidus, Root & Sacharow, LLP

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / https://eminutes.com/henryroot

Morris Root (1966)
- Elvira Murdock photo

Morris James Root 1964 - 1968

Gift Shop to Engineer was the Cog story for this young man from Essex Junction, Vermon. He earned $150 plus $64 a month in the Gift Shop before moving to the railway payroll. For "three years I was part of the opening crew starting end of May. My privilege as (a) college kid with early release from groovy-uvy (UVM). Best "prank" on Gordon Chase was by Clayton Roy when on work crew at the summit... early season when Cog operated summit house... Chase (w)as engineer on work train (and) claimed union rules ... "engineer never leaves engine." Rest of the crew, Paul (Philbrick), myself, etc., were busy in summit house... Paul thawing the boiler with a steam line off the engine on the work train... (the rest were) looking for split pipes due to winter freeze.... (We) had pumped water to and filled (the) summit tank... Means at least 25 pounds of oat



Morris Root (1968) - University of Vermont

meal into summit tank to help swell and seal leaks in timber tank. Of course, Father Goody was there to bless the occasion. Clayton Roy (and I would) find leaks in water (lines) and repair. Some carpentry after finding offending pipe elbow was dubious. Meanwhile Gordie Chase is napping in the cab (warm day, in the sun, window open). Clayton slides machinist waste under Chase's elbow (leaning on the window) and lights it. Gordie wakes up, swats at everything like he's been attacked by hornets. As I recall Clayton was not hired for next season. Some people thought his concept of humour to be too intense. (Editor's note: After going down the Mountain, Clayton Roy would go on to become Lunenburg, Vermont fire chief for fifty years.) Good news for me - I was chasing leaks either visible from 2nd floor aka drips thru first floor ceiling or rest rooms" (as opposed to sliding on his back on the ice in the crawl space below the first floor during a Summit House opening as earlier described by Jim Gordon.) Root says "the moon" came out when he was working on the rest rooms. "I was on my back looking at the sky?, torch in hand, soldering a 'pig tail' on a throne in the ladies room.... and a woman (from the Carriage Road) drops into adjacent stall to do her business. I swear I am not a sinner. Didn't look." Morris broke for Jitney on the Six in 1965, then fired the Great Gulf for Bud Nye in 1966 before qualifying as a Cog engineer in 1967. / Morris James Root was born on May 3, 1946 at the Mary Fletcher Hospital in Burlington – the son of 27-year old Middlebury native James Albert Root and his 27-year old wife from Morrisville, Vermont Lucy Mary (Brigham) Root. The couple were living and farming in Jeffersonville. Morris graduated from Essex Junction High School in 1964 where classmates called him "Moose." Heavily involved in music he was in the school band all four years… "the young man with a horn" *(right)* went to the All State Music Festival as a freshman. The Mount Royal Music Festival in Canada all four years. He played was in the Inter-State Wind Ensemble his second year and with the All New England band as a sophomore and junior before joining that group's Orchestra as a senior. Morris was a member of the National Honor Society as a junior and senior. He still had time for the Drama Club and working on the yearbook as a senior. As to his future plans? "College and then?" The college was actually the University of Vermont in nearby Burlington where his father had earned a civil engineering degree in 1942, and was teaching. After his first summer at the Cog, Morris entered UVM's engineering program as well. He, too, would graduate with a civil engineering degree. At UVM, he was in the ROTC and joined the Lambda Iota Fraternity (ed note: famous for their Friday Afternoon Drinking Club - FADC events) and met a young French major from Rochester, Vermont, Dianne Julia Ainsworth – the daughter of Winston and Marion (Judd) Ainsworth. The couple were married in August 1968 after they graduated from UVM in May. At that point, Morris had been commissioned as a second lieutenant in the Army Reserve Ordinance Corps and was off to a two-year fellowship at the University of Maryland where he would earn an M.S. in water resources with a thesis entitled "Computer Algorithm for Runoff Calculations in Urban Areas with Heterogenous Ground Cover." There would be a tour of duty in Korea and a first lieutenant rank awarded July 5, 1971. Then he spent 18 years with Dufresne-Henry beginning in March 1973. The family made their home in Springfield, Vermont. In June 1991, Root left Dufresne-Henry to establish his own consulting firm Root Engineering – "An engineering practice specializing in the design of new and repair of old, including historic, dams. provides all-inclusive services of coordinating environmental, structural permits, and historic protection review as necessary. Over 40-years experience. Licensed in five states, currently active in Massachusetts, and Vermont." Trying to become "officially" retired thirty years later, Morris and Dianne now live on the other side of Lake Champlain in northern New York to be closer to the grandkids.

Morris Root with Ronnie Perron(1964) - Essex Junction HS yearbook

- See Vol. 1 Ch. 9 Sec. 8 & 9 / Ancestry.com / Newspapers.com / LinkedIn / Burlington (VT) Free Press - Thu, Aug 22, 1968 pg. 10

Mrs. Root 1900

A chambermaid at the Boarding House from Twin Mountain - *(1900)* "Mrs. Root, sister of Mrs. Will Burbank, will assist Mrs. Edward Sheehe at the Base this season."

- Littleton Courier - Wed, May 2, 1900

Rop - Ros

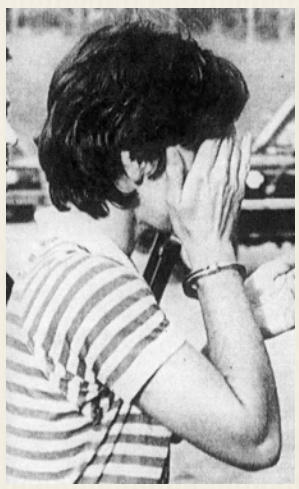
Jane Roper (1966)
- Elvira Murdock photo

Jane McNeill Roper 1963 - 1966

The 18-year old from Chestnut Hill began working as a counter girl and dining room waitress in Marshfield in 1963. She just graduated from Springside High School where she worked on the school's newspaper – *The Tatler*… and was heading for Duke University in the fall. The next summer she worked as a hostess in the dining room, Jane Roper made $130 plus $20 a month plus $64 in the summer of 1964. She is seen at left attending the 1966 Cog party. // Jane McNeill Jansson 2021 life update: "I was born & grew up in Philadelphia. I always liked sports, but my only sports now are walking our dog, biking, lap swimming, and golfing once or twice a year when we go south for the coldest part of our Michigan winter. After marriage we lived for 3 years in Nebraska while Owen was in the Air Force, and I taught school (4th grade for 3 years). After that we moved to Michigan while Owen was in grad school. There we adopted our daughter Elizabeth, and subsequently had 3 sons: Peter, Ben, and George. I picked up a nursing degree from Eastern Michigan University, and, later after working for University of Michigan Hospital for 10+ years, acquired a MSN from Michigan and worked as a Nurse Practitioner until retirement. I will always remember the fun of working at the Cog, and the beauty of the surrounding mountains ! And of course that's where I met Owen!"

Jane Roper (1965)
- Duke University yearbook

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / email - Thu, Jun 24, 2021



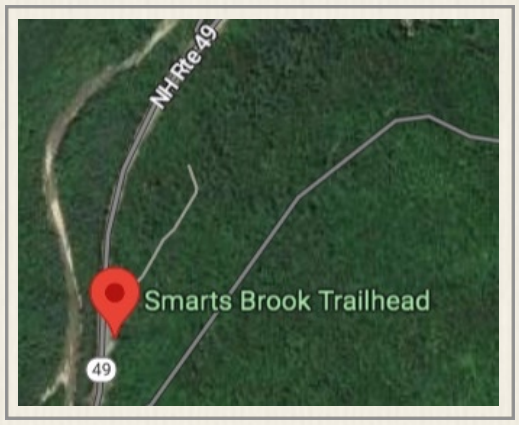
Susan Dessert (1989)
- Associated Press photo

John Rose 1980's

Susan R. Rose Dessert 1980's

Caretakers (?) - Noted on Rob Maclay's Cog Railway Mailing list - Also one of Steve Comeau's answers to Bobby Trask' 2010 question to the *Mount Washington Cog Railway: We Worked There* group of "who was the most unforgettable person you worked with at the Cog and why?" *Steve Comeau:* "John Rose and wife ?? tying the hiker chick to the tree and doing naughty things to her????" The story of the Roses still has details to be nailed down - exactly when were they on the Cog payroll and what were their jobs. And what happened to them after their July 9, 1989 arrest. *(1989)* "Two New Hampshire residents have been arrested following a kidnapping and manhunt and a daring escape in the normally serene White Mountains. Police arrested John Rose, 36, of Jackson, N.H. and Susan Dessert, 32, of Conway, NH, Sunday *(7/9)* after they allegedly kidnapped and assaulted two women hikers from Massachusetts. Rose and Dessert are accused of abducting the women, tying up one of them and threatening to kill the other after she was forced at gunpoint to disrobe. Both women were able to flee their assailants and neither was physically injured. According to police, the two women, reported as Boston-area residents in their 30s, left Route 49 and began hiking on Smarts Brook Trail in Thornton at about 10 a.m. After about 35 minutes, they turned around to return to the road. Kevin Mays of the Waterville Valley Police Department said the two women then were met by Rose and Dessert. Rose pulled a gun and the two women began to run. "Both started to run down the trail when (Rose) grabbed one by the hair and forced her to the ground," Mays said. "He then told his female companion to tie her up and take her into the woods until he returned." As Dessert grabbed the woman and tied her up, Rose chased the other hiker, caught her and forced her to take her clothes off at gunpoint, Mays said. After threatening several times to shoot her, Rose ordered the woman to run and fired a shot. The woman was not hurt and ran to Route 49, where she was picked up by a motorist, Mays said. "He told her to disrobe and run," said state police Lt. David Lennon. "She thought he was going to point the gun at her and killer her." Meanwhile, her companion struggled for about two hours and freed herself form the ropes and also made her way to the road. Police, acting on a description she provided, arrested Dessert at about 1 p.m. in the woods near where the original abduction had taken place. Heavily armed police then fanned out to look for Rose, but he peacefully turned himself in to the Plymouth Police Department at about 6 p.m. Rose and Dessert were being held at the Waterville Valley Police Department. They were to be arraigned in Plymouth District Court today *(7/10)*. Two persons were arraigned Monday on kidnapping charges stemming from the alleged abduction of two hikers in Waterville Valley, N.H., on Sunday, officials said. Bail of $200,000 was set in Plymouth District Court yesterday *(7/10)* for John H. Rose, 36, of Jackson, N.H. He was charged with two counts of kidnapping, two counts of robbery, and two counts of criminal threatening. Susan Dessert, 32, of Conway, N.H., was charged with robbery and kidnapping.

John Rose (1989)
- Associated Press photo



Her bail was set at $100,000. The only charges calling for a plea in District Court are the two misdemeanor counts of criminal threatening, to which Rose pleaded innocent. The two were taken to the Grafton County Jail in Haverhill pending a preliminary hearing on Sept. 15. Plymouth District Court Clerk Philip Tapply said Rose and Dessert had been living in the woods for 20 days. Kevin Mays of the Waterville Valley Police Department said Rose pulled a gun on the hikers, who began to run until Rose "grabbed one by the hair and forced her to the ground." Rose "then told his female companion to tie her up and take her into the woods until he returned," Mays said, reading from a prepared statement. As Dessert grabbed the woman and tied her up, Rose chased the other hiker, caught her and forced her to take her clothes off at gunpoint, Mays said. After threatening several times to shoot her, Rose ordered the woman to run and fired a shot. The woman was not hurt and ran to Route 49, where she was picked up by a motorist, Mays said. Meanwhile, her companion struggled for about two hours and freed herself from the ropes and also made her way to the road. Police, acting on a description she provided, arrested Dessert at about 1 p.m. in the woods near where the abduction had taken place. Both victims were from Massachusetts and approximately 35 years of age, according to State Trooper David Lennon. Rose surrendered Plymouth police at 5:30 p.m. Sunday." But there was no newspaper coverage of a preliminary hearing on September 15 – nothing beyond the stories of the incident and the arraignment which had the *New England Cold Cases* blog produced by Scott Maxwell & Ronda Randall of Brunswick, Maine's Oak Hill Research to ask these questions in November 2011…

"**Questions re Rose and Dessert:**

a) Where are these two today?

b) Was robbery the real motive in this crime? (because when you have a gun to rob someone you don't need them naked and what would have happened if the victim who was tied up had not managed to escape?)

c) Were these two convicted of this crime, because I couldn't find any more articles about them after their arraignment?

d) Would it be worthwhile having Jane Boroski (1988 apparent victim of the "CT River Valley Killer") take a look at a photo of John Rose? Anyone have access to a photo?" *(Ed. Note: Oak Hill Research had not apparently seen the AP arrest photo of John Rose)*

Jitney Jr. will be working on answering the first three questions during his further research efforts. Any assistance, tips, etc. greatly appreciated.

- Ancestry. com / Newspapers.com / GenealogyBank.com / BeenVerified.com / Portland (ME) Evening Express - Mon, Jul 10, 1989 pg. 26 / UPI dispatch - Mon, Jul 10, 1989 / New England Cold Cases - John Rose and Susan Dessert - Nov 2011

Gertrude Clara "Gertie" Rosebrook pre-1904

(1904) "Miss Gertude Rosebrook of Lancaster, *(right)* who for several years was a valuable assistant to Miss Clarke at the curio counter in the Summit House, paid a visit to the Summit Monday *(8/29)*, remaining until the departure of the noon train yesterday (8/30). She was warmly welcomed by many friends at the hotel and this *(Among the Clouds)* office." Six years after her visit to Mt. Washington, the 1910 Census reported Rosebrook was as a sales clerk in a dry goods store. // Gertrude Carrie (Clara) Rosebrook was born on June 30, 1867, in Carroll, New Hampshire when her father, Mark Phineas Rosebrook *(b.1838 d.1883)* was 28, and her mother, Sallie "Sarah" Howe was 30. She was the second of six children. Her birth record lists her as Clara G. Rosebrook, however her grandfather Phineas Rosebrook Jr called her Carrie Gertrude in his will. She joined older sister Lillian E. *(b.1850 d.1950)*. Brother John H. was born in 1869 and died four months later on October 22. There followed sister Louisa T. *(b.1870 d.1950)*, brother Dana Mark *(b.1872 d.1947)*. Another brother named John H was born June 5, 1873 and died exactly a month later. Gertie and her sisters, both teachers, all lived together their whole lives with their mother and at one point their brother Dana joined them at the Rosebrook Farm. Sallie Howe's obit at the Dalton Historical Society said of her daughters: "The mothers's wish was their chiefest desire, and all their reasonable desires it was her delight to gratify. With these feelings they grew into an ideal household. Her children's friends ever found with her a hearty welcome a model home. Large parties from mountain houses, from farms, shop and stores were want to drive up to Lancaster to the Rosebrook farm to enjoy the good cheer, the glad sunshine always radiating from such a home. At such times and at all times Madam Rosebrook was the personification of hospitality." The young ladies were known as the "Rosebrook Gals." Gertrude Carrie Rosebrook never married and died on September 6, 1951, in the Johnson Convalescent Home in Lancaster, New Hampshire, at the age of 84, and was buried with her family in her hometown of Carroll.

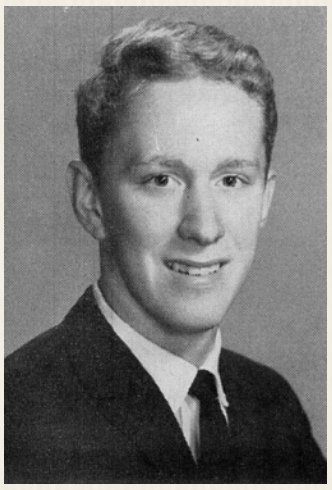
Rosebrook Gals- Lillian, Gertie & Louisa
- Ancestry.com

Gertie Rosebrook
- Ancestry.com

- Among the Clouds - Wed, Aug 31, 1904 pg. 4 / Ancestry.com / Newspapers.com / Find-A-Grave.com - Dalton Historical Society

Ros

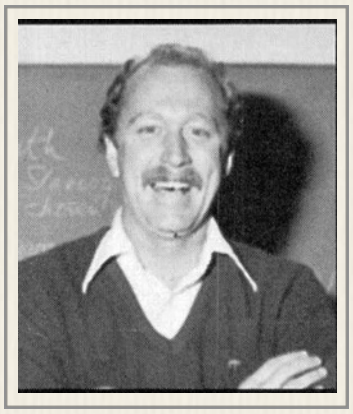
Helen M. Roshe 1952
Railway Ledger



"Rusty" Ross (1965)
- Berlin HS yearbook

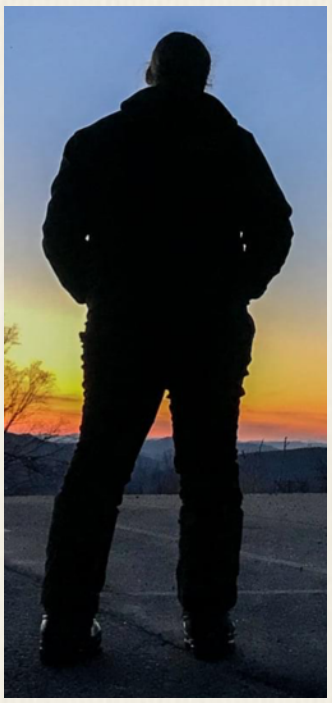
Kirkland O. Ross 1964

From Berlin, New Hampshire, the 16-year old high school junior Ross worked in the Summit House kitchen and on the snack counter for $130 plus $64 a month in the summer 1964. / Kirkland Oleson Ross was born on November 21, 1947 to Charles and Julia (Oleson) Ross. Educated in Berlin, "Rusty" Ross graduated from Berlin High School in 1965 from the college prep track. He was freshman class president and was on the National Junior Honor Committee and named Star Teen that year. He was part of the Harvest Ball Committee his freshman and sophomore years. As a 14-year old sophomore he shot his first deer – a 125-pound doe – while hunting in the Jefferson area. A Ralph Peloquin photo of the deer and State Conservation Officer William Turner handing Rusty his special deer tag on page 30 of the Union Leader. He played basketball and baseball in his second and fourth years, closing out his high school career working on the yearbook staff. In the Class of 1965 prophecy his classmates predicted that in twenty years, "Astronaut Rusty Ross is now an ace, in the ever-growing race for space." Three years later, Kirkland Ross was racing, but it ended with a guilty plea and a $20 speeding fine in Plymouth, N.H. In 1985, Ross's picture was back in the Berlin High School yearbook because he was now teaching at his old high school. The 21-year old Ross married 23-year old Camille Jeanne Couture from Berlin on August 2, 1969. It was the first marriage for the two college graduates. Ross lived for a time in Laconia before moving to Gilford, New Hampshire in 1992 where he lives today. Ross was Gilford High School's administrative assistant and figured in a 1995 New Hampshire Supreme Court case that ruled school officials had a right to search students for drugs and weapons without a warrant. In early 1993, Ross was told by teachers that Jacob Drake "likely was using and possibly selling drugs, and one teacher had reported she believed Drake had been involved in a drug transaction at school" Ross also learned "Drake had recently been arrested for drug possession in Massachusetts." Ross pass the word along and when "Drake arrived at school on Jan. 11, 1992, the principal asked him to empty his pockets, which contained a pipe and some rolling papers that appeared to have a trace of marijuana. A further search of Drake's knapsack found several bags of marijuana, leading police to arrest him. Police later found an unloaded semiautomatic pistol and two bags of LSC on Drake. The court ruled that although public school officials are not exempt from constitutional prohibitions against unreasonable search and seizures, this search was reasonable. "The telephone call informing Ross that the defendant would be carrying drugs to school that day, taken in light of existing suspicions of the defendant's drug involvement, was more than enough to justify the inception of the search." The ruling said." Internet sources say Ross currently lives in Gilford, N.H.



Mr. Ross (1985)
- Berlin HS yearbook

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Brattleboro (VT) Reformer – Wed, Jun 28, 1995 pg. 2 / Manchester (NH) Union Leader – Thu, Nov 8, 1962 pg. 30



Phoebe Ross 2020

"It's always hard to say goodbye to our seasonal crew members every year as the long winter begins to settle in, and that's a sentiment that seems to go both ways. Leaving work tonight, we caught Phoebe *(left)* taking in the sunset at Marshfield as she wrapped up her first season as a Cog Railway brakewoman." *(Feb 2020)* Cadet Chief Master Sergeant Phoebe Ross of the New Hampshire Civil Air Patrol's Mt. Washington Flight has been honored with selection to the prestigious Cadet Wings Program. Cadet Ross will now have an opportunity to attend a two month summer university in-residence Flight School at a major academic institution. Purdue University hosted the program last year. The commanding officer of Civil Air Patrol's New Hampshire Wing, Colonel Darin Ninness, praised Ross' selection. "This flight school is a fantastic way for CAP to provide quality private pilot training to our young men and women," said Ninness. "This is a tremendous opportunity for Cadet Ross, and I've very proud of her selection. I'm sure she'll do well and while proudly representing our New Hampshire Wing." Lieutenant John E. Tholl Jr, the commanding officer for Mt. Washington Flight, echoed the sentiments of the Wing Commander. "Cadet Chief Master Sergeant Ross's selection to the Cadet Wings program well reflects her initiative and interest in aerospace," said Tholl. "As an original member of the Mt Washington flight she's an inspiration for our North Country young people. As our ranking cadet, she helps guide the newer cadets through the basics of CAP membership." Tholl added that Ross's earlier work earned her an invitation to attend a two-week flight academy and an opportunity to visit a Cessna plant where she observed the aircraft manufacturing process first-hand. Ross was very pleased to learn of her selection for the Cadet Wings program. "I was thrilled at the news," said Ross. "I plan to make the most of this wonderful opportunity. A junior at the White Mountain School in Bethlehem, Ross is the daughter of Todd and Ellen Ross of Randolph. The Mt. Washington Flight meets Tuesdays at 6:30 p.m.

Phoebe Ross (2020)
- Civil Air Patrol photo

at the American Legion Hall in Whitefield. It joins seven other CAP Cadet or Composite Squadrons and a Concord headquarters to make up the New Hampshire Civil Air Patrol Wing. The CAP mission involves supporting aerospace education, cadet programs, and emergency services.
- *https://nhwg.cap.gov/nh-cadet-selected-for-flight-school / Mt. Washington Cog Railway FB page - Sun, Nov 29, 2020*

Mrs. Rothenburger 1967

Summit worker - mentioned by Old Troll in *Cog Clatter v2 n4 /* An Ancetry.com search found an "Erma Miller Rothenberger" *(b.1910 d.2004)* from Pennsylvania who would've been about 57 in 1967.

Mary-Jo Elizabeth Rother 1977

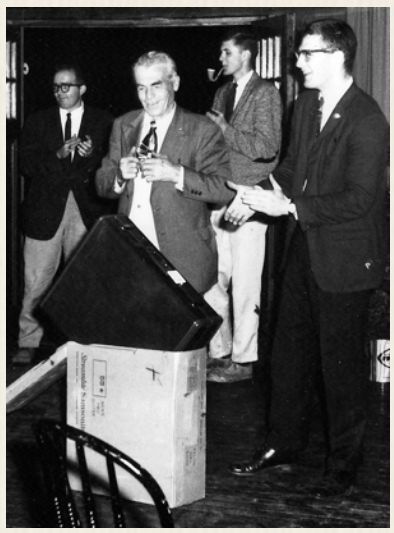
The 19-year old Marshfield gift shop clerk from Wilkes Barre, Pennsylvania was preparing to enter the Pittston Hospital School of Nursing in the fall. The daughter of Marine Corps veteran of the Korean War John C. Rother Jr. and Amelia (Baloga) Rother, Mary Jo had one brother Joseph. Rother graduated from the Pittston Nursing School in 1980. The school, which began in 1903 would close and be absorbed in 1988. Rother found work at the Geisinger Wyoming Valley Medical Center in Plains Township. It was the hospital where her father would die in February 2000.

- Marshfield Corp / Bencosky-Desjardins collection / Ancestry.com / Newspapers.com / Pittston (PA) Sunday Dispatch – Sun, Apr 15, 1979 pg. 1 / Scraton Times-Tribune – Sun, Apr 23, 1978 pg. 108 / Wilkes-Barre Citizens' Voice – Thu, Feb 2, 2000 pg. 36

Mary Jo Rother (1979)
- Pittston Sunday Dispatch

Marsha Roulard 1999 - 2000

Railway employee - Cog office person when Mark "Cookie" Sodergren was hired - She and her husband ran YaYa's Market & Deli *- Sodergren Intv - Mon, Aug 16, 2021*



Rouleau receives a new suitcase at the Cog Party. Griff Harris, Stretch Buss & Dave Woodbury (L-R) applaud (1963)
- Ellen Crawford Teague Collection

Emile "M. Rouleau" Rouleau 1938 - 1976

Woodworker/groundskeeper / maintenance. Alan Warner's "favorite Rouleau story - rainy day, Marshfield full of hikers. Cool dude hiker sees Rouleau tending the fire. *(Fireplace is huge, for those who never saw it)*. Dude asks Rouleau, "Did you make this fire? What's your secret, man?" Rouleau smiles, taps the side of his nose, then goes around the corner into the old dining room. Returns with a can of kerosene. "Ahhhh, makes good fire!" Hiker dude looks crushed - thought he'd found the original woodsman. ***Dave Moody:*** "I loved his milk truck home above Marshfield." ***Alan Warner:*** "Remember the first year he had the milk truck? He stayed in it a few weeks, then disappeared on one of his benders. When he came back, he went to his old room in the boarding house - 2nd floor top of stairs. He must have fallen asleep reading his Bible, because Dana Kirkpatrick opened the door to his 'new' room and stumbled on Rouleau laid out on the bed with hands crossed over his Bible on his chest. Looked exactly like he was about to be buried. Dana took one look, screamed and almost killed those of us behind him as he pelted back down and out the front door." ***Robert Cal Callahan:*** "I remember rolling a cigarette by the fire and having long talks with Roulo (sp?), had trouble understanding much of what he said." ***Roger Clemons:*** "Paul Kahne and I discovered that Rouleau would become more unintelligible as the imbibed more booze....." ***Anne Teague Koop:*** "You couldn't help but love Rouleau. Rouleau would make for me little Ox yokes and a cart and help me train the little Ayrshire calves we would pick up from the Edmon farm in Twin Mountain. I could have my calves give rides to the little kids

M. Rouleau takes a break while cutting the grass around the employee cabins.
- Kent Family Collection

waiting for their train ride at $.25 along with pony rides. Rouleau was a fun person when he was "on the wagon." ***Tom Fillion:*** "Rouleau knew my grandfather, Allen Fillion, from when he worked at the Cog during the 1920s - 1940s. Whenever my grandparents visited my brother and me at the Cog, Rouleau was like a magnet on my grandfather. My grandfather spoke French. When I asked him what they talked about my grandfather would smile and say "I didn't understand a word that he said." ***Becky Cooke:*** "He greeted me every morning with 'Nice day, girl, Nice day!'" / Emile Rouleau was born in January 1899, in St. Ephrem, Beauce, Quebec, Canada, to 22-year old Marie Adelia Breton and 28-year old farmer Georges Rouleau. It was a large family. Emile was the fourth to come along. Mare Annie was born in 1895, Rozana a year later. Angelina was born a year before Emile. Napoleon Octave was born on January 14, 1901. Joseph was born in March 1903. Sister Zianne was born in July 1906. sister Adrienne was born in October 1910. Emile Rouleau crossed the border in 1921 at Jackman, Maine to work in the U.S. He was 5-feet 7 ½ inches tall with brown hair and grey eyes. Records indicate he would cross over again in September 1922 and April 1924. The 1924 Berlin, New Hampshire Directory lists an Emile Rouleau working for the Brown Paper Company while boarding at 839 Main Street. On September 7, 1931, 32-year old Emile Rouleau was living in Holland, Vermont and got married for the first time to 16-year old Albina Fortin. Two weeks later, the local paper reported "Emile rouleau on the Valley road (in West Holland) has been offered a position in Saranac Lake, N.Y., and he and Mrs. Rouleau are planning to leave soon for that place." An obituary for Irene (Rabida) Fortin in May of 1938 notes "Mrs. Emile Rouleau (of) Fabian, N.H." was among those attending the funeral from out of town. Rouleau's Cog story begins in 1938 with he and his oxen helping build Col. Henry Teague's Marshfield Station. His wife's story seems to fade from view. A 25-year old "Aurore A. Rouleau" who was living in Fabyan in 1935 is recorded on the 1940 US Census was working as a maid for Fred and Adelaide Coy in Claremont, New Hampshire. She is listed as born in Vermont and married. Diabetes claims the life of an "Albina Julia Fortin" in Holland, Vermont on January 31, 1960. But she is reported as the daughter of Arthur and Ileda (Labelle) Lemiere and the wife of Joseph Fortin – the older brother of the elusive Mrs. Rouleau. The summer of 1960, Emile Rouleau is paid $70 a week as grounds keeper of the railway. He would earn the same in 1961 although he was now living in Littleton. The $70 a week pay rate continues until 1969 when he receives $1.60 an hour. A dime increase comes in 1970 for his ten hour day doing general maintenance. $1.80 in 1971 and $2 an hour in 1973 and 1974. Faith Bencosky-Desjardins' records last records him as a railway employee in 1975.

- Railway Corp / Cog Railway: We Were There FB - See Vol. 1 Ch. 9 Sec. 1 / Ancestry.com / Newspapers.com / Newport (VT) Express & Standard - Fri, Sep 25, 1931 pg. 3 / Newport (VT) Daily Express - Fri, May 6, 1938 pg. 7 / Bencosky-Desjardins files

J. P. Rourke 1951 - 1952
Railway Ledger

John Rourke (1925)
- B&M Courtesy photo

John Rourke 1925

Railway Superintendent / John Rourke was born on June 4, 1867, in Marshfield, Massachusetts. His father, railroad dispatcher John Rourke, Sr., was 53 and his mother, Vermont-born telegraph operator Mary Greene, was 40. He had three older sisters, Mary *(b.1860 d.1908)* & Katherine F. *(b.1865 d.1959)* and three older brothers, William *(b.1856 d.1937)*; Patrick *(b.1858 d.1859)* & James E. *(b.1862 d.1925)*. Rourke "secured his education in the public schools of *(Marshfield, MA)*. However, Rourke would later tell the *Boston Globe* that he credited "much of his success in life to his early training as a "cub" newspaper reporter, having been employed by the *Boston Globe.* At this time Mr. Rourke lived at Abington, his father, a "railroader," being on the old Colony Railroad. Appreciating that it would facilitate his work and enhance his value to his newspaper, John Rourke mastered telegraphy and soon was sending his own stories by wire to the *Globe*. Subsequently he became the operator at the telegraph station…" starting his railroad career as a 20-year old telegraphy operator on the Boston & Lowell, April 1, 1887. On July 1, 1888, he was made a train despatcher [sp]…" "Not satisfied with this and being eager to increase his income and broaden the scope of his experience, he went "scouping" in his "waking hours" and did "spare tricks," receiving special news copy over the wires in Boston newspaper offices. He soon became the champion "speed" operator in the news and commercial fields of the telegraph world. His "copy" was "clean," and often reporters found their stories much improved by corrections he had made as he telegraphed them. Powerful as is the lure of newspaper work, he could not shake off the allure of the railroad, and he was always dabbling with the odd jobs he found to perform around the railroad until soon he was a fixed "plug" in the dispatching department. J. H. French, an official of the Old Colony Railroad, saw a future before young Rourke and encouraged and helped him, and soon he had a railroad office at Braintree. He went to the old Boston & Lowell railroad and soon found himself in the office of the superintendent. C. S. Mellen was general superintendent. He was the outstanding railroad manager of the times. He soon saw a future ahead of John Rourke and made him chief dispatcher *(Dec. 1, 1900)*, then assistant superintendent *(May 1, 1905)* and later superintendent of the Southern Division of the Boston & Maine after it took over the Boston & Lowell." Rourke may have been hustling for money because of a growing family. At 23, Rourke married Mary Frances O'Connell *(b.1868 d.1951)* on May 2, 1891, in Bethel, Vermont. They had four children in 16 years all born in Somerville, MA. Francis "Frank" William Rourke *(b.1892 d.1964)* would serve in France with the 14th United

States Engineers as a captain having graduated from Tufts as a hydroelectrical engineer. However, Frank's resume also had an entry as a master train dispatcher on the B&M system at Woodsville, N.H. The 1925 *Globe* profile of his father noted Frank "has the "rail iron" in his blood." It went on to say, "Mr. And Mrs. Rourke have an estate in Orient st, Melrose, and their three daughters' live with them *(in 1925)*." Josephine Helen *(b.1894 d.1968)* was a "supervisor of Americanization work at Wakefield. Miss Dorothy M(ary) Rourke *(b.1901 d.1972)* is a graduate chemist from Jackson College… She made her mark as an athlete and coach of the Melrose High hockey team. Miss Grace Margaret "Miggie" *(b.1908 d.1989)* was a student" in 1925. "No official or employee *(in the B&M system)*," the paper wrote, "was ever known to grumble at or adversely criticize John Rourke or his judgment, because, while he rules with an iron hand under a velvet glove, his motto is "the square deal.' He is sympathetic, kindly and generous and demands from all the same rugged loyalty and devotion to the railroad." His devotion to the railroad would lead to his death the following spring. "John Rourke, general superintendent of the Boston & Maine railroad… died at his home in Melrose, Saturday night *(4/17)*. Death was due to an illness brought on by two "round the clock" struggles to keep the Boston & Maine lines open to traffic during severe blizzards of February 4th and 10th last. For 36 hours tarting February 4th and for nearly 48 hours after dawn of February 10th Superintendent Rourke remained without sleep before the telegraph key a master control of Boston & Maine system directing the work of thousands of men during storms which practically paralyzed rail transportation sending and receiving messages himself. The strain of such long hours undermined his health and his death Saturday ensued." John Rourke was buried in the Holy Cross Cemetery in Randolph, Vermont.

- Ancestry.com / Newspapers.com / Boston Evening Transcript – Wed, Oct 29, 1913 pg. 5 / Boston Globe – Fri, Aug 14, 1925 pg. 20 / North Adams (MA) Transcript – Mon, Apr 19, 1926 pg. 14

Clayton D. Roy 1961 - 1967

In 1961, 19-year old Clayton Roy and his 16-year old brother, Norman would follow their other brother Ernest up the Base Road and into the Marshfield kitchen. Ernest started at the Cog in 1960 and while Clayton and Norman were washing dishes for Pete Rusinski, Ernest had been promoted to kitchen boy. Clayton would work through the season and earn $130 a month. The next summer, he was on the trains - firing for $1.10 an hour. He was getting $1.25 an hour shoveling coal in 1964 and became an engineer in 1965. / Clayton David Roy was born on May 13, 1942 to 39-year old Ovila Nelson Roy and his 22-year old wife, Mable Helen (Blood) Roy. Eventually, he was one of eleven children – Yvonne, George, Jeannette, Florence, Irene, Verhabelle, Arlene and Albert along with the aforementioned Norman and Ernest. He would live his life in Lunenburg. In the fall, Clayton entered first grade as neighbor Norm Lewis was going to Lyndon Teachers College where he would gain his nickname, "Jitney" from roommate George Trask. Young Clayton would rack up impressive attendance figures during his primary education and after the Cog he would serve as Lunenburg's fire chief for some fifty years.

Clayton Roy (2003)
- Lewis Family Collection

- See Vol. 1 Ch. 9 Sec. 12 Marshfield Corp / Railway Corp / Ancestry.com / Newspapers.com / Caledonian-Record - Fri, Oct 1, 1948 pg. 5

Mrs. Emma Roy (undated)
- Roy Family Collection

Emma Roy 1920

Summit House - "Mrs. Emma Roy, Bernard Wilcox and Robert Cox went Friday *(5/25)* to the Summit House on Mt. Washington where they have positions for the summer." Her brother, Gideon Corriveau had begun working as a fireman at the pump house the previous summer. "Mrs. Emma Roy returned Saturday *(9/18)* from the Summit of Mount Washington, N.H., when she spent the summer." / Emma Marie Thibodeau was born on December 8, 1881, in St Johnsbury, Vermont. Her father, 37-year old Olivier Thibodeau *(b.1844 d.1917)* was a trackman on the railroad, and her mother, Caroline (Marcoux) Thibodeau *(b.1844 d.1929)* was 36. At 19, Emma married 25-year old blacksmith Edgar Joseph Roy on October 14, 1901, in her hometown. Roy had been born in Quebec… went to Worcester, Mass in 1898… then he came north to St. Johnsbury in 1900 and worked for Fairbanks Morse & Co. for 42 years. Edgar and Emma had five children in 12 years: Marie Ange Alexandrine *(b.1902 d.1947)*, Roland Albanie *(b.1908 d.1964)*, Joseph Charles Henri Leopold "Paul" Roy *(b.1909 d.1995)*, Marie Yvette Irma *(b.1912 d.2000)* & Raoul "Ralph" Lucien Olivier *(b.1915 d.2012)*. Mrs. Emma Roy enjoyed playing whist at her church. A 1935 newspaper report on the St. Anne Society bridge and whist tournament said it "started off in earnest Wednesday afternoon at the St. Gabriel School hall with eleven tables in play." Emma Roy was the top point-getter on Captain Landry's team and won the first-place whist prize that week. She and three other women had donated those prizes. Roy died of a heart attack on June 30, 1962, in St Johnsbury, Vermont, at the age of 80, and was buried there.

- Ancestry.com / Newspapers.com / FindAGrave.com / St. Johnsbury Republican - Wed, Jun 30, 1920 pg. 5 / Caledonian Record - Thu, Sep 1920 pg. 6; Tue, Jan 9, 1940 pg. 6 / Hardwick Gazette - Thu, Dec 20, 1934 pg. 5

Emma Thibodeau Roy and Edgar Roy (seated). Their children, from left to right, standing: Roland Roy, Ralph Roy, Yvette Roy Reeves, and Paul Roy (undated)
- Roy Family Collection / Ancestry.com

Roy - Rug

David E. Roy 1968

Summit House employee - David Roy appears on the payroll summary for July 1968 as earning $126 a month. "Free" room and board was worth $56 a month for tax purposes. His net monthly pay was $93.57. Roy's salary was booked in the Summit House "restaurant" column. *- July 1968 Summit Payroll summary*

Ernest Angus Roy 1960 - 1964

Marshfield assistant cook to Pete Rusinski and brother of Clayton and Norman, 17-year old Ernest Roy of Lunenburg, Vermont started as a dishwasher in 1960 in the Marshfield kitchen. He earned $110 plus $20 a month that summer. In 1961, Ernest earned $135 a month helping Rusinski as a kitchen boy. Roy worked at the Mountain through September 4th and then weekends through the fall of '61. Ernest repeated as kitchen boy the following summer but was paid $120 plus $25 a month. The summer of 1964, he was Marshfield's assistant cook and earned $150 plus $25 a month. The 22-year old said he was making a living in the hotel trade when he took out a marriage license in the fall of 1965. *(1965)* "Groveton notes: St. Francis Xavier church in Groveton was the scene of the marriage on November 25 of Miss Linda Jane Hopps, daughter of Mr. and Mrs. Francis Hopps, Sr., of Groveton to Ernest Angus Roy, son of Mr. and Mrs. Ovila Roy of Lunenburg, Vt. The 10 a.m. double-ring ceremony was performed by Rev. Lucien Dupont. The bride, given in marriage by her brother, Francis Hopps, Jr., of Concord, was attired in a white brocade gown and wore an elbow-length veil. Miss Irene Roy of Lunenburg, Vt., was maid of honor. Clayton Roy of Lunenburg, Vt., served as best man. The usher was Norman Dupuis of Groveton. Mrs. Roy is a graduate of Groveton High school and has been employed at the Berlin Granite State Rubber Co. The groom is a graduate of Concord high school and has been employed by the Cog Railway. The couple will live in Stark. Guests from out of town included Cliff Kenney and son (Jackie) of Twin Mt." When the couple's first child, Ernest Angus Roy Jr. was born on June 29, 1966 at Brightlook Hospital in St. Johnsbury, 19-year old Linda was living in Lyndon and Ernest was working as a cook/baker. / Ernest Angus Roy was born on June 12, 1943 in Lunenburg, Vermont to 40-year old bobbin mill truck driver Ovila Nelson Roy and his wife, 23-year old Mabel Helen (Blood) Roy. Ernest has called the North Country home living in Lancaster in 1992-93, North Stratford from 1994 to 2004 and in Maidstone since 2008. *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Littleton Courier - Thu, Dec 9, 1965 pg. 3A*

Norman Nelson Roy 1961 - 1964

Marshfield Corp – 16-year old Norman Roy came to the Cog in the footsteps of older brother, Ernest. He washed dishes in the Marshfield kitchen in 1961 for $135 a month, and worked through September 4th that season. He repeated as dishwasher in 1962 and was paid $110 plus $20 a month. Norm Roy returned to the kitchen for $130 plus $20 plus $64 a month and he took time to make an August trip to Groveton. *(1964)* "Groveton notes: Norman Roy of the Base Station, Mt. Washington, was a Saturday *(8/8)* visitor of Mrs. Hilda Malas." / Norman Nelson Roy was born on January 17, 1945, in Lunenburg, Vermont, his father, Ovila, was 42 and his mother, Mable, was 24. He never married and lived his life in the North Country. In June 1977, he was involved in a fatal head-on collision. *(1977)* "A Gilman (Vt) man was killed early Sunday *(6/5)* morning when his vehicle collided head-on with a pickup truck on Route 2 here. State Police said Lawrence R. Noyes, 26, was pronounced dead at the scene by Dr. Morris Rowe. Exxex County State's Atty. Sten Lium gave permission for the body to be removed. Noyes was heading west and Norman N. Roy, 32, of Lunenburg east when the collision occurred,.. Roy was taken to Northeast Vermont Regional Hospital in St. Johnsbury and released." *(2009)* Norman N. Roy, 64, of Lunenburg VT, died suddenly near his home on September 14, 2009. Mr. Roy was born in Lunenburg on January 17, 1945, the son of Ovila N. and Mabel H. (Blood) Roy. Norman was a lifetime resident of Lunenburg and a graduate of Concord High School. For 23 years he was employed with Campbell Envelope and Stationery and later worked another 10 years at Burndy in Littleton NH. For a short time he was employed at Lydall, St. Johnsbury VT. He enjoyed many things in life including motorcycle riding, deep-sea fishing, snowmobiling, four wheeling, and card games like poker and blackjack. His greatest enjoyment was traveling, which took him to many U.S. states and various countries of the world. Family members include his brothers George Roy, Albert Roy, and Clayton Roy, all of Lunenburg, and Ernest Roy of Maidstone VT; sisters Yvonne Henderson and Florence Colby, both of Lunenburg, Jeannette Thompson of Mechanicsville VA, Irene Chase of Littleton NH, Vernabelle Ingerson of Lisbon NH, and Arlene Baird of Tucson AZ; and many nieces and nephews. Norman Nelson Roy was 64, and was buried in Lunenburg. *- Marshfield Corporation / Bencosky-Desjardins files / Littleton Courier - Thu, Aug 13, 1964 pg. 6A / Rutland (VT) Herald - Mon, Jun 6, 1977 pg. 4 / Caledonian Record - Sep 16, 2009*

Jon Ruggieri (1965)
- Clough Haller Collection

Ronald "Ron" Ruel 2017

Railway employee - A "Ron" appears to be training with Eggy, Pete & Tom on the MW9 on June 27, 2017. Tom Lane: "Ron - That might be Ron Ruel or however you spell his name. I can't think of anyone else who would be named Ron that would be able to be on the train and they typically didn't start new brakemen on steamers during this time period so I'm guessing it was a guest ride."
- Dispatch Report - 06-27-17

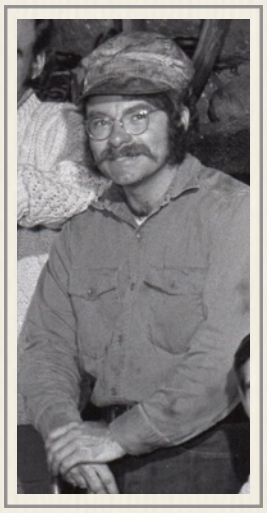
Jonathan R. "Jon" Ruggieri 1965

The 17-year old from East Hartford, Connecticut *(left)* worked in the Summit House dining room as a waiter. He earned $150 plus $64 a month as well as receiving an $85 bonus for the season. Jonathan R. Ruggieri was born on March 28, 1948 to Robert J. ruggieri and his wife, Ida (Goosch) Ruggieri. Jon or Jack had a brother, Robert Jr. The young man's father worked for 38 years at C. R. Gibson in Norwalk, Connecticut. The company where Cog bookkeeper Tony Poltrack worked. Jon Ruggieri would graduate from the new East Catholic High School in 1966 where he was an honors student. He had

worked on the school's first yearbook *Aetos* in 1965 as a junior. He married Susan Coleman on December 19, 1973 in East Windsor. The couple currently lives in Enfield, Connectictut.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Hartford (CT) Courant - Sun, Dec 8, 1963 pg. 159; Sun, Feb 14, 1965 pg. 132; Wed, Feb 26, 2003 pg. 195 & Sun, Dec 17, 2006 pg. B05

John F. Ruggles Jr. 1964 - 1966 & 1968 - 1970



John Ruggles (1970)

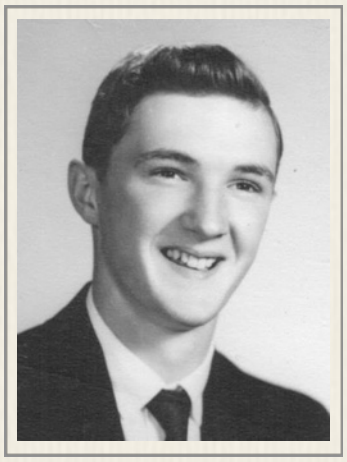
Car builder *(right)* - son of Col Teague's commanding officer in WWII, Gen. Ruggles. He started as a brakeman in 1964 earning $1.15 an hour. In 1966 he became a fireman then served with the Army in the summer of 1967. He would learn almost immediately upon his return in the spring of 1968 that things had changed in the wake of Arthur Teague's death the summer before. "Frank Thompson was the guy who used to run the first work train," says Ruggles. "Well for some reason or other, Frank didn't show up. Charlie Kennison was there and Charlie said, 'Well, you know, I can't run the engine, because I was on the crew with Gordy Chase and none of us could operate a locomotive after that.' And Charlie Kennison looked at me, pointed and said, 'You know how to run one of these just as well as anybody up here.' I looked at him and said, 'I know where you're going with this.' And he said, 'I'll go speak to Ellen Teague about this.' Next thing I know I'm a qualified engineer and I ran the first work train up… that's that the quickest qualification as an engineer that ever occurred in the history of the railroad. I had plenty of experience with the engines from the previous years." While railroad operations had changed other facets of life at the Mountain did not. Bev Esson's posting of John Ruggles with his Bronco *(left)* on Facebook in December 2017 prompted the following thread: Anne Teague Koop: "Remember how he would bore out his car engine so it was extra fast and then he would race to the Crawford House timing himself to see if he could beat his record. Norm (Koop) rode with him and he said he found someone who was as crazy or crazier than he." Morris Root: "And riding through the curves on the Base access road it was an EXPERIENCE! Ended up off-roading and leaving the car off road one night in a t-storm with John." Koop: "Oh those were great memories. The crazy things we did!" "I was real gear head back then,' admits John. "And yeah, that's probably a pretty correct assessment. I remember Art Teague… talking about all the problems with the (Base) road… but since it was all uphill, there was some question about how fast could you go up that grade? I had a Ford Mustang (with a) high performance 289 in it, and I could get up there about 105 miles an hour and that was about as fast as anybody else go. Bud Nye had an Austin Healey 3000 at the time and he could get pretty close to that with that car. I always was bound and determined that it should take a minimum of time to get down the Base Road - then from Fabyans into Littleton to do laundry and have a beer on a Friday night. So, all those (Facebook) tales, I think (it) was a very generous description. It was worse than that." While he didn't get in trouble for excessive speed, Ruggles landed in hot water for his critique of Cog track lunches. "I remember one day, Paul (Kahne)… Roger (Clemons and I) looked at these track lunches and there was something we didn't like." Ruggles told the pair that his Army dad had once been ordered by General MacArthur to take a cooking course. MacArthur wanted his officers to be familiar with the jobs of those they commanded. The senior Ruggles had "baked a cake and a nothing rose like it was supposed to. It was flat as a pancake." His instructor had a teaching technique for when a dish was unacceptable. "He'd nail it up on the side of the mess hall." John told his colleagues, "You know what, I'm going to take this sandwich with this mystery meat in it, and I'm want to nail it on the side of the car shop. Well, we got about four or five of them up there before Paul Dunn noticed this… and I got a stern talking to… because the word had gotten up to (cook) Pete Rusinski. Forever after I was on (Pete's) bad guy list."

John F. Ruggles Jr. (1970)
- Bev Esson Collection

Ruggles ran the car shop in 1969 and 1970 and was paid $2 an hour. Charley Kenison noted on Facebook: "John painted some interesting things on the car shop windows!" Anne Teague Koop: "Yes he did, Charley Kenison. He was a card. Boys will be boys." But in 2018, John Ruggles said much of the art was the work of his colleague, Paul Kahne. "I think he went to art school. When we mixed paint, he'd take some of that paint and paint the windows... some had flowers, one thing or the other. Then one of them got painted… in black. Paul said, 'Hmmn that looks like a canvas… so what he did was to scratch in on the black… these words. 'The universe is a vacuum because the earth sucks.' That was how controversial it was then… now that's part of everyday conversation." John Ruggles' last summer was 1970. The Ruggles family remained friends with Ellen Teague despite her later relationship with the Rev. Alexander Hamilton IV. "My parents just detested the guy," says John. "They were essentially living together, but… prior to the sale of the railroad *(in 1983)* she came out to visit my dad with (Hamilton) in Phoenix. I remember the (sale) figure that my dad got from her… wouldn't sound like much in terms of money today. (The Ruggles) actually talked about… buying the railroad from her. My dad would have been willing to work with us on it." But it did not come to pass. "My wife Marilyn, who is from Bartlett, N.H. said, "I don't want to be anywhere close to any of the family back east.' OK - end of discussion. We said no, we've got other things to do with life."

In March 2018, Ruggles was recuperating from a fall on icy pavement, and the migraines it precipitated. Even so, he reviewed the draft Jitney Years manuscript, and passed along these thoughts about the Cog from his home in Arizona. "My time at the Cog in the three years before the end of Art Teagues's time and the Jitney years was an experience that has framed my life to this day," wrote Ruggles. "The other was living in Saigon, Vietnam in 1959 and '60. Although half the world apart, both places at those

times have been described as magical, even transcendent because of the places, the times, the people, their history and their interaction. I share those opinions. This ended with Art Teague's death. I came to the Cog because of the lasting friendship between my father and Art Teague, and it was time to get a job and start down my own path. However, it took another month in '69 while on leave and all of '70 at the Cog after getting out of the Army for me to realize this. Paul Philbrick expressed my thoughts exactly in his letters to Jitney after leaving the Cog. (see *Vol.1 Annus Horribilus*) Art Teague knew what leadership and vision were. Without that, I like Paul, could not stay. I must also comment on the men I worked with in the shop. They were men like the Vermonters in my father's family that I knew from a very early age. How was their character formed, how did they become what they were? A good observer cannot avoid being influenced by what he observes, so more than 50 years down the road, I find that I have become much the same - sure took a while though! Paul Philbrick, Ray Gilman, Earl Cone, Irv Smith, Jeff and Doug Taylor and especially Harold Adams and others, like Jitney and Art Teague, were some of the best men I have ever known." John says he has read some of the newer Cog histories and dislikes some of the characterizations of the men that he knew. "This brought to mind the animus that sometimes existed between the college kids and the blue-collar New Englanders," said Ruggles "and perhaps still exist (50 years later)." *- See Vol. 1 Ch. 9 Sec. 4*



Creston Charles Ruiter
- Obituary photo

Creston Charles Ruiter 1981

Creston Ruiter was a 41-year old U.S. Air Force vet with a passion for hiking in the mountains when he came work at the Cog Railway on the grounds crew. He earned $3.35 an hour during that summer before going home to Whitefield. *(2017)* Creston Charles Ruiter, 77, Whitefield, New Hampshire, died suddenly on May 29, 2017, at his home in Whitefield. Cres was born on March 16, 1940, in West Charleston, Vermont, to Violet and Ralph Ruiter. After graduating from Groton High School, Groton, Vermont, he proudly served in the United States Air Force. Creston retired from the Courier Publishing Co. with over 20 years of service. Cres was a hiking enthusiast, avid bushwhacker and explorer. A few of his hiking achievements include the Grand Canyon, the Appalachian Long Trail, New England's 100 highest peaks and New Hampshire's 4,000 footers, five times, once in winter, with his dogs, Scooter and Daisy. Creston fondly told of his many happy experiences with his peak bagging buddies. He also delighted in hobby farming, with his partner of 40 years, Alan McIntyre. They established Crambray Acres, replete with sheep, garden produce and fruit. Creston enjoyed selling his homespun wool and dyed yarn at farmers' markets. Cres was predeceased by his parents and brother Derek R. Ruiter. Creston will be deeply missed by his sister and brother-in-law, Myrna and Mickey Setien, of Barre, Vermont; his brother and sister-in-law, Urban and Marie Ruiter, of Derby, Vermont; and his niece and her family, Lynn, Scott and Patrick White, of Augusta, Kansas. There will be a graveside service on Wednesday, July 12, 2017, at 11 a.m. in Park Street Cemetery, Whitefield. Those who wish may make a memorial gift, in lieu of flowers, to New Hampshire Outdoor Council-Search and Rescue, P.O. Box 157, Kearsarge, NH 03847-0157 or nhoutdoorcouncil.org. The family would like to thank all those who enriched Creston's life with your friendship, adventures and camaraderie. "The mountains are calling and I must go." - John Muir.

- Railway Corp/ Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-a-Grave.com / Barre Montpelier Times Argus - Jun. 3, 2017

John A. Runge 1955
Summit House

David Hamilton Rupp 1973 - 1974

19-year old David Rupp from Philadelphia started his Cog career as many did in the Marshfield kitchen in 1973 and stayed there in 1974 when he returned for a second summer. However, he was now a short order cook earning $2.25 an hour. Returning to his hometown, the son of David M. and Donna M. (Gallagher) Rupp would attend Temple University graduating with a BS in architecture in 1979, and later a MBA from the University of Pittsburg. Now a registered architect, he began a successful career in project management working as an associate with Alesker Reiff & Dundon Architects from 1989 to 1994. While at that firm, a plan for his family to make a historic Cheltenham, Pennsylvania tool mill home ran into zoning problems. Rupp was ready to buy the C. Hammond & Son tool mill consisting of a 200-year old stone barn and two-story manor home from Homer Jensen. Rupp "planned to renovate the barn and move into it with his wife, and have his mother and stepfather buy the connecting manor house." The township Zoning Board "granted Rupp permission to divide the flag-shaped lot. He needed variances for the subdivision because the portion of each lot along Church Road wasn't wide enough." The Cheltenham Township Commissioners appealed the decision and Montgomery County Court Judge Joseph A. Smyth Jr. ruled for the commissioners. "(Owner Homer) Jensen called Smyth's decision "unjust," but said it doesn't matter much now. He sold the old mill… to Robert Slutsky,

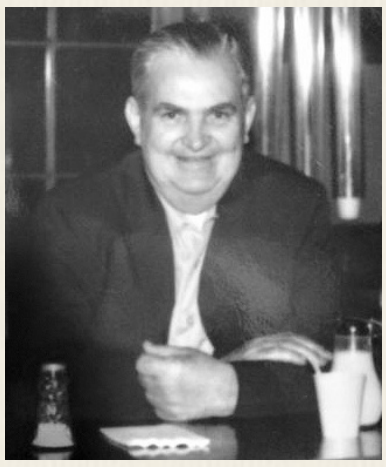
dean of the University of Pennsylvania's fine-arts department, and Jensen is confident that "one of the treasures of the community" is going to be preserved. Slutsky plans to restore the property," Jensen told reporter Erin Kennedy. "Rupp's intent was of the finest order. And my attempt was to make the mill more useful," Jensen said. Rupp left Alesker Reiff and joined the General Services Administration working five years as the government's Zone Chief for design & construction. A four-year stint as public buildings group director at Day & Zimmerman followed. He joined Hill International in 2004 and in 2008 the company announced "David H. Rupp, AIA of Hill's Philadelphia, PA office was promoted to Vice President from Senior Project Manager. Rupp has over 25 years of experience managing major building projects such as courthouses, museums and high-rise office buildings." He then left for the Middle East where he was Hill's project director on the Gate at Shams in Abu Dhabi, a $1-billion dollar mixed use development on a new island created in that country. He returned to the US in 2018 after completing a second project in the United Arab Emirates. "After (a) great 10 years in Abu Dhabi as the Hill Director of the Mega Towers "Gate" and then as Turner Construction's Director of the new Louvre *(right)*, I am now back in the US, working with my old friends from GSA on the $150M Harrisburg Courthouse," he wrote on his LinkedIn profile. *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / LinkedIn / Philadelphia Inquirer - Thu, Oct 18, 1990 pg. 115*

Grace I. Rusinski 1953 - 1971

Marshfield head cook with husband, Pete. "Pete & Grace" arrived at the Cog in 1953 and took over 1953 as Col. Teague was consolidating food service at the Base to the Marshfield kitchen and shutting down Stubby Welch's base of operations at the Boarding House. The Ruskinski's story is outlined in *Volume 1 Chapter 9 Section 3 of the Jitney Years Operating Manual.* The entry here will deal with their Cog compensation over the years. First record of a pay scale for Grace is in 1960 at $250 a month. She worked through the season in 1962 at $350 a month. That changed in the Cog Centennial year of 1969 to $425 a month and stayed that way through 1971./ Grace Isabel Hartford was born on April 16, 1918, in Rochester, New Hampshire, her father, Samuel, was 21, and her mother, Ruth, was 19. She married Peter Rusinski on June 9, 1950, in her hometown. She died on May 10, 1998, in Broward County, Florida, at the age of 80 while living in Fred Hunter's Hollywood Memorial Home. Grace was buried in Rochester, New Hampshire.

- See Vol. 1 Ch. 9 Sec. 3 / Marshfield Corp / Bencosky-Desjardins files

Grace & Peter Rusinski (July 1988)



Peter Rusinski at Cog party (1966)
- Elvira Murdock photo

Peter "Pete" Rusinski 1953 - 1971

Marshfield head cook - Pete began cooking at Marshfield in 1953. His drinking habits made him a character, but his background in running restaurants meant he kept an eye on putting out good food within a reasonable budget. To provide some control on him, records indicate that wife Grace was paid $250 a month in 1960 while Pete earned $80 a week. The next summer, Pete's compensation was $400 a month and continued at that rate until it went to $500 a month in 1969. He would receive that in 1970 and 1971 as well. A 2020 Posting of Pete & Grace photo in dining room on the *MWCR: We Worked There FB* page by Shirley Kent prompted the following thread: ***Dave Moody:*** "Pete and Grace-They were a husband /wife cook team at Marshfield for years. Bobby T, Charley K and I all started our Cog careers working for those two. Strict but fair folks to have worked for!" ***Jeffrey Kent***: "Don't forget Uncle Bud*(weiser)* - Pete always had 3 cans open at all times. Assholes and Elbows ... Chop Chop" ***Moody:*** "Jeff, I believe you took my job when I was "promoted" to short order cook. I can still hear Pete saying "chop- chop A&E " while spraying down the kitchen floor with a garden hose. He had a few other sayings that would not be PC today !" ***Alan Warner:*** "Pete and Grace left mid-year 1972 over a dispute with Mrs. Teague. I recall Fanny and Mussy stepping in on an emergency basis. The next year a young couple with newborn twins were hired. Really nice, but had no idea what they were getting into. Lasted maybe a month? Can't remember who came after them." ***Dave Kurz:*** "I heard Pete worked for the Colonel during WW2 but not sure. *(Jitney Jr has found no record of that)* Being young and self focused meant missing a lot that I'd love to hear about now!" ***Mussy Rodgers Schold***: "Pete and Grace always had plenty of mystery (cheap meat cuts) to put into the track lunches. We who had to make them shivered to look at them!" ***Alan Warner:*** "Mussy, I remember pressed sparrow, horse cock, roast beast, and the very generic mystery meat. I used to throw the unwanted sandwich contents onto the roof of Halfway House for the ravens. They never took the mystery

meat." ***Kurz:*** "I never thought of making them! Gave Spam a good name. A lot of mystery meat is still nailed along the tracks I bet!" / Peter Rusinski was born on April 13, 1911, in New Canaan, Connecticut, the son of Dubiaras Cvirka and Henry Rusinski *(b.1882)* but would be raised by his mother and Frank Joseph Rusinski. Pete had three half-sisters, Anna Rusinski Loudenski *(b.1905 d.1987),* Alice Rusinski Loudenski *(b.1910)* and another who's *Ancestry.com* profile remains private. He married 23-year old Margaret Helen Hrabussey on August 19, 1934, in Peekskill, New York when he was 23 years old. He was living in Stamford, Connecticut and running a restaurant with Margaret when the 1940 Census was taken. The 29-year old stood 5-feet 8-inches tall and weighed 198-pounds with black hair and brown eyes when he registered for the draft on October 16, 1940. The registrar at the Stamford Armory also noted "one small scar above left eye - two scars on back." When Pete went to New Haven to enlist in the army on April 4, 1943 he was listed as "separated with dependents." *(Margaret would marry David Burke and have two boys - Neil (b.1950 d.2000) and Joseph.)* Rusinski went into the US Army as a private with the Philippine Scouts. He was discharged in February 1946. In August of 1946, Margaret Hrabusay Rusinski was in court looking for a "divorce, custody of minor child *(a son)*, support and alimony" as Pete "is absent from (Connecticut) and gone to parts unknown." The Superior Court in Bridgeport granted her an uncontested divorce on on Friday, November 5, 1946. The newspaper notice said the pair had married on September 24, 1933 and Peter has deserted his wife on October 7, 1942. Eighteen months after the divorce was granted 33-year old Peter Rusinski appeared in front of Judge P. Lawrence Epifanio on Monday, May 3, 1948 to answer the non-support charges. He was living in Laconia, New Hampshire and Det. Sgt. William Tynes and Joseph Lyden had gone to New Hampshire on Sunday and brought Pete back to Stamford. The case was delayed a day as Pete asked the court for a lawyer. Bond was set at $1,000. Rusinski married Grace Isabel Hartford on June 9, 1950, in Rochester, New Hampshire. He died on March 14, 1990, in Fort Lauderdale, Florida, at the age of 78. *- See Vol. 1 Ch. 9 Sec. 3 / Ancestry.com / Newspapers.com / GeneaologyBank.com / Stamford (CT) Daily Advocate - Thu, Aug 22, 1946 pg. 21; Sat, Nov 6, 1948 pg. 6; Mon, May 3, 1948 pg. 6*

Marion Russell 1903

Attends 1903 Cog Party Masked Ball as "Among the Clouds"

- Among the Clouds - Auc 31, 1903

Robert E. Russell 1963

Summit House gift shop - Robert Russell appears on the Summit payroll summary for July 1963 as earning $99.67 a month. "Free" room and board was worth $46 a month for tax purposes. His net monthly pay was $80.99. Russell's salary was booked in the Summit House "gift" column. *- Summit House / July 1963 Summit Payroll summary*

Olegg the Russian Exchange Student 2009-ish

Railway employee - Tom Lane: "During that era we also had exchange students from Russia working there. They would live in the boarding house and the 'myth' was that the girls would always be out sunbathing naked on the porch of the boarding house lol. I don't remember their last names but I have some names of the three I remember: Olegg - kitchen & grounds. Would've been late 2000s." *- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022*

Sofia the Russian Exchange Student 2009-ish

Railway employee - Tom Lane: "I don't remember their last names but I have some names of the three I remember: Sofia - Gift shop, would've been late 2000s" *- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022*

Andrei the Russian Exchange Student 2007-2008-ish

Railway employee - Tom Lane: "I don't remember their last names but I have some names of the three I remember: Andrei - Did everything and I think also worked on trains. 2007 and I think he was there a year before and after."

- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022

John C. Ryan 1881

Summit House - *(1881)* "John C. Ryan, who has charge of the Summit House wine room, is securing quite an enviable reputation as a geologist. His cabinet contains many of the finest specimens to be found on the mountain."

- Among the Clouds - Aug 25, 1881

Capt. John J. Ryan 1902

Summit House post office & telegraph

- Among the Clouds - Jul 12, 1902

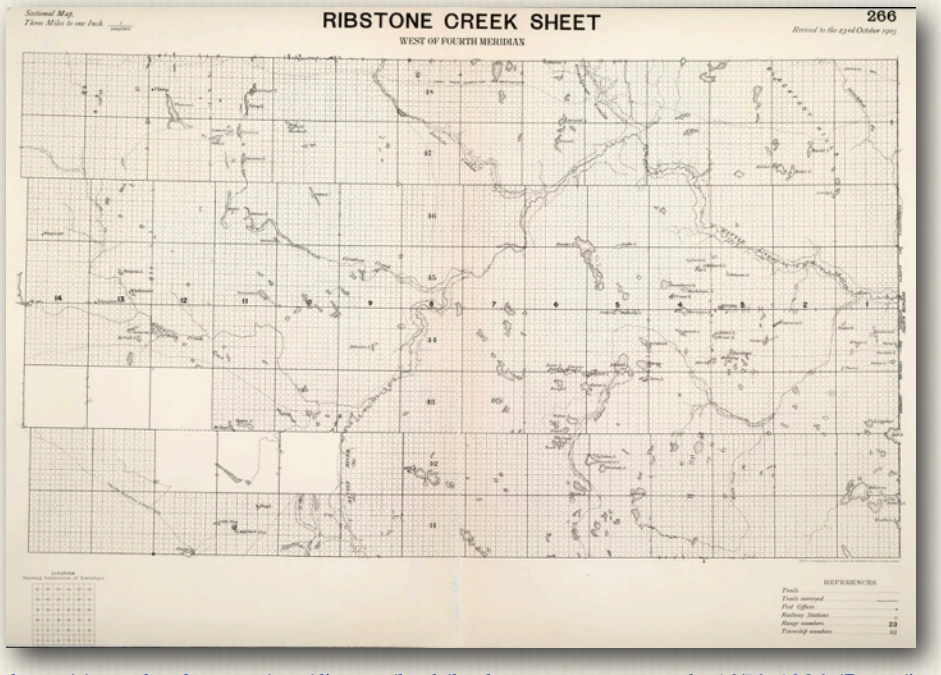
Kevin Ryan 1954

Summit House

Timothy "Pop" Ryan 1908 est.

Ryan joined the Cog roster when Jitney Jr found an *Ancestry.com* site that mentioned "Pop" Ryan had worked at Mt. Washington. His death notice in 1961 had been distributed nationwide by wire services as a short blurb about the passing of a gold rush participant and Cog worker. Those abbreviated stories originated with Ryan's obituary in the *Hartford Courant*. "Timothy Ryan, 88, of 44 Perry St., Unionville (CT), a Klondike gold prospector before the turn of the century and a worker at the rebuilding of the world's first cog railroad on Mt. Washington, N.H., died Thursday *(11/9)* at his home. Born in St. Agathe, Canada, Sept. 5,

1873, he was the son of the late John and Catherine Noonan Ryan. He was employed in Unionville by the American Writing Paper Co. from 1918 until it moved from town. He worked for Charles W. House & Sons, Inc., for 20 years, retiring in 1954 at the age of 80. He and his wife celebrated their 50th wedding anniversary last year. He lived in Unionville 52 years. He leaves his wife, Mrs. Mary Keeley Ryan; three sons, John P. Ryan of Atlanta, Ga., Edward M. Ryan of Avon and Timothy J. Ryan of Unionville; a daughter, Mrs. Steve Muska of Chaplin; a sister, Mrs. Charles Riordon of Springfield, Mass., and five grandsons." Probability was high that Ryan did spend time at Mt. Washington as he was born in St. Agathe, Quebec the hometown of so many Camden's, Boyce's and others who would work on the Cog. But when did he work "rebuilding the world's first cog railroad?" A closer look at Ryan's life might provide some clues. Timothy Ryan was born on September 5, 1873, in St. Agathe, Quebec, Canada – the hometown of Cogger "Uncle" John Camden and his son, Patrick. *(Ed. note: That year they were helping build the second Summit House).* Timothy's father, John *(b.1834 d.1917)*, was 39 at the time of his birth, and his mother, Catherine Margaret (Noonan) Ryan *(b.1839 d.1909)*, was 33. *(Ed. note: A Bridget Noonan was the mother of two other Cog employees from St. Agathe – Joseph J. and Stephen Meaney were part of the track crew working in 1908 when the Summit House John and Pat Camden helped build burned.)* Tim Ryan had four siblings: Michael *(b.1876)*, Catherine *(b.1878)*, John *(b.1880)* & Rose *(b.1883)*. Timothy Ryan prospected for Gold in the Klondike before the turn of the century. *(Ed note: The Klondike gold rush with some 100,000 prospectors "stampeding" into the Yukon region of Northwest Canada occurred between 1896 and 1899.)* The Census of Canada records 17-year old Timothy Ryan in St. Agathe, Quebec on April 14, 1891. The Fourth Census of Canada found 27-year old Timothy Ryan working as a "laborer" in the Yale and Cariboo district of British Columbia in mid-April 1901 - two years after the Rush. Ryan was 35 on November 5, 1908 when he applied for entry for a homestead near Battle View, British Columbia. The government agent found Ryan's last residence was in the Yukon working as a miner. He was granted a homestead *(right)* in the Northeast Quarter section of Section number 14, in Township 47 (Ribstone Creek), Range 6 West of the 4th Meridian. *(Ed note: This happened in the fall after the Summit of Mt. Washington burned)*. The next document found has Timothy Ryan marrying Mary C Keeley on February 2, 1910, in Farmington, Connecticut. Two months later, the couple are renting on Howard Street in Hartford and Ryan is working in a machine tool factory. They leave Hartford and head west to Alberta and Ryan's homestead. The Fifth Census of Canada in 1911 finds Tim farming his land and Mary taking care of their five-month old son, John on June 9. The record says young John was born in Alberta. Son John Patrick *(b.1910 d.1989)* would be followed by Thomas J. *(b.1912 d.1948)*, Catherine *(b.1914 d.2003)*; Edward M. *(b.1915 d.1991)* & Timothy J *(b.1916 d.1986)*. The Canadian homesteading apparently did not go well. On the day before Christmas in 1911, Timothy Ryan was heading back to Connecticut crossing into the United States at Niagara Falls, New York from Vermilion, Canada riding on the Grand Trunk railroad. He was heading to his wife's hometown of Unionville, Connecticut where he would live for the next fifty years. So when did Ryan work on the rebuilding of the world's first Cog railway on Mt. Washington in New Hampshire? Jitney Jr. suspects he may have been at Mt. Washington in the summer of 1908 as part of Pat Camden's crew replacing the burned trestle on the Summit as it would occur while he was still single. By the time the black-haired, blue-eyed 45-year old of medium height and medium build registered for draft on September 12, 1918, he was working as a teamster at the American Writing Paper Co in Unionville. The US Census in 1920 noted he was now a fireman at the firm – a job he held ten years later at the next Census. Timothy Ryan died on November 9, 1961, in Unionville, Connecticut, at the age of 88, and was buried in St Mary's Cemetery in Avon, Connecticut. *- Ancestry.com / Newspapers.com / Hartford (CT) Courant - Wed, Jan 27, 1960 pg. 13 & Fri, Nov 10, 1961 pg. 24 / Bridgeport (CT) Post - Fri, Nov 10, 1961 pg. 6 / Portsmouth (NH) Hearald - Fri, Nov 10, 1961 pg. 26*



https://www.bac-lac.gc.ca/eng/discover/land/land-grants-western-canada-1870-1930/Pages/item.aspx?IdNumber=264607&

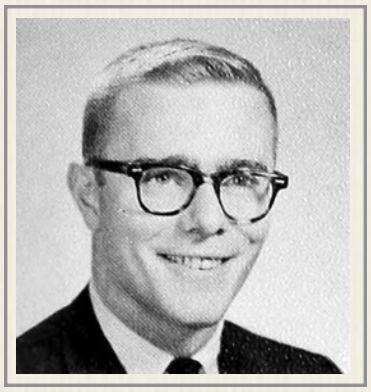
Ken Saccosia

Ken Saccosia 1956 - 1958

The 18-year old newly minted Middleboro Memorial High School graduate came to Mount Washington and began working in Marshfield in 1956, but moved to the trains the following summer. Paul Saunders captured an image of Ken in the cab of the No. 3 *Base Station* with Eddie Bird. At Memorial High School, Ken managed the track team as a freshman and the football team all four years. He sang in the school's A Cappella Choir was co-sports editor of the yearbook and helped organized the junior prom and create the class ring. Ken Saccocia was a brakeman in 1958. That fall, Ken was studying at Northeastern University in their business administration program. He would graduate in 1962 with an "industrial relations" specialty. He was part of the Jazz Society his first two years there – the Husky Key club as a junior and senior. A rifle club member as a freshman, he worked at the National Shawmut Bank, the Bemis Bros. Bag Co., and Colonial Brass Co. as part of Northeastern's Co-op program. Kenneth Arthur Saccocia on March 3, 1938 in Middleboro, Massachusetts – the son of longtime southeastern Massachusetts trucking industry executive Arthur and his wife, Bettina A. Saccocia. He had a younger sister, Betsey. His Northeastern business degree in hand, Ken is recorded as living in Solvang, California starting in 1980. He was living in Lompoc from 1987 to 1991. Back in Solvang, he went into business with Donald L. Baird in 1993. The Foxen Canyon Industries partnership was dissolved at the end of 1995. Ken was connected with an apartment in Livingston, Texas from 2002 to 2020 and an apartment in Honolulu from 2004 to 2007. His sister's obituary in 2018 placed him in Hardeeville, South Carolina. Saccocia's Texas address continued to be good in 2020, however the Taunton, Massachusetts Elks Club published an "In Memoriam" remembrance of a "Kenneth A. Saccocia," who died on November 13, 2018. However, Jitney Jr. could find no obituary or death notice for that period. In February 2023, SmartBackgroundChecks.com says "According to our latest records, Kenneth A Saccocia is 84 years old and starting Aug 2022 is (living) 400 Hobron Ln., Honolulu, Hawaii."

- 2014 Reunion movie /Bencosky-Desjardins Files / Ancestry.com / Newspapers.com / GenealogyBank.com

Ken Saccocia (1956)
- Memorial HS yearbook



Ken Saccocia (1962)
- Northeastern Univ. yearbook

Glenn Salls 1927

(1927) "Anthony Favorazza and Glenn Sauls [sp] (Salls), boilermakers, will finish their work here this week and return to Woodsville." / Glenn Samuel Salls was born on August 10, 1897, in Sutton, Vermont, to 41-year old Melvin Willard Salls *(b.1855 d.1913)* and his second wife, 20-year old Emily Jane Richards *(b.1876 d.1933)*. He had four brothers and six sisters. A 4-year old Glen Sauls was counted by the Census in Wolfeboro, New Hampshire on June 19, 1900 as living with his 45-year old father Melvin Sauls, his 22-year old mother Jane and five-month old sister Dora. A week later, a 3-year old Glenn Salls is counted in Sutton, Vermont with his 19-year old mother Jennie, and 5-month old Dora. They were staying with Jennie's 40 year old father (Glenn's grandfather) William Richards and Jennie's three brothers. William Richards mother-in-law, 60-year old Tamson Gray was in the household as well. 21-year old Glenn S. Salls is living in Wells River and working for the Boston & Maine Railroad in Woodsville when he registers for the draft on June 5, 1918. His mother is now living in Waterbury, Vermont. Glenn is described as of medium height and build with brown eyes and hair. In late January 1920, 23-year old Glenn Salls is boarding with 36-year old Thora Marshall in Wells River. Salls is working as a fireman on the railroad. Salls is still renting a room from Marshall in April 1930. The 46-year old Marshall is working as a finisher at the papermill while Salls is supporting himself doing odd jobs. Ten years later, the household remains the same except Glenn Salls with a sixth-grade education is firing the steam boiler at the Adams Company papermill, and Thora Marshall is staying home (although in the late 1940s she would run a grocery store in her house at 6 Terrace Street.) Two months after the Census was taken, Salls found a disabled Scottie pup between Wells River and Newbury and put an ad in the local paper seeking the dog's owner. When registers for the draft in 1942, his birth year is now officially 1897 but his birth town is Wolfeboro, New Hampshire. He stands 5-feet 10 ½-inches tall – his hair and eyes remain brown. Glenn Salls died in April 1982 in Wells River, Vermont, at the age of 84, according to the U.S Social Security Death index, but no further information was found online from the time of Salls' visit to the draft board in 1942.

- Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3 / Ancestry.com / Newspapers.com / GenealogyBank.com / Groton (VT) Times – Fri, Jul 19, 1940 pg. 8.

M. R. Salmon 1950

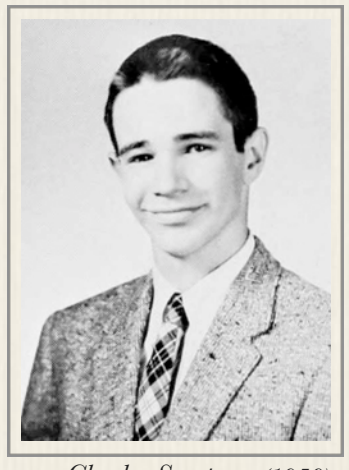
Marshfield Corp Ledger

Mitchell Salway 1866

Railway employee - *(1912)* "Mitchell Salway, one of Littleton's oldest men, and one of the pioneers of the North country, died at the home of his son, Vincent Salway. Mr. Salway would have been 82 years old had he lived until the middle of next month. He had always enjoyed fine health and was a man of strong vitality, but the last three years he had suffered from a kidney trouble incidental to his advanced years. Before the building of the Mount Washington railroad... Mr. Salway was one of the guides who led travelers from the Crawford house over the bridle trail. His chief work, however, in those days, was in connection

with the building of the railway onto the summit of Mount Washington, and he became right hand man in this capacity to Sylvester Marsh, founder and promoter of the railroad. Mr. Salway was born in Canada Jan 13,1831, and had lived in Littleton since 1862. He had made his home on Mann's hill, where he owned a farm and followed farming as an occupation. Mr. Salway married Matilda Cushing *(b.1842 d.1913)*, daughter of Anthony Cushing, and also a native of Canada in 1865, and they had seven children, all of whom were born in Littleton and all but one of whom survive their father. Mr. Salway was always respected in Littleton, as one of the town's best citizens. He was industrious, energetic and thoroughly honest and upright, bequeathing to his children the legacy of a good name. He was a man of strictly temperate habits and doubtless his fine vigor and health may be attributed to these lifelong principles." / Mitchel Salway Jr was born on June 13, 1830, in Canada, to Veronica Greenwood and Mitchell Salway. In 1861, Mitchel Salway Jr. was recorded as living in Stanstead, Quebec, Canada – a 31-year old widow. In June 1863, he was on the consolidated list of persons subject to do military duty in the Third Congressional District of New Hampshire as a 33-year old married laborer. He married Matilda R Cushing in 1864. They had five children in 19 years. He died on December 7, 1912, in Littleton, New Hampshire, having lived a long life of 82 years. His death certificate reported he died of "acute indigestion" caused by "chronic Bright's disease." Salway was buried in the Saint Rose of Lima Cemetery in Bethlehem, New Hampshire. *- Littleton Courier - Thu, Dec 12, 1912 / Ancestry.com / Newspapers.com / Find-a-Grave.com*

Charles Sampson 1960



Charles Sampson (1958)
- Arlington HS yearbook

20-year old Charles Sampson worked the Summit House soda fountain in the summer of 1960 for $130 a month. / Charles Sargent Sampson was born in Worcester, Massachusetts on June 24, 1940 to John S. and Elizabeth (Wellington) Sampson. Charles had a brother, John S. Sampson III. In 1958, Charles Sampson graduated from Arlington High School *(right)* where his father was a long-time mathematics teacher and his mom had taught English. At Arlington, he was known as "Tack," and made the honor roll while working on the school newsletter *The Chronicle*. Extra-curricular activities included the Chess Club, Latin Club and the Gilbert & Sullivan Club. He had just finished his sophomore year at Harvard when he came to Mt. Washington. His mother was born in Rindge, New Hampshire, so the White Mountains were familiar to the family. Charles apparently spent some time abroad in the summer of 1961 just before senior year at Harvard returning from London to Boston on BOAC flight DHC 775 that landed on September 20th. Following Harvard, Charles joined his brother, John at the University of Massachusetts at Amherst. Charles was looking to earn a Masters degree and also found a young woman from Rindge – Beverly Ann Snape. Samson and the UMass-Amherst junior got engaged in July 1965. At the time, Charles was a candidate for the doctoral program at their school. Their wedding that fall at Wesley Methodist Church was officiated by her uncle, Dr. W. Harold Snape of Baltimore, Maryland assisted by the local pastor, Rev. Richard E. Harding. "A reception for 200 guests followed in the Fellowship Hall of the church. On their return from a trip, the couple will make their home at 26 Mt. Pleasant St." in Amherst. Doctoral candidate Charles Sargent Sampson presented his thesis in May 1970 - *The formative years of the Soviet press: an institutional history, 1917-1924*. His studies had made him a foreign relations expert, and he moved to Virginia. His marriage did not survive. There was a divorce and on October 23, 1971, the 31-year old Charles Sampson married Wisconsin native Daphne Rae Babbitt in Alexandria. It was the first marriage for the 28-year old woman who had earned a Masters degree. The couple lived in Alexandria through 2005 while Charles published articles and book chapters in a multi-volume series called Foreign Relations of the United States, 1961-1963. Sampson contributed pieces on the *Berlin Crisis* (1994), *Kennedy-Kruschev Exchanges* (1996) and the *Soviet Union* (1998). Sampson's *Kennedy-Kruschev Exchanges* was published as a paperback book in 2004. From 2009 to 2019, the Sampson's lived in Rindge New Hampshire, his mom's hometown.

- Summit House ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com /Fitchburg (MA) Sentinel - Tue, Jul 6, 1965 pg. 15 / Springfield (MA) Union - Sep 19, 1965 pg. 14 / Passaic (NJ) Herald-News - Sat, Apr 16, 2005 pg. B5

Paul P. Samson 1973

Paul P. Samson Jr.
- Dubreuil Family Collection

Paul Samson celebrated his 17th birthday the summer he was working in the Marshfield kitchen for $1.60 an hour. The following January he had his driver's license revoked after his third conviction for a motor vehicle offense. (2017) Paul P. Samson, Jr., of Williams Street, died Monday morning, March 27, 2017, at Weeks Medical Center, Lancaster. He was 60 years old. Paul was born in Lancaster on August 12, 1956, the son of Paul P. Samson Sr. and May (Fraser) Samson. He was a lifetime resident of Lancaster other than serving for a time with the US Air Force. For several years he worked as a journeyman electrician and for 20 years was employed in the milk room on the Forbes Farm, Lancaster. Paul enjoyed fishing and at one time raising animals such as pigs, turkeys and chickens. Family members include three children, Tanya Samson of Connecticut, Michael Samson and Brad Samson both of Lancaster; his parents Paul Sr. and May of Lancaster; a sister Judy Marier of Littleton and two brothers Jeffrey Samson of Lancaster and Dennis Samson of Whitefield. He was predeceased by a brother Kevin Samson. A graveside service will be held Saturday May 13th at 11:00 AM in Summer Street Cemetery, Lancaster. Reverend Matthew Mason, pastor of the Gate of Heaven Parish, will officiate.

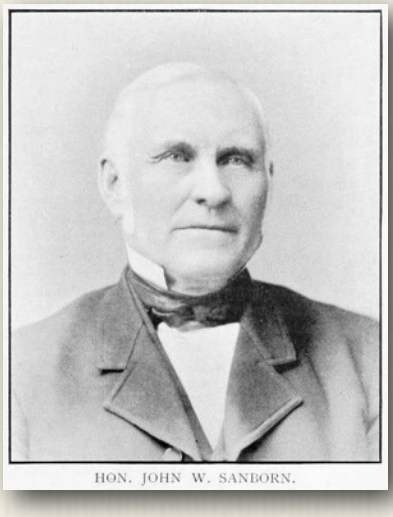
- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Find-a-Grave.com / Portsmouth (NH) Herald - Tue, Jan 22, 1974 pg. 16 / https://www.baileyfh.net/obituaries/obituary-listings?obId=1582973Samson

San

John J. Sanborn 1866 - 1871

Historian Robert W. Bermudes, Jr. crafted an essay about Sanborn on October 26, 2002. Here is an edited version of that essay: "John Jarvis Sanborn was born in Franklin, NH on Sept. 20, 1820, to Tristram and Sarah (Herrick) Sanborn. Tristram was a stone mason, a vocation that young John was to pick up after his father's death. Sanborn married Clarissa B. Meserve *(b. May 19, 1815, in New Market)* on December 6, 1841. John and Clarissa had one child, Carrie Augusta, born on February 4, 1844. At some point during their tenure in Franklin, John was a selectman in that town. The young family lived with John's mother in Franklin until their move to "Lake Village" in 1854. Sometime after 1844, the Boston, Concord and Montreal Railroad (BC&M) would be calling on him to build the masonry work along some part of their line from Concord to Woodsville, NH. BC&M employees give us our best glimpse into the many hats worn by Sanborn during his tenure with that road. He is described as an "old time stone mason and contractor" and "bridge builder." The 1850 census lists "John J. Sanborn" as a "stone mason" in Franklin. The 1860 census has him again as "John J. Sanborn," this time as a "RR Roadmaster" living in Gilford and the 1870 census has him as "John J. Sanborn, Railroad Superintendent" again in Gilford. He goes from owning $1,500 in real estate in 1850 to owning $7,000 in real estate and $5,000 in personal estate in 1870. Sanborn owned a stone quarry in Plymouth in 1876. When he started quarrying here is unknown. The BC&M did run a substantial siding from the mainline to the quarry, which was near Loon Pond, now called Loon lake. The BC&M men referred to this siding variously as "Jarve's track" or "Sanborn's track." C. E. Caswell states that Sanborn "did business at [this] quarry." In 1902, G. E. Cummings, Superintendent of the BC&M and subsequent roads, remembered "J.J. Sanborn, generally known as 'Jarve,' was general roadmaster" in 1859 making $3.07 a day. An official BC&M publication in 1857 has "J. J. Sanborn" as the Roadmaster making $65.00 per month *(as of December 1856)*; the 6th highest paid person on the railroad. Sanborn was a "large, portly man with enormous feet." He was apparently also able to take a joke. A story is told of a time when one of his shoes was sent to Concord via train from the Plymouth area for repair. The shoe was so large, that returning from Concord, "[a] freight crew brought the shoe back in the night and in the train was an empty flat[car]; they placed the shoe in the center of the car, carefully strapped and nailed it down, and set the car out on Sanborn's track. They sent a man up to the house to notify Mr. Sanborn that there was a car with some freight which should be unloaded immediately." Sanborn was apparently instrumental in the construction of the Mount Washington Turnpike (the road from Fabyan to the Mount Washington Cog Railway Base Station). In 1867, over $9,500 was paid to him between June 18 and November 24 "as per contract with Nathaniel White and Henry Keyes" (two directors of the turnpike), nearly the entire capital of $10,000 raised for the company. This certainly suggests Sanborn was working either as an independent contractor or in the direct employ of the turnpike at this time. There are entries for monies paid to the Mount Washington Railway and the BC&M suggesting he was not working for either of them; there are also entries for "John J. Sanborn, Service as Supt." There are additional entries made for Sanborn in 1869, 1870 and 1871. Sanborn played a part in building the Mt. Washington Railway. As a man of some responsibilities and talents working for the BC&M RR, he was placed in charge of superintending the construction of the right of way at the behest of BC&M President and Mt. Washington Railway Treasurer, John E. Lyon, after it became obvious to Lyon that the previous superintendent, Sylvester Marsh, wasn't getting the job done with the needed expediency.

Sanborn was a co-author of a report inventorying the physical plant of the BC&M where he was given credit as "John. J. Sanborn." Your author knows of only two other places where he was mentioned in a public manner; the Harper's Weekly article about the Mount Washington Railway where he is referred to a "J. J. Sanborn," the Railway Superintendent, and in the report of the Mt. Washington winter summiteers where he is again referred to as "J. J. Sanborn" of Franklin. Sanborn died in Franklin on February 24, 1887, of apoplexy. On his death certificate he is identified simply as "John Sanborn, stonemason," there is no middle name or initial. The physician reporting his death was John H. Sanborn of Franklin Falls. His obituary was published on Friday February 25, 1887. Under the heading of "John Jarvis Sanborn" it stated he "died suddenly Wednesday night" after being in his usual health during the day. It goes on to say he moved to Lake Village in 1854 and lived there about 30 years and was engaged as a railroad contractor. He returned to "the homestead place a few years ago" where he was "leading a more quiet life, although taking several contracts in different places. He was well known to railroad men far and near. He was a member of the Masonic Lodge and Chapter at Laconia, and of Mt. Horeb Commandery, Knight Templars, of Concord." John's wife survived him, so she probably had input to his obituary. From the foregoing, it should be noted that there seem to be three separate "personas" associated with Sanborn. Although there is a dearth of information, to his wife he is "Jarvis;" to the men he works with he is, to a man, referred to as "Jarve;" and his public persona (how he probably introduced himself to the public and certainly how "the press" wrote about him) appears to be "JJ." *- John Jarvis Sanborn by Robert W. Bermudes, Jr. - Oct 26, 2002*



HON. JOHN W. SANBORN.

John W. Sanborn 1892 - 1903

Mt. Washington Railway Director - Hon. John W. Sanborn, born in Wakefield, Carroll county, June 16, 1822, was educated in the schools of that town, and passed his boyhood upon the farm of his father. When twenty-four years of age he began buying, selling, and shipping cattle, also became largely interested in the lumber business. Although never a lawyer, he was frequently called into counsel by his neighbors and citizens of his county, and had an extensive practice in the settlement of estates. He represented his town in the legislatures of 1861 and 1862; was a member of the executive council in 1863. In politics a Democrat. He was elected to the state senate in 1874 and 1875, and president of that body the latter year, and was a member of the constitutional conventions of 1876 and 1890, and has held many official positions connected with the state institutions. He is a director in several railroad corporations, banks, and insurance companies, also the president of the Wolfeborough Loan and Banking Company. During the Civil War he believed in

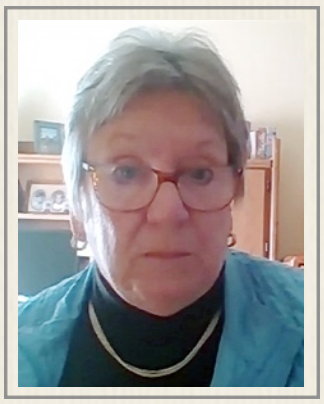
and aided its vigorous prosecution in organizing troops and seeing that his locality seasonably furnished its quota. Financially and otherwise, he contributed toward the raising and equipment of Company A, Thirteenth New Hampshire Volunteers. Mr. Sanborn became interested in the extension of the Portsmouth, Great Falls & Conway railroad, and the building of the Wolfeborough railroad. In 1874, he was appointed superintendent of the Conway division of the Eastern railroad, and upon its consolidation with the Boston & Maine, he became a division superintendent of that great railway system, and in 1892, he was chosen general manager of the system, which position he now holds. Mr. Sanborn is a genial and true friend, whose rugged personality has impressed itself upon many an important bit of legislation, as recorded in the history of the business enterprises of New Hampshire.

John W. Sanborn was born in Wakefield, New Hampshire on January 16, 1822 – the son of Daniel Hall Sanborn and Lydia Dore. He is a direct descendant of Lieutenant John Sanborn, one of the early settlers of Hampton, N.H. A brother, Daniel Washington Sanborn was born in 1834. He married Almira Jane (Chapman) of Wakefield *(b.1828 d.1894)* on February 22, 1849. The couple had three children: Ellen J Samborne *(b.1857 d.1858)*, Charles W. *(19 Dec 1849 - 17 Jan 1886)* and Lillian Augusta Samborne *(b.1863 d.1953)*. Two years after Almira's death, John W. Sanborn married Julia A Thurston, widow of Josiah Thurston of Freedom, on September 10, 1896. One of New Hampshire's most prominent sons - Member of New Hampshire Governor's Council, 1863-64; member of New Hampshire state senate 6th District, 1874-76. President New Hampshire State Senate 1875, Trustee New Hampshire Agricultural College 1871-79, lived in Sanbornville, a village of Wakefield which was named for him. He had an honorary degree of Master of Arts from Dartmouth 1874, superintendent Northern Division and temporarily filled the position of general manager of the Boston and Maine Railroad with headquarters at Boston. He died on July 9, 1903 at the age of 81 and was buried in the Lovell Lake Cemetery in Sanbornville, New Hampshire. *- Find-A-Grave.com*

Frank W. Sanders 1949

Engineer - "Mr. and Mrs. Frank W. Sanders and family have moved from the Gibson cottage on Lower Main Street (Portland, ME) to Jackson. Sanders is an engineer on Mt. Washington."

- Portland (ME) Press Herald - Fri, Aug 12, 1949 pg. 30

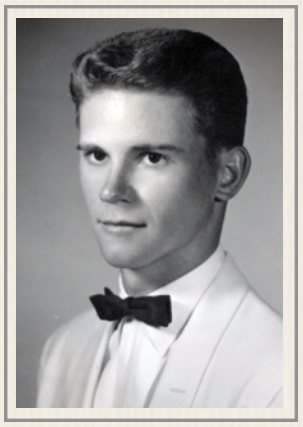


Linda Sanders (2022)
- Lewis Family Collection

Linda D. Sanders 1974 - 1975

Railway employee - Master mechanic Roger Sanders wife at the time worked as a Ticket Clerk that summer for $2.10 an hour. Linda Sanders Nichol-Sneed: "I spent a couple of summers and a winter during the years of 1972 to 1974. Mrs Ellen Teague was the owner and Edward Clark was the General Manager. My husband at the time was Roger "Val" Sanders - the master mechanic. Ed Clark and Val Sanders worked on the boilers during the winter so that they would pass inspection for the 1974 season. During the winter they worked on the engines, we lived at the base station. Mind you that there was no electricity, no running water and the road to the base station was closed. Lived there for 4½ months. My job was to haul water from a nearby stream keep the fire going, which was a pot bellied stove with soft coal used for heating. The cabin we stayed in had no insulation at all. I rode a snow mobile or a Thiokol caterpillar to the end of the Base Station road to my car, so that I could drive to Littleton N.H. for supplies and do laundry. This experience changed my life. Also, during this winter Ed Clark and Val Sanders built a working diesel locomotive called "The Skeeter" They made a successful trip to the top of Mt Washington in the winter. It was a surprise to the employees at the weather station to see someone arrive by the train track. I live in Wichita, Ks. and now I am 70 years old. This is my story to tell my grandkids." / "I recently was able to finally make it back to the Cog after 50 years. I live in Wichita, Ks and it was on my bucket list to return to the Cog. During the time I was at the Cog, I worked in the ticket office with Cliff Kenny. I lived in the cabin where Ed Clark lived. I was happy to see that the cabin is still there. Lots of changes happened. I also lived at the Cog during the winter when Ed and Roger were working on the boilers, getting them ready to pass inspection.. Lived in one of the little cabins near the train barn. Lived there for about 4½ months I had a little dog named Sugar who was a good companion during the winter months. It was quite an experience to say the least." ***Art Poltrack:*** "I met her exactly one day in 1975. She gave me sheets, blankets and a pillow on my first day and that was the only contact I ever had with her. She left Roger and NH the next day or so, not to be heard from until... 2022." *- Railway Corp / Bencosky-Desjardins files / Mt. Washington Cog Railway Alumni - Feb 11, 2022 / Email - Nov. 2, 2022*

Rhett Sanders 1959



Rhett Sanders
- Sanders Family

20-year old friend of Geddes Anderson who came north to work at Cog during Geddes' second summer at Mt. Washington. Rhett had just completed his first year at Clemson. He would graduate from Erskine College and establish a real estate business in his hometown. *(2018)* Rhett Cooper Sanders Sr., 79, of Greenwood, passed away on December 26 in Greenwood, SC. Born in Greenwood, SC, to Cooper C. and Gertrude A. Sanders on September 2, 1939. He attended Clemson University and graduated from Erskine College. He loved beach music and was one of the best shaggers around. He was always willing to provide shag lessons for anyone interested in learning, and usually did so on the spot, regardless of venue or current music playing. He loved his friends and was always quick with a kind word and heartfelt toast....'may the wind fall softly on his back'. Rhett is preceded in death by his parents Cooper and Gertrude Sanders. Rhett is survived by his son Rhett and grandson Stephen from Greenwood, SC, and Sche-

nectady, NY; his daughter Leslie, her husband Allen and their two children — Madison and Charlie, all from Charlotte NC; his son Cope, his wife Gina and their two children, Sam and Andie, all from Greenville, SC. He is also survived by brothers Peter and Stephen, and sister Carol, along with in-laws and nephews. Memorials may be given to Greenwood Area Habitat for Humanity, 337 Maxwell Ave, Greenwood, SC 29646. A celebration of life will be held at a later date. *- Railway Corp / Bencosky-Desjardins files / See Vol. 1 Ch. 9 Sec. 7 / Ancestry.com / Newspapers.com / GenealogyBank.com / FindAGrave.com / Greenwood (SC) Index-Journal – Thu, Jan 3, 2019 pg. 4*

Roger D. Sanders (1974)
- Bencosky-Desjardins Collection

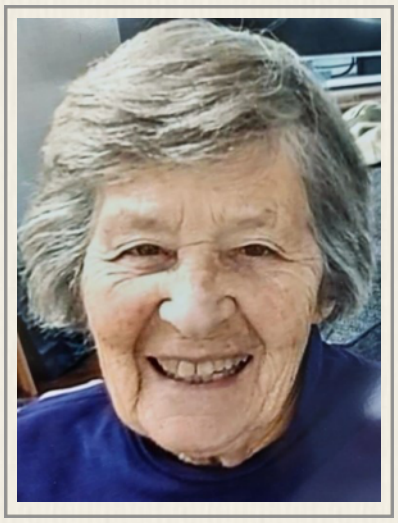
Roger Sanders 1974 - 1975

General manager Ed Clark brought Roger D. Sanders in to work as Cog's Master Mechanic in 1974 for $1,000 a month. In 1975, Sanders added "stand-by engineer" to his duties. After leaving the Cog, Sanders came out as transgender and is now known to his old Cog colleagues as Virginia. *- Railway Corp / Bencosky-Desjardins files*

Janet Sanderson (1951)
- UNH yearbook

Janet Marion Sanderson Pitman Anderson 1949

Marshfield Gift Shop clerk - After graduating from Pembroke Academy in 1947, she attended the University of New where she was a standout player on the basketball and field hockey teams. Sanderson joined the Outing Club and met her future husband, a "handsome man with a car" as she described him, Frederick Pitman. During the Summer of 1949, they had the first of many grand adventures together. Jan worked in the gift shop at the base of Mt Washington near the Cog Railway station. Fred was Postmaster on the summit. There were cribbage games, dances and late-night climbs by moonlight on the Cog's tracks. They married in 1950, one week after Fred graduated from UNH. Jan continued her studies and earned her degree in Physical Education in 1951. During the baby boom years, she did her part having 4 kids within 6 years while they lived in Rye. Fred and Jan had celebrated 32 years of marriage, when he passed away suddenly at age 56. In 1983 it was time to leave Hollis, N.H. and return to Jan's childhood home in Pembroke. She remarried in 1985, Paul G W Anderson, and together the adventures continued with trips to North Conway, Cape Cod and many classical concerts. Paul passed away in 1997. *(2020)* Janet Pitman Anderson of Concord NH died peacefully on Thursday, June 25th, 2020 at the age of 90. She was a professional volunteer and lifelong contributor to many nonprofit organizations and activities across her beloved state of NH. She was a kind, genuine friend to many and she was known as "Gram Jam" to every child she ever met. She kept a busy and purposeful social calendar which allowed her to connect with friends and give back to the community. Her joy in life was keeping herself and everyone else busy! *- Ancestry.com / Newspapers.com / NH Union Leader - Wed, Jul 1, 2020*



Gram Jam (2020)
- Pittman-Anderson Family

Robert E. Santy ????

(1991) "Robert Edward Santy, 73, of Dodge Pond Road, Lisbon, died Jan. 25, 1991, at Littleton Regional Hospital. He was born Nov. 19, 1917, in Bath." Robert E Santy was the first child born to 17-year old Ethel Irene Locke (b.1900 d.1971) and 23-year old farmer Maurice James Santy *(b.1894 d.1974)* on November 19, 1917. His father would later become a master carpenter. Robert had one brother and two sisters: Roger Locke *(b.1919 d.1995)*, Maude Mary *(b.1922 d.2002)* & Pauline Ella *(b.1925 d.2019)*. Robert lived in Pattenville, VT, until 1940 when he joined the U.S. Army. The 22-year old Santy was working for Morrill Locke in Sugar Hill when he registered for the draft on October 16, 1940. Registrar Clyde Choquette said Santy stood 5-feet 9-inches tall, weighed 125 pounds with brown hair and blue eyes. On Friday, January 10, 1941, Santy was one of fourteen Littleton draftees ordered to "report at 6:15 for transfer to the Manchester inductions station." He had completed just three years of high school but had followed in the footsteps of his father and his civilian occupation as a carpenter was noted by the Army. Mr. Santy rose to a staff sergeant and served in North Africa. He was awarded the American Defense Service Medal and the Bronze Star." Santy served 33 months overseas with the Anti-aircraft Artillery and was "terminated in Germany… *(on July 30, 1945)* earning six battle stars." "After the war, Mr. Santy resided in Sugar Hill until 1953. There he had three sons and one daughter with his wife, Helen Martha Burlock *(b.1923 d.1975)*: Robert M., Edward Harvey *(b.1947 d.2017)*, Carroll Dean *(b1949 d.1991)*, Anita E. He later lived in Franconia, Hancock and Littleton before coming to this area *(Lisbon)* in 1975. He was the widower of Helen Martha (Burlock) Santy. Mr. Santy was a cabinetmaker and had rebuilt three of the Cog Railroad cars for Mount Washington. He also designed and built the interior of the original Cannon Mountain Summit House, and the interior of the Flume Gift Shop. Not everyone paid. Robert E. Santy Inc. went to court in 1952 and asked the judge to force payment of bill for "constructing and putting on 15 storm windows and a custom-made cabinet." Grafton County Superior Court judge Harold E. Wescott ordered Robert E. Farrel of Sugar Hill to pay Shanty $494.76 on September 24, 1952. Robert Shanty was a

member of the Howard Shawney VFW Post No. 816 in Littleton. The family includes *(at his death)* three sons, Robert M. Santy of Medford, MA, Edward Santy of Bethlehem and Carroll Santy of Littleton; a daughter, Anita E. Lambert of Granitville, VT; nine grandchildren; a brother, Roger L. Santy of Littleton; two sisters, Maude Finn and Pauline Perkins, both of Littleton; nieces and nephews. In lieu of flowers, memorials may be made to the American Cancer Society. He died on January 25, 1991, in Littleton, New Hampshire, at the age of 73, and was buried there in Glenwood Cemetery *(previous page)*.

- Littleton Courier - Wed, Jan 30, 1991 - pg. 2 / Caledonian-Record – Wed, Aug 8, 1945 pg. 3 / Groton (VT) Times – Fri, Jan 10, 1941 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Woodsville (NH) River News & Twin State News-Times – Thu, Sep 25, 1952 pg. 1

V. J. Saraceno 1950

Victor Saraceno (1951)
- UNH Yearbook

29-year old Victor Saraceno worked at the Summit house in 1950 as a University of New Hampshire junior majoring in hotel and restaurant administration. "Vittorio" was born in Milford, New Hampshire on May 11, 1921 to Italian natives, 39-year old Charles and 32-year old Maria Saraceno. Victor was the fourth of nine children in the family: James S., Leo, Lena, Salvatore J., Annie M., Rosina M. & Rita A. Charles immigrated in 1904 and was working in the granite quarry. Maria came to the US in 1909 and in 1930, the couple owned the $3,000 house the family was living in when US Census takers came calling. In 1940, 19-year old Victor Saraceno was working as wrapper in the Nashua Gum & Coated Paper Co. factory. In February 1942, he registered for the draft. The 20-year old stood 5-feet 11-inches tall, weighed 158 pounds, with brown hair and eyes. Saraceno served with the Army Air Corps in Europe and earned a Distinguished Unit Badge. After the war, Victor married Edith Evelyn Dudley of Westville, Illinois. She was a registered nurse who had served as an Army nurse in the European theater and was a supervisor at Danville, Illinois hospital at the time of the wedding. The wedding announcement said the couple "first met in Chicago and later met again in England." Newlywed Victor began his studies at the University of New Hampshire. He played tennis at UNH, received the Harris Kerr Forster Scholarship Award and was part of the Junior Greeters organization. With his degree, Saraceno became general manager of the former Shamrock Cliff Hotel in Newport, R.I., and the King's Grant Hotel in Danvers. He then went to work for the Sheraton Inns as a vice president. More than 25 years later in 1995, he was vice president at ITT Sheraton in Boston, when he suffered a stroke and died at the Metrowest Medical Center in Natick, Massachusetts. He left four sons, Michael of Franklin, Stephen of Belchertown, Victor of Hopkinton and Leo of Acton; two daughters, Brenda Fannon of Holliston and Carla Bortolussi of Hopkington; a brother, Leo, and two sisters, Rose Vonlderstine and Rita Vonlderstine, all of Milford, N.H., and six grandchildren. He was 73 and was buried in Wildwood Cemetery in Ashland.

- Mt. Washington Club/Summit House ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Nashua (NH) Telegraph – Sat, Oct 4, 1947 pg. 3 & Thu, Jun 26, 1969 pg. 2 / Boston Globe – Mon, Apr 3, 1995 pg. 21

Maurice Saragoussi 1966

Maurice Saragoussi (1965)
- Brooklyn Technical HS yearbook

19-year old Maurice Saragoussi of Brooklyn had just completed his first year at Pratt Institute when he came north to wait on table in the Summit House dining room in 1966. A graduate of Brooklyn Technical High School, Maurice wanted to be an architect. He was on the high school's Math Test Squad and a co-captain of the high school's fencing team that won five league matches and a Division I championship in his senior year for the sixth successive year. That year, an Olympic-style electrical scoring came into use in high school fencing in the city. In 1968, he married Helene Rubin. His firm, Maurice Saragoussi Architects entered the Blue Book of the building & construction network in 1987. It was a privately held company based in New York City, and employed approximately six people who design new, high-end custom homes and estates, as well as a broad range of home renovation and expansion projects in and around the New York City area. Maurice and Helen's children, Sabina and Benjamin, "ascended the Bema for the reading of the Torah in celebration of their bat and bar mitzvahs on Saturday morning, June 12, 1993 at 10 am." Saragoussi was elected as a trustee of the Temple Emanu-El of Canarsie, New York in June 1996. When the *Latrobe (PA) Bulletin* wrote about the 2002 opening of an exhibit at Columbia University's art gallery, "Roger Ferri: Architectural Visionary" Saragoussi was quoted as a colleague who had been influenced by Ferri's unique approach to architecture. "I have not doubt whatsoever that, in time, roger Ferri will take his rightful place in history as one of the most significant architectural contributors of our time," said Saragoussi. "As the body of his work becomes more available, it will become apparent that his genius was to reawaken the spirit of humanity and to glorify its presence." AIDS claimed Ferri in 1991 at the age of 42. *- Summit House / See Vol. 1 Ch. 9 Sec. 2 / Ancestry.com / Newspapers.com / GenealogyBank.com / Canarsie Courier – Thu, Jun 10, 1993 pg. 40 & Thu, Jun 6, 1996 pg. 35 / Latrobe (PA) Bulletin – Wed, Sep 25, 2002 pg. 26*

Donald Sargent 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Eugene D. Sargent Jr. 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Sar - Sau

Harrison Sargent 1876

Spur Line Conductor - *(1876)* "The genial and gentlemanly *(B,C&M)* conductor, Mr. Sargent, has favored us with numerous free rides on his supply train *(to the Base)*; we can therefore speak from a personal knowledge of the surroundings. Excepting the Notch with its P. & O.R.R., no six miles of railroad in New England represents a more varied and beautiful aspect to the eye of a lover of nature." Fellow Conductor Fred C. Sanborn talked about Sargent in Caswell's 1919 book about the Boston, Concord & Montreal: "Harrison Sargent ran a parlor car between Fabyans and Boston, and was conductor of the White Mountain express on the Wing Road Branch." *(1894)* "Harrison Sargent died at his home here *(in Plymouth, NH)* today *(3/14)* of pneumonia. Deceased was aged about 55 and was a well-known man in northern New Hampshire, being a conductor on the old Boston, Concord & Montreal railroad." / Josiah Harrison Sargent was born in 1841 in Loudon, New Hampshire, the son of 31-year old farmer Thomas C. Sargent *(b.1810 d.1878)* and 22-year old Mahala/Mehitable Jane (Sutton) Sargent *(b.1819 d.1879)*. Josiah H. Sargent enlisted as a private in the New Hampshire 17th on November 22, 1862 and served in Company B of the 2nd Infantry. After being mustered out, the 22-year old mechanic married 20-year old dressmaker Abbie M Short *(b.1841)* from Bow, New Hampshire on September 23, 1863 in Concord. It was the first marriage for both. They had two children together – Willie Sargent *(b.1864 d.1868)* & Minnie B *(b.1869)*. The Census of Bow in 1870 said the now 29-year old Sargent was an "omnibus driver" and his 27-year old wife was taking care of one-year old Minnie. At some point the "omnibus" turned into a railroad car. In 1877, 36-year old J. Harrison Sargent was a "railroad manager" living in Carrol, New Hampshire, and he married 25-year old Emma Grace Cox *(b.1842 d.1922)* on June 16th in Plymouth. She was the daughter of Plymouth innkeeper Edward K. Cox, who had spent time running the Marshfield House at the base of Mt. Washington before moving to Plymouth. It was recorded as the second marriage for Harrison, but his divorce wasn't officially recorded until nearly two years later. Abbie M. Sargent went to court charging Josiah H. Sargent (now residing in Haverhill) with adultery. The divorce was granted April 12, 1879. A year later, Harrison and Emily were found by the Census enumerator living in Jefferson, New Hampshire. He was the "depot agent on the railroad." She was keeping house. He died on March 14, 1894, in Plymouth, New Hampshire, at the age of 53, and was buried in the Trinity Churchyard Cemetery in Holderness, New Hampshire. *(1894)* "(Josiah) Harrison Sargent died at his home here (in Plymouth, NH) today *(3/14)* of pneumonia. Decesased was aged about 55 and was a well-known man in northern New Hampshire, being a conductor on the old Boston, Concord & Montreal railroad."

Boston Globe - Thu, Mar 15, 1894 pg. 5

- *The Bradford (VT) United Opinion - Sat, Jul 8, 1876 pg. 2 / Ancestry.com / Newspapers.com / GenealogyBank.com / Bos-*

Lisa "Deuce" Satterfield 1971 - 1972

Lisa M. Satterfield was from Pelham, New York and worked on the Marshfield counter at the Cog in 1971 for $150 a month. She returned in 1972 and was noted in the railroad's "Under 24" promotion that stressed many of the employees were not yet 25. Jitney Jr has been stymied in his research of Lisa Satterfield from Pelham, New York. He did find a Linda Meade Satterfield at Pelham Memorial High school graduating in 1967 with a nickname of "Linnie" but no Lisa. However, a Lisa Satterfield was one of 274 students who did graduate from Pelham High School in 1974.

- Marshfield/Cabins Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com

Lisa Satterfield (1970s)
- Martha Rodgers photo

Dianna Saucier (1968)
- Foley Family archives

Dianna Saucier 1962

The 18-year old daughter of Alciden and Ruth (Richardson) Saucier of Berlin, New Hampshire came to work at the Summit House in 1962. Two years later, 20-year old bookkeeper Dianna Jean Saucier married 22-year old Wesley Wilson Foley, Jr. He was a Malden, Massachusetts native serving in the US Army. It was a first marriage for both. It would last for 58 years. *(2022)* "Dianna Jean Foley, 78, of Havana, Florida, passed away on Wednesday, November 16, 2022, at Centre Pointe Health and Rehabilitation Center. Born in Berlin, New Hampshire on April 15, 1944, she was the eldest daughter of Alcide H. Saucier and Ruth M. Richardson Saucier, of blessed memory. She is also preceded in death by a sister, Louise Corrigan. She is survived by her husband of 58 years, Wesley W. Foley, Jr.; son, Shaun Foley (wife, Dana); daughter, Debbie Miles (husband, Devon); grandchildren, Wesley David Foley, Shae Spinda, Macy French (husband, Josh), Devin Cappiello (husband, Brian) and Sierra Miles; great-grandchildren, Miles French, Sofia Cappiello, Emma Cappiello and another great-grandchild on the way; siblings, Donald Saucier (wife, Sue), David Saucier, Daniel Saucier (wife, Jennifer), Doris Gray (companion, James Tibbets), Joan Bagley, Joyce Kenison (husband, Wendell) and Barbara Lemear (husband, David). A brother-in-law, Bobby Corrigan, also survives. She was an office manager for many years at Suburban Propane. A faithful parishioner at St. Thomas the Apostle Catholic Church, she was an excellent cook and enjoyed her cookbooks and being in the kitchen. She also enjoyed square dancing with her husband and enjoyed traveling, camping, and riding ATVs with her husband and siblings. Visitation is from 1:30 until 2:30 PM, Friday, November 18, 2022, at Abbey Funeral Home, with the funeral service beginning at 2:30 PM. Interment follows in Tallahassee Memory Gardens, Garden of Devotion. - *Summit House ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com*

Waiter Dick Saudek (1959)
- Cha Bikel photo

Richard H. Saudek 1959

Richard Saudek (1964)

Former Vermont Public Service Commissioner was covered by news reporter Jitney Jr during the Snelling Administration, but neither knew they had shared time at the Cog until financial ledgers were examined in 2016, and emails exchanged. "Lemme get this straight," wrote Saudek. "Your father – Danny Gore, whom I voted for so many times for governor - was working on the Cog railroad in 1959, when I was racing *(the train)* on foot (and, believe it or not, beating it) up the mountain?? I do remember some of the folks... Pete Lund was kind of the boss; Tom Kreilkamp and I were college classmates and remained friends. I was a waiter *(left)* and, as such, had to field complaints about Tom Walsh, the cook, who did what he could to make guests – who had weathered the lousy sleeping quarters – more irritable to start the day." From *Vermont State Manual 1983-1984*: "Commissioner of Public Service Richard H. Saudek of East Montpelier, Washington County, Independent, was born in New York, New York on December 31, 1939 and became resident of present town in August 1974. Occupation: attorney. He was educated in elementary schools in Bronxville, New York; Bronxville High School; Harvard College (A.B., 1962); University of Michigan Law School (LL.B. 1965). He is married to Karen Fogg and they have two daughters and one son. He is a member ex officio of the Governor's Council of Economic Advisors; the Vermont State Nuclear Advisory Panel (Chmn) and the Energy Advisory Panel (Chmn). Community activities have included the East Montpelier School Board, 1976-79; the Board of Trustees of the Barre Opera House, Inc.; and vice president of the Harvard Club of Vermont. He has been Special Counsel to Public Service Board 1974-75; General Counsel to the Public Service Board 1975-77; Chairman of the Public Service Board, 1977-81." He now works with a former attorney general becoming "Of Counsel to Diamond & Robinson, P.C. in February 2015, after 30 years as a principal in the Montpelier law firms of Cheney, Brock & Saudek and its successor firm, Cheney Saudek & Grayck. Prior to private practice in Vermont, he served as Chairman of the Public Service Board and as the first Commissioner of the Department of Public Service. He was a partner in a New York City law firm before moving to Vermont in 1974. During his tenure with the PSB and PSD, Saudek was involved in all aspects of utility regulation, from telephone and electric rate cases to power contract negotiations. He negotiated the first power contracts between the State of Vermont and Hydro-Quebec and Ontario Hydro and the renewal of contracts with the New York Power Authority. Saudek's practice at Diamond & Robinson includes representation of Vermont towns in the siting of wind and transmission facilities; the valuation and taxation of hydroelectric facilities; power supply contracts; captive insurance companies and a range of corporate, non-profit and personal matters. He was the first president of HQ Energy Services (US) Inc., the marketing subsidiary of Hydro-Quebec; the public advocate in Public Service Board proceedings on the Vermont Telecommunications Agreement; and Chair of the District 5 Environmental Commission. He is a current Trustee of Marlboro College, the Vermont College of Fine Arts and the American Civil Liberties Union – Vermont and a former trustee of the Barre Opera House, the Governor's Institutes, the Vermont Council on the Arts, Capital City Concerts and the Vermont Opera Theater, Inc. Saudek is a graduate of Harvard College and the University of Michigan School of Law. He lives in East Montpelier with his wife, Karen. They have three grown children: a lawyer, a performer on the wire and an actor.

Richard Saudek (2016)

- Summit House / Bencosky files / July 1959 Payroll Distribution

George Saul 1917

23-year old George Henry Saul was living in Lancaster, New Hampshire and working as a brakeman at the Mt. Washington Railway when he went to register for the draft in June 1917. He was described as short and stout with brown hair and blue eyes. / George Saul was born in Island Pond *(village within Brighton)*, Vermont on September 15, 1893, the son of English-born Fred W. and Irish lass Elizabeth "Lizzie" Saul. The family had moved to Lancaster, New Hampshire by June 1900 when the Census was conducted. Fred, now 45 years old and 32 years in this country, was working as a day laborer. His 33-year old wife, who came to the U.S. in 1882, was taking care of five kids with the help of her sister, Sarah Eliott. 14-year old Margaret V., 10-year old Frederick S. and 6-year old George were at school. 4-year old Joseph L. and 2-year old Harold D. remained at home. The Sauls were still in Lancaster in the spring of 1910. Elizabeth was no longer counted in the household. George had joined his father and older brother working at odd jobs. 40-year old sister-in-law Sarah Elliot was doing housework outside the home. They also had a 17-year old boarder living with them, Cleven A. Bristol. Following his "odd job" at the Cog Railway, George Saul apparently served in the armed forces. The Veterans Administration records not only his birth and death, but his military service date of February 24, 1919. In 1920, George Saul was living on Liberty Street in Everett, Massachusetts with his 33-year old brother-in-law, insurance superintendent Henry W. Griffin and his wife, Viola. The 25-year old Saul was making ice cream. He married a waitress in 1922 in Lowell, MA. In 1930, he and his 40-year old wife, Adeline F. Saul were living in Malden, Massachusetts. The 36-year old George was working as a janitor at the school while Adeline was waiting tables in a restaurant. The couple would have four children by the time the next Census rolled around in 1940. Still in Malden, but living now on Ashland Street, the family consisted of 12-year old John, 8-year old George, 6-year old May and 2-year old Patricia.

Father George was still a school janitor and mother Adeline was still a waitress. She would die in 1967. George died two years later on April 21, 1969 at the age of 75. He and she are buried *(right)* in Saint Patrick Cemetery in Lowell, Massachusetts.

- Among the Clouds - Jul 23, 1917 / Ancestry.com / Newspapers.com / Find-a-Grave.com

Carl F. Saunders (1950)
- Tufts University yearbook

Carl "Joe" Saunders 1948 - 1949

Joe Saunders was a 19-year old Tufts University student when he began working at the Cog Railway with his 18-year old brother, Stephen in 1948. / Carl Forbes Saunders was born on September 14, 1928. He was the sixth child of longtime Wakefield High School math instructor 35-year old Paul A. Saunders and his 28-year old wife Marjorie F. Saunders. He joined Emily, Betty, Martha, Ocran & Verna Sanders in the Saunders home on Albion Street in Wakefield, Massachusetts. By the time, Census takers stopped by in 1940, three more boys - Stephen, Paul and David were part of the family. All of them plus Carl would work at the Cog. Joe Saunders was officially going by his middle name Forbes when he graduated from Wakefield High School in 1946. He played in the school's band and orchestra all four years. He started playing hockey and baseball during his junior and senior year. That part of his high school career led his yearbook bio: "Joe is well known to us as an able goalie. He has left a remarkable record of success not only as a sportsman, but also as a student, for Joe's name constantly has appeared on the Honor Roll. We must not overlook his humorous characteristics – his witty remarks can brighten the dullest day. Such a combination of favorable traits can mean only success." As that yearbook went to press, Joe was planning on attending M.I.T. Three days after his 18th birthday, the "unemployed" Carl Forbes Saunders went to register for the draft. He stood 5-foot 6 ½-inches tall, weighed 135 pounds with blonde hair and blue eyes. Saunders graduated from Tufts University in 1950 with an economics degree. He played hockey as a sophomore but found his groove on the golf team in his final two years, serving as captain as a senior becoming a member of the Varsity Club those two years. He also wound up his time at Tufts participating in the Economics Club. He entered the U.S. Navy on October 16, 1950 and served until May 26, 1953 as a Lieutenant Junior Grade in the Naval Reserve. On Sunday, October 13, 1957, Joe Saunders married Anna Marie DiGregorio in Revere, Massachusetts. Steve Saunders was his best man. Following the honeymoon trip to Bermuda, Mr. and Mrs. Saunders made their home in Saugus, Massachusetts beginning on November 1st. In 1974, Saunders was living in Saugus working for the Massachusetts Housing Finance Agency as a mortgage officer.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Sun, Jul 21, 1974 pg. 162 / See Vol. 1 Ch. 9 Sec. 9

D. E. Saunders 1952
Mt. Washington Club/Summit House

David G. "Sluefoot Blue" Saunders 1953 - 1962

The 16-year old began working in Marshfield in 1953 and continued in 1954. He moved to the railway in 1955 as a fireman. His supervisor in 1958 wrote that David should be rehired - "excellent worker." He qualified as an engineer and was earning $1.40 an hour in 1960. He ran trains through to September 14th in 1961. He earned a $1.40 an hour his last summer of 1962. / David Giles Saunders, of East Greenbush, died on April 28, 2014. He was born on March 15, 1937 in Wakefield, MA, to the late Paul and Marjorie Saunders. He is predeceased by siblings Martha, Betty, Ocran and Emily. David graduated from Wakefield High School in 1955 and Harvard University in 1959 then received his medical degree from the University of Vermont College of Medicine in 1963. Following medical school, he continued his training with an internship at Beth Israel Hospital in New York City, where he met his wife of 50 years, Kathleen Kern. Upon completing his internship, David joined the U.S. Navy and was stationed for two years at Camp Pendleton in California. Following his service, he completed his medical training in Internal Medicine at Upstate Medical Center in Syracuse, NY, where he served as Chief Resident in Medicine. David maintained a private medical practice in Syracuse for thirty-eight years, in addition to working as a physician for the U.S. Army, and being the team doctor for the Syracuse professional hockey team. David and wife Kathy lived on a farm in the outskirts of Syracuse, where they raised seven daughters and numerous farm animals. He retired in 2004 and moved to Albany, NY to be closer to his children living in the area. David was an avid singer his entire life, beginning with the Trinity Church Choir in Boston and continuing with the Syracuse Barbershop Quartet and the Syracuse Chorale. During the summers of his college years he worked on the Mt. Washington Cog Railway in New Hampshire in various jobs ending up as an engineer. He was an avid history buff (he especially loved Civil War history), and also took great pleasure from opera, reading, watching sports and playing golf. He is survived by wife Kathy, daughters Diane, Carol, Linda, Wendy, Jennifer, Jessica and Kimberly; their husbands; grandchildren Jacob, Jackson, Max, Katie, Giulietta, Luke, Dylan, Isabel, David, James, Cassidy and Riley; siblings Stephen, Carl (Joe), Paul, Vera and Al; and numerous nieces and nephews. Services will be private.

- Marshfield Corp Ledger / Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / See Vol. 1 Ch. 9 /
https://wjrockefeller.com/tribute/details/432/David-Saunders/obituary.html

Paul A. Saunders Jr. 1951 - 1952 / 1956 - 1958

Paul Saunders

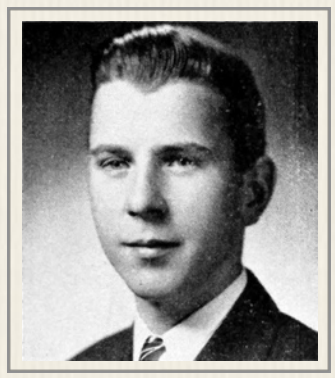
Older brother of Dave *(right)* - one of four Saunders to work on railroad as of 1956 - his Cog pictures appear in 2014 reunion movie - His brother Steve Saunders says "Paul went to work on the Cog until he joined the Air Force." Paul started in Marshfield in 1950. / Paul Albertus Saunders Jr. was born on July 25, 1933, in Stoneham, Massachusetts. His father, Paul Albertus Saunders *(b.1892 d.1970)* was 41 and his mother, Marjorie Naomi (Forbes) Saunders *(b.1899 d.1985)* was 33. 6-year old Paul Jr had seven siblings at the time of the 1940 Census: 21-year old Betty Jean *(b.1919 d.1995)* was unemployed school teacher; Martha *(b.1917 d.2003)* was 17; Ocran Orlo *(b.1924 d.1978)* was 16 as was Verna; Forbes 11; Stephen 9 & David *(b.1937 d.2014)* was 3. A half-sister, 23-year old Cartha Emily *(b.1917 d.2003)* was on her own. Paul Jr. would be introduced to Mount Washington as a member of the Bretton Woods Boys Choir in the early 1950s. During the winter he was a member of the Trinity Church Choir in Boston. Paul Jr. married Cog waitress Barbara Frescoln of Yardley, Pennsylvania on October 12th, 1957 in Newton, Pennsylvania. She had graduated from the George School and had attended the Philadelphia Museum School of Art. She worked at the mountain during the summers of 1956 and 1957. Brother David was best man, and Stephen was an usher. At that point, Paul had served four years in the U.S. Air Force and was a sophomore at the Lowell Technological Institute where he was majoring in electronics. The couple had three children: Bethany, Heather & Jennifer. They later divorced. He then married University of Tennessee graduate & logistics manager, 30-year old Julia Ann Tyrrell *(b.1954 d.2016)* and they had two children together – Audrey and Natalie. He died on September 15, 2015, at the age of 82, and was buried in Knoxville, Tennessee. *(2015)* Paul Albertus Saunders, Jr., a native of Wakefield, MA and a resident of Knoxville, TN, passed away September 15, 2015 surrounded by his loving family. Paul served in the United States Air Force then earned his Bachelor of Science degree from the University of Massachusetts-Lowell. He spent his career as an engineer at DuPont Corporation, retiring from its Brevard, NC facility. The son of the late Marjorie Forbes Saunders and Paul A. Saunders, Sr., Paul was married to Julia Tyrrell Saunders for 30 years. In addition to his wife he leaves to cherish his memory daughters Heather Saunders (Jon Lansberg) of New Yok City, NY, Jennifer Stackpole (Andy) of Mystic, CT, Bethany McElrath of Asheville, NC, Audrey Saunders and Natalie Saunders both of Knoxville, TN. Paul is also survived by grandchildren Kyle McElrath, Nick McElrath, Evan McElrath, Alex Stackpole and Taylor Stackpole. Paul also leaves behind brothers Joe Saunders (Anna) of Saugus, MA, Steve Saunders (Barbara) of La Habra, CA and sister Vera DeWitt of Lakewood, CO; sisters-in-law Elsie Saunders of North Reading, MA and Kathy Saunders of Delmar, NY. He is also survived by many devoted nieces and nephews. In addition to his parents, Paul was preceded in death by brothers David Saunders and Ocran Saunders and sisters Emily Slack, Martha Jones and Betty Rose, as well as his mother and father-in-law Ruth and William Tyrrell and special cousin Wid Coryell. Above everything else, Paul was a devoted husband to Julia and a wonderful father to his daughters. He is remembered for his witty sense of humor, his beautiful singing voice, and his love of the Red Sox, the arts and researching history. Paul's family celebrated his life privately. If you wish to make a donation in Paul's memory please do so by mailing your donation to The Paul A. and Marjorie F. Saunders Foundation, The Scholarship Fund of Wakefield PO Box 321 Wakefield, Massachusetts 01880. *- Marshfield Corp Ledger / Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Bristol (PA) Daily Courier - Thu, Oct 17, 1957 pg. 13 / Knoxville News Sentinel - Sep. 19, 2015 / See Vol. 1 Ch. 9 Sec. 9*

Julia Saunders (2016)
- Saunders Family photo

S. A. Saunders 1952

Mt. Washington Club/Summit House

Stephen C. Saunders 1947 - 1950



Stephen Saunders (1948)
- Wakefield HS yearbook

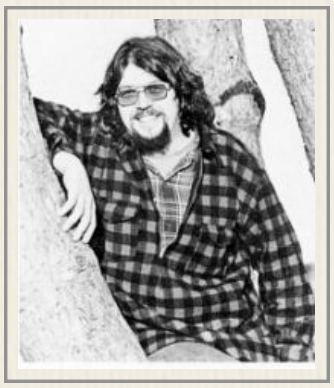
In 1946, 16-year old Stephen Clarke Saunders was singing alongside his 12-year old brother, Paul in the Bretton Woods Boys Choir. The choir spent that year living at Camp Duncan on the Base Road to Mt. Washington. They were riding to concert gigs and day trips in a new bus. Another future Cogger, 13-year old Harry Bird was a featured soloist that year as was brother Paul. Stephen left the singing gig after his voice changed but kept coming back to the White Mountains finding work at the end of the Base Road in the gift shop at the Cog Railway. Saunders graduated from Wakefield Memorial High School in 1948: "Steve, better known, as Shrimp, is recognized everywhere by his witty remarks and conversation. He like music and plays a sweet, mellow trombone. Throughout his four years in high school, his ardent lover for music has won him a place in the Glee Club, the Ban, the Orchestra, and the hear of Director Fanck. Furthermore, Steve has demonstrated much skill on Wakefields basketball teams. His good sportsmanship with his classmates too, proves that he is a worth friend." Saunders would enter the Air Force. Ten years after graduating high school, Stephen would marry Barbara Ann Potter of Royal Oak, Michigan. They met at Alfred University in New York where she was affiliated with the Sigma Chi Nu sorority and Saunders was a member of Kappa Psi Upsilon. *- Saunders email to Jitney Jr - Tue, Apr 5, 2016 / Railway Ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Detroit Free Press - Mon, Jun 23, 1958 pg. 25 / See Vol. 1 Ch. 9 Sec. 9 - Railway ledger*

Sav

Dimitri J. "Satch" Savchick 1969 - 1980

Dimitri Savchick (1970)
- Berlin HS yearbook

17-year old Dimitri "Satch" Savchick came to Mt. Washington to work on the track crew during the Cog's Centennial year for $1.60 an hour. Savchick had one year to go before graduating from Berlin High School. The son of Mr. & Mrs. Michael Savchick was in the college preparatory track but his stated ambition was "undecided" in his Meteor yearbook. His classmates prophesized that Savchick would become "President of the Greater Berlin-Gorham Chamber of Commerce, a position he has always wanted." For the record, Dimitri sang in the chorus and participated in the Pops Concert his freshman and sophomore years. Those two winters he was on the ski team and was a class officer his sophomore year. Savchick was part of the Key Club and the Junior Council on World Affairs all four years. After graduating he was back up to the Cog working on the track. He'd received a ten cent raise to $1.70 an hour. In the summer of 1971, Savchick began firing for $1.80. In 1973, he entered the University of New Hampshire in Durham. The summer of 1974, Savchick was a qualified engineer earning $2.50 an hour. The next summer, state regulators were told Savchick was now a "veteran" engineer. In 1976, engineer Savchick made 103 trips up and down Mt. Washington: 20 in June, 59 in July, only 16 in August before he left to start his senior year at UNH. After Labor Day, he ran seven trips in September and 11 in October. Savchick graduated in 1977 with a degree in forestry management. He was assigned to work in the shop and continue to run trains that summer. In 1978, Savchick was a weekend warrior at the Cog. In his final summer of 1980, he earned $4.20 an hour.



Dimitri Savchick (1977)
- UNH yearbook

/ Dimitri James Savchick was born on March 27, 19552 – the son of Michael and Nathalie (Grivsky) Savchick of Berlin. In an email to his son in October 2013, Dimitri's brother Michael *(right with Dimitri and father, Michael on family sailing trip)* wrote the following description of growing up in the northern New Hampshire mill town as part of large family founded by Russian immigrants. "My sense of my ethnicity stems I suppose from the family values and traditions I grew up with. That was in Berlin NH it is interesting to note. It is my history. In as much as I have Russian ancestry, I am a Russian American and more primarily an American and more importantly a part of humanity. My values include respect all humanity and more than that all life. I note that people, worldwide tend to group and value their groups. Berlin is that in microcosm in that it contained a number of ethnicities that grouped in company and locality. The north end of town was known as Norwegian village. The east side of the river was primarily French Canadian in occupants. There was a community of us with Russian heritage enough so that a Russian Orthodox church got built. The town was largely Catholic but in that there were sub-groups. There were the public schools and two varieties of Catholic schools and churches. There was a Saint Patrick's church and a grammar school of the same name that was Irish Catholic. Then also there was Notre Dame High School that was French Catholic and St Ann's Church the French Catholic church. I grew up with ethnicities. Each has traditions. Each can enrich the others with them. The Frenchmen traditionally make meat pies at Christmas. I got to enjoy them. The Italians grouped in what was known as cascade flats and was home to Mary's pizza. Nansen ski club was the first organized ski club in the country and built that big ski jump that I skied on. So what is there specific to being Russian? For me it was spoken in the home particularly was very young. There were various food traditions. The Russian church was very important to my parents. My mother had been choir director there as was her father when she was growing up. So for me it is those personal experiences. It is also the family history part and an interest in the history of Russia." Cogger Dimitri Savchick's Berlin heritage likely drew him to the woods, and he started to offer his services when it came to forested land offering to help clients locating boundaries, developing stewardship plans, representing landowners in timber sales, inspecting tree farms, also examining and appraising woodlands and properly layout build logging roads through them. His company, All Aspects Forestry & Environment has been running in Conway, New Hampshire and Brownfield, Maine since June 1995.

Brothers Michael (L) & Dimitri (R) with father Michael behind them
- Savchick Family Collection

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / https://missingmisha.wordpress.com / Newspapers.com / GenealogyBank.com / LinkedIn / / State Report - Jun 24, 1975 / NH DOT files

Cynthia Savoy 2019

52-year old Cynthia Savoy was listed as a ticket seller for the railroad as the 2019 season opened. She was working with Amy Cyrs on May 3, 2003 at the Franconia Notch State Park where the famous Old Man of the Mountain overlooked the cut. "Saturday, Amy Cyrs and Cynthia Savoy forgot about the trash there were picking up and rushed to tell their supervisor of their unbelievable discovery," according to the Associated Press. "We looked at each other sad 'He's not there' and we sidestepped a little and looked up again and he was not there," said Cyrs, 38. "My stomach dropped," she said. So, the state parks trail workers, dressed in uniforms with the 'Old Man' on their shoulder patches, jumped into their state truck, with the 'Old Man' decal on the door, and sped down the road to tell their boss. Cyrs' braided ponytail probably bobbed side-to-side from under her park's department hat, with the 'Old Man' patch on the front, as she and Savoy craned their necks to look again at the profile's perch. "I kept saying, 'Oh my God, he's not there!'" as they sped away, Cyrs said." Cynthia J Savoy worked as a Park Manager 2 for the State of New Hampshire and in 2012 had a reported pay of $38,802.50 according to public records. In 2017, she was employed by the Dept of Natural and Cultural Resources as a ticket seller, and had a reported pay of $1,215 according to public records. / Cynthia Jean (Barry)

Savoy was born on December 18, 1966, the daughter of Air Force officer, Daniel C. and Joan M. (Gass) Barry. Dan Barry was an intelligence specialist in South East Asia when daughter was born. She had four brothers: Joseph, Jerry, Brian & Robert and three sisters: Wend, Christine, and Theresa. The newly retired Barry moved the family to North Woodstock, New Hampshire where his 39-year old wife Joan (Gass) Barry died on September 6, 1975. He married June T. Anderson in 1976 and operated the Maple Haven Campground for more than 30 years. Daughter Cynthia married Kevin Savoy. Jitney Jr. believes Madison Savoy is Cynthia and Kevin's daughter.

- MWCR Facebook Roster for Opening Day on FB / /Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Mon, Sep 8, 1975 pg. 37 / Burlington (VT) Free Press – Sun, May 4, 2003 pg. 6

Kendahl Savoy (2023)
- LinkedIn.com

Kendahl Savoy 2017 -2021

Railway employee - Tickets / Dispatcher from Dalton, N.H. Currently a student at the University of Maine - Orono studying the "human dimensions of climate change."

- Dispatch Report - 7-27-19 / LinkedIn.com

Madison Savoy (2023)
- LinkedIn.com

Madison Savoy 2019 - 2022

UNH student Madison Savoy from Twin Mountain, New Hampshire was hired in May 2019 to work at the Cog Railway. Her LinkedIn account says, "I have a Bachelors of Science degree in Human Development and Family Studies with a double minor in Sociology and Psychology from the University of New Hampshire. I'm currently pursuing a masters degree in Applied Politics from Suffolk University." She was a ballot clerk for the town of Woodstock, NH in 2017-2018. She skied for the Lin-Wood High School Lady Lumberjacks. She carried an A average at the school in the fall of 2011. As a senior, Savoy placed 14th in a January 15, 2016 slalom race at Cannon Mountain. Her time of 50:47 helped Lin-Wood earn a third place finish in field of seven schools. Madison was also senior class president. "Few high school graduations include two national anthems," wrote the *Littleton Courier* correspondent. "In addition to the "Star Spangled Banner," Lin-Wood Public School graduation attendees on Friday evening *(6/10)* also heard the Italian anthem, to honor Class of 2016 member Edoardo Pizzutelli. Class President Madison Savoy noted the many accomplishments the *(34-member)* class has already achieved, including dedicated hours of community service, as well and John Lyons' year of writing contributions to the *Courier*. Based on past actions, "Everyone up here on this stage has a bright future," Savoy said. While needing to adapt to unknowns ahead, she said the Class of 2016 has already captured a lifetime of memories."

- LinkedIn / Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Wed, Jan 27, 2016 pg. B3 & Wed, Jun 15, 2016 pg. A1 & A15

Larry Sawyer 2019 - 2020

Summit postmaster (one of two) - Steve Jergensen says Sawyer "works on my days off." *- Steve Jergensen email to Jitney Jr - Wed, Mar 10, 2021 4:21 pm*

Postmaster Larry Sawyer helps a fall tourist (2019)
- Jergensen Family Collection

Robert Woods Sayre 1963

20-year old Summit House employee Robert "Woody" Sayre was from Pennsylvania. The son of lawyer and equal-rights advocated Robert W. Sayre and his wife, Lucy (McCoy) Sayre. Robert Woods Sayre was born on June 15, 1943. He had a brother, Philip, and a sister, Elizabeth. Sayre became a historian who focused on the French and British North American colonies. In 2017, he published *Modernity and Its Other: The Encounter with North American Indians in the Eighteenth Century*. UNC Charlotte professor Peter Ferdinando wrote in June 2002 that Sayre's book is "essential reading" in the field. "Robert Woods Sayre's in-depth examination of Franco-American and Anglo-American travel literature by authors like François-Xavier de Charlevoix, John Lawson, and William Bartram provides readers with new insights into many well-used primary sources," writes Ferdinando. "(Sayre) argues that Euro-American writers described the European-Indigenous encounter through the contrasting ideals of the emerging capitalist market economies of Europe and its American colonies, in other words, modernity, with the premodern non-capitalist Indigenous peoples of North America, in other words, the Other. Sayre envisions this dichotomy as a contrast between ""ideal types' in the Weberian sense," which take a number of forms in these travel accounts, for example, "qualitative values ... honor" versus the more quantitative "exchange value," "intimacy with the natural world" versus "exploitation" of it, and even the "supernatural" versus. the "rationalistic" *(pp. 7-9)*. Sayre also posits a paradox for this dichotomy where "the 'savages' are in fact more 'civilized' than those who designate themselves such," with some Euro-Americans lamenting the loss of "the qualitative, moral values" of Europe's "traditional heritage" to the "quantitative, commercial values of its modernity" (pp. 302-3). This paradox leads into a secondary thread running throughout Sayre's work but one that he only elucidates fully in his conclusion, in which he contrasts these textual sources in the context of the evolution of Enlightenment thought and Romanticism. He highlights strains of Enlightenment thinking, with the first more "rationalist tendency" open to retaining some aspects of the premodern, while the second more "whiggish tendency" sought the elimination of it *(p. 305)*. With Romanticism, however, Sayre found "a special link ...

Robert Woods Sayre (2021)
- Sayre Family Collection

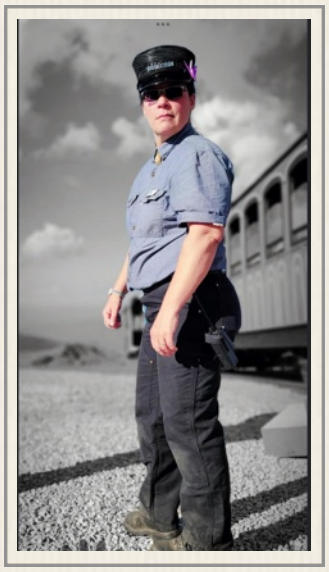
and openness towards the Amerindian" *(p. 304)*. Thus, with this secondary thread Sayre again contrasts the modern with premodern through the ideas swirling around the eighteenth-century Atlantic world." Contacted by Jitney Jr. in 2021 through his publisher, Sayre who confirmed he "is indeed the same person who worked on top of Mt Washington in 1963! Your project is interesting, and I'd be happy to be included. I'm afraid I don't really remember any specific stories, though. At best I could give you a few impressions, or general memories." Sayre was crafting those impressions during the summer of 2021 at his home in France. It arrived in Jitney Jr's mailbox on the final day of the 2021 Tour de France. "I don't remember many names among those who were there in 1963. Mainly the Teagues: Arthur and Ellen, who were, I imagine, present that summer as managers of the whole operation, and a few of their children, though my memory of them is vague. I also remember Virginia Nye, who as I gather was a friend and schoolmate of Jane Teague. I suspect that I was recruited by the Teagues through their network of relationships in Philadelphia." Attached to the email was the photo above and the following bio: "Robert Woods Sayre worked as a waiter in the Summit House restaurant in the summer of 1963. A general memory remains of living for a short space of time in a quite different reality - literally in the clouds – but also of enjoying the human contacts with staff and visitors alike. Coming from the Philadelphia area (*The Main Line*), "Woody" was a sophomore at Wesleyan University (Conn.) at the time of his summer job on Mt. Washington. From high school on, he had developed a strong interest in French language and culture, and immediately following his time at the Summit House he left for France on a Junior Year Abroad program at Wesleyan. He graduated from Wesleyan in 1965, and went on to do a Masters and PhD at Columbia University, then taught French in the Romance Languages Department of Harvard for five years *(1974-79)*. In 1980, having met in France the woman who was to become his wife, he resettled in Paris, where he carried on an academic career teaching English and American literature and culture in several French universities. He retired from teaching in 2008, but continues to live in France, home also for his children and grandchildren (one son, though, lives in New York). Over his career he has published books and numerous articles on English, American and French subjects, and he continues his research work in the present. Though an expatriate, he regularly returns to spend summers in the US, based in Cambridge, Mass.

- Summit House ledger / Ancestry.com

Erica Scales (2021)
- Lewis Family Collection

Erica "Icky" Scales 2021 - 2023

Railway brakeman from Lancaster, N.H. - wife of Michael - mother of Liam *(2021)* "Erica Scales is a new 4th-grade Special Educator. Although she is new to the district, Erica is excited to bring over 20 years of experience with her. "I love 4th grade and all of the learning, fun experiences we get to have together," she says. Erica attended the University of Maine Farmington, receiving her bachelor's degree in both Elementary Education and Special Education. She also has a master's degree in Special Education Learning Disabilities from the University of Alaska Southeast." *(2022)* "If schoolteacher/ brake(wo)man Erica *(right)* runs her classroom like she runs her passenger coaches, you can bet she's turning out some very happy, well-educated kids! (with thanks to Josh Bishop for the portrait)." ***Art Poltrack:*** "One of the best!" ***Kate Oswald:*** "love this picture Erica!!" ***Nicole Tetreault Muller:*** "Yes!! Was on one of her coaches this past weekend" ***Jack Daly:*** "We took a ride with her on Saturday!!! She was awesome and made our trip down the mountain a blast !!! Thank you Erica" *- Caledonian Record - Sat, Oct 14 & 17, 2021 pg. A4 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022 / MWCR - Aug 31, 2022*



Liam Scales (2021)
- Lewis Family Collection

Liam Scales 2021

Shop assistant/fireman - son of Michael and Erica *(2022)* "And just like that, Coggers, with a blast of steam and a puff of smoke, the 2022 Summer Summit Season is off and running! The other day, we rode with engineer Cookie Sodergren *(below right)* and fireman apprentice Liam Scales *(below left)* as they took MW9 up to Cold Springs for a test run. Cookie is on the throttle again today *(8/28)* for the 8:30 and 3:00 steam trips." ***Icky Scales:*** "I draw a deep breath, taking in the sweet smell of yesteryear as the rich aroma of burning coal mixes with the steam. The distinct "chuff, chuff" it makes and has produced for over 100 years as the steam pushes and pulls the pistons, coercing the train up to speed. The rods driving the cog with force, moving the locomotive ever forward, cupeled with the jangly, strident sound of the cog falling into place in the rack. As if this isn't a symphony in itself... we reach the pinnacle of the performance as the whistle sings the tune of the Mount Washington Cog Railway." ***MWCR***: "ummm... we suddenly feel compelled to take a cold shower..." *- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022 / MWCR - at, May 28, 2022*

Michael Scales 2019 - 2023

Diesel Mechanic / engineer at Mt. Washington Cog Railway since February 4, 2020. He had worked as an Aircraft Mechanic at Granite Air Center, LLC and LifeMed Alaska Michael Thomas Scales also worked at Commercial Divers Plus and served in the United States Coast Guard. Scales married Erica on July 22, 1995. He studied at University of Alaska Fairbanks from 2015 to 2016. Originally from Danville, New Hampshire, he and his family (wife Erica & son, Liam) now live in Lancaster, New Hampshire. *- Facebook.com / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022*

Michael Scales (2020)
- Cog Railway photo

Thoma G. Scanlon (1961)
- Wakefield HS yearbook

Thomas G. Scanlon 1957 - 1958

Summit House employee – 16-year old Tom Scanlon was part of the Wakefield, Massachusetts crew at Mt. Washington in 1957 & 1958. / Thomas G. Scanlon was born on September 8, 1941 – the first child to 32-year old machinist Harry A. Scanlon (b.1910 d.) and 28-year old Mary C. (Gleason) Scanlon (b.1914 d.1989) of Wakefield. Tom had two brothers: John H. (b.1945 d.) & David W. (b.1948 d.) and a sister: Mary Ann. Thomas G. Scanlon would graduate from Wakefield High School in 1961. His yearbook entry reads: "Thomas, best known to his friends as "Frank," owns a '55 Ford – his favorite possession. His favorite class is Problems of Democracy with Mr. Gartner. Frank would like to join the Air Force after graduation, then fulfill his dream of becoming a forest ranger." Scanlon would marry and have a son, Sean and a daughter, Karen. When his mother died in 1989, he was living in Billerica, Massachsetts. Thomas G. Scanlon now lives in Ocala, Florida.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Boston Globe – Sat, Jan 7, 1989 pg. 21 / Facebook.com

Jack Scaulan 1919

"David Cassidy and Jack Scaulan are spending the summer at Mt. Washington, being employed there."

- St. Johnsbury Republican - Wed, Jul 23, 1919 pg. 5

Bob Schafer (1983)
- John Rolli Collection

Robert "Bob" Schafer 1983

General Manager - "General Manager will be Robert Schafer of Bethlehem, formerly associated with the management of Bretton Woods and the Mount Washington Hotel."

- Littleton Courier – Wed, Apr 13, 1983 pg. 6

John R. Schaum 1964

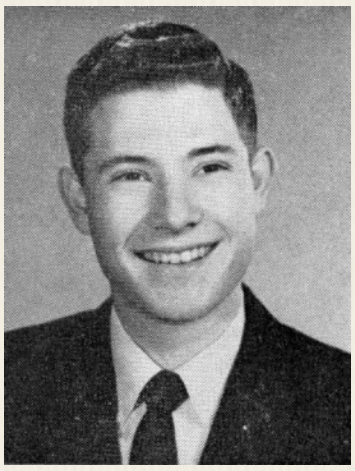
The 16-year old Schaum from Philadelphia was a Summit House porter in 1964 and earned $130 plus $20 plus $64. John R. Schaum would graduate from Dobbins-Randolph Vocation Technical School in Philadelphia in 1965. He was living at 6635 Gerry St., and came to Dobbins-Randolph from Wagner Jr. High. He studied Machine Design and was nicknamed "Hefty" by classmates. Schaum enlisted in the Air Force eighteen days after his 18th birthday in1966 and be discharged two years later as an airman first class. The son of Russell S. and Hele Eunice (Graham) Schaum, John Russell Schaum was born on January 2, 1948. He would marry Margaret A. Meyers and the couple would have five children: John B., Tara H., Melissa A., Sharon G. and James J. John R. Schaum died on April 21, 2002 in Philadelphia. He and Margaret had been married for 30 years. He was 54 years old. He was buried in the Hillside Cemetery in Roslyn, Pennsylvania

- Summit House / Bencosky files / Ancestry.com / Newspapers.com / Philadelphia daily News - Tue, Apr 23, 2002 pg. 26

John Schaum (1965)
- Dobbins-Randolph Voc Tech

Raymond Scheimer 1962

24-year old Raymond A. Scheimer was the Summit House clerk in 1962. He earned two hundred dollars a month that season. The son of Dr. Oscar M. and Carolyn (Gersten) Scheimer of Westwood, New Jersey had already graduated from New York



Raymond A. Scheimer (1960)
- Occopodiun yearbook

Military Academy and Northwestern University. He was now pursuing his medical degree at his father's alma mater - the Ohio College of Pediatric Medicine. Raymond Allen Scheimer had a sister Joan. He would receive his medical degree in 1963 and open a private practice in his hometown of Westwood. The podiatrist would specialize in foot and ankle surgery at the River Dell Hospital and the Pascack Valley Hospital. In 1971, Ray Scheimer was trying to travel to a European summit by foot. The Hackensack Record reported in its Down Our Street column, "A man who believes in keeping your feet in the best of condition just used his to climb the Matterhorn. It took Dr. Raymond A. Scheimer of 64 Fairview Ave., two tries to make the peak. The podiatrist is president of the Bergen-Passaic County Podiatry Society and a fellow of the American College of Foot Surgeons. The climber wrote from Zermatt, Switzerland, to his father, Dr. O.M. Scheimer, about his success… The two are in practice together at the Westwood address." On July 6, 1972, Dr. Scheimer married a Jersey girl. Carol Ann Howie graduated from Ridgewood, NJ High School and Baldwin-Wallace College in Beria, Ohio. She was now living in Honolulu, and the double-ring ceremony, with Raymond's dad standing as his best man, was performed in the Wiaoli Chapel late Thursday morning with a reception at the Sheraton-Waikiki Hotel. After the honeymoon, the couple was to settle in Rochelle Park, New Jersey. Internet research indicates that addition to Westwood, N.J., Dr. Scheimer would later live in Lahaina, Hawaii and currently calls Brush Prairie, Washington home.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Ridgewood (NJ) Sunday News – Sun, Jul 9, 1972 pg. 83 / Hackensack (NJ) Record – Tue, Sep 14, 1971 pg. 18 & Fri, Sep 8, 1989 pg. 7

Timothy S. Schenck (1985)
- Wachusett Reg'l HS yearbook

Tim "Chewy" Schenck 1985 est.

Tim Schenck was a brakeman from Paxton, Massachusetts best known as "Chewy." Dave Moody says, "Chewy was a fairly large framed man, probably at least 6 feet tall. He was named Chewy after the Star Wars *(character)* Chewbaca because of his size and long hair (usually blowing in all directions)." Schenck's railway employee pedigree is verified by the undated photo of him *(right - estimated 1985)* working the radio at the Base Station platform that appeared on the *Mount Washington Cog Railway: We Worked There* Facebook page. But tracking down the real "Chewy" proved to be a bit of mystery and found Jitney Jr. sending an email to a Massachusetts minister in Hingham on March 23, 2021. "Greetings - Those who worked with Chewy *(at the Cog Railway)* have had many spellings of Tim S's last name... one of those versions was yours. If you are Chewy, I would like to get your "Cog story" - how did you find the job? First impressions? Memorable moments? Life skills or lessons learned..?" Before an answer was received additional info from Dave Moody shifted Jitney Jr's focus: "Your search for Chewy needs to go to the obits as Steve C told me he died out of country in an accident many years ago, sad to hear as he was a character. Steve didn't remember what country or what type of accident, only that Chewy had passed." That clue prompted a follow-up email to Rev. Tim Schenck: "Father Tim - My search has revealed that you are NOT the brakeman known as Chewy. My apologies for my "shot in the dark" research methods." To this the Reverend responded: "Well, it was flattering while it lasted. Good luck with the research! Sent from my iPhone" // Timothy Sullivan Schenck *(above left & above right)* was born on September 16, 1966, to 28-year old Sally Vincent Sullivan *(b.1938)* and 28-year old Benjamin Robinson Schenck *(b.1938 d.2010)*. His father was a Williams College and Harvard Law School grad who had worked for New York Governor Nelson Rockefeller, and was that state's former Superintendent of Insurance. Tim had five siblings: Elizabeth Forman *(b.1962)*, Steven Tyler, Ezra, Ada & Thayer. Schenck graduated from Wachusett Regional High School in Holden, Massachusetts in 1985. His yearbook entry reads: "Aiko-Aiko All Day… Acadia '84… 'The first days are the hardest days, don't you worry any more – cause when life looks like easy street there is danger at your door.' – R. Hunter." The opening phrase likely refers to the New Orleans song talking about a Mardi Gras parade collision written and first released in 1953. The Dixie Cups made it a hit in 1965. Dr. John charted the song at #71 in 1972. Dr. John's version followed the original format of songwriter James Crawford who performed as Sugar Boy & the Cane Cutters. Schenck's closing quote are the first two lines of the Grateful Dead's song "Uncle John's Band." Schenck was part of the high school's Hackysack Club and was on a trip to Acadia in Maine in 1984 *(left)*. Schenck went west and made his home in Telluride, Colorado starting in 1992. 40-year old Timothy Schenck died on November 19, 2006 of head injuries in a Sunday rollover crash. The Colorado State Patrol said "his 2003 Toyota Tacoma ran off the left side of the

Tim "Chewy' Schenck (1980s)
- MWCR: We Worked There FB

Tim Schenck (front) with Acadia '84 hiking partners
- 1985 Wachusett Regional HS yearbook

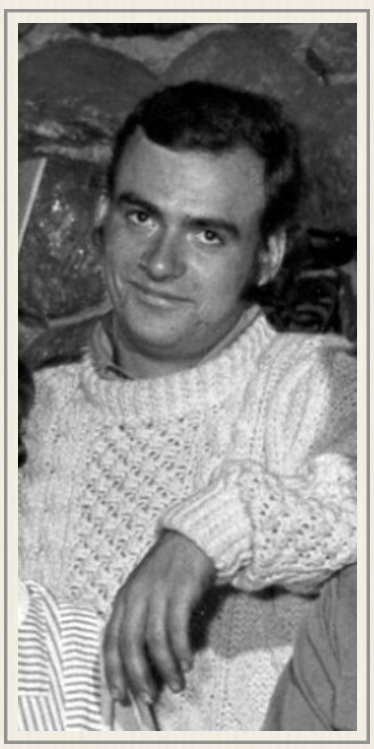
(River) road and hit a delineator post while he was driving east… near the 20 Road overpass. The vehicle rolled three and a half times across two lanes of traffic before it came to a rest on its driver's side. Schenck was pronounced dead at the scene… The coroner's office also said Schenck had alcohol in his blood."

- Ancestry.com / Newspapers.com / GenealogyBank.com / Grand Junction (CO) Daily Sentinel – Tue, Nov 21, 2006 pg. 3

Charles S. Schoenig 1980

The 20-year old Charles Schoenig was from Malverne, New York. He worked on the base grounds crew in 1980 for $3.10 an hour.

- Railway Corp / Bencosky-Desjardins files



Charles Schroth
- Bev Nash Esson Collection

Charlie Schroth coffee break at Ticket Office (1971?)
- Kent Family Collection

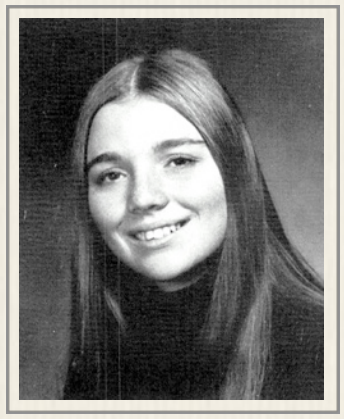
P. E. Schoppe 1952

Railway Ledger

Charles J. Schroth 1968 - 1971

Charles Schroth had just graduated from Princeton, New Jersey High School when he came north to Mount Washington in the summer of 1968. His yearbook noted "Charlie" is "constantly smiling" and has a "sense of humor… evident interest in the opposite sex… chess" and "would like to live happily. He played basketball as a freshman and sophomore and volleyball as a junior and senior. Schroth was on the boys cheerleading squad as a senior and worked on the Tower. His quote was "How's life?" He went to Western New England College in Springfield, Massachusetts in the fall and would return to the Cog to work as a fireman the next three summers while at the school. Schroth earned $1.75 an hour in 1969; $1.90 an hour in 1970 and 1971. He graduated in 1972 at Western New England's 51st Commencement. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Princeton (NJ) Town Topics – Thu, Jun 1, 1972 pg. 23*

Ann Louise Schubert 1973 - 1977



Ann Schubert (1972)
- Framingham North yearbook

19-year old Ann Schubert and her 16-year old sister, Deborah arrived at Mt. Washington together from their home in Framingham, Massachusetts in 1973. Ann had just completed her first year at Framingham State College after graduating from Framingham North High School in 1972. Born on March 8, 1954, Ann was the daughter of Harvard trained civil engineer & life-long musician Lyle Leonard Schubert and his wife, Jane (Manuel) Schubert. She was one of four children in the family: Joan, Deborah & Charles. Ann's high school yearbook said she hoped to go to art school and had "the biggest smile and the cheeriest "hello" – she brightens up the room… an avid cyclist and talented seamstress, Ann is anyone's best friend." At the Cog, she was the railroad's overnight guests' best friend working as a chambermaid/housekeeper in the Marshfield cabins for $200 a month her first summer and $2 an hour in 1974. She her sister, Deborah worked together in the Marshfield kitchen in 1975. The young woman with the "cheeriest hello" was working in Ludlow, Vermont at the Okemo Ski Area when she married a fellow ski area employee, Maine-born Lyndon State College graduate Kirk Peter Turner on September 13, 1980 in the United Church in that ski town. While Kirk Turner had a full-time gig with Okemo, Ann was also working at the Fox Run Resort and Ken's Electric Service. The reception was held at the Okemo base lodge and the couple made the Ludlow-Plymouth area their home. Their first child, Alexander died of congenital lung disease just eight days after his birth on March 1, 1985. 33-year old Kirk and 33-year old Ann welcomed son, Nicholas Kirk Turner into the family on April 6, 1987 at the Rutland Regional Medical Center. The Turners were still living in Plymouth, Vermont in 2009 when Ann's father died. *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Idaho Statesan - Sat, Jun 20, 2009 pg. Life4 / Bangor (ME) Daily News - Wed, Oct 22, 1980 pg. 13*

Deborah Schubert (1976)
- Framingham North yearbook

Deborah Jane Schubert 1973 - 1978

While sister Ann was making beds and cleaning cabins, 16-year old Deborah was taking orders on the Marshfield counter and working in the kitchen during her first year at the Cog. In 1974, it was all counter duty for $1.60 an hour. Her final years at Mt. Washington were in the Marshfield kitchen starting after she finished her junior year at Framingham North High School. She graduated in 1976. Schubert had been on the Pom Pom Squad and in the variety show her junior and senior year. She was on the track team as a freshman and then served three years on the Steering Committee. "Debbie's" yearbook quote was "Who brings sunshine into the life of another has sunshine in his own." Deborah found her professional and personal sunshine at the Cog. She and her husband, Tom operated The Golden Egg restaurant in Portsmouth, New Hampshire for 36 years – putting it on the market in 2019. "After 36 years of serving breakfasts, lunches and homemade pies, Tom and Debbie Gosselin are selling their Golden Egg restaurant with a large commercial building and an acre of land on the banks of Sagamore Creek. The Golden Egg's website notes "founder and co-owner Debbie" learned to cook from her mother, took her first job working in the kitchen of the Cog Railway at age 16 and later ran the Aaron Conant House at Strawbery Banke Museum. She waited tables at the Wentworth by the Sea, then in 1983, "the idea of the Golden Egg was hatched. A few years later, Tom decided the Golden Egg needed his skill to 'flip a good egg' and he joined the team full-time," the restaurant site reports. The Golden Egg cites its popularity to the fact everything is homemade, they make their own granola and the waitstaff and customers are all locals." "After 37 years of business we are officially retiring. Our last day of serving up healthful and hearty breakfasts will be Sunday, February 16th, 2020. Thank you all for your patronage over the years. Remember we'll always be more than just a couple of good eggs! With love and appreciation, Debbie and Tom *(right)*" *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Seacoastonline.com – Sep 17, 2019 / Facebook post – Feb 14, 2020*

D. Schubert end of Cog shift
- MWCR: We Worked There

Kathy Schweitzer 1972

Worked for the Marshfield Corporation and was part of the "Under 24" promotional list

- Marshfield Corp

Albert Scott 1907

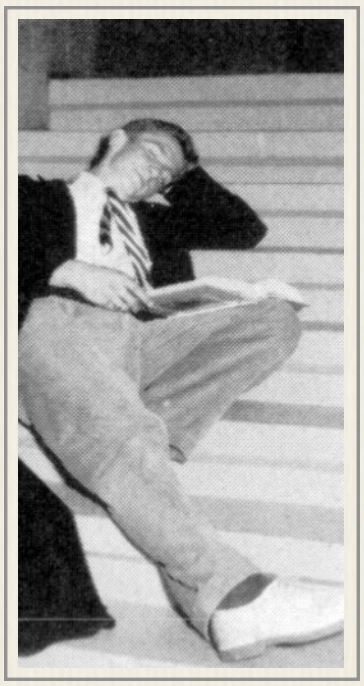
Summit House employee

- Among the Clouds - Aug 10, 1907

Hob Scott (1958)
- Anderson Family Collection

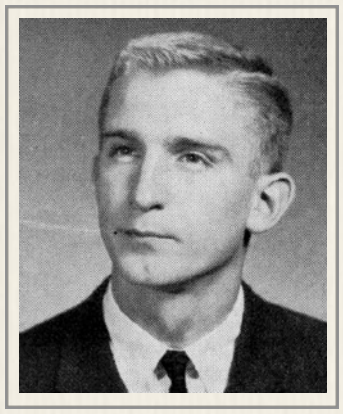
Howard H. "Hob" Scott 1957 - 1959

17-year old Howard Scott came to work in Marshfield the summer after he graduated from Goffstown High School. There his nickname was "Hobbie" but the Cog shortened it to "Hob." Howard Hall Scott Jr. was the son of Howard H. Scott and his second wife, Helen Jackson (Hunt) Scott. Hob Scott was born in January 1940 when the family was living in Mount Vernon, New York where his father was working as an airplane mechanic. Scott had two older step-sisters. His father died in 1945 after engaging in defense work in Springfield, Vermont. When Hob Scott graduated from high school, his mother Helen was teaching junior high English in the Goffstown school system. Scott was a member of the Dramatics Club, the Student Council, the Traffic Squad and the Class Party committee all four years. He played basketball all four years on the varsity team the last three. Scott was on the soccer team the last two years. He played in the orchestra as a freshman and sophomore along with being part of the Fish and Game organization. The sophomore class president was remembered by colleagues for "Those Monday nights at DeMolay" who frequently said, "Oh no you don't" and "Would you explain that again?" They said he "is one to get in the last word" and head "to the ski slopes in winter." Indeed, Scott himself said his favorite sport was skiing – his pet peeve: two-faced people – his outstanding characteristic: Frankness and was interested in teaching in the future. In the Class poem his stanza went, "Hobbie Scott, who loves to argue and debate, as a future criminal lawyer really ought to rate." But Scott his most common expression was "I'm not arguing!" The Class of 1957's will said, "To any incoming Senior, Hobbie Scott leaves his ability to put his foot in his mouth, with the hope they can keep his tradition alive." He was considered the class' most ambitious male and their actor. At the Cog he became good friends with Griff Harris and Geddes Anderson. Howard Scott continued to work at the Cog summers as he



"Most Ambitious" (1957)
- Goffstown NH yearbook

went to the University of New Hampshire during the winter months. He spent a second summer in Marshfield before moving to the trains in 1959. Howard Scott graduated from UNH in 1961 as a member of Lambda Chi Alpha fraternity and the Scabbard & Blade society with a history degree. His mother, Helen journeyed to Durham from their home in Woodsville with John Sheldon and Mrs. George Bailey of McIndoes, Vermont to witness Hob Scott's graduation and commissioning in the U.S. Army. The Woodsville paper recorded his progress at Fort Benning that fall: "Army Second Lieutenant Howard H. Scott, 21, son of Mrs. Helen H. Scott, 14 Beech street, Woodsville, completed the eight-week ranger course at the Infantry school November 9. He received training in demolitions, communications, fieldcraft, survival, hand-to-hand combat, patrolling techniques and mountain, jungle, swamp and waterborne operations, which training included a 17-mile forced march with full field equipment. During the course he received instruction at The Infantry School itself." It was then on to paratrooper school, and the paper reported "Lt. Scott received his paratrooper wings (on December 8, 1961) after completing four weeks of intensive ground and aerial training which included instruction in techniques of air transportation and delivery and five parachute jumps from an altitude of 1,250 feet."



Howard H. Scott (1961)
- UNH Granite yearbook

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / Burlington (VT) Free Press – Tue, Aug 21, 1945 pg. 14 / The Barre (VT) Times Argus – Sat, Jun 24, 1961 pg. 10 / Woodsville (NH) River News and Twin State News-Times – Thu, Jun 22, 1961 pg. 5; Thu, Nov 23, 1961 pg. 4 & Thu, Dec 21, 1961 pg. 2 / See Vol. 1 Ch. 9 Sec. 7

Matt Scott (2006)
- David Arnold photo / Boston Globe

Matt Scott 2006

Fireman - *(2006)* "Criss-crossing the cab floor and moving considerably faster than the mountain scenery was Matt Scott, shoveling coal from the tender into the boiler's maw. Scott wore sunglasses to protect his eyes from the flame and heat of the fire. Shovel held near the blade, he moved with clockwork precision through a five-second routine. Scoop, turn, jog two steps, flip the latch and open the boiler door, shovel coal in, slam the door shut, latch it, turn, jog two steps, then scoop again..."

- Boston Globe - Sun, May 7, 2006 pg. M9 & M11

Steve Scott 2010? - 2012

Railway employee - post office - Tom Lane: "2010(?) until like 2012. WMRHS Alum, lived in Whitefield I think. Graduated with Joey and me in 2007."

- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022

Gladys Scribner 1923

Whitefield Notes: Miss Gladys Scribner has a position at the Summit House, Mt. Washington for the summer." / "Miss Gladys Scribner, who has been employed at the Summit House, Mt. Washington during the summer, has returned to school." // Gladys Elizabeth Scribner was born on October 21, 1906, in Lancaster New Hampshire to 21-year old Rose Emma (Brisson) Scribner *(b.1885 d.1949)* and 21-year old Leroy Hale Scribner (b.1885 d.1940). Gladys was the first of eight children that Rose and Leroy would have: Dorothy Josephine *(b.1912 d.2001)*, Nora May (who became Sr. Mary Scholastica) *(b.1914 d.1982)* & Harold Robert *(b.1917 d.1984)*. Mia Merle Sophia *(b.1918 d.1918)* was born on December 10th and died on Christmas Eve, Frances J. *(b.1920 d.2010)* was also a Catholic sister & Mary Rosalie *(b.1922 d.1990)*. The family lived in Jefferson through 1917 – then Berlin before moving to Whitefield by 1922. Leroy Scribner working as a farmer in 1918 and later a steam boiler fireman in Berlin. Gladys Scribner was sixteen years old when she worked at the Summit House and returned to complete her senior year at Whitefield High School in the fall. Scribner was on the debate team, and provided a Victrola to a Camp Fire girls meeting at Locust Lake. She was a talented whistler and entertained with both solos, and duets with friends. *(1924)* "Whitefield high school will graduate a class of 21 members, this evening *(6/12)*. The class of 1924 numbers 10 boys and 11 girls and is the largest class to be graduated by the school. Of its 21 members, 14 of them have already been admitted to some post-secondary school or college. Gladys (Elizabeth) Scribner, Christina Lehoux, Fayome Elgosin, will go to Plymouth normal. Gladys E. Scribner did the Validictory address focusing on the class motto "Labor Conquers Everything." Scribner may have gone south to Plymouth but she did not graduate from Plymouth normal. 1926 found her working as a clerk at the F. H. Remington company in Rutland, Vermont. F. H. Remington was a general contractor and builder located at 25 Royce Street. He met a young man, George Lewis Harvey, who worked in the field. 21-year old Gladys and 23-year old George were married on January 18, 1928. She had three daughters with George Lewis Harvey. The 1930 Census found the couple living in the town of Chittenden, Vermont with their 14-month old daughter, Marion. Harvey was operating the hydroelectric facility on the Chittenden reservoir for the Central Vermont Public Service Corporation. Margaret Lila *(b.1930 d.2011)* Harvey would join the family that year in July, and Norma Rose *(b.1943)* would complete the trio. George would work for CVPS for more than twenty years moving on to a hydrodam in Middlebury in 1938. In 1940, 33-year old Gladys was recorded at home on Shannon Street taking care of 11-year old Marion and 9-year old Margaret. Her mother, Rose was living with them. In March of 1955, Mrs. Gladys Harvey and Mrs. Altha Broughton of Middlebury represented the St. Mary's Parochial School at a Thursday morning meeting in the Middlebury Community House to

MRS. GLADYS HARVEY'S display of 'Junk or Junque?', shows items made from throw-aways. She holds modeled vase of forged aluminum and a whiskey bottle.

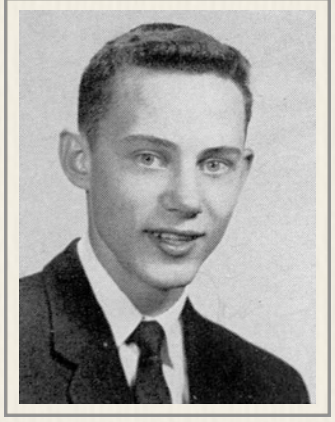
make "plans for the giving of the Salk Vaccine… to pupils in the first and second grades in Addison County." Seven years later, Gladys Scribner Harvey was profiled in the newspaper promoting her most recent version of her high school class motto: "'Busy hands plus busy hours equal happy people.' Years of work with children, teen-agers and adults have only confirmed Mrs. Harvey's firm belief that life's greatest satisfactions are to be found in disciplined creative activity. First with her own three daughters, then with a series of 4-H clubs, and now in a shop that specializes in 'helping others to help themselves.' Gladys Harvey has put her theories to practical use." She believes "much of the current controversy over juvenile delinquency and recreation for restless teen-agers would better be resolved through providing means and materials for create work in crafts and hobbies with expert assistance than through a program of free amusement," wrote reporter Violet Chatfield. Gladys pointed to her time with the 4-H. "I began with a group of 15 girls in 1953. We voted on what project was to be taken each September – majority ruling. One girl said, "What if we don't like to sew?" My reply was 'We sew just the same.' Today she is one of my most enthusiastic dressmakers!" Harvey opened a shop to "not only sell her own wares but to give an outlet for other craftsmen who needed a helping hand but who could not produce the volume for most commercial places." Harvey was back in the paper in nine years later as she demonstrating her "Junk or Junque?" technique showing people "there isn't anything around the house that is useless." She died on October 25, 1986, in Burlington, Vermont, at the age of 80 from cancer, and was buried in St. Mary's Cemetery in Middlebury, Vermont. Her obituary says Gladys had worked with Brownies, was a 4-H leader for about 16 years, taught crafts with the Middlebury Recreation Program and also with Project Independence of Middlebury. Labor did conquer everything.

- Littleton Courier - Thu, Jun 28, 1923; Thu, Sep 27, 1923 & Thu, Jun 12, 1924 pg. 1 / Burlington (VT) Free Press – Thu, Feb 15, 1962 pg. 8 & Wed, Nov 17, 1971 pg. 20 / Ancestry.com / Newspapers.com

W. Scribner 1953 - 1956

Caretaker

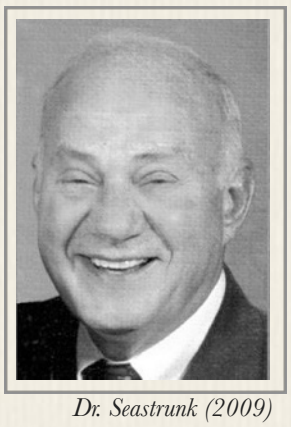
- Railway Ledger Summit House



James S. Seastrunk (1956)
- Dreher HS yearbook

James Samuel "Sammy" Seastrunk 1957 - 1959

Part of the South Carolina contingent along with Geddes Anderson that lived in the Boys dorm. Records confirm employment on the railroad crew of 19-year old J. Samuel Seastrunk from Hopkins, S.C. in 1957 and 1959. / James Samuel Seastrunk was born on June 4, 1938, in South Carolina. His father, James Acker Seastrunk was 39 and his mother, Carolyn Lucille Davis was 17. He married Jo Ann Carter in June 1962. She was a Furman College graduate from Honea Pay, South Carolina. After the ceremony the couple spent the summer in Greenville, S.C. and then moved in September to Charleston. The couple had three children during their marriage - one son and two daughters. As a senior at Spartanburg High School, daughter Jo (Subannay) Suzzannah was a Magnolia Club debutante in April 1987. Her brother, James Samuel Jr. escorted her to the ball. She was planning to attend the College of Charleston and study business in the fall. Daughter Erica Carter was one of 10 young women who would come out in the spring 1994 at the Magnolia Debutante Clubs annual event. There would be a divorce before Erica Carter Seastrunk was married in December 2007, and Dr. Seastrunk would marry Mary Clayton. He died on June 26, 2009, in Inman, South Carolina, at the age of 71, and was buried there. *(2009)* Dr. James Samuel "Sam" Seastrunk, 71, of Inman, husband of Gail Clayton Seastrunk, died Friday morning, June 26, 2009, at Spartanburg Hospital for Restorative Care after a courageous battle with lung cancer. Born June 4, 1938, in Lexington County, SC, he was the son of Lucille Davis Nunnery of Parkton, NC, and the late James Acker Seastrunk. He grew up in Hopkins, SC, and was a graduate of Clemson University where he was lead singer of the first Clemson band, "The Tiger Tones." He later graduated from the Medical University of South Carolina in Charleston and completed his orthopedic residency in Chattanooga, TN. Dr. Seastrunk first began his orthopedic practice in Shelby, NC; and with his family, he moved to Spartanburg in 1976 where he later began his practice, Palmetto Orthopaedics. He pioneered knee arthroscopy in Spartanburg. This was a man full of tenacity and a passion for life. His rich, loving character and vitality of teaching others the key points of love, family, history, and ethics will remain invaluable lessons for us. Both musically and artistically gifted on so many levels, he was a believer of constructing originality from the heart. He felt closest to home on the marsh at Edisto Island. Throughout his life, he has been surrounded by all walks of life who have brought manifestation to what he considered the meaning of being human. His faith in God has allowed him to cherish a lifetime with his family and especially the embrace of his grandchildren. Surviving in addition to his mother and wife is his son; two daughters; and two grandchildren; a step-daughter, her husband, and their son; a special cousin; a half brother and four half-sisters, all of North Carolina.



Dr. Seastrunk (2009)

- See Vol. 1 Ch. 9 Sec. 7 / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Greenville (SC) News – Thu, Jun 7, 1962 pg. 17; Su Apr 19, 1987 pg. 56 & Sun, Apr 17, 1994 pg. 64 / Spartanburg Herald Journal - Jun 27, 2009 pg. C3.

Jesse Gordon "Red" Seastrunk 1934

"Red" Seastrunk (1931)
- Newberrian yearbook

Summit House employee - *(1934)* Seastrunk's signature is from Lesseville, S.C. is just below the list of seven "Boys of the Summit" in the Mount Washington Club guest registry for Sept 2, 1934 on a page that appears to list Club personnel. *(1940)* "For Women Only column: Ed Atkinson, Dick Conners and George Swearingen, all students at the University of South Carolina, are just home after an interesting summer in New Hampshire. These boys have been working on the Mt. Washington Cog railway in New Hampshire. This railway is owned and run by Col. Henry Teague, who often visits Columbia during the winter. Colonel Teague is a great friend of the college boy and for many summers he has employed them to work for him. Among other friends of ours who have spent summers at Mt. Washington with Colonel Teague are Flinn Gilland, Louis Gilland, Dr. J. Gordon Seastrunk, George Bunch, Jr., John Swearingen, Jr., G.G. Dowling and Joab Dowling." / Jesse Gordon Seastrunk was born on December 7, 1908, in South Carolina, his building contractor father, Jacob Jesse Seastrunk *(b.1872 d.1961)* was 36 and his mother, M. Donna (Hite) Seastrunk, was 33. He had two sisters. Myrtle M. *(b.1905 d.2005)* & Frances Marthanna *(b.1914 d.1984)*. The family was living in a rented house on Huff Road in Gilbert Hollow, S.C. when the Census was taken in 1910. Jacob was farming in Gilbert Hollow to support his family in January of 1920. Ten years later Jacob Seastrunk was still farming. 21-year old Jesse Seastrunk and 16-year old Frances were still at home. Jesse was about to enter his final year at Newberry College. He would then head for the Medical College of the State of South Carolina. His career would focus on the chest, and in 1940 31-year old Dr. J. Gordon Seastrunk was running the new tuberculosis sanatorium just outside of Columbia. The 238-bed facility opened in 1938. Patients would spend up to three years in quarantine there. Statistics from the time period reflect that nearly one in three *(29%)* wouldn't make it out alive. *(1940)* "Members of the senior class of the Baptist Hospital Training school of Columbia, to whom Dr. J. Gordon Seastrunk has been giving lectures on the tuberculosis treatment, visited the sanatorium Monday morning for observation." That summer, Red (Jesse Gordon) Seastrunk married Liza (Elizabeth Allen) "Polly" Parrott *(b.1916 d.2000)* on July 6, 1940. "Following a wedding trip to the mountains of North Carolina, Dr. and Mrs. Seastrunk will reside in Columbia, where Dr. Seastrunk is superintendent of the Ridgewood T. B. Sanitorium. Mrs. Seastrunk attended the John's Island high school and Dickinson's secretarial School." The couple would have three children: Ellen Elizabeth & John Gordon; Another son - Robert Grimball was born on October 10, 1952 and died eight days later on October 18, 1952.

- Ridgewood T.B. Sanatorium (1940s)

The 31-year old newly married doctor completed 1940 by registering with the draft in mid-October. Seastrunk stood 5-feet 11½-inches tall, weighed 185 pounds and had gray eyes & red hair. "Red" Seastrunk and his medical colleague, Frank P. Coleman presented a research paper to The Piedmont Post-Graduate Assembly in Anderson, South Carolina in September 1941 and the Spartanburg County Medical Society in January 1942 arguing the area of the body they specialized in needed more attention from physicians in the United States. It was printed as the lead article in the *South Carolina Medical Association's Journal* in July 1942: "In war time, the chest offers a good target and trauma to this region is deserving of the attention given it today. Recent experiences of Ranson in the Sino-Japanese War during 1937, and Crafoord's experience with wounds of the chest, substantiate this opinion. These authors found that 30 to 50 per cent of all deaths on the field were due to wounds of the chest. In civil life, injuries of the chest deserve more consideration by the general practitioner and general surgeon such lesions must of necessity be managed by these members of our profession. It is true that four out of five civil injuries of the chest will recover with complete rest, sedatives, and watchful waiting however, this apparent good prognosis encourages us to pursue this course in all the cases hoping that our particular patient will not be the unfortunate victim. Though the treatment is usually non-surgical, the proper management is at times of extreme urgency, and the outcome, whether satisfactory or otherwise, will depend upon the handling of the immediate emergency and proper first aid treatment. Surgical interference as the primary treatment is indicated in a small group of chest injuries, but it is important to recognize this group, and one should not wait until the patient is moribund before resorting to operative attack." Seastrunk was listed as a South Carolina doctor serving their country in the Army or Navy as of July 24, 1942 in the same publication. *(1963)* "Dr. J. Gordon Seastrunk, named president-elect of the Columbia Medical Society in 1961, will become the society's president in January 1963." / "Columbia Medical Society Changes Rules: The Columbia Medical Society at a recent meeting approved a change in its constitution to permit Negro physicians to apply for membership. Dr. J. Gordon Seastrunk, presi-

dent of the society, said he thought there were five or six licensed Negro physicians in Richland County. Negro members have been admitted for a number of years in Charleston County, and are also admitted by the Greenville County Medical Society. The South Carolina Medical Association accepts any physician for membership who is a member of his respective county organization." Dr. J. Gordon Seastrunk stood as his son's best man when John Gordon married Virginia Elizabeth Durant in February 1966. He died in May 1987 in Columbia, South Carolina, at the age of 78 and is remembered in the Elmwood Memorial Gardens there. *(1987)* "Dr. Red (Jesse Gordon) Seastrunk. Red was born on 7 Dec 1908 in Gilbert Hollow, Lexington Co., South Carolina and died in May 1987 in Columbia, Richland Co., South Carolina at age 78.

- Bencosky-Desjardins files / The (Columbia, SC) State - Sep 12, 1940 pg. 7 & Apr 21, 1940 pg. 20 / Journal of the South Carolina Medical Association - January 1963 pg. 31 & December 1963 pg. 43 / Evening Post – Jul 6, 1940 pg. 7 / Charleston News & Courier – Jul 7, 1940 pg. 25 / Extract – Journal of the South Carolina Medical Assn – V. 38 N. 7 – Jul 1942 / Sumter (SC) Item – Mon, Feb 7, 1966 pg. 4

Thomas Seavey 1971
Railway Corp

E. B. Bruce Seguin 1951
Marshfield Corp/Cog Railway Cabins

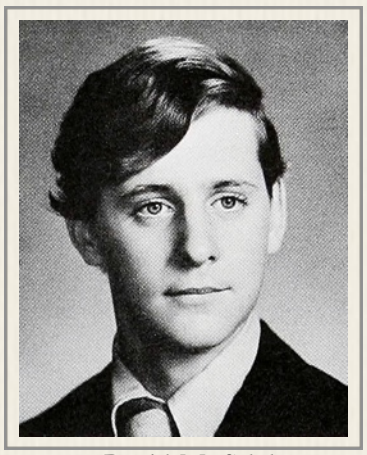
Julie W. Sellers (1963)
- Ohio Wesleyan yearbook

Julie Wood Sellers 1963 - 1964

18-year old Julie Sellers had just completed her first year at Ohio Wesleyan University when she began working for the Mt. Washington Cog Railway in the office as a secretary in 1963. She would return to the Cog typewriter the following summer to earn $160 plus $64 a month. // Julia Wood Sellers was born the day before Valentine's Day in 1945 to 22-year old Julia Dorrance (Wood) Sellers and her 25-year old husband, Frank Rodham Shattuck Sellers. A graduate of the U.S. Naval Academy, Frank Sellers was working as a real estate broker and appraiser when his first-born began working at the Cog. Julie Sellers had two brothers and two sisters: Thomas Coleman *(b.1948)*, Nancy Martin *(b.1951)*, Frank Rodman Shattuck, Jr *(b.1956)* & Sandra Sharwood *(b.1958)*. The family was living in Devon, Pennsylvania when Julie graduated from Conestoga High School in nearby Berwyn, PA. A member of the French Club, Orchestra, and S.A.S., Sellers was part of the high school's Gym Program and participated in swimming and tennis. The quote beside her yearbook picture was from Plutarch – "A constant friend is a thing rare and hard to find." At Ohio Wesleyan *(right)* she rushed the Delta Delta Delta Sorority whose "house transformed into gay Paris during rush" and became a member of the Tri-Delts who were proud of being "first in scholarship… working collectively… (and) attaining honors in all areas of campus activities." By the end of 1964, Julie Sellers had met an Ohio University senior from St. Petersburg, Florida – William James Halscott, and wedding plans were underway for a March 20, 1965 marriage ceremony in Radnor, Pennsylvania. The engagement appeared under the headline "Main Line betrothal" in the *Philadelphia Inquirer* and "The 7 o'clock (wedding) ceremony and a reception followed at the St. Davids Golf Club… Following a wedding trip in New York and Canada, the couple will make their home in Columbus." Halscott would graduate from Ohio University that June. In the fall, the couple moved to the Broadlawn Apartments in Bryn Mawr, Pennsylvania. Julie Sellers Halscott earned a B.A. in Social Science *(right)* from West Chester State College in 1968. She was part of the *Majorum* during her junior and senior year. In 1972, "William Halscott and wife" purchased some land from the Calbert Construction Cog in Oviedo Oaks, Florida. Three years later, Halscott ran unsuccessfully for Oviedo City Council while working as "an assistant principal in an Orange County school." Halscott was working as the director of personnel for the school system in Orange County in 1985. He died at age 71 in Orlando on August 2, 2013. The last mention of former Cogger Julie Sellers appears to be the 1972 "and wife" phrase in the Florida real estate transactions listing.

Julie Sellers Halscott (1968)
- West Chester State yearbook

- Railway Corp / Bencosky-Desjardins files / Philadelphia Inquirer – Thu, Dec 31, 1964 pg. 9; Sun, Mar 21, 1965 pg. 94; Sat, Sep 18, 1965 pg. 13 / Orlando (FL) Sentinel – Sun, Aug 13, 1972 pg. 35; Wed, Jul 2, 1975 pg. 36 & Tue, Aug 6, 2013 pg. B4



David M. Seluk (1974)
- Tewksbury Mem'l HS yearbook

David M. Seluk 1982

26-year old Dave Seluk of Nashua, New Hampshire worked at the Mountain in 1982 as a mechanic in the shop. / David M. Seluk was born on the Mt. Washington Cog Railway's 87th anniversary of reaching the summit. He was one of eight children of Frank and Margaret V. (Parker) Seluk. Frank was serving in the U.S. Navy during World War II, where he met wife, Peggy, who was a US Navy WAVE. They married when they returned to South Boston and lived first in the house he was born in and later in Tewksbury. The family consisted of Daniel C., Margaret, Barbara, Laurie, Cogger David, Anne, Mary Ellen and Joseph. Frank supported his family by working at General Electric's Riverworks plant in Lynn helping to develop jet helicopter engines. Son David M. Seluk graduated from Tewksbury Memorial High School in 1974. During his time there he was a member of the ski club. *(1975)* The day before Seluk's 19th birthday *(7/2)* he was driving a car on Boyleston Street that struck a bicycle rider in Lowell. 6-year old Teresa Embry of Lowell was taken to the hospital for treatment. Seluk lived in Nashua and Deerfield, New Hampshire as well as Tewksbury before moving to

Maine in 2006. He is currently living in Cape Neddick.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / GenealogyBank.com / Newspapers.com / Lowell (MA) Sun – Thu, Jul 3, 1975 pg. 38 / Boston Globe – Thu, Mar 24, 2016 pg. B7

Paul D. Serino 1978 - 1979

17-year old Paul D. Serino of Twin Mountain was hired in the fall of 1978 to work at the Base, taking care of the grounds and keeping the bunker full. He worked from September until Oct 10th then went down the Mountain to celebrate his 18th birthday on October 14. He returned to work at the Cog in 1979 and earned $2.90 an hour as a grounds keeper. *(2020)* Paul Dennis Serino, age 59, died on Jan. 9 on his beloved mountain top in East Corinth, Vt. He was born in October 1960 in Hollis, N.Y. to John and Betty Serino. Paul is survived by his wife and best friend Jean Roberts. Paul loved being outdoors hiking, rock hounding, and exploring the great woods of NH and VT. He was a musician and artist at heart; playing hand drums, restoring furniture, and building his most personal gift – his log cabin home for his wife. Paul's love of nature and its healing ability for body and soul was something he generously shared with others and for which he will always be remembered. He had a lifelong love of learning – especially healing, gardening, and homeopathic remedies. He loved his dogs and constant companions with all his heart – Viva, Aleshanee, and Tahlow. Paul is also survived by his brother John Serino of Franconia, N.H., sisters Susan Hight of Easton, N.H., and Ellen Serino-Etzel of Stroudsburg, Pa., his extended family of Luke Costa and Katie Hartford, and children Cody, Tasha, and Patina. A celebration of life will be held in the summer. Sympathy and memorial donations may be made to the American Cancer Society at https://donate3.cancer.org/ in Paul's name. Many thanks to the doctors and nurses of Littleton Hospital Day Surgery and Dartmouth Hitchcock Medical Center.

- Railway Corp / Bencosky-Desjardins files / Caledonian-Record - Thu, January 16, 2020

G. Serrass 1952

Mt. Washington Club/Summit House

John Field Sexton 1938 - 1940

John Field Sexton (1937)
- Phillips Exeter Academy

A 2002 obituary indicated the deceased John Sexton had worked for the Appalachian Mountain Club and on the Cog Railway at Mount Washington during his college years, thus the estimate that he worked the summers of 1938 through 1940. Research determined that John Field Sexton was born on August 21, 1918, in Nashua, New Hampshire when his father, salesman Ralph E. Sexton *(b.1882 d.1966)* was 36 and his mother, Mary (Field) Sexton *(b.1884 d.1984)* was 34. He had one younger brother: Richard P. *(b.1919 d.2005)*. In 1920, the entire Sexton family was living with Mary's father, John H. Field on Dress Table Road in Nashua. It was a crowded house. John Sexton's 56-year old grandfather was a widow and a retail merchant of ladies clothing in Nashua. His 30-year old uncle, John Field Jr was selling school books; 25-year old uncle Paul was involved with insurance stationary, and 23-year old uncle Richard was a private secretary. Mary Field Sexton's 46-year old aunt, Mary F. Dillon was teaching in the Nashua public school system. 45-year old Irish immigrant Mary Winn was working as a servant in the house. Cogger John Sexton graduated from Winchester High School in 1936, and entered Phillips Exeter Academy in the Upper Middle Year. At Phillips Exeter he played on the Academy football squad and swimming team as well as the track squad. He was a member of Kappa Epsilon Pi. His nicknames were "Johnny" and "Sexy." He then went to the Massachusetts Institute of Technology. Upon graduation in 1941, John Field Sexton entered the US Army on August 13, 1941 and served through April 12, 1946. In 1943, Lieutenant Sexton was stationed in West Springfield, Massachusetts and met a schoolteacher, Margaret Millane. She had graduated from the local high school and gone to Framingham State Teachers college for her degree. They married on June 30, 1943 in a military ceremony at St. Thomas church. John Field Sexton had one son, Ralph John *(b.1943 d.1996)* and three daughters with Margaret Bradley Millane *(b.1918 d.2007)*: Patricia, Jane & Margaret. Sexton was in Municipal Court in Nashua on October 4, 1960 and pleaded no contest "to speeding 82 miles an hour in a 50 mile zone on the Nashua by-pass and was fined $20 by Judge Kenneth McLaughlin." He died on October 27, 2002, in Winchester, Massachusetts, at the age of 84, and was buried in Massachusetts. *(2002)* John Field Sexton, 84, of Winchester, Mass., died Sunday, Oct. 27, 2002, at the Winchester Nursing Home, after a lengthy illness. Mr. Sexton was born in Nashua, son of Ralph and Mary (Field) Sexton. He was the husband of Margaret (Millane) Sexton. For 37 years, he worked for Bemis Associates, a thermo-plastic adhesive firm in Watertown, Mass, retiring as president in 1985. As a resident of Winchester since 1948, Mr. Sexton was an energetic member of the community. He served as selectman, Finance Committee and Recreation Committee member, trustee of the Winchester Hospital, on the Winton Club stage crew, president of the local Red Cross chapter and president of the Winchester Scholarship Foundation. He was president of the 50th reunion committee of the class of 1941 from M.I.T. He was honored as a class marshal. He had an enduring love for the White Mountains and he was a proud member of the 4000 Foot Club. In his college years, he worked for the Appalachian Mountain Club and on the Cog Railway at Mount Washington. He had a keen interest in tennis and skiing, as a participant and in any activity his children or grandchildren became involved in, as a spectator. Mr. Sexton served as a first lieutenant in the Army in World War II in the Pacific theater stationed on Okinawa. He graduated from Winchester High School in 1936, Phillips Exeter Academy in 1937, and M.I.T. in 1941. A member of the Phi Gamma Delta fraternity there, he held a track and field javelin record and was also a New England diving champion. Besides his wife, survivors include a son and daughter-in-law, Ralph and Valerie (Washburn) Sexton of Sudbury, Mass.; three daughters and sons- in-law, Patricia and Charles McMonagle of New London, Jane and Charles "Chip" Hemmingsen of Hollis, and Margaret and Tobin Harvey of Winchester, Mass.; and nine grandchildren, Katherine McMonagle Cardinal and her husband, Kevin, Patrick McMonagle, Jonathan, Megan, Lindsay, Bradley and

Sey

Robin Harvey, and Rachel and John Sexton.

- Ancestry.com / Newspapers.com / GenealogyBank.com / The (Nashua, NH) Telegraph – Tue, Oct 2, 1960 pg. 6 & Thu, Oct 31, 2002 / Springfield (MA) Republican – Thu, Jul 1, 1943 pg. 9

John F. Seymour 1896 - 1905

Cog Kid / Railway employee - *(1896)* "Twin Mountain Notes: Mrs. Seymour and family are home from the base of Mt. Washington where they have been for the past five months keeping boarders." / 1900 US Census lists the 21-year old Canadian-born day laborer at the Cog as the stepson of 29-year old Edward Sheehe - Attends 1903 Cog Party "Masked Ball as Masked - Attends 1905 Cog Party "Masked Ball" as Chef / *(1908)* "John Seymour, oldest son of Mrs. E. M. Sheehe, is in very poor health with but little hope of recovery. This *(Twin Mountain)* is his old home where he is well known and has many warm friends." Railroad fireman John F. Seymour, now in Boston, had been suffering from tuberculosis for about a year. He would breathe his last at 35 Cunningham Street in Boston. "The remains of John Seymour, who died in Boston Friday *(1/10)* morning, were brought here *(Twin Mountain)* for burial Saturday, the funeral being held from St. Margaret's church Monday morning. He was tenderly laid to rest by the side of his father, Frank Seymour, who died *(1891)* several years ago. John was a young man of excellent character, beloved and respected by all that knew him. He will be much missed at the Base and Summit of Mount Washington, where for so many seasons he has been a faithful and trusted employee. There was a large attendance at the funeral, high requiem mass being celebrated by the priest in charge, the Rev. Fr. Quinlan. The bearers were Michael and Terry Monohan, Hugh Burns and William Marcotte, the latter being the well-known care-taker at the base. He is survived by his mother, Mrs. E. M. Sheehe, one brother, Alfred, and his four sisters, the Misses Mary, Stella, Ethel and Marguerite Seymour. His age was 28 years." // John Francis Seymour was born in April 1879 in St-Patrice-de-Beaurivage, Quebec, Canada, his father, Francis (Frank) Seymour *(b.1852 d.1891)*, was 26 and his mother, Margaret Ann (O'Donnell) Seymour *(b.1859 d.1938)* was 20. He had six siblings: Mary Ann Seymour *(b.1877 d.1957)*, Joseph Alfred Seymour *(b.1881 d.1967)*, Stella Ann *(b.1883 d.1955)*, Marguerite E. *(b.1889 d.1914)*, Ethel W. *(b.1892 d.1914)* & half-sister, *(Baby Female)* Sheehan was born on February 20, 1904, and passed away that same day.

- White Mountain Republic-Journal - Fri, Oct 16, 1896 / 1900 US Census for Thompson & Meserve Purchase / Among the Clouds - Aug 31, 1903 & Sep 4, 1905 / Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Thu, Jan 2, 1908 pg. 6 & Thu, Jan 16, 1908 pg. 6

J. "Fred" Seymour (Aug 1961) - Teague Family Collection

Joseph A. "Fred" Seymour 1897 - 1910

Railway employee - Joseph Alfred "Fred" Seymour - Cog Kid - Twin Mountain Notes: "Mrs. Seymour and family are home from the base of Mt. Washington where they have been for the past five months keeping boarders." / The US Census says 19-year old Joe is working as a fireman on the railroad and was born in New Hampshire. He is the stepson of Ed Sheehe. *(1902)* Twin Mountain Notes: "Alfred Seymour came home from Concord Saturday *(4/26)* to be ready for Mt. Washington." Attends 1903 Cog Party Masked Ball as "Aunt Dinah" - Attends 1905 Cog Party Masked Ball as Tramp. In the fall of 1906, 25-year old Fred marries the widowed 25-year old Elizabeth Gertrude Gibson *(b.1881 d.)* on October 15, 1906, in Gorham, New Hampshire. *(1906)* "Twin Mtn Notes: Cards are received announcing the marriage at Gorham on Monday, October 15, 1906 of Alfred Seymour, a popular young man formerly of this town, to Miss Elizabeth Gertrude Gibson of Gorman." At the time of the marriage, Fred Seymour is living in Boston and working as an engineer. They would divorce by 1920. *(1908)* The White Mountain hotel has been taken over by Mrs. E. M. Sheehe, who has for some years conducted the railroad boarding house at the base of Mt. Washington, and her son, J. A. Seymour, formerly an engineer on the mountain. Both have a large acquaintance among the patrons of the mountain houses, and since their opening Aug. 1, the house has been comfortably filled most of the time. They will make many improvements on the property this winter." The tall, slender, blue-eyed, black-haired 37-year old Joseph Alfred Seymour makes a point of that when he registered for the draft on September 17, 1918 – "Hotel Proprietor – Conducts own business – Fabyan House Coös N.H.," he writes for present occupation, employers name and place of employment. *(1936)* "Among the most versatile, best known and most popular citizens of the township of Carroll is J. Alfred Seymour. The J. stands for Joseph but everyone knows him as Alfred. On foot, by carriage, train, auto and airplane Mr. Seymour estimates he has climbed Mt. Washington more than 2,200 times. He has represented Carroll in the legislature for five terms and has been selectman of the town for 12 years. While running the White Mountain House at Fabyans he became acquainted with John Mulholland, then a boy of 14, and now one of the world's foremost magicians. This association brought to Mr. Seymour another talent, that of amateur legerdemain. Last week he took time off to serve as moderator at the Carroll town meeting which he has done for more than six years, from his duties as chauffeur of one of his two school buses. For the past 11 years these buses have transported children from the outlying districts without missing a day and always arriving on time. This is said to be the best record in New Hampshire in this respect. Between trips he cuts ice for the large hotels and gets his tourist homes, filling station, restaurants and overnight camps into shape for the visitors who crowd up one notch and down the other all summer. Alfred is a native of his town, born in Carroll in 1881. His father died when he was 10 years old. When 16, the lad went firing on the Mt. Washington Railway, and became engineer before attaining his majority, the youngest engineer to run a train up the mountain up to the time he left this railroad. Seymour has been up Mt. Washington more than 2,2000 times. He has walked, driven by carriage, and for several years drove a sight-seeing auto,

drove his train engine on the cog railway, and several times went by plane. He was considered by railway officials to be their most careful engineer and never had an accident or did he while driving his sight-seeing autos, which pursuit he gave up three years ago *(1933)* from press of other business. He left the Mt. Washington railway to occupy a similar position on the right side of a cab on the Swift River railroad owned by the Conway company, a lumber firm with 20 miles of track from Conway to Albany and Passconaway, now discontinued. While on sick leave from this job, he joined with his mother, Mrs. Margaret Sheehe and his sister Miss Mary Seymour in purchasing the White Mountain House at Fabyans *(1908)* from the widow of its former owner, "Derby" Rounseval. The trio developed it successfully, until it accommodated 150 guests at the time it burned in 1927." His hair is grey. His height is 5-feet 11-inches and weight 180 pounds when he registers for the draft again on April 25, 1942. Since the first registration with the Selective Service, the 61-year old Seymour has had his appendix removed.

The passenger manifest for the Cuban Air Flight No. 955 on February 4, 1956 lists Joseph A. Seymour and Mary E. Monahan as passengers 20 & 21 on board for a trip from Havana to Key West, Florida. They would later marry. *(1961)* "Old Time Railroad Associates Meet: Recently two former fellow employees of the Mt. Washington Cog Railroad rode the train to the summit of the line on which they worked together 51 years ago. J. Alfred Seymour of Twin Mountain was an engineer in 1910 when Dennis P. Maloney of New Britain, Conn., was a fireman. Mr. Seymour, native of Fabyan and owner of the White Mountain House there that was destroyed by a fire in 1929, took his first job with the Cog Railroad in 1897 when he was only 16. He attended Littleton High school in his youth. He now lives summers at Elmwood Hall, Twin Mountain, and winters at Somerville, Mass." *(1967)* "Joseph A. Seymour, well-known retired hotel operator and promoter of many White Mountain enterprises died at Morrison hospital in Whitefield, Aug. 28 after an illness of 10 days. Born in Twin Mountain, March 2, 1881, he was the son of Frank and Mary O'Donnell Seymour. He married M. Eileen Monahan of Somerville, Mass., and she survives him. He was self-educated in the hotel and restaurant business and was interested in many projects which promoted the White Mountains. Among the many properties he had owned and operated were: White Mountain Hotel at Fabyans, the Fabyan House, Last Chance Cabins and Restaurant, Elmwood Hall, the Mount Adams House in North Woodstock, Silver Fox Restaurant and Cabins. In the early days of automobile travel Mr. Seymour operated a stage to the summit of Mount Washington, and also served as an engineer on the Cog Railway. He was selectman in Twin Mountain for 12 years, and for an equal term served in the N.H. Legislature. He was delegate to two National Democratic Conventions and was listed in "Who's Who in American Politics" in 1967. He owned and operated the Twin Mountain school bus system and was a lifetime member of the Twin Mountain grange. His charitable donations included a room at Morrison hospital and the chimes at the Shrine of Our Lady of the Mountains." Seymour is buried in Sister Stella's lot in the Saint Margaret Cemetery in Twin Mountain with second wife whom he married when he was 82 - M. Eileen Monahan *(b.1898 d.1986)*.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-A-Grave.com / 1900 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Among the Clouds - Jul 16, 1900; Aug 31, 1903 & Sep 4, 1905 / White Mountain Republic-Journal - Fri, Oct 16, 1896 / 1900 US Census / Littleton Courier - Fri, Oct 19, 1906 pg. 6; Thu, Aug 20, 1908; Thu, Mar 19, 1936; Thu, Aug 31, 1961 pg. 10 & Thu, Sep 7, 1967

Marguerite E. Seymour 1908

(1908) Twin Mountain notes: "Misses Mary and Marguerite Seymour came from Boston Friday night and will soon go to the Base for the summer as usual." // Marguerite E Seymour was born on May 12, 1889, in Twin Mountain, New Hampshire, to Margaret Ann O'Donnell (Seymore), age 30, and Francis (Frank) Seymour (Simard), age 36. She had two brothers: John Francis *(b.1879 d.1908)* & Joseph Alfred *(b.1881 d.1967)* and four sisters: Mary Anne *(b.1877 d.1957)*, Stella Ann *(b.1883 d.1955)*, Ethel W. *(b.1892 d.1914)* & (Baby Female) Sheehan *(b&d. 20 Feb 1904)*. Marguerite Seymour died on July 13, 1914, in Coos, New Hampshire, at the age of 25, and was buried in her hometown. *(1914)* "Miss Marguerite E. Seymour, daughter of Mrs. E. M. Sheehe, died at the White Mountain house Monday *(7/13)*, her death, which was caused by heart failure *(Ed. Note: death certificate lists tuberculosis like her brother, John Francis)*, being a profound shock to her family and friends. Her death is unusually sad as it follows that of her youngest sister Ethel *(of tuberculosis)*, which occurred five months ago. The two were inseparable companions and it is thought that the death of Miss Seymour, who had been in ill health for some months was hastened by the intensity of her grief over her sister's death. both were charming girls and were greatly beloved by a wide circle. Marguerite E. Seymour was born in Carroll about 25 years ago. She received her early education in the schools there and later went to Boston, where she entered the academy of Notre Dame, of which she was a graduate. The funeral was held Monday morning at 10 o'clock, services being held in the church of "Our Lady of the Mountain" *(right)* at Fabyans. The remains reposed in a handsome pearl gray broadcloth casket and the many beautiful floral offerings showed the devotion of her family and her large circle of friends; particularly lovely was the pillow of white roses and lilies, a tribute from the employees of the White Mountain house. The pall bearers were D. Maloney of New Britain, Ct., John and Harry Houghton of Twin Mountain and John Seymour of Laconia. She was buried in St. Margaret's cemetery *(next page)* at Twin Mountain by the side of her sister, Ethel. Those from out of town who attended the last sad rites were Mr. and Mrs. T. H. Brooks of New York city, Mr. and Mrs. J. G. Donahue of North Woodstock, Miss Josephine Seymour and John Seymour of Laconia, D. Maloney of New Britain, Ct., Mr. and Mrs. J. J. Harring-

ton, Mrs. A Chisholm and Miss Mary Shea of Littleton and many others. She is survived by her mother, Mrs. E. M. Sheehe, a brother, J Alfred Seymour of the White Mountain house and two sisters, Miss Mary Seymour, also of the White Mountain house and Mrs. T. H. Brooks of New York." *- Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier - Thu, Jun 4, 1908 & Thu, Jul 23, 1914 pg. 1*

Mary Anne Seymour 1908

Mary Seymour (1910)
- Boyce Family Collection

Cog Kid / Railway employee - *(1908)* Twin Mountain notes: "Misses Mary and Marguerite Seymour came from Boston Friday night and will soon go to the Base for the summer as usual." / Mary Anne Seymour was born on July 29, 1877, in St-Patrice-de-Beaurivage, Quebec, Canada, to Margaret Ann O'Donnell (Seymore), age 18, and Francis (Frank) Seymour (Simard), age 25. Relative Tom Boyce notes in his family tree: "Witnesses to the baptism were Dennis Seymore (Seymour), brother to the child's father and Mary Boyce, sister to the child's mother. Also, please note that the parish priest listed the father's surname as Simard and not Seymour. The brother signed 'Seymore.' The family surname is correctly spelled as Seymour." She had two brothers and four sisters. After a long career as a teacher and entrepreneur, Mary Seymour was found dead of a heart attack sitting in a chair in her apartment in Lancaster on the first Friday afternoon of December 1957. *(1957)* Twin Mountain notes: "The friends of Miss Mary Seymour were shocked to hear of her sudden death which occurred in Lancaster on Friday, December 6. A solemn high mass was held at St. Patrick's church on Monday, December 9 at 9 a.m., and burial was in St. Margaret's cemetery." / "Rev. Thomas B. Feeney, S.J., of Boston, Mass., was the celebrant, assisted by Rev. Charles Boland of Lancaster, deacon, and Rev. Leonard Spillane of Whitefield, subdeacon. Soloists were Joseph Crapeau, Fabyans, Miss Patricia Duffy, Nashua, and Miss Marcelle Frechette, Whitefield. Miss Seymour was born on July 29, 1877 at St. Sylvester, P.Q. the eldest daughter of Frank Seymour and Margaret A. O'Donnell. At the age of three she came to Twin Mountain with her parents, received her early education in the local schools, and was a graduate of Littleton High school, Littleton. Following her education, she was a teacher in the schools of Twin Mountain and Westfield, Mass. In 1908 she became associated with her mother, the late Mrs. Margaret Sheehe, and her brother, Alfred Seymour in the operation of the White Mountain House at Fabyans, which was destroyed by fire in 1929. Her later business enterprises included the Fabyans House, the Silver Fox Inn and Cabins, the Colonial Club, located at Fabyans, the Elmwood Hall and Restaurant, the Last Chance Restaurant and Cabins, and the Maples Inn at Twin Mountain, and the Mt. Adams hotel at North Woodstock. She was a member of the women's club of Concord, the Twin Mountain grange and the Altar society of St. Patrick's church. She was a communicant of St. Patricks' church, Twin Mountain, and was very much interested in the Shrine of our Lady of the Mountains at Bretton Woods, having been a member for many years of Our Lady of the Mountains church, before the shrine was established. During the last few years, she had made her home at the Elmwood Hall, Twin Mountain during the summer months, and the winter months were spent at the Eagle hotel, Concord, Hotel Kenmore, Boston, Mass., and the Monahan block, Lancaster, where she died suddenly on Friday, December 6. She was of sterling character, an outstanding business woman, every ready to befriend those in need and her philanthropies were many. Immediate survivors include her brother, J. Alfred Seymour of Twin Mountain, and her aunt, Mrs. Mary B. Donahue of Claremont, together with several cousins." She was 80 years old.

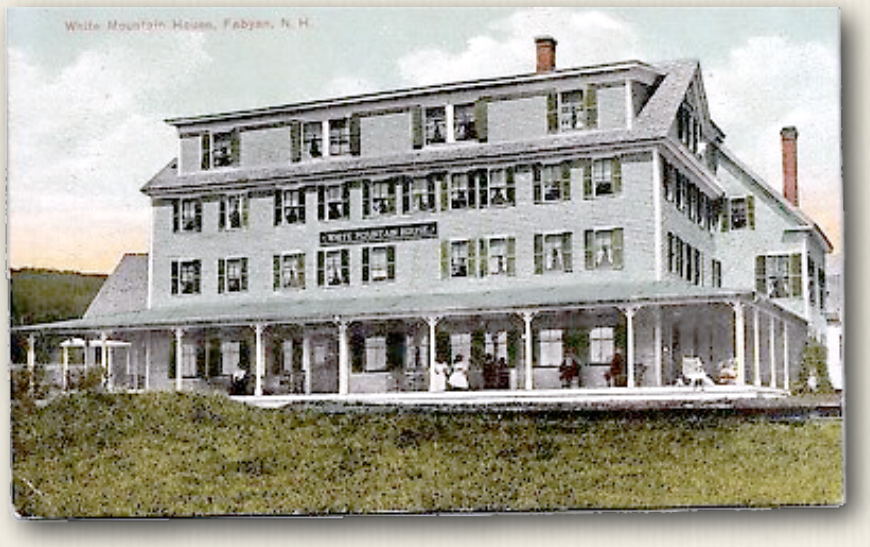
- Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier - Thu, Jun 4, 1908; Thu, Dec 12, 1957 pg. 11 & 11B

Stella Seymour (1910)
- Boyce Family Collection

Stella Ann Seymour 1904

Cog Kid / Railway employee - *(1899)* "Littleton Locals: Miss Emma Dyer is visiting Miss Stella Seymore, at the base of Mount Washington." *(1904)* "Miss Stella Seymour is home from Shaw's business college Portland and will soon go to the base of Mt. Washington." She is Margaret Sheehe's daughter, mentioned in article a year earlier. / Stella Ann Seymour was born on October 9, 1883, in Carroll, New Hampshire, to Margaret Ann O'Donnell, age 24, and Francis (Frank) Seymour, age 31. She had two brothers and four sisters. She married British national Thomas Haynes Brooks *(b.1889 d.1932)*. The couple lived in New York City. *(1910)* "Mrs. Edward M. Sheehe of Fabyan has issued invitations to the marriage of her daughter, Miss Adelaide Stella Seymour, to Thomas Haynes Brooks, the ceremony to take place Thursday evening, June 9, at 8 o'clock, at the White Mountain house at Fabyan. A reception will follow the ceremony." / "Invitations are being received for the wedding at the White Mountain House, June 9th of the hostess' daughter, Adelaide Stella Seymour, a young lady born in this town *(Twin Mountain)* and beloved by all who know her." / "Mrs. Hattie Q. Bingham went to the White Mountain House Thursday to attend the wedding of a former music scholar, Miss Stella Seymour, daughter of Mrs. M. L. Shehee." / "One of the most brilliant weddings that will be recorded this June was held last Thursday at the White Mountain House, Fabyans. The bride Adelaide Stella Seymour of Boston, the beautiful daughter of the proprietor of the house, Mrs. Edward M. Sheehe was united to Thomas Haynes Brooks, financier and social leader of Montevideo, Uruguay, South America. The bride, one of New Hampshire's most brilliant students, is a native of the town of Carroll. At an early age she entered Littleton high school and graduated with honors. Later she became proficient in one of New England's best business colleges. To within a few weeks she has held a position of responsibility in the *(photography)* studio of Otto Sarony in Boston. Great preparations had been made for the occasion, the whole lower floor *(of the White Mountain House next page)*, office, parlors and dining room were decorated with evergreen and roses. At the appointed time the bridal party marched down the stairway and into the spacious parlor to the strains of Lohengrin's wedding march played by Mrs. Hattie Qu.

Bingham, pianist, and Professor Faust Weisman of Franconia, violinist. They proceeded to the lower end of the room where they were met by the room and his best man at an altar of evergreen and roses. The Rev. M. J. Queenan of Woodsville tied the knot with the double ring service. The bride was given away by her brother, J. Alfred Seymore while the groom's brother, Even C. Brooks acted as best man. The bridge wore a gown of rich white satin of beautiful design, overskirt and train were embroidered in chrysanthemums, draped brocade of chiffon and lace caught up with orange blossoms. She carried a shower bouquet of orchids and lilies of the valley. The maid of honor, Miss Mary Seymour wore a gown of pink messaline embroidered in marguerites and carried Killarny roses. The bridesmaids, Misses Marguerite and Ethel Seymour were gowned in pink chiffon over pink messaline, the skirts looped up with roses, they carried Killarney roses. All the above were sisters of the bridge. The bride's mother, Mrs. E. M. Sheehe was stately and handsome in black satin, richly trimmed with jet… After the ceremony the bridal couple received under an arch in the office surmounted with the Uruguayan and American flags which made a beautiful finale. Dancing was enjoyed by the guests, after which a wedding lunch was served in the dining hall. The ceremony concluded a pretty romance which we will relate in a few words. The groom's father, Thomas Haynes Brooks of Massachusetts, a cousin of the late Bishop Phillip Brooks went to Montevideo, Uruguay on business, while there he met Isabella Lawes, a young English maiden of noble family, they married and prospered, their son, the groom, came to this country on a like business trip and thus met his bride. After a short wedding trip to Niagara Falls they will make their home at Barre, Vt., the groom giving up his business in South America for his wife. This fall they will make an extended trip ot Uruguay,



Europe and China making an entire circle of the globe. The guests were from Boston, Littleton Whitefield, Johnson, Berlin, Lancaster, Woodsville and Malden, Mass. Among the gifts were several pieces of fine cut glass, china, exquisite needlework, paintings, silver, linen and several large checks. The *Republic Journal* joins in a host of friends in wishing the couple continued happiness." / "One of the most beautiful wedding ever celebrated in Carroll took place at the White Mountain house on Thursday evening of last week, when Adelaide Stella Seymour, second daughter of Mrs. Edward M. Sheehe, was united in marriage to Thomas Haynes Brooks. Although it was a very large gathering nearly all had known and loved the bride since she was a little girl, so that it was quite informal and homelike. A 9 o'clock the strains of a beautiful wedding march played by Mr. Weisman and Mrs. C. F. Bingham announced the coming of the bridal party on the broad staircase… The groom was attended by his brother, Eben Brooks, a best man, and both attracted much attention by their height and fine bearing. Dancing followed the reception, the grand march being led by Mr. and Mrs. Brooks. At about 11 o'clock the guests were quietly ushered to the supper room. The bride's table lighted by shaded candles, was very attractive and here the quantities of beautiful cake were served. Ice cream and other dainty confections were served with delightful hospitality. Each guest on departure received a dainty souvenir box of wedding cake. Soon after the supper the bride and groom were whisked off in an automobile to parts unknown. J.C. Stoughton or Whitefield serving as chauffeur with his private car. Mrs. And Mrs. Brooks were followed by more good wishes than could be counted. The bride is a graduate of the Littleton high school in the class of 1900, and has many friends here." Thomas Haynes Brooks' death in 1932 would leave Stella a widow. She did not remarry.

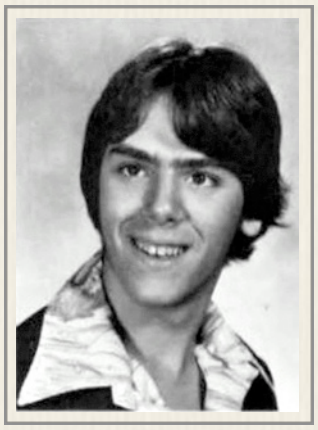
The widow Brooks died on April 7, 1955, in Manhattan, New York, at the age of 71 *(1955)* "The body of Mrs. Stella Seymour Brooks was brought from New York to the Astle Funeral Home Saturday where prayers were held and then taken to Twin Mountain Monday where services were held at St. Patrick's Catholic church. Burial was in the family lot. Mrs. Brooks made her home in Whitefield some years ago when her mother, Mrs. Sheehe ran the Lindsay Inn." / "The funeral for Mr. Stella Seymour Brooks was held at St. Patrick's Catholic church, Twin Mountain, on Monday, April 11 with a solemn requiem mass by Rev. John Feeney, pastor, with Rev. Thomas Feeney as deacon and Rev. Francis ford as sub-deacon. Burial was in St. Patrick's cemetery in Twin Mountain. Mrs. Brook's death occurred in New York City on Thursday, April 7. Mrs. Brooks was born in Twin Mountain, the daughter of Francis and Margaret (O'Donnell) Seymour, educated in the local schools, Littleton High School and Shaw's Business college, Portland, Me. In 1910, she married Thomas Brooks of Montevideo, Uruguay, South America, he being a member of the prominent Philip Brooks family of Boston. His death occurred in 1932. Mrs. Brooks was associated in Boston with the Eastman Kodak company and the American Woolen company in a secretarial capacity. For many years, she was with the Mary Eliza-

beth Tearoom in New York City as their manager and foreign buyer, retaining her interest as a director of the company until her death. During her career, she also was a field representative for the New York Life Insurance Company in New York City. Immediate survivors are a brother, J. Alfred Seymour, a sister, Miss Mary A. Seymour, both of Twin Mountain and an aunt, Mrs. Joseph Donohue of Claremont." *- Ancestry.com / Newspapers.com / White Mountain Republic-Journal - Fri, Aug 25, 1899; Thu, May 5, 1904; Fri, Jun 3, 1910 pg. 6; Fri, Jun 10, 1910 pg. 5 & Fri, Jun 17, 1910 pg. 4 / Littleton Courier – Thu, Jun 16, 1910 pg. 1 & Thu, Apr 14, 1955 pg. 3 &11*

Mark Shallin & Alex Hamilton (1977)
- Shallin Family Collection

Mark Shallin 1977

Railway Corp - *(2019)* On a Facebook page Shallin wrote: "All my years living out West no one knew or cared about The Cog. Thanks to Arthur Poltrack and his father Uncle Tony for bringing me into this family. Wish I had more than that one year but it gave me a lifetime of memories." Contacted by Jitney Jr about some of the images of ephemera he posted on the site, Shallin replied: "I see the signature *(on my brakeman's card)* and as I recall they were sent out and came back signed. I have one for a fireman, too , somewhere as I passed that test that summer of '77. I broke my thumb crushed in the first switch as we were going up... it was as thin as a dime and bloody and after I came down Faith *(Bencosky)* had to drive me to Littleton hospital. I came back as a fill-in and became a fireman and passed the test. My thumb still has some damage from that day even now. The year before *(1976)* Arthur Poltrack took me up there to paint the rooms in the drone hive on our spring vacation. On the last day I shook a brush out the window without looking and got some on the building and I guess Ed Clark vetoed me for the summer of '76. So Tony Poltrack put me to work at his CR Gibson factory in Norwalk CT for the summer. We did spend hours at night listening to Crawford by the light of a coal furnace telling us stories of people I'd never know. We went to his cabin one day and he told us there was a bull moose out back and when Arthur and I went around back we were face to face with a bear going through the garbage pile. We ducked into the engine shop for a while until the coast was clear. I remember riding to Manchester with Charlie Teague and Arthur *(Poltrack)* in his green pickup to see the engines being worked on and hearing him get all excited about the upcoming season. He was interesting. He and Arthur had a bond. Arthur was my best friend growing up and it was my destiny to work there. Pictures all over their walls and Uncle Tony telling me he was looking forward to me working there. They were my second family. I love all MWCR. I have so many memories packed in my 1 plus years. The trains the people." / Mark Evan Shallin was born on November 14, 1958 in Queens, New York. He graduated from Westhill High School in Stamford, Connecticut in 1976. That was an interesting year for that school. State Rep. Thom Serrani told 490 graduates during commencement exercises that Sunday *(6/13)* afternoon, "If you are to turn this country around, you must rejuvenate a sense of moral values. Government scandal and corruption are not behind us in American politics, nor within our society. But the real scandal will be if good men and women do nothing. Mr. Serrani appealed to the graduates to vote and participate in government. "As citizens you have very definite responsibilities within our society. For every good and decent person that fails to live up to his citizenship, there are two who will exploit the system for personal profit and selfish gains." While the graduates and their families and friends listened quietly to Mr. Serrani's appeal for civic-mindedness, they cheered him wildly as he commended their recent advertisement which criticized Advocate coverage of the school's activities. "I consider this to be an honor and a challenge speaking to you today because any student body that takes out a full-page ad in the local newspaper to criticize the local newspaper is a student body to be reckoned with," he said, warming the crowd. "You don't know how many times I wish I would have done that myself." Mark Shallin's yearbook entry says, "Moogie – always desired to get straight A's – remembers switching Artie's biography and "after the after" – enjoys history, but dislikes study hall – Future plans include school and more school…" And there would be more school - Golden West College in Huntington Beach, California and the University of Nevada, Reno. There would be a marriage at age 29 in King County, Washington to a 24-year old California woman, Theresa M. E. Tacner on August 20, 1987. While in Reno, Shallin continued the Westhill High Class of '76 tradition of critiquing local newspaper coverage while demonstrating he was a fan of "The Don and Mike Show" in a letter to the editor. Don and Mike was a syndicated radio talk show hosted by the shock jocks Don Geronimo and Mike O'Meara, which aired from December 1985 through April 11, 2008. The show debuted on WAVA-FM in 1985 as The Morning Zoo and the pair appeared in Reno. "Wayne Melton's review of the Don and Mike show was disappointing," wrote Shallin. "Like Bill Clinton reviewing Rush, he couldn't do the event justice. There was excitement, and everyone but Wayne felt it. You should have sent someone who was a fan to capture what this was really about Dump Wayne and have someone who can speak for the majority." At home, Mark and Theresa would have two sons, Alex and Peter before a divorce in Reno, Nevada in February 1998. Shallin now lives on the East coast and according to Facebook has been "engaged since 2018." *- Railway Corp / Mt Washington Cog RY (NH) FB page / Bencosky-Desjardins Collection / Email to Jitney Jr – Fri, Dec 20, 2019 & Wed, Jan 22, 2020 / Ancestry.com / Newspapers.com / GenealogyBank.com / https://issuu.com/westhillybk/docs/1976 / Stamford (CT) Advocate - Mon, Jun 14, 1976 pg. 1 & 12 / Reno Gazette-Journal – Tue, Dec 27, 1994 pg. 7 & Sun, May 7, 1995 pg. 15*



Mark Shallin (1976)
- Westhill HS yearbook

Mark Shallin (2018)
- Shallin Family Collection

John Shaughnessy 1953

Summit House employee

John A. Shaw 1890

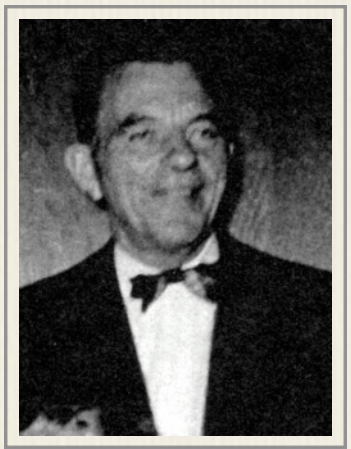
Summit House employee - took part in unsuccessful search for violinist Ewald Weiss in August 1890.

- Among the Clouds - Aug 26, 1890

Lucy Shaw Cusick 1900 - 1903

Long employed Summit House employee from East Andover, N.H. - married MWR engineer Alexander Cusick in 1903. They had one child before Cusick was killed on a slideboard in 1906. / Lucy Ella Shaw was born on April 26, 1865, in Salisbury, New Hampshire. The daughter of 21-year old Ellen Maria (Pettingill) Shaw *(b.1844 d.1924)* and 33-year old farmer Hale Pettingill Shaw *(b.1831 d.1899)*. She and her five siblings grew up on the family's Salisbury farm: Henry George *(b.1866 d.1924)*; Villa Lizzie *(b. 1868 d.1952)*; Mary K. *(b.1870 d.)*; Rhoda Maria "Rose" *(b.1872 d.1906)* & Frank Hale *(b.1880 d.1943)*. Mother Maria was the head of the Salisbury household in June 1900 when the Census was taken. 35-year old Lucy was teaching which gave her the opportunity to work at Mt. Washington in the summer. Sister Rose, 27, was working as a dressmaker. 21-year old Frank was working the farm. At 38, she married 51-year old Alexander D Cusick *(b.1852 d.1906)* on December 4, 1903, in Barre, Vermont. It was her first marriage. Cusick had been a Cog Railway engineer since 1883 and had worked on the road since 1875. They had one child during their marriage. Alfred Ernest *(b.1904 d.1966)* was born on November 17, 1904, in Salisbury, New Hampshire. Her husband passed away in 1906 in a slideboard accident at the base of Cold Spring Hill at the Cog Railway at the age of 58. They had been married just three years. Lucy Shaw Cusick was living at 59 Park Street in Franklin, New Hampshire with her sister-in-law, Maggie M. Cusick with her 5-year old son in 1910. She was working as a waitress in a lunch room to support them. The widow Cusick would appear in Franklin City Directories through the 1910s as a clerk working at 376 Central Street while continuing to live at 59 Park Street. When 30-year old son Alfred married 22-year old Mexico, Maine native Florence Proctor on May 25, 1935 in Groveton, 67-year old Lucy Cusick was cooking for a living in Franklin. A cerebral hemorrhage in early January 1954 led to the death of Lucy Ella Shaw Cusick in the Franklin Hospital. She was 88. She was buried *(right)* with her husband, Alexander in the Oak Hill Cemetery in Salisbury, New Hampshire.

- Among the Clouds - Jul 16, 1900 & Sep 6, 1906 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com



Maurice G. Sheahan
- Ancestry.com

Maurice Sheahan 1925

Summit House employee - *(1925)* "Whitefield Notes: Clifford McGoldrick, Maurice Sheehan[sp] and Clayton Colbath have gone to the Summit House, Mt. Washington, where they will be employed during the summer." / "Maurice Shehan[sp], who has been employed at the Summit House on Mt. Washington during the summer, is with his mother, Mrs. Annie Dawson." / Maurice Gerald Sheahan was born on May 6, 1899, in Whitefield, New Hampshire, to (Rose Ana) Annie S (Hughes) Dawson, age 28, and 37-year old railroad station agent Henry P Sheahan *(b.1862 d.1907)*. Maurice was the oldest of six children: Marion Ethel Sheahan *(b.1901 d.)*, Jessie Elizabeth (Aunt Bud) Sheahan *(b.1902 d.1976)*, Thomas Elmer Sheahan *(b.1904 d.1969)*, Phallas (Phallar) *(b.1905 d.)*, Gertrude L. Sheahan *(b.1906 d.1993)*. Their father, Henry Sheahan died on January 8, 1907 at Morrison Hospital in Whitefield of cerebral spinal meningitis four days after being admitted – one week after being taken ill. He was 45 years old. Annie Sheahan remarried. She and her new husband, 39-year old Richard Dawson, who had just moved to Whitefield from Boston to run the Hood plant, had a daughter, Helen Jennie Dawson *(b.1910 d.2005)*. In late April 1910, the couple was awaiting the birth of their child at the family farm on Carroll Road in Whitefield. Pneumonia would claim 42-year old Richard Dawson three days before Christmas 1912. When 19-year old Maurice Sheahan went to register for the draft on September 12, 1918, he was working as a porter at the Crawford House being run by the Barron Merrill Barron Co. That was likely his entré to the Summit House eight years later. The registrar Edgar Bowker found Sheahan to be tall and slender with blue eyes and dark brown hair. The widow Annie Dawson and her six children were living on Bethlehem Road in Whitefield in 1920. She was "working out" as a laborer. 20-year old Maurice was a drug store salesman in town and 18-year old Marion was a waitress at a local restaurant. 16-year old Jessie, 15-year old Phallas, 13-year old Gertrude and 9-year old Helen Dawson were all at home. Maurice G. Sheahan married Pauline Geneva Kimball *(b.1915 d.1999)* in Cambridge, Mass in 1936. They had two children: daughter Maryana Eliza-

beth *(b.1939 d.2019)* and Paul. Maurice was 42 and working for the Spaulding Moss Co. in Boston when he registered for the draft on February 15, 1942 in the Sheahan's hometown of Cambridge, Massachusetts. He stood 5-feet 9-inches tall, weighed 163 pounds with blue eyes, brown hair and ruddy complexion. In mid-September 1960, Sheahan had his NH driver's license revoked for driving while intoxicated. Maurice was working for the *Foster's Daily Democrat* in 1969 and represented company in 18th annual Pro-Press-Radio TV Golf Tournament at the Cochecho Country Club in Dover, NH in June 1969. The tourney had an all-time high of participants, some ninety players, 23 pros and 76 amateurs. They played rain or shine. Maurice Gerald Sheahan died on January 27, 1973 in Framingham, Massachusetts. He was buried in the Pine Street Cemetery in Whitefield, New Hampshire.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-A-Grave.com / Littleton Courier - Thu, Jul 9, 1925 & Thu, Oct 8, 1925 / Manchester (NH) Union Leader – Tue, Sep 20, 1960 pg. 3 & Thu, Jun 5, 1969 pg. 28

Kelly A. Sheedy 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Edward "Eddie" Sheehe 1891 - 1908

Census enumerator Zeb Howe visits the Base on June 19-20, 1900 and finds the 29-year old New Hampshire born engineer living with his wife, Margaret and her two boys at the Boarding House. Edward is listed as the head of the household in that building. *(1900)* "Mr. Eddie Sheehe, one of the engineers of the Mount Washington Railway, assisted materially in printing yesterday's *(8/28)* noon edition of *Among the Clouds*. In the absence of the *(newspaper's)* engineer he ran the engine, folded the papers, and performed other services which were necessary to assure prompt publication. Were he not a *(railroad)* engineer he might be a newspaper man." Attends the 1903 Cog Party Masked Ball with merely a mask. In 1904, Sheehe again tries to help a group of MWR employees resurrect a broken *Among The Clouds* press. They were unsuccessful. *(1907)* "E. M. Sheehe, formerly an engineer on the Mount Washington railway and now on the New York, New Haven & Hartford, is spending his vacation with his family at the Base." / Edward M Sheehe was born in August 1870 in Groveton, New Hampshire, to Margaret Sullivan, age 18, and Bartholomew "Bat" Sheehe, age 35. Siblings: Mary Ellen *(b.1874 d.1917)*, Bernard *(b.1875 d.1896)*, Rose P. *(b.1880 d.1916)*, Elizabeth May *(b.1881 d.1966)*, Henry John *(b.1884 d.1957)*, Sarah A. *(b.1885 d.1933)*, Joseph *(born & died on Jan 26, 1886)*, & Thomas Bartholomew *(b.1891 d.1968)* – "Bat" Sheehe died in January while his wife was pregnant with Thomas. Edward married Margaret A (*O'Brien Seymour)* Sheehe on October 26, 1897, in Littleton, New Hampshire. They had two sons from her prior marriage. Their baby girl died at birth on February 20, 1904 when Margaret was 45 and Edward was 33. Margaret went to court and obtained a divorce from Edward Sheehe on October 3, 1919 on grounds of "desertion" saying Ed's whereabouts were "unknown." There is some confusion amongst family trees on *Ancestry.com* as to when Sheehe died. Some claim he died on November 17, 1906 at the Coös County Alms House in Stewartstown, NH, at the age of 36, and was buried in New Hampshire. That seems wrong as Margaret would not need a divorce and his obituary in the *Springfield (MA) Republican* in 1934 indicates Eddie Sheehe's whereabouts starting in 1917 were in Holyoke and Willimansett, Massachusetts. He also appears to have remarried in 1924. *(1934)* "Edward M. Sheehe, 59, for 18 years engineer on the Mount Washington train of the Maine Central Railroad *(Ed note: B&M but not MEC)* and who of late years had lived at 5 Emery street, Willimansett, died today *(4/14)* at the Holyoke hospital after a short illness. He was born at Lancaster, N.H., and had lived the past 17 years at Holyoke and Willimansett, being employed some time at the Deane works previous to their removal to New Jersey. He was a member of Holyoke lodge, Odd Fellows, charter member of the Manchester (N.H.) Knights of Pythias, member of the Brotherhood of Locomotive Engineers and an attendant at the First Baptist church in *(Holyoke)*. Besides his widow, Mrs. Cornelia (Rowe) Sheehe, he leaves a brother, Bertram of Quebec. / "The funeral of Edward M. Sheehe was held this *(4/17)* afternoon at the Alger funeral home, with Rev. Earle W. Darrow officiating. The bearers were Harold Wilson, Fred Fontaine, James Hurst, Vile Laban, William Gagne and Frank Cavannaugh. Burial was in Forestdale Cemetery in Malden, Massachusetts.

- 1900 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Among the Clouds - Aug 29, 1900 & Aug 31, 1903; Fri, Jul 29, 1904; Tue, Sep 3, 1907 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / Springfield (MA) Republican – Thu, Apr 19, 1934 pg. 12 & Tue, Apr 17, 1934 pg. 3 / Find-A-Grave.com

Margaret A. Seymour Sheehe 1900

Boarding House - *(1896)* "Twin Mountain Notes: Mrs. Seymour and family are home from the base of Mt. Washington where they have been for the past five months keeping boarders." *(1897)* "Mrs. Seymour, of Carroll, who has managed the Marshfield House at the base of Mt. Washington this summer, has taken Mrs. Nelson Parker's residence on Pleasant street in Littleton for the winter." Twin Mtn Notes: "Mr. and Mrs. E. M. Shehee have just returned from their tour to Sherbrook, Montreal and Quebec, and will reside on Pleasant street (Littleton) for the winter. Mrs. Sheehe, who was formerly Mrs. M. A. Seymour of Twin Mountain, for the last two years has successfully managed the Marshfield House at the base of Mt. Washington. Mr. Shehee has been in the employ of the Boston & Maine and Mt. Washington railroads for the past seven years and is highly respected. The many friends of Mr. and Mrs. Sheehe wish them success and happiness in the future." *(1899)* "Mr. and Mrs. Edward Sheehe entertained a party of friends on Thursday evening of last week and everybody present said it was one of the pleasantest times they ever enjoyed. Mr. and Mrs. Sheehe will go shortly to the base of Mount Washington for the summer." / The 1900 Census says the Canadian-born, 39-year old mother of six is working as the housekeeper at the Boarding House while her 29-year old husband, Ed is running the trains. Two of her sons, John and Joseph Seymour are also working at the Cog. John is a day laborer while "Fred" is a fireman. *(1900)* Twin Mtn Notes: "Mrs. John Horne, wife of Superintendent Horne of Mt. Washington, was a guest of Mrs. Sheehe at her home here last Thursday *(9/13)* and Friday *(9/14)*. *(1902)* "Mr. and Mrs. E. M. Sheehe and family are home from the long season at the base of Mt. Washington. All regret that they are to be away *(from Twin Mountain)* this winter." *(1904)* "Mrs. E. M. Sheehe is quite ill and not able as yet to join the other members of the family at the base." "Mr. and Mrs. Sheehe and

Margaret Sheehe (1933)
- Boyce Family Collection

family will spend the winter in Boston." *(1907)* Bretton Woods notes: "John Horne and Mrs. Sheehe and two daughters went to the base Saturday *(5/11)* Twin Mtn Notes: Mrs. E. M. Sheehe and daughters have arrived from Boston and gone to the Base to start the season's work. Supt. John Horne accompanied them." / "Mrs. Edward Sheehy, who has charge of the house at the base of Mt. Washington, is a patient at the Littleton hospital." *(1908)* Twin Mtn Notes: "Mr. and Mrs. E. M. Sheehe have arrived from Boston and are getting their summer home at the Base ready for the big family that will be there later." / "The White Mountain house property has been sold to Mrs. E. M. Sheehe, who will make it not only a pleasant home, but an attractive stopping place for travelers as she understands the business thoroughly. It is said Alfred Seymour will manage it this summer." / "The familiar face of the late R. D. Rounsevel is much missed at the White Mountain house this year, where for more than a score of years he entertained right cordially a house full of guests each season. The hotel has been taken over by Mrs. E. M. Sheehe, who has for some years conducted the railroad boarding house at the base of Mt. Washington, and her son, J. A. Seymour, formerly an engineer on the mountain. Both have a large acquaintance among the patrons of the mountains houses, and since their opening Aug. 1, the house has been comfortably filled most of the time. They will make many improvements on the property this winter." *(1909)* Twin Mtn Notes: "Mrs. E. M. Sheehe is at the White Mountain house superintending the repairs which are being made. The house is already raised two feet and the piazzas torn off. She has carpenters from Boston besides quite a good deal of help living in town."

(1938) "The death of Mrs. Margaret A. Sheehe, which occurred on August 18 at her home at Fabyans, after an illness of several weeks, brought a deep sense of community and personal loss. She was born in Quebec, Can., and educated in the convent there. For the greater part of her life she had been a resident of the town of Carroll. At an early age she was left a widow with six small children. She steadily progressed until she became the owner of one of the larger hotels in the White Mountains. In 1908 she purchased the White Mountain House at Fabyans, which with her son and daughter was conducted for 22 years with a very large patronage. One of the great sorrows of her life was the loss of two beautiful daughters in 1914, the Missess Marguerite and Ethel Seymour and a son, John Seymour, who died in his young manhood. She was a woman of high integrity and fine outstanding qualities of character. Her high ideals of life, the kindly deed, the joy she received in service for others have left precious memories which will long be cherished by a large circle of friends. She leaves three children, a son, J. Alfred Seymour, who is widely known, not only in the hotel business but also as representative to the state legislature at Concord for many terms, and two daughters, Miss Mary A. Seymour, who made her home with her mother, and Mrs. Stella Seymour Brooks, widow of Thomas Haynes Brooks of New York city. She also leaves a sister, Mrs. Mary B. Donahue of North Woodstock, and El Paso, Texas. A solemn high mass of requiem was held at St. Patrick's church in Twin Mountain, Saturday, August 20. The celebrants were Rev. F. J. Maney, Rev. Fr. Mann and Rev. Fr. Pronteau. The floral tributes were notable for their beauty and great profusion. The pall bearers were Edward C. Laney, Dennis Maloney, John Lynch, Terry Monahan, Joseph Houghton and William Hennessey. Burial was in the family lot in the cemetery nearby. The committal service was very impressive. Relatives and friends were present from New York, Massachusetts and Connecticut , and other distant points."

- White Mountain Republic-Journal - Fri, Oct 16, 1896; Fri, Oct 29, 1897; Fri, May 5, 1899; Thu, May 1, 1902; Thu, May 12, 1904; Thu, Jul 20, 1905; Fri, May 17, 1907 / 1900 US Census / Littleton Courier - Thu, May 2, 1901; Thu, Oct 16, 1902; Fri, May 17, 1907; Thu, Sep 19, 1907; Thu, May 14, 1908; Thu, Jul 23, 1908; Thu, Aug 20, 1908; Thu, Apr 15, 1909 / Ancestry.com

Thomas B. Sheehe
- J. Stimson Collection

Thomas B. Sheehe 1908

Long-time Cog engineer Edward Sheehe's younger brother *(left)* was involved in the Kindellan slideboard accident and would become a Mt. Washington Railway fireman. "Thomas B. Sheehe from the Lincoln, N.H. area was 19-years old when he started working at the Mount Washington Railway on July 8th, 1908. *(Ed note: 17 based on his birthdate)* He had no experience on railroads. On July 17th, Pat Camden's section gang returned to the summit. Some work *(cleaning up following the disastrous June fire)* was done in the morning, but it was a "windy, wet day," not much was done in the afternoon. Just after four, foreman Pat Camden decided to call it a day. Some of the men decided to slide down to the base. "I came along to Tom Sheehe *(in the engine staying out of the rain)*," Camden would testify "and said to him: "You go down on the train." Despite Camden's orders, Sheehe put his board on the rack and was number two down the mountain." Michael Kindellan was number three and would run into Sheehe at Jacob's Ladder. Kindellan's injuries formed the basis of the lawsuit detailed in *Vol. 4 Appendix – Section 8.* / Thomas Bartholomew Sheehe was born on April 7, 1891, in Groveton, New Hampshire, to 39-year old Margaret Sullivan *(b.1852 d.1916)* and 56-year old Bartholomew "Bat" Sheehe *(b.1835 d.1891)*. He was the youngest son of the couple's eleven children. 10-year old Thomas Sheehe was living with his uncle John Sheehe and going to school in Guildhall, VT in June 1900. His 27-year old schoolteacher cousin, Nellie L. Sheehe was counted in the household as well. Nellie's brother, 37-year old John was helping his father on the family farm. When the 1910 Census was taken, 19-year old Thomas was boarding with sawyer Joseph

Donahue and his family in Lincoln, New Hampshire working as a carpenter doing odd jobs. He became an electrician as the 24-year old was working at the Cascade Mills in Berlin when he married 21-year old Vanessa Mae Sulley *(b.1894 d.1956)* on July 2, 1915. She was the daughter of Berlin millwright Thomas Sully. It was the first marriage for both. They had two children together. Daughter Iona Mae *(b.1916 d.2001)* was born on March 26, 1916, in Berlin, New Hampshire. Thomas Sheehe claimed his wife and child when seeking an exemption from military service when he registered for the draft on June 5, 1917 in Berlin. Sheehe was described as being of medium height and build with blue eyes and black hair. The US Census found the trio still living in Berlin in 1920. Daughter Marguerite Eleanor *(b.1929 d.2008)* was eight months old in April 1930 and the family was living on Perley Street in Lebanon village. Tom was now working as an electrician for the electric light company. Thomas Bartholomew Sheehe and Vanessa Mae Sulley were divorced on March 9, 1934, in Lebanon, New Hampshire after 18 years of marriage. Vanessa sought the dissolution due to "conduct seriously injuring health." 42-year old Tom contested the case but the divorce was granted. *(When daughter Iona Mae was married a fellow teacher on August 24, 1940 Vanessa was working as a nurse in Woodsville, N.H.)*. Six months after the divorce, 43-year old Thomas Sheehe married 34-year old divorced waitress Georgianna M Douville Decato *(b.1900 d.1975)* on September 22, 1934, in Whitefield, New Hampshire before Justice of the Peace Howard D. Crocket. In April 1940, the couple was living in a rented home on Highland street in Whitefield. Tom, who had completed the eighth grade, had just finished a 48 hour work week as a lineman for the Public Service Company of New Hampshire when the Census taker knocked on their door. They had moved to 7 Terrace Street in Whitefield when the 51-year old Sheehe registered for the draft again on April 27, 1942. Registrar Clarence Richardson said Sheehe was 5-feet 9½-inches tall, weighed 200 pounds with hazel eyes and gray hair. Thomas Sheehe owned and showed a horse named "Honey" in the fall of 1951. Peggy Briggs rode "Honey" to a 2nd in the Three-Gaited Saddle Horses with Manes class. Thomas rode "Honey" to a third in the Western Parade Horse class and another third in the Pleasure Horse – St. Johnsbury and Lyndonville Clubs class at the St. Johnsbury Riding Clubs annual horse show and gymkhana at the Lyndonville Fairgrounds on Sun, September 9, 1951. He died on August 14, 1968, in Whitefield, New Hampshire, at the age of 77, and was buried there in the Park Street Cemetery. *(1968)* "Thomas B. Sheehe, 77, of Pleasant Street, Whitefield, died Wednesday *(8/14)* evening at the Boston Hospital after a long illness. Born in Lost Nation, a section of Pittsburgh, he has lived *(in Whitefield)* for the past 34 years. He was a former employe of the Public Service Co. of N.H. and later had owned an electrical business. He has been retired for a number of years. Members of the family include his wife, Georgianna (Douville) Sheehe of Whtiefield; and a niece, Mrs. Helen Samson of Maine."

- Kindellan v. Mt. Washington Railway / See Appendix – Sec. 8 / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record – Mon, Sep 10, 1951 pg. 5 / Manchester (NH) Union Leader - Fri, Aug 16, 1968 pg. 14

H. M. Shellenberger Jr. 1950 - 1951

Marshfield Corp/Cog Railway Cabins - Howard?

Megan Sheltry (2020)
- LinkedIn Profile

Megan Sheltry 2017 to present

Marshfield gift shop employee from Whitefield, New Hampshire - Sheltry's *LinkedIn* profile says in that job she "trained about five new team members, inventoried gift shop merchandise and operated cash register, which ensured quality customer service and efficient operation" and "prevents dangerous situations by advising visiting hikers on terrain, weather conditions, and wilderness safety." Sheltry graduated from White Mountains Regional High School in 2015 where she played on the field hockey team, was one of a group of seniors who spoke at graduation, and was heavily involved in the school's hospitality training program. Megan Sheltry was on the five-member team that went to Orlando, Florida in April 2015 with their instructor Morgan Parker-Grima to compete in the 12th annual American Hotel & Lodging Education Institute International Competition. The competition challenged eleven student teams to display their hospitality knowledge and skills through a variety of events including a night audit, room inspection, banquet planning, case studies, and knowledge bowl quiz. The New Hampshire teens placed first in the Hotel Operations competition, third in the Hospitality Project category, and came in third overall. The team from the Bahamas was first overall. Sheltry continued her hospitality training at Rivier University in Nashua, New Hampshire. There she continued to play field hockey and was on the Dean's list. She began working at the Cog the summer before her graduation from Rivier with a Bachelor's of Science focused in Business Management in 2018. In the fall of 2019, Sheltry returned to her alma mater and began working as White Mountains High School's Catering & Culinary Technical Education Facilitator promoting and soliciting the student catering services to the community and making sure all enterprise services operations are customer-service focused and consistent with the mission and needs of the Culinary Arts/Catering Program at the school. She works with the chef and handles the books. The job also gave her time to continue working at the Cog and take classes at White Mountain Community College in order to receive a certificate in Massage Therapy/Therapeutic Massage 2020. Born on June 26, 1997 to Dalton natives Ronald and Carol Sheltry, Megan has one sister, Emily and got engaged to Shawn Whiting in November 2020.

- LinkedIn / Facebook / Google / Coös County Democrat - Jun 17, 2015 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Dakota Shephard 2019 - 2020 & 2022

Dakota Shepard (2020)
- SShepard Family Collection

23-year old Dakota Noel Shepard was on the Cog Railway's opening day roster as a brakeman. The son of Mr. and Mrs. Gregory Shepard Jr. of Whitefield was born on February 2, 1995 at Littleton Hospital. He went to and graduated from Profile High School in 2013 while taking courses at White Mountains Regional High School during his senior year. He started working as a steward at the Omni Mount Washington Resort in January of 2014 before coming up the Base Road to the Cog.

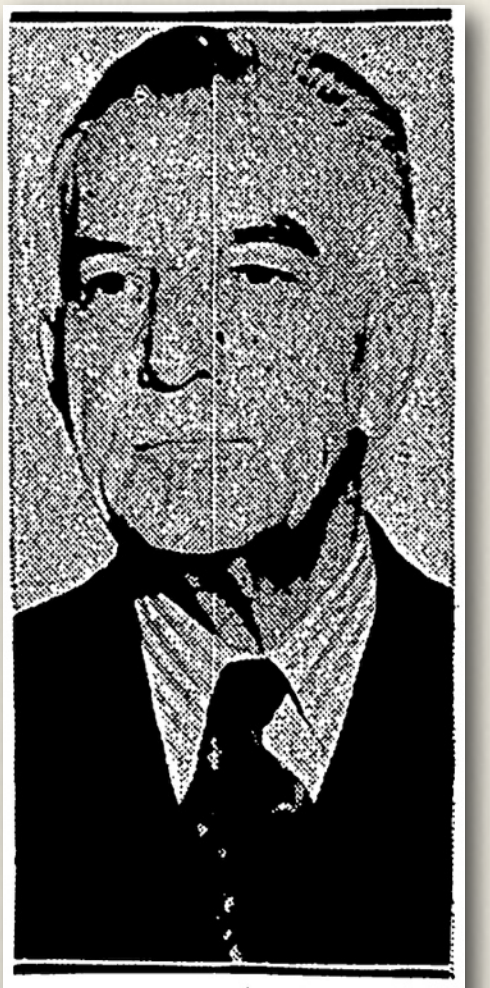
- Ancestry.com / Newspapers.com / GenealogyBank.com / Facebook / Google / Mt. Washington Cog Railway FB page / Dispatch Report - 4-21-19 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Frank E. Shepard

Frank E. Shepard 1886

"Mr. Frank E. Shepard of Denver, Col., was heartily welcomed to the Summit on Tuesday *(9/3/1901)* morning by numerous old friends, who remembered him pleasantly when he was in charge of the Summit House post office 16 years ago, while he was a student in the Massachusetts Institute of Technology. Mr. Shepard is engaged in the practice of his profession of mechanical engineer at Denver." He graduates from MIT in 1887 and is the Secretary and Treasurer of the Western Association of Alumni of that college in 1904. / Frank Edward Shepard was born on November 29, 1865, in Ashland, New Hampshire, to 23-year old Martha Maria (Dana) Shepard *(b.1842 d.1914)* and 27-year old bookkeeper Allan Bruce Shepard *(b.1838 d.1900)*. He had a younger brother, John D. *(b.1868 d.)*. The family was living in Ashland when the 1870 and 1880 Census was taken. In 1880, Frank's father Allen was working as a mail agent while his mother, Martha was teaching music. The two boys were going to school. Frank Shepard was president of his class and chief marshal for class day exercises at the Massachusetts Institute of Technology in the spring of 1887. Upon graduation, he hired out as a machinist on the Boston and Albany Railroad. A year later he entered the inspection of boilers and vessels, for the United States Government; and the next year *(1889)*, traveled west to Colorado. His mother's musical ability was apparently handed down as the Dorchester, Massachusetts Glee Club elected the newly graduated MIT engineer as vice president of the club in the fall of 1888. Frank Shepard married Mabelle Armstrong *(b.1870 d.1900)* on December 4, 1895, in Brookline, Massachusetts at the Harvard Street Church in what was described as a "brilliant wedding" with some 600 relatives and friends. *(1895)* "The church was completely filled with prominent society people from Boston, Brookline, Dorchester and Jamaica Plain. The bride, who had no attendants, was given away by her father *(Geo. W. Armstrong)*. The bridegroom was attended by Mr. Wm. S. Ackerman of New York as best man… Following the ceremony at the church was a reception at the house, 1405 Beacon st., which was attended by about 600 people. A special entrance, which had been built for the occasion, led directly to the dressing rooms on the second floor. The orchestra was stationed in the large hall on this floor, and the broad stairway, which led to the reception rooms below, was handsomely decorated with chrysanthemums. These were the dominant flowers throughout all the decorations. Mr. and Mrs. Shepard will live in Denver, where the father of the bride has presented them with a beautiful house. Mr. Shepard, who is a graduate of the Institute of Technology, of the class of '87, went to Denver for his health several years ago and has since resided there. Mrs. Shepard has been prominently identified with charitable work in Boston and will be missed in many circles." Frank E. Shepard became "associated with the (Denver Engineering Works) company in 1895 as mechanical engineer. Later he became president of the company, which post he held at the time of its sale to Stearns-Roger in 1923. Denver Engineering Works manufactured the first ball and rod mills made in Colorado; was the first to enter the field in manufacturing electric hoists for metal and coal mining operations; and manufactured the smelting furnaces for Globe Smelting Company in Denver, Arkansas Valley Smelter in Leadville, and the Mapimi Smelter in Mexico. In the organization of the General Iron Works this company was one of the charter members, and after that consolidation its shops at Thirtieth and Blake were no longer used."

34-year old Frank and 30-year old Mabel were living on Washington Avenue in Denver in 1900. A 65-year old aunt, Sarah A. Hall was living with them, and apparently caring for Mabel as her death would occur within days of the count. *(1900)* "The death of Mrs. Mabelle Armstrong Shepard, which occurred in Denver, June 1, brings deep sorrow not only to her family and friends in Brookline and Boston, but also to her many friends in Denver, where she went as a bride. Mrs. Shepard who was a daughter of Mr. and Mrs. George W. Armstrong of Brookline, had been in ill health for some time, and only three weeks ago she returned to Denver from a long stay in southern California, where it was hoped a change of air might benefit her. Mr Frank Shepard, who is a graduate of the Massachusetts Institute of Technology, went to Denver some years ago on account of ill health, and is now quite recovered, and holds the important position of chief of the Denver engineering works. Special sympathy is felt for him in the lass of his wife, as his father, who resided in Dorchester, passed away only a few weeks ago. Funeral services over the remains of Mrs. Shepard were held at the home in Denver last Sunday *(6/3)* noon and were conducted by Rev. Dr. Frank T. Bayley of Plymouth Congregational church. Similar services were held on Wednesday *(6/6)* at the Armstrong home in Brookline. Interment was a Forest Hills." He then married Rebekah Frances "Fannie" Clark *(b.1876 d.1963)* on April 2, 1902. "Cards have been received her, sent by Mr. and Mrs David Asa Clark of Denver, for the marriage of their daughter, Miss Frances Rebekah, to Mr. Frank Edward Shepard, which will take place on Wednesday *(4/2)* evening next in the Plymouth Congregational church, Denver. The first Mrs. Shepard was Miss Mabel Armstrong, daughter of Mr. and Mrs. Armstrong of Brookline, who died in Denver about two years ago. Mr. Shepard… is a son of Mrs. Martha Dana Shepard of Dorchester, who has already gone to Denver to be present at the wedding. Mr. Shepard has inherited the musical gifts of his mother and is a fine baritone singer. His bride-to-be is also an accomplished pianist. They will receive friends Tuesday in May, 924 Washington av, Denver." *(1902)* "The following is an



FRANK E. SHEPARD,
Denver engineer and former superintendent of the federal mint here, who Monday night will receive a fifty-year service medal from the Colorado section, American Society of Mechanical Engineers.

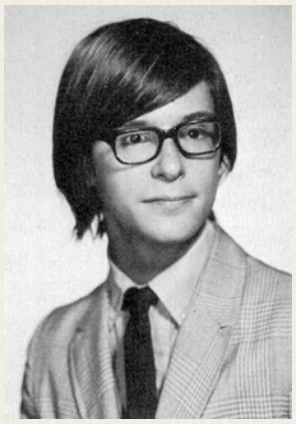
account of the marriage of Miss Rebekah Clark and Mr. Frank Shepard from the Denver Republican. Miss Clark formerly lived in (Leavenworth, Kansas) and is a niece of Mrs. Ella Whitaker: 'the first of the fashionable Easter wedding took place last night when Miss F. Rebekah Clark and Frank E. Shepard were married. The ceremony was performed at Plymouth Congregational church at 8 o'clock in the presence of many friends of the young couple, including some of Denver's most representative society people. Rev. Frank T. Bayley officiated. The church was beautifully decorated with a profusion of palms and Easter lilies which were banked about the altar. At the conclusion of the ceremony, the more intimate friends and relatives of the families attended a reception held at the home of the bride's parents, Mr. and Mrs. David A. Clark of No. 1356 Downing avenue. The bride is a Denver girl, widely known and much loved. Since her graduation from the East Denver High School she has largely devoted her time to music, at which she has accomplished much as a pianist. She is a prominent member of the Tuesday Musical club having for several seasons been the accompanist at its concerts." Frank, now the president of the Denver Engineering Works, and Rebekah had four children together: David Allan Shepard *(d.1904 d.)*, John Dana Shepard *(b.1908 d.1910)*, Jean Shepard *(b.1914 d.)* & Richard Crossfield Shepard *(b.1917 d.1964)*. The family was living in the Washington Avenue house in Denver in 1910. Rebekah's mother, 73-year old Eliza A. Clark and a 52-year old nurse Alice S. Hendrick were also part of the household. In 1920, Eliza Clark was still living with 53-year old Frank and 42-year old Rebekah. But there were only three children in the Washington Avenue home: 16-year old David, 6-year old daughter Jean and 4 ½ year old Richard. John D. had died after the Census was recorded in 1910 and was buried in the Fairmont Cemetery in Denver. Now ten years later, the Shepard's had a 32-year old Swede Hannah Hansen working in the house as a servant. She had come to the United States in 1909. With the sale of the Denver Engineering works, Frank Shepard took his metallurgical skills to Denver's United States Mint as superintendent of the facility from 1923 to 1933. There he made a "direct, but unofficial, appeal for the establishment of silver coinage, on a ratio with gold, of twenty to one, or whatever figure may be agreed upon by the leading nations of the world." Shepard argued "the low price of silver has affected all commodities, and has destroyed the purchasing power of more than a billion people. The worlds gold supply has been steadily decreasing since 1915, while the demands of world trade for credit expansion, have been increasing at the rate of more than 3 percent a year. More than two-thirds of the world's gold is concentrated in the United States, France, and England, in the proportion of 40, 20 and 7 percents, respectively. This monetary condition is destructive to world trade, and the remedy seems to be the reestablishment of silver on a fair ratio with gold by the leading nations." Shepard also returned to M.I.T. as a graduation speaker in 1924 when his son, David was a sophomore. Shepard "emphasized what he believed to be the work of the engineer of the coming generation, picturing him as one who would operate to eliminate wastes in production. He pointed out the passing of the day of individual skill of the master workman. Under the stress of providing for the demands of our increased population the work of two hands must be amplified to thousands and thousands of units, requiring the greatest specialization and efficiency of operation. Mr. Shepard advised them not to fear the period of apprenticeship in the early years of engineering practice which, he explained "is filled with tests to develop endurance, patience and skill, and proves the value of cooperation with one's fellow-workman." *(1929)* Shepard "underwent an operation at Mercy hospital, Tuesday *(3/26)* morning. His condition is reported excellent. Mr. Shepard had been ill but a few days. His trouble was diagnosed as tumor of the bladder." After decade at the US Mint, Shepard returned to "the employ of Denver Equipment Company, and has given them invaluable advice through the wealth of his experiences with his old company. Denver Equipment machinery has found sales markets in mining districts throughout the world." The American Society of Mechanical Engineers presented him a medal to honor fifty years of scientific service to the field in the spring of 1940. 81-year old Frank and 76-year old Rebekah went to Europe in the summer of 1947. They returned to New York on board the *SS Veendam* sailing from Southampton on August 16th - arriving on August 25th. He died in 1948 in Denver, Colorado, at the age of 83, and was buried alongside son John Dana Shepard in the Fairmount Cemetery there. His wife, Rebekah joined them in 1963

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-A-Grave.com / Among the Clouds - Sep 4, 1901 / Boston Journal – Tue, May 31, 1887 / Boston Globe – Wed, Oct 10, 1888 pg. 5; Thu, Dec 5, 1895 pg. 7; Sun, Jun 10, 1900 pg. 34; Sun, Mar 30, 1902 pg. 42; / Leavenworth (KN) Times – Sun, Apr 13, 1902 pg. 5 from Denver Republican / Boston Herald – Wed, Nov. 6, 1924 pg. 30 / Denver Post – Tue, Mar 26, 1929 pg. 18 & Sun, Apr 7, 1940- pg. 8 / Colorado Magazine – "A History of Mining Machinery Manufacture" – Nov 1947

D. P. Sheridan 1951 - 1952
Marshfield Corp/Cog Railway Cabins

J. N. Sheridan 1950 & 1952
Railway Ledger / Marshfield Corp/Cog Railway Cabins

Stephen G. Sheridan 1951 - 1952
Marshfield Corp/Cog Railway Cabins



Allen G. Shinn (1973)
- Central HS yearbook

William "Bill" Sherwood 1989

Railway employee - Shop welder - "To coggers, the train is more than a machine. "A steam engine is the closest thing to a living organism man has ever produced," says welder Bill Sherwood, who works in the shop where the locomotives are maintained and repaired as they have been for over a century. "Artificial intelligence doesn't make it — a microchip doesn't breathe and creak and have indigestion. A living organism is a messy thing. And these engines bare their primitive little souls for all to see."

- Yankee Magazine - "Climbing Jacob's Ladder" - July 1990

Allen G, Shinn 1973

17-year old Allen G. Shinn came north from Philadelphia to work the Marshfield counter in the summer of 1973. He earned $160 a month that season. He had just graduated from Central High School in Philadelphia.

Shivers at Summit (1965)
- Clough Haller Collection

John W. Shivers 1964 - 1965

Abington High School junior John W. Shivers went straight to the top and worked on the Summit House counter during the summer of 1964. He earned $130 a month plus $20 plus $64 that year. He graduated *(right)* in 1965. John Shivers appears on the Summit payroll summary for July 1965 as earning $214 a month. "Free" room and board was worth $64 a month for tax purposes. His net monthly pay was $121.24. Shivers' salary was booked in the Summit House "rooms" colum. John was the son of John K. and Irma M. (Hottinger) Shivers. He had one sister, Karen A. The family lived at 714 Harrison Avenue in Ardsley, Pennsylvania. His mom worked as a cook at Abington high where John was part of the Key Club and the '65 Gents group in his sophomore and junior year. He played JV football as a sophomore. Then helped out on the Junior and Senior Prom committees, was a server at the Senior prom and helped organize the Junior Play. After graduation, he came back to Mount Washington and worked as the Summit House clerk in 1965. He earned $150 plus $64 a month and received a $60 bonus for the season. Shivers died in California on August 12, 2012.

John W. Shivers (1965)
- Abington HS yearbook

- Summit House / Bencosky-Desjardins files / July 1965 Summit Payroll summary / Ancestry.com / Newspapers.com / GenealogyBank.com

George A. Sholds 1955 - 1959

Pvt. Geo A Sholds (1917)
- Salem MA Vets Project

Summit House employee - George Sholds appears on the payroll summary for July 1955 as earning $`40 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $114.26 Shold' salary was booked in the Summit House "repairs & maintenance" column. George Albert Sholds was born in East Pubnico, Nova Scotia on July 29, 1897. He was the son of sea captain, Roland Reed *(b.1853 d.1935)* and Josephine (Nickerson) Sholds *(b.1854 d.1907)*. He lived in Nova Scotia at least until 1911. Sholds had six older siblings: Mary Jane *(b.1872 d.1959)*, Charles Delmar *(b.1874 d.1959)*, Moses Edward "Eddie" *(b.1876 d.)*, Bertina Maude *(b.1879 d.1968)*, Irdie Irving *(b.1882 d.1960)* & Glenna Showard *(b.1887 d.1938)*. He had joined his sister in the United States in time to serve in a U.S. artillery regiment in World War I *(left)*, crossing the Atlantic on the *USS Adriatic* in early September 1917. In 1923, George Sholds was part of a power boat crew stationed at the United States Life Saving Station in Nahant, Massachusetts that rescued pilot William H. Laughlin and his passenger Miss Aileen Burns when Laughlin's hydroplane developed engine trouble and crashed while trying to make an emergency landing at Ocean Pier. At 38, George was living in Lynn, Massachusetts working at an auto accessories plant when he married Canadian-born waitress and divorcee, Mae Simms on September 17, 1935. It was his first marriage. He registered for service in World War II on February 16, 1942 in Dover, New Hampshire. At that point, George was working for F. F. Wentworth and Sons. He weighed 210 pounds, stood 5-feet 11-inches tall with blue eyes and brown hair. The 58-year old Sholds and his 50-year old wife, Minnie would work at the Summit House on Mt. Washington for five summers. George Sholds appears on the payroll summary for July 1956 as earning $120 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $114.51. Mr. Sholds salary was booked in the Summit House "heat, light & power" column. Sholds was living in Somersworth, N.H. when his drivers license was revoked in late May 1958 after being convicted of driving under the influence. In his final summer at the Summit of 1959, George Sholds appears on the payroll summary as earning $114.68 a month. "Free" room and board was worth $44 a month for tax purposes. His net monthly pay was $97.11. Sholds' salary was again booked in the Summit House "heat, light & power" column. George A. Sholds died in August 1979 in Somersworth, N.H. at the age of 82.

- Summit House / Bencosky-Desjardins files / July 1955; July 1956 & July 1959 payroll summary / Ancestry.com / Newspapers.com / Boston Daily Globe - Sat, Aug 18, 1923 pg. 1 & 5 / Portsmouth (NH) Herald - Wed, May 28, 1958 pg. 17

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Minnie B. Sholds 1955 - 1959

Summit House - Minnie Sholds appears on the payroll summary for July 1955 as earning $140 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $110.36 salary was booked in the Summit House "restaurant" column. *Ancestry.com* summary: "Mae Brown (Sims) was born on May 21, 1905, in Canada. Her father, John Brown, was 37, and her mother, Minnie (McDonald) Brown, was 33. She married George Albert Sholds on September 17, 1935, in Dover, New Hampshire. She died in April 1975 in Somersworth, New Hampshire, at the age of 69." Mae was working as a waitress in Lynn, Massachusetts when she married George in 1935. Her father, John was working in Dover wood mill. It was her third marriage, but it apparently stuck. Minne Sholds also was a cook so she and George may have been running the Summit House kitchen during their time at the Cog. Minnie Sholds appears on the payroll summary for July 1956 as earning $120 a month. "Free" room and board was worth $54.25 a month for tax purposes. Her net monthly pay was $94.51. Mrs. Sholds' salary was booked in the Summit House "restaurant" column, and during her final summer Mrs. Sholds appears on the payroll summary for July 1959 as earning $84 a month. "Free" room and board was worth $42 a month for tax purposes. Her net monthly pay was $72.45. Sholds' salary was booked in the Summit House "restaurant" column. Minnie B. Sholds died four years before husband, George would pass in 1979.

- Summit House / Bencosky-Desjardins files / July 1955; July 1956 & July 1959 payroll summary / Ancestry.com

Alfred J. Shore 1952 & 1954

Alfred J. Shore (1951)
- Tilton School yearbook

Summit House employee - 19-year old Alfred J. Shore from Dorchester, Massachusetts came to work at Mt. Washington the year after graduating from the Tilton School in southern New Hampshire. "Alfie" had transferred in at the start of his senior year and played varsity soccer - was on the ski team - and part of the Outing, Debate and Dramatic Clubs. He served as the business manager for the boarding prep-school's yearbook - *The Tower.* Alongside his senior picture, the editors wrote: "Loves girls... master-mind for getting ads... Pet Peeve: "women" - Colby's loss, Tilton's gain... "Give me hard rock, thin air, and a rope" - grammatical genius... King of gripers." He apparently went on to train as a teacher as the Boston School Board approved him for temporary duty in their school system for several years. He was born on August 9, 1933, the son of printer Louis I. *(b.1893 d.1967)* and Ruth (Drevich) Shore *(b.1904 d.1983)*. Alfred had one sister, Gertrude "Trudy" (Shore) Pearlman *(b.1945 d.2011)*. He died on February 15, 1975 at the age of 41 in Newton, Massachusetts. John De Ronde left a remembrance on Shore's Find-A-Grave page in March 2016: "One of the best teachers I had in school." His headstone reads: "Beloved son, brother and father."

- Summit House / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-A-Grave.com

Nancy Shores 1953

Marshfield/Cog Railway Cabins

E. L. Shuler (1935)
- Clemson A&M yearbook

Edward Lowry "Larry" Shuler 1934 - 1935

Summit House employee *(1934)* One of seven "Boys of the Summit" listed in the Mount Washington Club guest registry for Sept 2, 1934 on a page that appears to list Club personnel on the same page. / Edward Lowry Shuler was born on September 27, 1914, in Sumter, South Carolina, to 25-year old Mary Jaudon Lowry *(b.1888 d.1969)* and 30-year old Nolan Percy Shuler *(b.1884 d.1966)*. Edward had an older brother Nolan Percy Shuler Jr. *(b.1913 d.1994)* & a younger sister Joyce *(b.1926 d.)*. The family was living on Church Street in Holly Hill, South Carolina in 1930. Nolan Sr. was supporting the family working as a hardware store salesman. Edward known as "Lowry" was going to Arthur S. Teague's alma mater *(Class of '32)*, Clemson A&M while working at the Summit House. At Clemson, Shuler was a sergeant in the 1st Platoon of Company M in his junior year and studying general science. After Clemson, Shuler went to the Medical College of the State of South Carolina. In 1940, he was living with his mother and father in Eutaville, South Carolina where his father was managing a farm. Shuler stood 5-feet 7½-inches tall, weighed 140 pounds with blue eyes and blonde hair when he registered for the draft in Greenville on October 16, 1940. 26-year old Edward Lowry Shuler was an intern at the Greenville *(SC)* General Hospital when married Alberta Prince in Charleston, South Carolina, on May 24, 1941. "Only the immediate families and few intimate friends were present. The bridegroom's best man was his brother, Mr. Nolan Shuler, Jr., of Columbia. The Ceremony took place at noon Saturday Following the ceremony a reception was held at the home of the bride's mother. Spring flowers and candles were used in the home. Mr. and Mrs. Shuler left for a wedding trip… After July 1 the couple will reside in Columbia *(SC)*. Mrs. Shuler was graduated from Memminger high school and attended Coker college." The couple had three children: daughter Loretta *(b.1951 d.2013)*, son Albert Prince, and daughter Rhett. Dr. and Mrs. Shuler were aboard the *SS Silverstar* for a weeklong cruise from Charleston starting on June 2, 1956, In Nov 1963, Dr. Shuler was to be in charge of the communicable disease branch of the Oconee County's 200-bed Civil Defense emergency hospital. "The hospital equipment was moved from the County Courthouse basement to the basement of the old Oconee Memorial Hospital.

One of 23 emergency hospitals packed in 730 crates that could be set up in 120-man hours. The decision to move the hospital, Barnes explained was based on a feeling the old hospital, equipped with power, kitchen and X-ray facilities, provided an ideal location for emergency situations." The hospital story appeared just nine days before President John F. Kennedy was assassinated in Dallas. Dr. E. L. Shuler died on August 29, 1999, at the age of 84, and was buried in Westminster, South Carolina. *(2000)* "Dr. Edward Lowry Shuler, age 84, of 150 Downs Blvd., Clemson, formerly of Westminster, died Sunday, Aug. 29, 1999, at the Clemson Downs Retirement Center. Born in Orangeburg County on Sept. 27, 1914, Dr. Shuler was a retired General practitioner and Surveon in Westminster for 34 years. He was a graduate of Clemson University and the Medical University of South Carolina, a retired honorary staff member of Oconee Memorial Hospital where he also served as former Chief of Staff. Dr. Shuler was a member of the South Carolina Medical Association, a former Trustee for the Oconomee County School System, past President of the Westminster Rotary Club, recipient of the Citizen of the Year award, former Director for the Bank of Westminster, and member of the Salem United Methodist Church. Survivors: wife, Patricia "Patsy" Prince Shuler of Clemson; sons, Ned Shuler of Beech Island and Al Shuler of St. George, VA.; a daughter, Rhett Barker of Columbia; a sister, Joyce Pattishall of Hershey, Pa.; nine grandchildren; and three great-grandchildren. Dr. Shuler was a son of the late Nolan P. and Mary Lowry Shuler and he was preceded in death by his brother, Nolan P. Shuler Jr. Graveside service will be 11 a.m. Wednesday, Sept. 1, 1999, from the Heritage Memorial Gardens, Highway 11, Westminster, with the Revs. Stan Patterson and Earl Gunsallus officiating."

- 1934 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-A-Grave.com / Greenville (SC) News – Tue, Aug 31, 1999 pg. 12 / Charleston (SC) News & Courier - May 28,1941 & Wed, Nov 13, 1963 pg. 1 / Charleston (SC) Evening Post - 27 May 1941

Christopher Sibson 2022

Railway employee from Bethel, Maine

- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Dana Sidelinger 1935

Dana P. Sidelinger (1936)
- UMaine Orono yearbook

Cog historian and 15-year old Summit House porter Donald H. Bray says his friend Dana P. Sidelinger of Newfield and Limberick, Maine worked on the railroad in the 1930s *(likely during his time at the University of Maine at Orono - 1935 est.)*. / Dana Peabbles Sidelinger was born on January 14, 1914, in Portland, Maine, his father, 22-year old Fred Dana Sidelinger (b.1891 d.1963) and his mother, Harriet Elisa Peables *(b.1891 d.1989)*, was 22. His biological father, Charles F. Benson *(b.1887 d.1975)* was 24 at the time of Dana's birth. 16-year old Dana Sidelinger would be counted as living in Portland, Maine on High Street with 42-year old wholesale grocery store salesman Charles Benson and his 38-year old wife, Harriet who was a bookkeeper at a wholesale fruit company. At age five, Dana Sidelinger is counted among seven children *(ages 3 to 10)* living on Brown Street in South Portland with 47-year old Grace M. Noyes and her 69-year old mother, Sara. At 21, Sidelinger married Eleanor Stover Black *(b.1913 d.1995)* on October 27, 1935, in Portsmouth, New Hampshire. They had two children during their marriage. Ann Black *(b.1936 d.2017)*, Diane E. *(b.1937 d.)* & Donna. He died having lived for more than 100 years. He died on March 28, 2015, in Scarborough, Maine, at the age of 101, and was buried in Seaside Cemetery, Cape Elizabeth, Maine. *(2015)* Dana Sidelinger was born January 14, 1914 in Portland Maine, the son of Harriet Eliza Peabbles of Cape Elizabeth and Fred Dana Sidelinger of Portland. He grew up in the Portland area and spent summers working on his Grandfather Peabbles' ocean-side vegetable farm in Cape Elizabeth, developing a life-long love for gardening and the outdoors. He attended Kent's Hill School (then Maine Wesleyan Seminary) graduating with the Class of 1932, and the University of Maine where he was an accomplished athlete, lettering *(left)* in football and track. He courted his sweetheart in a Model T Ford and wed Eleanor Stover Black of Portland to whom he was married for nearly 60 years. In 1936, he began a long and fruitful career with AT&T: his first job was peddling the astounding new technology – the telephone – door to door. He continued with "Ma Bell" until retirement in various capacities including fieldwork (climbing poles), "plant" (technical services), security and administration. He served as Commercial Manager in various locations including Calais, Maine, and Framingham, Cambridge, Waltham and Wakefield in Massachusetts. As his last assignment, he was able to return to his beloved Maine and complete his career as Commercial Manager of the Portland office, retiring in the mid-1970's. During World War II, Dana served as a Fireman, First

SIDELINGER
Left Tackle

Class with the U.S. Navy and was honorably discharged in 1946. In retirement, Dana fulfilled a dream of moving to his farm in Parsonsfield, Maine, long a summer home, which he and Eleanor lovingly renovated over the next several years. He did much of the labor himself and took pleasure in woodworking, gardening, hunting and the peace of the deep country life. He cared for his wife Eleanor at the farm for many years as she succumbed to Alzheimer's and later became a beloved daily visitor at the Mountain View Nursing Home in Ossipee, NH where she lived until her passing in 1995. At the age of 82, Dana and his friend and new companion Eleanor Watson took on the challenge of restoring the historic Philpot House in Limerick, spending several years putting his wood-working and gardening and her painting and decorating skills to use as they brought this lovely old home back to life. Dana was always involved in his local communities as a member of various service clubs including Kiwanis and Rotary. In retirement, he was active in the Masons, American Legion and Limerick Historical Society. He was gifted with a beautiful tenor singing voice and in the era of live radio performed on broadcast stations in Bangor and Portland. Throughout his life, he widely performed as a soloist at weddings and in choirs – most recently singing in the choir of the Limerick Congregational Church. He always retained his love of sports, playing softball and bowling and continuing his beloved golfing well into his 90's. He attributed his longevity to daily walks, which he faithfully maintained into his 101st year. He was also a happy founding member of the "Romeo's" (Retired Old Men Eating Out) which to his family seemed to comprise any group of his senior friends gathered for coffee or a meal. He particularly looked forward to his morning coffee with the gathering at the Dough Boy in Limerick. Dana remained active and independent through his 99th year, and eventually became the holder of the Boston Post gold cane as the oldest resident of Limerick. After a brief illness, Dana passed peacefully surrounded by family at Scarborough Terrace Assisted Living on Saturday, March 28. He will be sorely missed by his three daughters, Ann Heath, Diane Frost and Donna Riser (George); five grandchildren, Fosco Picchi (Mary), Susan Frost, Jennifer MacLeod (Hugh), John Frost (Michele) and Vanessa Liberatore (John); and three great-grandchildren, Tyler Liberatore, David Frost and Tasha Frost, as well as by Eleanor Watson and her daughter Ellie (John). Dana's was a life well-lived and spent in dedication to his family and friends, and he always did his best to leave whatever he touched better than he found it. He was a kind and giving man who will be lovingly remembered by the many he helped throughout his life. Well done thou good and faithful servant."

- Donald Bray email to editor Aug 12, 2018 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Portland Press Herald & Maine Sunday Telegram - Apr. 4 & Sun, Apr. 7, 2015

Carin Sillars 1989 - 1992

Railway employee - Carin Sillars: "I was in college at Plymouth State where they were looking for employees. I grew up in Pittsfield, N.H. My first job was working tickets and switched to grounds keeping. I worked from 1989-1992 - summers. On Sundays, I covered the post office at the summit for Wally."

- Email to Jitney Jr. - Sun, Mar 2022

G. Silsby 1962

Railway Corp

G. W. Silsby 1950

Railway Ledger

Dave Sime 1983

Part of John Rolli's Cog Class of 1983 group shot *(right)*.

Dave Sime (1983)
- John Rolli Collection

Alfred L. Simensen 1956

Summit House - Alfred Simensen appears on the payroll summary for July 1956 as earning $100 a month. "Free" room and board was worth $54.25 a month for tax purposes. His net monthly pay was $88.51. Simensen's salary was booked in the Summit House "restaurant" column.

- Summit House / July 1956 payroll summary

Christine A. Simon 1969

Assistant manager of the Summit House in the fall of 1969. From Milltown, New Jersey, she earned $500 for the season. *- Bencosky-Desjardins files*

David Simon 1969

Manager of the Summit House in the fall of 1969. From Milltown, New Jersey, he earned $500 for the season.

- Bencosky-Desjardins files

Frederick V. Simonds 1962-1963

Summit House employee - 53-year old Frederick V. Simonds came north from Dorchester, Massachusetts to work for $50 a week at the Summit House in 1962. Frederick Simonds appears on the Summit payroll summary for July 1963 as earning $241.67 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $193.01. Simonds' salary was booked in the Summit House "restaurant" column. / Frederick Vincent Simonds was born on September 4, 1908, in Boston, Massachusetts, to 31-year old Julia Mary Ryan *(b.1877 d.1941)* and 31-year old Frederick Oscar Simonds *(b.1877 d.1912)*. He had one brother and three sisters: Harold J. *(b.1900 d.1988)*, Mary Edith *(b.1904 d.)*, Ethel Gertrude *(b.1910 d.2004)* & Rita Elizabeth *(b.1913 d.1982)*. The family was living on Webber Street in Boston in late April. Father Frederick was working as an engineer/oiler

at the power station to support his family. Julia was taking care of 10 year old Harold, 6 year old Mary and 21-month old Fred. Fred's aunt, 35 year old Florence was living with her brother and was working as "fore lady" at a carpet factory. Future Cogger Frederick lost his father when he was only 4 years old. In 1920, 44-year old Julia M. Simonds was the head of the household. They still lived on Webber Street. 20-year old Harold was working as a bookkeeper at a smelting company, and 16-year old Edith was a telephone operator. They had a 4-year old boarder, Josephine Scaro. Vincent Frederick (names reversed), Ethel and Rita were still going to school. In early April 1930, 55-year old widow Julia Simonds was still head of the Webber Street household. 21-year old Frederick was working as a shipper at a music store. 19-year old Ethel was a stenographer, and 17-year old Rita was a "floor girl" at the telegraph office. One of her co-workers, 18-year old Mary Mulligan was renting a room with the Simonds. *Boston City Directories* in 1932, 1933 & 1938 list Frederick as a manager living at 424 Bowdoin St. in Dorchester. The 1940 Census found 31-year old Frederick working 40-hours a week as a photo operator at a print shop. He was now living with his 65-year old other on Colonial Avenue in Dorchester. When Frederick Vincent Simonds registered for the draft on October 16, 1940, he was working for the U.S. Smelting Refining & Mining Company (perhaps the same company where his brother Harold was bookkeeper twenty years before.) The registrar record Simonds stood 5-feet 11-inches tall, weighed 142 pounds with blue eyes, brown hair and a light complexion. The 1941 & 1942 *City Directories* said Frederick was a clerk while living at 8 Colonial Avenue. At some point, Simonds married Madeleine O'Brien as they were living Dorchester in Nov 1957 when her brother died, and the *Boston City Directories* for 1959, 1963-65 recorded Madeleine O. as spouse of Frederick V. Simonds who was now a collector for the Home Magazine Company, living in Dorchester. When his brother died in 1988, the obituary said Frederick V. Simonds was now living in North Conway, New Hampshire. He died on April 29, 1997 at the age of 88.

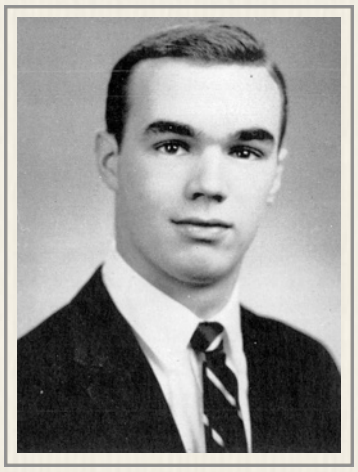
- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

D. H. Sims 1958

Donald H. Sims (1950)
- Academy HS yearbook

Don Sims was a 26-year old Air Force veteran from Erie, Pennsylvania who was going to college to earn a teaching degree when he worked at Mt. Washington for the Marshfield Corporation. He was a 1950 graduate of Academy High School in Erie. His yearbook entry says "Don" was a "debator…. Friendly smile for everyone… plans to be a minister… conscientious…" and closed with a quote… "Well, what now." What now was enlisting in the Air Force on January 11, 1951, when he was 18 years old. He served two years and was discharged from Chanute Air Force Base on February 3, 1953, and the *Erie City Directory* recorded him as being in the USAF in 1951 & 1953. / Donald Harold Sims was born on May 13, 1932, in Erie, Pennsylvania, to 31-year old Jessie Ailene Towne *(b.1901 d.1997)* and 32-year old Harold Charles Sims *(b.1900 d.1954)*. In 1940, 7-year old Donald and his 5-year old sister, Francis were living with their parents at East 33 Street in Erie. Donald had completed first grade and his 40-year old father was working as a superintendent of an appliance manufacturing plant. After the Air Force, Sims went to college with a goal of becoming a teacher. The *Erie City Directory* lists Donald as a student living at 114 W 32d street in 1955, 1956, 1957 & 1959. After his summer at Mt. Washington, 26-year old office clerk Donald Harold Sims applied to become a member of the Pennsylvania Society of the National Society Sons of the American Revolution in November 1958. He traced his lineage back to a Pvt. 5th Class John Charles *(b.1739 d.1830)* who served in the 7th Company of the 4th Battalion of Lancaster County Militia under Capt. James Patton. His application was granted, and he received his certificate on December 12, 1958. On Friday, August 17, 1962, 30-year old Donald Sims was on a Greyhound bus bound for Cleveland from Pittsburg on the Ohio Turnpike. About 20-miles northeast of Akron the bus ran into the rear of a truck. One woman was killed. Seven ambulances were sued to take the twenty-three injured to nearby hospitals. One of those transported was Donald Sims. The following Monday, Sims was reported in "poor" condition at Robinson Memorial hospital in Ravenna suffering from two broken legs and multiple cuts and bruises. The injuries apparently ended his teaching career. He died on July 13, 1994 in Cleveland, Ohio. *(1994)* "Donald H. Sims was forced to quit his teaching career after the bus on which he was traveling crashed into a truck near Kent State University in 1962. He enjoyed his job as a high school teacher but was so badly injured that retirement was his only choice. Due to the injuries, he underwent more than 250 major surgeries. Mr. Sims, 62, died Wednesday *(7/13)* of liver complications at Mt. Sinai Medical Center in Cleveland. He was born in Erie, Pa. He and his longtime companion, James H. Grim, moved from New York City to Lakewood, Ohio in July 1993. They had previously lived in Lakewood in the early 1980s. Mr. Sims was a member of St. Peter's Episcopal Church. Survivors include his mother, Jessie of Cleveland; sister, Nancy Graham of San Mateo, Calif.; a nephew, Kirk Graham of San Mateo, Calif.; and his companion. Services will be at 10 a.m. Saturday *(7/16)* at St. Peter's Episcopal Church, 18001 Detroit Ave., Lakewood." *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / New Castle (PA) News - Fri, Aug 17, 1962 pg. 2 / Warren (PA) Times Mirror - Mon, Aug 20, 1962 pg. 2 / Cleveland (OH) Plain Dealer - Fri, Jul 15, 1994*

Stuart M. Skinner Jr. 1964



Stuart M. Skinner Jr (1964)
- Chestnut Hill Academy yearbook

Railway employee - 18-year old Stuart Skinner was a Chestnut Hill Academy classmate of Mark Jordan and joined his classmate at Mt. Washington in 1964. He worked as a brakeman and earned $1 an hour that summer after graduation. / Stuart MacMillan Skinner Jr. was born on February 6, 1946,

the son of Stuart MacMillan Skinner and Margaret (Lionberger) Skinner. He had three sisters; Anne Leverett, Marion & Julia. Stuart Jr. was called "Pete" *(right)* while growing up in St. Louis, Missouri. The family moved east to the Philadelphia area – specifically Lafayette Hill and in 1960, he entered Chestnut Hill Academy. His yearbook page explained, "In his four years at Chestnut Hill Academy, Stuart has contributed much to the school, and has experienced remarkable success in his varied academic and athletic endeavors. A mild-mannered, attentive, objective personality, Stuart has maintained a consistently impressive academic average, and has established himself among the leaders of his class. S tu is proficient in math and sciences and was awarded a National Merit Letter of Commendation for his demonstrated abilities. Stu's extracurricular activities include the formidable task of *Campus Lantern* Editorship. Here he applied his organizational and journalistic talents to restoring the paper's prestige, form, and coverage. On the eve of *Lantern* deadlines, Stu is found buried in paperwork in the Publications Room or checking up on Charlie Affel in the dark room. Printer-editor discords have plagued the paper this year, but Stuart feels the publication has improved greatly. The native St. Louisan has also sacrificed several sleepless nights to the service of the all-night orgies of the *Caerulean* editorial staff. He fell victim of their persistent improvisation and delinquencies, and was often called upon to reconstruct Jost ("misplaced") articles, and to identify obscure Middle Schoolers. All to a worthy cause (?). Stuart is an active Players member, while pursuing varied interests including photography and electronics. He attended an NSF sponsored Mathematics course at Temple University last Summer. Stuart, as a stalwart left-halfback, was instrumental in the development of this year's team. He scored twice as a penalty shot expert and assisted on many of the other 13 goals of this season. Stuart supplemented his soccer experience by playing regular left-wing for the Philadelphia Cricket Club. His soccer prowess, deceptive footwork, and accurate shot earned him his third soccer letter since he joined the squad as a sophomore. He was also second team All-Inter AC this year. This winter Stuart contributed his talents and competitive spirit to the Wissahickon Junior A Hockey Team where he played first line. He returned to the varsity tennis team this year after pole vaulting his junior year. Stuart's many qualities should serve as a solid base for continued success." The Class of 1964's Will said that "Stuart M. Skinner leaves the computer club without a computer." 1964's description of its entire time at Chestnut Hill noted "Our beginning in Senior School life was tainted by the notorious and riotous III-O section… led by newcomers Ed Bishop, young Albert Hoffa, and Mark Wolgin. Our other arrivals along with Alison Fleitas, Steve Foxman, and Stuart Skinner, were more prone to study than to devastation. With our Sophomore year came Mark Jordan who was noted for his expert comeback, and torrid amours." The Class Prophecy was delivered as a "letter for the *(cancelled)* 25th Annual Alumni Reunion…. *(some members)* made the rounds of several *(NYC)* night clubs and perchance ran into the world-famous Casanova, Mark Jordan…. The next day we visited the new atomic research center in New York City where Stuart Skinner had managed to replace the most complex computer known to man." Skinner's intellect was well known in the 33-member class as he won awards for (his) scholastic average, citizenship and general promise at graduation. In the real 21st Century, Stuart M. Skinner Jr can be found living in Norwood, Massachusetts. Dun & Bradstreet says he is part of the Chemical and Allied Products Merchant Wholesalers Industry doing business as Redbird Lubricants Amsoil Distributor - operating in the Synthetic Resins, Rubber, and Plastic Materials business / industry within the Wholesale Trade - Nondurable Goods sector. This organization has been operating for approximately 15 years. Stuart M Skinner Jr is estimated to generate $50,000 in annual revenues, and employs approximately 1 people at this single location. This is a veteran owned and operated business."

"Pete" Skinner at kinder school (1949)
- St. Louis Start & Times photo

Campus Lantern Co-editor (1964)
- Chestnut Hill Academy yearbook

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / St. Louis (MO) Star & Times - Sat, Jan 15, 1949 pg. 5

George Skrzypek (1957)
- Paul Saunders Collection

George James Skrzypek 1956 - 1957

Begins working in Marshfield - moves to trains in '57 - Paul Saunders photo has George *(left)* alongside Frank & Gordie with the No. 1 on the Base switch in 1957. Saunders takes the photo because George, like the Saunders boys, is one of the young men from Wakefield High School that come to work at the Cog. Born in Poland on Valentine's Day, 1940, he graduates from Wakefield in 1958 and goes to Williams and Mary, where he studies psychology and becomes a much decorated ROTC cadet. Graduating in 1962 with honors in psychology, George enters the US Army as a second lieutenant in June 1962. He was serving as a Captain in the Medical Service Corps of the US Army when he married Donna Zachariasewicz from Riverdale, New York at the end of January 1967 in Silver Spring, Maryland. She was the daughter of deputy special assistant to the Postmaster General for International Postal Affairs. George had completed his Doctorate in clinical pyschology at the University of Illinois and was about to do his internship at Letterman General Hospital in San Francisco. The couple moved there after the wedding. George retires as a major in August

Geo Skrzypek (1962)

1971. A year later, he co-authors a paper published in the *Journal of Personality and Social Psychology* outlining an "Experimental Test of the Contingency Model of Leadership Effectiveness." According to their abstract, Skrzypek and Martin M. Chemers worked "with a total of 128 United States Military cadets in 4-man groups, to test the predictive validity of Fiedler's contingency model of leadership effectiveness. The experiment, which involved strong manipulation and specification of variables affecting situational favorableness, gave strong support for the contingency model. Results are interpreted in light of a recent attack on the validity of the model. Data were also obtained on the effects of leadership orientation on leader behavior across varying situational conditions." In June of 1972, the Skrzyek's buy some property on Whipstock Drive in Bennington. Dr. George begins working for a local counseling service. Donna volunteers with Planned Parenthood, and comments on local issues in letters to the editor. In February 1972, she writes to say Putnam Memorial's hospital's policy keeping fathers out of the delivery is "old-fashioned." "I plan to become pregnant with my second child within the next few months," she writes, "but, unless your policy is changed, my husband and I will have to go all the way to North Adams to have our baby." On November 24, 1972, "Mr. and Mrs. George Skrzypek of Whipstock Road, (Bennington) have a son at North Adams, Mass., Regional Hospital." At some point the couple divorces. George Skrzypek starts working at the Veterans Administration. Quoted in a 1988 Wichita, Kansas newspaper article about post-traumatic stress disorder, then chief of psychology services at the Veterans Administration in Wichita, Skryzpek said, "The actual disorder was really pinpointed as early as world War I. At that time it was called various names such as combat fatigue, war neurosis, shell shock, etc. It's probably been around as long as people have been exposed to extreme traumatic stressors." 53-year old George Skrzypek married North Dakota native 45-year old Glenda Lee Wegerle in Albemarle County, Virginia Circuit Court on August 13, 1993. It was Skrzypek's fourth marriage - Glenda's second. George's son, Stevenson completes basic Air Force training at Lackland AFB in San Antonio, Texas in the summer of 1996. George was appointed behavioral health program director at the Wichita VA in 1997. Skrzypek currently lives in Garfield, Arkansas with Glenda after spending most of his post-Army, post-Bennington years in and around Witchita, Kansas.

- Marshfield Corp / Railway Corp / 2014 Reunion movie / Ancestry.com / Newspapers.com / Wichita (KN) Eagle - Thu, Nov 10, 1988 pg. 19; Thu, Aug 1, 1996 pg. 6; Sun, May 15, 1997 pg. 28 / Charlottesville (VA) Observer - Thu, Aug 26, 1993 pg. 9 / Bennington (VT) Banner - Thu, Feb 17, 1972 pg. 5 & Mon, Nov 27, 1972 pg. 14

Juan S. Slaton 1967

Rick Slaton (1967)
- Slaton Family Collection

This Cogger's Roster entry seemed destined to remain just a name found in the railway corporation's paperwork. Then in 2022while helping Jitney Jr with additional background on another Cog name, Steve Christy asked, "Have you run across the name Ricky Ted Slayton? He came up with me from Bossier City for one summer between high school and college." The roster contained no Slayton, but there was a Slaton. "Yes, I guess that could have been the guy, although I knew him as Rick or Ricky," wrote Christy. "Not sure where the Juan S. came from. I think that I misspelled Slaton by putting a 'y' in. He was a high school chum. Keep in mind that I moved to Louisiana halfway through my junior year. I was only there for a year and a half and I worked at the Cog the summer of 1966. He came up with me the summer of 1967 and only worked there the one season. I do have contact information for him. This was good as of five years ago for our 50th high school reunion." The email address Christy had was still good. "I am indeed Steve Christy's friend from high school and college," wrote Rick Slaton. "My given name is Juan Sedric Slaton, and my nickname(s) are Rick and Ricky. Most family called me Ricky except for my dad. He always called me Rick. The Ricky Ted came from a high school friend who knew that one of my older siblings was named Jimmie Ted. He started calling me Ricky Ted and it caught on in high school and several of my classmates picked up on it." And the name, Jitney rang a bell with Ricky Ted. "After more than half a century," wrote Slaton, "I remember Jitney being an education administrator, who was the railway superintendent that summer. He was Col. Teague's right-hand man." In a generous & detailed correspondence, Rick Slaton related his Cog story. "Early in the 1965-1966 school year following the divorce of my parents, my mom and I moved from the small town of Cotton Valley, LA to Bossier City, LA located about 45 miles to the west. The Cotton Valley school system had the 2nd smallest (class B) size classification. My new school had the largest (3A) size classification. Airline High School was 1 year old when I arrived. It was a sprawling beautiful facility. It was like being on a small college campus compared to what I had known. Shortly after arriving… Steve and I befriended each other. I think we had the same Physical Ed (PE) class. Neither of us had a car so we were pretty limited in what we could go and do together after school. There was nothing to do at my house, so we spent most of our after-school time together at his house. His dad was the local Presbyterian Minister, and his mom was a Medical Technician at the local hospital. They were super nice and his dad was particularly fun to be around. (Steve) had a much younger brother (Keith, now an MD) who was too young to do anything socially with us. Nearing the end of our senior year Steve asked if I had a summer job lined up. I thought I did, but it turned out 1967 was the year insurance companies in (Louisiana) began to crack down on oilfield companies using people under 18 in adult labor roles. Steve's offer to help me get a summer job was a literal God-send. I had no other source for college money than to earn the money myself. I told mom about the job possibility and she said it sounded like a great opportunity, so I left the rest in Steve's capable hands. Through his connections at the Cog Railway he got me the job. My net worth at that time was about $120. Steve's plan for getting us to New Hampshire was to hitch a ride with his friend Dave Gordon who lived outside Tampa in the town of Lutz, FL. Dave was also graduating high school that year, but his graduation fell a week later than ours. Steve and I made arrangements to fly from Shreveport, LA to Tampa where we would meet Dave and spend the few days he had left until his graduation with him and his mom in Lutz. We flew on a 4 prop Delta airliner. It was my first time to fly. The round-

trip ticket price was $44. Delta offered a student discount card that cost $3. It let students fly ½ price. So, my roundtrip ticket from Shreveport to Tampa and back cost me $22. The few days in Lutz before our departure were spent pretty leisurely. Dave and his mom lived on some acreage that had grapefruit and orange trees. You could pick and enjoy one anytime. We attended Dave's graduation and the next day we all jumped into his white 1963 Mercury Comet and headed north with 2 long days of driving and roughly 1500 miles between us and our Cog Railway destination. Steve and I shared the fuel expenses with Dave. We spent one night of our journey at relatives of Dave's somewhere along the route. They were as cordial as Dave and his mom had been. We were off early the next morning and eventually arrived at our destination."

If Slaton suffered "culture shock" going from Cotton Valley to Airline High, the Cog provided another. "Steve, Dave, and I lived in the boarding house located on site. Dave and I roomed together on the end of the hall near the bathroom, and Steve was on the same floor, but at the other end of the hall with a local named Clayton Roy. (Steve and Dave were roommates other summers). Clayton was older than us and quite the character. He was a lot of fun to be around. We arrived at the railway ahead of opening day. We were immediately given jobs. Steve was assigned to the locomotive shop, Dave was assigned as a fireman, but did temporary duty on the track crew until the trains began running. I was assigned to the track crew under Larry Gooden's supervision. Larry "Father" Gooden was one of the revered and legendary employees. We ate breakfast and supper in the kitchen where the gift shop was located *(Marshfield)*. Lunch came in a brown paper bag for me, wherever the track crew found ourselves at lunchtime on the mountain. We were encouraged to make a pit stop after breakfast every morning at the public restroom facility before heading up the mountain as the only restroom facilities were at the Base and the Summit. Inside the public restroom at the Base there was one stall that was pay-to-play. It cost a dime to access that toilet. I can't remember who it was, but one of the Cog veterans (probably Steve or Dave) showed me how to access that stall without having to pay. The thinking of course was that the limited access toilet would be cleaner than the free toilets. Whether it was or wasn't, once that thought was put into mind it just seemed like the smart, if not practical thing to do. That said, the access code was a stool and a long handle cleaning brush that allowed you to reach over the door and push the latch release on the inside that patrons used to exit the stall. As near as I can figure it, this larcenous act saved me about $9 over the course of the summer. If there's a lingering misdemeanor charge in NH against me and my co-criminal sponsor-in-crime who made the illegal incursions possible in the first place, I hope the statute of limitations has expired after 55 years."

"Over the next few days, we met all the people associated with the railway operation as they filtered in and took their respective places in the operation. We worked on whatever needed attention from the Base Station to the Summit House. My permanent assignment was on the track crew and our main focus was getting the track ready for train traffic and maintaining it for the season. My immediate supervisor, Larry Gooden was a champ of a guy to work for. He had incredible skills and was a true Jack-of-all-trades. We worked every day under his direct supervision somewhere on the track or at the base getting our materials ready to go up the mountain for the next day's assignment. The work was hard and sometimes dangerous as we repaired track between train runs. Our job was to do what needed doing without delaying a train. We worked 7 days a week 10-12 hours a day. Pulling and driving (nailing in) railroad spikes was a regular part of our duties. To pull them we had a big heavy bar about 5' or 6' long that was called a cow track. It looked like a cow's hoof on the bottom. It was made to fit alongside the head of the spike. It had a flat surface on the rear of the base that you struck with a sledgehammer to drive it under the head of the spike. Once the split bottom was hammered under the head of the spike, the bar was used as a lever to pull the spike. It was the same principle of using a crowbar or claw hammer to pull a nail from a board except to get it under the head of the spike it had to be driven by striking it. If the bar was not struck squarely on the striking surface, which by the way wasn't very large, the result was a painful jolt to the guy holding the bar. Not just everyone had the knack for swinging a sledgehammer efficiently enough to hit the "sweet spot" on the rear of the bar without causing a problem for the guy holding the bar. Sometimes it took several hits with the sledgehammer in order to get the bar under the head of the spike so it could be pulled. The worst part of this experience was that everyone has a learning curve so we all had our turns at holding the bar and swinging the hammer until it was evident who in the crew would be holding and who would be doing the swinging for the remainder of the summer. I had excellent hand-eye coordination so I was one of the guys who could hit the bar and drive a spike efficiently. By the end of the summer, I was a mini-John Henry, a steel-driving man."

"The firemen delighted in showering the track crew with cinders from their engine's smokestack. Sometimes due to the terrain we were exposed (literally caught out in the open with no place to run) as the train(s) passed by on the way up the mountain. When the firemen (and probably goaded as well by the engineers) would see us in these predicaments they took great pleasure in pouring the coal to the engine and thus raining those hot cinders down on us. It wasn't in biblical proportions like fire and brimstone, but if you were in a t-shirt it was plenty hot. We took it as a right-of-passage being lowly track crewmen and laughed it off with the guilty parties at the end of the day. Once or twice a month Larry Gooden would go visit his girlfriend. I'm thinking he told us she was a nurse, but that's certainly not something I could testify to after all these years. What was hilarious was that every time he made that trip, he would come back to work the next morning totally disheveled. One time he forgot his belt and another his chewing tobacco (both were necessities). There was no question they were romantic interludes that took a happy toll on the Father. I can't remember where he or she lived, but they didn't live in the same town. Nashua and Lebanon ring bells, but it's been so long I just can't remember. Back then the gift shop at the Base didn't sell chewing tobacco. I don't remember Larry smoking, but he used chewing tobacco. The day he showed up tobacco-less after his latest "hot date" he was already having a "nicotine fit." He bought a handful of whatever had tobacco in it and peeled and unwrapped, until he got a handful and stuck that in his jaw. I don't know how effective it was on his need for nicotine, but he did that all day long. (Father Goodie) told us he was a snowplow operator in the wintertime, and told us of his romantic escapades with the snowbound women along his route. Everyone ap-

parently appreciated the snow plow guys and it was common to offer them a cup of coffee and even a snack. Evidently some of the area semi-snowbound wives used these gestures as an excuse to invite in and offer up a lot more appreciation than coffee and cake or cookies. As so eloquently stated by B.A. Baracus in the A Team *(TV show)*, *'I pity the fool whose snow plow I find parked at my house.'* There was one particular (Cog) Romeo whose name I might recognize if I saw it that I remember was romancing one of the college girls who cleaned the cabins, etc. daily. She was crazy about him. I think she thought (the relationship) had long term potential. (Then) she caught him with another girl in one of the train cars late one evening. That did not go well. For a couple of days every time you saw her you could tell she had been crying. I don't remember it bothering him much. I suspect there was a lot of DNA left in those cars at night on a regular basis. There wasn't a whole lot of places for guys and girls to be alone unless one of them had a vehicle, which most of us didn't... I was already smitten when I went to the mountain. At 19 I married that girl and it's been 53 years last January since we wed. I never attempted any kind of a liaison at the Cog and none of the girls ever offered, so I don't have any kind of personal tell-all story to share regarding summer romance. I don't remember Steve or Dave spending a social minute with a girl that summer *(of 1967)* even though Dave had car."

"Steve, Dave, and I took off just one weekend all summer," wrote Slaton. "It was the weekend after Col. Teague's death and the weekend before Lucy Teague's death. Dave drove us to a relative's place in Winchendon, Massachusetts. They *(the Paul Dunn's)* lived in a setting that looked like where the movie *On Golden Pond* was filmed in the early 80's. When I see that movie, it brings back memories of a wonderful, relaxing weekend between two of the worst weekends I can remember. We got up that Saturday morning and walked down to their boat dock and launched their canoe. We paddled across the lake and got out into knee deep water along the shore and picked a basket full of blueberries hanging from the bushes over the edge of the water. We hurried home with our bounty and Dave's aunt *(Dorothy Dunn)* made us blueberry muffins and pancakes for breakfast both days. It was the first, but certainly not the last time I ate a blueberry."

"Dave was assigned to Gordon Chase's locomotive when it came time for the season to start. Chase worked with us on the track crew on several occasions on pre-season projects. He was called Gordon, Gordo, El Gordo, Chase and several expletives. It was basically busy work for the guys like Dave and Chase who would be doing other things once the season got underway. Lord willing I'll be 73 this year and I can honestly say I don't think I've ever met another person liked less than Gordon Chase. The biggest thing about him was his mouth and it constantly spewed obnoxious rhetoric. I don't know how Dave put up with that guy, but he did. One thing Dave had going for him even at his young age was that he was physically capable of tying Chase in a knot if it came to it. Chase was thin and nothing about him was imposing. Not even we 17-year olds felt intimidated by him. Because of his age and position as an engineer we young guys initially tried not to be disrespectful when dealing with him, but that didn't work long. He knew no bounds when it came to his belligerence. You had to stand up to him or he would run on you every minute he was around you. When he was in a group of us young guys he moved from victim to victim as fast as he could. Dave had his number and Chase never got the better of him. That said, I still pitied Dave having to spend all day every day with such a JERK! By the end of the summer, I had been asked if I wanted to be a relief fireman. Of course, I said yes. At the end of the track crew's daily shift there was time left in the day for trains to run up the mountain. It all depended on ticket sales. Many times, the trains ran in pairs (double headers) because of the numbers of tourist. Gordon Champion taught me the duties of a fireman. Dave would have mentored me, but I didn't want to work with Chase. I probably would have ended up shoveling him into the firebox. I quickly learned all the onboard responsibilities not the least of which was shoveling a ton of coal into the firebox per trip up the mountain. When the fireman opens the door to the firebox to throw in a shovel full of coal the inside of the firebox is like looking into hell. The firebox is a literal blast furnace, and the heat is all but unbearable even for the couple of seconds you are exposed to it. It takes a lot of exposure to put a ton of coal into that firebox one shovel full at a time. I also had to learn to how to throw the infamous Skyline switch where the fatal crash happened in September of 1967. It was a complicated manual apparatus with many moving parts. Each part was a piece of railroad track laying on the ground that had to be thrown by hand from one position to another in a particular sequence. This was railroad iron not Lincoln Logs or Tinker Toys. It was not intuitively obvious how to throw the switch parts. It was not like you start with the closest piece and finish with the farthest piece. There was a proper sequence for making the many pieces of the switch fall into place correctly. On top of that, the object was to jump off the train and run ahead and throw the switch without the train having to stop and wait for you to do it. This wasn't a switch like you see on TV or in the movies where you walk up to a big lever and pull it causing the track to move from on position to another. To add to the pressure and excitement of throwing that switch is the fact the passenger car and locomotive are coming up behind you the whole time and you're trying not to make them stop and wait on you. You also know that the brakeman is giving part of his tour speech explaining that the fireman *(in training)* is throwing the most complicated manual switch on a railroad known to man. "

"I never served as a brakeman for a whole trip up and down the mountain although I did act as the brakeman on occasion during some trips. I learned how to brake the train on the way down the mountain and I learned the speeches given at different points of interest along the trip. When the track crew would be hitching a ride, the brakeman would often ask me to give his tour speeches along the way because of my southern drawl. They enjoyed it and the tourists seemed to as well when I would tell them I was from Louisiana. It's when I learned to brake that I wondered how the crash happened. I understand the mis-thrown switch aspect and how that caused the cog gear to disengage from the track and wreck the locomotive. However, over the summer I was on trains several times that the brakeman let his car get too much separation from the locomotive and as instructed they stopped their car with their brakes and let the locomotive come back to them. We were told not to roll down to the locomotive because we might hit it too hard. It was easier and safer for the locomotive to go back up and make contact with the passenger car then resume the trip down. Unlike commercial train cars the Cog Railway locomotive was not physically coupled to the passenger car. For lack of a better term, they kiss bumper-to-bumper. There was no coupling. I never understood how the passenger car ran

away unless the brakes did not hold or could not hold because of the incline angle and the weight of the passenger car. The accident report said after the locomotive wrecked, the passenger car slid down the tracks gaining speed until it wrecked. What a horrible, few seconds that must have been for the brakeman to have applied all the braking power he had and still see his car accelerating out of control toward an inevitable crash."

"As I fired engines and made the occasional double header with Dave and Chase, and rode down on Chase's train with the track crew a few times I saw how Chase operated. That September when Steve told me of the accident my first thought was, 'I bet it was Chase at the controls of the locomotive' and sure enough, it was. Thank God, Dave, Steve, and I were off the mountain and back home by then. After witnessing Chase at the controls, I wouldn't have let him run a Lionel train in my garage. It's probably a good thing we weren't still on the mountain when the crash occurred. Had I been subpoenaed to testify about my interactions with and observations of Chase it would not have served the Cog Railway well. Even as a 17-year old kid and a rank amateur at the railway I knew he was operating far below what had to be a minimum standard. I felt and still feel so badly after all these years for the victims of the crash, but I have to be honest in saying my first thought after hearing the tragic news went to Chase. Going down the mountain the locomotive does not work the same way it does going up the mountain. I don't know an easy way to explain it in steam train terms, but it's like a vehicle that uses engine compression going downhill to slow it down. Most of us have heard big diesel trucks use their engine brake to slow down. You even see signs around towns and cities warning the truckers not to use those (Jake) brakes in town because the exhaust report is very loud when they do. All that said once the engine starts down the mountain from the summit that system allows it to chug downhill under very slow and controlled condition. That was sometimes nap time for Chase."

"Now to a more pleasant couple of stories. When we were at the base camp where our track materials were stored i.e. crossties, rail, spikes, etc., there was a young man from NYC that I believe was named Ray. *(Ed note: likely Raymond Frank Clark)*. His dad was a corporate attorney in NYC. Ray's family lived in the city in a high-rise apartment. He told us stories of walking to school daily with his younger brother, and what they had to do to avoid the street tough guys in the neighborhood who preyed on guys like he and his brother. He had been accepted to Harvard and intended to follow in his father's legal profession footsteps. What was interesting to me was he was a college age guy, and he couldn't drive. He shared with us that in his lifetime his parents had never owned a vehicle. They used subways, trains, and taxis. I got with the guy who loaded the coal into the locomotive tenders and talked him into teaching Ray how to drive using the tractor with the frontend loader used to load the coal. In a few days Ray was driving the tractor all around that area. Next, we moved up to the Willys Jeep (like a military model) that was used primarily to pull the trash trailer from the trash pickup point to disposal point. This allowed Ray to learn how to operate a clutch and drive a standard shift. By the time the summer was over Ray was driving the flatbed pickup used to haul supplies. He couldn't drive it anywhere but on the Base campgrounds because he didn't have a driver's license even though he was Harvard bound. He was such a like-able guy, and we all were so proud for him. It was like a coming-of-age thing for him. I've often wondered to what heights he attained," mused the 72-year old Slaton in February 2022.

"During my '67 summer the track crew was tasked with replacing the wooden platform that sat on the ground in front of the ticket office window," wrote Slaton describing another Cog maintenance project. "The ground was not level in front of the window so it was not as simple as building a rectangular frame and decking it with boards to form a platform for customers to stand on when they stepped up to the window to buy their tickets. I'm reasonably sure the area in front of the ticket office was paved with asphalt. As I remember it, we couldn't just pick and shovel the ground away in front of the ticket office in order to make it level for the new platform to sit on. We had to make the base of the platform match the contour of the ground. The bottom of the frame had to be notched (contoured) to the slope of the ground so that the platform was level and stable. We took our measurements and applied them to the stack of materials on hand and with some chainsaw and axe work we had a frame that matched the topography. We used the same approach in notching the base boards of this platform (deck) that we did every day replacing timbers on the tracks. Under the watchful tutelage of Father Goodie we became very adept at notching timbers to match the incline of the track we worked on. He showed us how to use a chainsaw and axe to create the correctly beveled notches in the timbers used to repair the elevated track. When we got ready to move the old platform aside we surrounded it as best we could and with a heave-ho we lifted it up and moved it aside. Just by shear coincidence I was closest to the building when we stopped and set the old platform aside on the ground. When I turned around there was a $10 bill on the ground that had somehow ended up under the platform. I picked it up and the guys in the crew immediately started in giving me every reason under the sun why I should give it or at least share it with them. Father Goodie said, "finders keepers" so that was a financial windfall day for me. For at least one day that summer I managed to rise above the poverty level with a lot of help from Lady Luck."

As to his time with the track crew, Slaton recalled "There was a small shelter where the hiking trail crossed the railway tracks. Sometimes at lunch if we were nearby, we would sit inside to get out of the weather and eat our sack lunches. Sometimes after eating our meal we would sit back and take a 5 or 10-minute nap (following Larry Gooden's fine example). Larry didn't have a lazy bone in his body, he just knew the best way to take a lunch break. One day we happened to finish our work near the shelter and Larry told us to take cover in the shelter until the next train came by. We got to the Base daily by hitching a ride down the mountain on the first available train after we finished our workday out on the tracks. While waiting I dozed off and Larry got the rest of the crew to slip out and walk up the track a little-ways. When the train came, they got on, but when it got down to the shelter Larry had told the engineer not to stop. They cruised right by me laughing and whooping about their fine practical joke. We all had timecards. If I clocked in after Larry and the crew, I had to explain that to the timekeeper. Of course, telling them I had fallen asleep while waiting on my ride didn't sound very good when everyone else including the boss managed to catch the train.

I'm standing there watching the train go down the mountain and I have to make decision. I took off running after the train. Had it been uphill I would have never caught it. But downhill was another story. All I had to do was keep from killing myself and I would definitely catch it. I couldn't run on the track bed. It was too dangerous, and I couldn't make any time. I ran alongside the track in the cinders and around a million obstacles. When I got to Jacob's Ladder I had to run down through there and back up on the lower end and not too far below there I got on ground I could make really good time on. By the time I caught the train all the tourists were watching me, and some were clapping and coaxing me to catch up. I finally did and jumped onto the tourist car and the engineer laughed as he watched me pursue his train and finally get on, but he never slowed down. I was the first to clock in when we got back and the crew never had to worry about me dozing off again, even if Father Gooden was snoring."

"I enjoyed visiting the summit and the weather station. There was a place off to the east of the tracks that I think was called Chimney Rock. We walked over there, and you could walk up to the edge of the cliff and it was like a 1000' or more sheer drop. It was a very scary place to stand. I'm not particularly scared of heights but it didn't take me long to see all I wanted to see from that vantage point. One of the eye-opening things that struck me was the consciousness of the school age employees about the status of the colleges they were attending. Not having Ivy League schools in the south, I was not aware of the caste system that existed among this group. A few of them were downright pious about it. They started their conversations with; where are you going to school? I felt lucky just to be able to go to college anywhere, much less an Ivy League school. But, truthfully, by the end of the summer I was a bit intimidated and aggravated by that whole scene and I was hoping no one else would ask that question."

"Every Friday Steve, Dave, and I went into town to a laundromat. None of us could afford 7 sets of clothes so some days we worked in what we wore yesterday. I always wore clean socks and undershorts but sometimes I had to pick the "cleanest" dirty shirt and pants to put on in order to make another day at work. On rare occasions, we would take in a movie while waiting on our laundry to wash and dry. Sometimes we would go in Dave's car and other times we would go in the company flatbed truck. It depended on if something for the company needed taking to town or brought from town. I (have) memories of going through Bethlehem, NH on our laundry runs. Back then it was mainly a summer destination for a large population of Hasidic Jews primarily from NYC (as we were told). On Fridays as we passed through the families were making their ways to the center of town where a gazebo style bandstand was in what I'll describe as their city park. A uniformed band played for the gathering. I don't remember if the band was made up of school age kids or of adults. As we were on a mission, we never stopped. The men had long hair and wore hats and long black coats even though it was very warm. The men always walked ahead of the women. The town's police car was a black Oldsmobile Toronado with a single red "gum ball" style light on top like what was on Andy Taylor's car in Mayberry on the Andy Griffith show. This was a really expensive vehicle, especially for a small-town cop car and one of the first front-wheel drive luxury cars in America. That technology would have allowed it to perform better on snow and ice than a conventional rear-wheel car of that era. We were nearly back to the boarding house on one of those trips in Dave's car and we were following closely behind another car. Suddenly a huge skunk came tumbling out from under that car. Unavoidably Dave hit that skunk in midair. We thought we would suffocate before getting back and getting out of his car. Out of courtesy Dave parked as far away from everyone as possible for the next few days waiting on the smell to go away. Needless to say both us and our freshly done laundry smelled a bit skunky as well."

"On the first Friday of August 1967 we were going to town in the company flatbed. Dave and I walked to get the truck not far from the cabins where Col. Teague and Supt. Jitney lived. Steve walked to Col. Teague's cabin to tell him who was going to town in the truck. In the few minutes it took for us to get to the cabin in the truck Steve had made the most horrible discovery of his life. When he approached the door, he could hear Lucy Teague crying and screaming like she was getting the worst whipping of her life. I don't remember if he saw her first or she saw him first, but he ended up in the bathroom where she had discovered that her father had committed suicide. Col. Teague had gotten in the bathtub and put a military surplus rifle on top of him and placed the barrel under his chin and pulled the trigger. The rifle was a gift from the cook. I remember how devastated he was to find out Col. Teague had used it to end his life. Mrs. Teague came running in and Jitney got involved and people were running in all directions. Somehow things kept moving forward. In a few days the Colonel's services were held and things began to settle down just a little bit. Then two weeks after his death and just days after his burial, Lucy was killed in vehicle accident. She was asleep in the backseat of the vehicle that was pulling a horse trailer containing Morgan show horses. I can't remember if her older sister (Anne) or her sister's fiancé (Norm Koop) was driving, but they were in the front seat. The vehicle got out of control and hit the rock embankment near the road and the trailer jackknifed and fell on its side with the horses inside. Lucy was ejected when the truck struck the embankment and the loaded horse trailer fell on her. Two weeks, two tragic closed casket funerals in the same family. It doesn't get much worse than that."

"The few times I was around Col. Teague he was extremely cordial," recalls Slaton. "He came up unexpectedly on the mountain one morning to our work location and the fog rolled in so thick you literally could not see your hand in front of your face. We couldn't work because we couldn't see to safely move about. As we sat there waiting on the fog to dissipate, he began to tell us stories about him and Ernest Hemingway in Paris just after the German occupation. Apparently, he and Hemingway became and remained friends until Hemingway's death in 1961 (interestingly he also shot himself in his home). He said Hemingway was forced out of Paris when the French surrendered Paris to Germany to prevent its destruction. (The Colonel) said at the end of the war when the Germans evacuated Paris, Hemingway was back in his hotel before the French military or any of the Allied troops arrived back in the city. I remember standing at the place where the engines park at night late one afternoon talking to Jitney. I had finished making a run as a fireman and had banked the coal in the firebox so that in the morning the fireman would have a bed of hot coals left to bring his firebox back to heat again. I had one foot on a rail and one on the ground. He pointed up the

mountain at a band of storm clouds and said he was doing the same thing one day when suddenly the bottom of his boot exploded along with the sole of his foot. Lightning had struck the track up on the mountain and in seconds came down the rail and he became the grounding rod. *(See Vol. 1 - One Clap of Thunder)* It could have killed him. After his warning, I always watched the weather on the mountain and my proximity to the track. Of the adult Coggers, I liked Larry Gooden and Jitney best. Col. Teague was right up there too, but I didn't have the same exposure to him. Father Gooden and Jitney were just plain good people. Steve worked with some good guys in the locomotive shop, but my exposure to them was limited as well."

"One of my best memories was a result of Expo 67 in Montreal. Canadian tourists brought a European fashion with them that sure caught our attention. It was the miniskirt. On the Cog Railway was the first time I saw one. I had my first fried clams in New Hampshire and I still enjoy them. I saw my first electronic bug zapper in New Hampshire. It was at the little drive-up take-out place that sold the clams. I can't remember why but a couple of us were sent to a nearby resort hotel to take something or bring something back. It was enormous and looked like the place where the movie *Dirty Dancing* was made. I didn't have a chance to go back, but I wish I could have. I'm a classic car guy. My high school and college years spanned the muscle car era. I particularly remember two of the cars that Cog guys had that summer, but I don't remember their names. I'm pretty sure the owner of the MGB GT was named Paul. He stayed at the boarding house with us. I just can't remember the guy's name who drove a Buick GS (Gran Sport). The Buick belonged to his brother who was away in the military and let him use it in his absence. He took me for rides after work a couple of times on the nearby roads. It was a 4-speed manual and would really go. Both of those cars are very collectible now. Somewhere into our college days I remember seeing Steve in his Opal GT. It looked like a mini Corvette. It wasn't until I married in 1969 that I got my first car (the ugliest Corvair on the planet). At the end of the summer, I rode back to Florida with Dave and caught my flight home. A young lady from the Cog Railway staff *(Claire Dwyer)* rode with us as far as Philadelphia. It's been so long that I just don't remember her name. My summer on the mountain consisted of hard work, 7 days a week. Mt. Washington and the Cog Railway are so unique in so many ways that I count the experience of tremendous benefit to me. Without it college would not have been an option for me in the fall of 1967. Thanks to my good friend Steve Christy and the generosity of Col. Teague hiring me sight unseen on Steve's recommendation I was able to take a giant step forward in life. Slaton and Christy entered Northwestern State University in the fall of 1967, and it was there that Rick Slaton's life took its next step. "I married Shelia Campbell from Cotton Valley," Slaton told Christy in a "catching-up" letter written after Jitney Jr's contact with him in 2022. "She was a year ahead of me in school and also attended NSU. We married in 1969 while both of us were still at NSU and started our family in 1971. I graduated that year but stayed on for graduate studies in clinical psychology. She graduated in 1972 with a B.S. in nursing and became an RN. She worked many years at Bossier Medical Center and was twice nurse of the year there. Our daughter was born in 1971 and our son in 1975. He is an electrician… he and his wife and brother-in-law have an electrical contracting business in Shreveport. Our daughter works for them in their office located off of Linwood Ave. near the old Chevyland location where most of the area car dealers were located back in our day. Our daughter has one son age 23. Our son has a son age 22 and a daughter age 21. All are still single."

"I was offered (and accepted) a full-time job at NSU in the spring of 1973 during my last semester of graduate school. The head of the department called me in at literally the last minute (like the day before I was supposed to start work) and apologetically rescinded the offer. The job was funded by federal grant money and the department had received a last-minute mandate regarding affirmative action that the job I had been offered must be filled by a person of minority classification… With no more school to pursue and no job, I went to the retired Superintendent of one of my summer-time employers (Hunt Oil Company) and asked him if he could help me find a job. He sent me to Houma, LA for an interview and I was hired as an offshore oil platform worker in the Gulf of Mexico. I had no intention of staying in the "oil field," I just needed a way to support my family until I figured out what was next. Well, what was next was a 41-year energy industry career. I never worked a day as a psychologist. We lived in Louisiana, Colorado, and Texas during my career and my work carried me to 13 different states, the Gulf of Mexico and the Dutch sector of the North Sea. I worked the majority of my career for (trust estate) companies owned by the children of legendary oil man H.L. Hunt. I was living in Palestine, TX working as Superintendent of central TX operations from 2002-2014 (when I retired). It was a billion-dollar company asset and it kept me plenty busy. We moved back to LA a couple of years ago to take care of Shelia's elderly mom who was fast losing her autonomy. We bought a house in Benton and moved her in with us. We took care of her until she passed. God is good. We have a comfortable retirement. We are members of Cypress Baptist Church. Cypress is the first big church we have ever been members of. The town of Benton itself has not grown much since you *(Steve)* and I were in high school. The downtown area looks stuck in time. But the area around Benton has become so populated that Benton just opened its new class 5A high school. That's the highest size classification in LA. Airline was 3A when you and I were there and it's also 5A now. Bossier City now has 3 high schools, and they are bursting at the seams."

- Railway Corp / Email exchanges with Jitney Jr - Feb-Mar 2022

Colin Slattery 2017

Brakeman railway *(2017)* It appears "Katherine" and "Colin" are being trained by Christian on Phil Beroney's M4 on April 30, 2017. A "Colin" was running M4 on Aug 1, 2017 with Rob & Jimmy Glidden braking - on Sept 27, 2017 with Fred braking on M5 - Sept 24, 2017 running M2 *- Dispatch Report - 4-30-17 & 8-1-17*

Gareth Slattery 2014 - 2017

(2014) "This summer Gareth Slattery of Franconia was named the next General Manager. He started his work life at the Cog and returned earlier this year after spending much of his career in the ski world, most recently as the operations manager at state's Cannon Mountain Ski Area. Slattery's reputation is stellar. Karl Stone, previously of SkiNH and now marketing manager at Northern Community Investment Corp. (NCIC), said, "During his time in the ski industry Gareth consistently showed the ability to adapt and complete any challenges that present themselves. Managing outdoor-based tourism businesses in our region means every day brings a new adventure, and his past experience should be very beneficial as General Manager at the Cog Railway." *(2016)* "On the first run of the day up the mountain, you smell history," says Gareth Slattery. "I started as an engineer here and I still think that the smell of sulphur from the coal-fed boiler is romantic." Today, Gareth is the general manager of the Mount Washington Cog Railway. On the three-mile run, the fireman might shovel a ton of coal," Gareth adds. While he works, passengers "ooh" and "aah" as views of the White Mountains open up. Once on the 6,288 ft summit of Mount Washington, most head for the observatory and café. But Gareth suggests staying behind to chat to the engineers, who are continuing a tradition of nearly 150 years." *- Littleton Courier – Wed, Dec 24, 2014 pg. A5 / Essentially America #93 - Spring/Summer 2016 pg. 20*

Sean Slattery 2009 & 2017 & 2019 - 2020

Brother of Gareth - worked in the Car Shop in 2017 and on the track crew

Samantha Slattery Capobianco 1992 - 1993

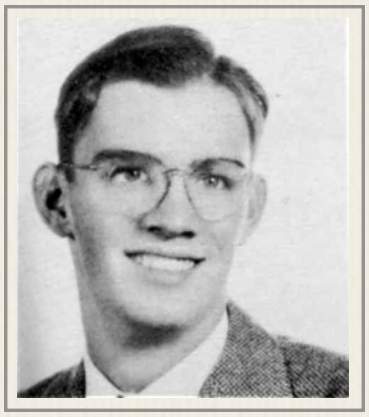
Sister of Gareth & Sean - Samantha Slattery from Gorham, Maine was a brakeman who made 104 trips up the Mountain in 1992 and continued braking in 1993. She would later pick up a poker and wield a shovel to maintain steam pressure. Facebook indicates Samanthat Slattery later became a nurse and married Jeffrey Capobianco. She now works at the Tufts Medical Center in the cardiac catheter lab while the couple raises three young women in Ipswich, Massachusetts.

Alvah G. Sleeper 1901 -1902

"Mr. Alvah G. Sleeper, who has just graduated from the Boston University Law School, is again in charge of the dining room." The son of Canadian-born harness maker, Charles W. Sleeper and his wife, Clementine H. (Thompson) Sleeper, Alvah Guy Sleeper grew up in Franklin, N.H. and graduated from Tilton Seminary. He went to Dartmouth College, where he was the church and chapel organist as well as playing in the College orchestra and Band. A member of the Meridian Masonic Lodge since 1894, Sleeper graduated from Dartmouth in 1899. He began practicing law in Boston after graduating from BU. Living in Somerville, Sleeper was a charter member of the Masonic lodge there. When he registered for the draft in September 1918, the 45-year old Sleeper was described of medium height and stout build with grey eyes and brown hair. In 1920, Sleeper's career was jeopardized when he became part of a well-publicized case involving lawyer Daniel H. Coakley, who had represented financier Charles Ponzi. Coakley was also involved in so-called "badger schemes" where married men would be tricked into a compromising position and then blackmailed. Alvah G. Sleeper represented one of those men. According to two members of the Massachusetts District Police, Sleeper told them that a client, whom they deduced to be Hollis H. Hunnewell, was being blackmailed by a woman over an alleged affair. Hunnewell had already paid a total of $150,000 over three occasions and was being asked for another $50,000. Sleeper advised Hunnewell to go to the Parker House as he had been requested to do and he would follow him. There, Sleeper observed Hunnewell meeting with Coakley, Pelletier, and another lawyer, John P. Feeney. Shortly thereafter a woman came to Sleeper's office and asked how much Coakley had received from Hunnewell. Sleeper told her that the amount was $150,000 and she stated that Coakley had not given her a fair share. Sleeper faced disbarment proceedings following that case in 1920 for alleged perjury in disbarment proceedings against Coakley, and initial findings were that Sleeper's license be lifted. Sleeper appealed and kept practicing. In January 1925, the Massachusetts Supreme Court vacated the order. In 1930, the 57-year old Sleeper was single and living in Somerville. Ten years later, he was still in Somerville but is listed as divorced in the 1940 Census. Sleeper died on November 13, 1950 at age 77 and is buried in the Franklin, N.H. cemetery alongside his parents and brother, Fred.

Alvah G. Sleeper (1944) - Dartmouth College

- Among the Clouds - Jul 12, 1902 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Post - Sat, Oct 23, 1920 p11 & Sun, Aug 21, 1921 p11 / Fitchburg Sentinel - Fri, Jan 30, 1925 p13



Bruce P. Sloat (1949)
- Butler NJ HS yearbook

Bruce Parmelee Sloat 1953 - 1955

From Pompton Plains, NJ - Hired by the Cog in 1953, he was the Railway Electrician in 1954 from Gorham N.H. He would move on to be part of the Appalachian Mountain Club's management team for the White Mountain huts. / Bruce Parmelee Sloat was born on November 16, 1930 to Benjamin Sloat Jr. and his schoolteacher wife, Hazel (Mills) Sloat. He had an older brother Benjamin and a younger sister, Jeanne. In 1940 the Sloats were living in Pequannock, New Jersey. He graduated from Butler High School in 1949. His yearbook bio said, "A genius at work is Bruce with a way for doing anything and everything… fond of winter sports and camping… a radio mechanic… his future lies in college and electrical engineering." Bruce Sloat married Mary Bunting Edgerton on May 19, 1962, in Havorford, Pennsylvania at her parents' home "according to the Friends ceremony." They had three sons. One, Benjamin Edgerton Sloat was born on April 30, 1968, in Adope, Cajamarca, Peru, when 37-year old Bruce and 37-year old Mary were traveling. They lived in northern New Hampshire in Gorhan, Groveton, and Lancaster. In 1976, Sloat installed a small hydroelectric station to power his family's home in Lost Nation. "The system's power source is Sunny Brook, a six-foot wide stream that tumbles down a hillside on his property. Up the slope about a quarter mile, Sloat built a concrete chute that diverts part of the stream into a deep basin. From there, the water is sent through an underground pipe that carries the water down a hill to a 20-horsepower turbine that spins a generator. The system provides up to 14 kilowatt of electricity an hour… the system nearly has eliminated Sloat's electricity bills, which used to run up to $100 a month. Sloat is a master electrician and a $100-a-day electrical consultant who specializes in hydro systems. The (Sunny Brook) station serves one family – Sloat, his wife, Mary, and their three sons." Sloat died on August 11, 2017, in Hanover, New Hampshire, at the age of 86. *(2017)* Bruce Sloat, Master Hutsman, Master Innovator and Master Wit, set his spirit free on August 11, 2017. He was 86. Bruce was an innovator, nature lover and traveler extraordinaire. Bruce was also a loving husband, a loving father and a lover of all things chocolate, bacon or cheese. Bruce was always happiest outside. So if you want to talk to him, that's where you will find him. Born in Pompton Lakes N.J. on November 16, 1930, Bruce escaped to the White Mountains at the age of 19. He worked for the Appalachian Mountain Club for over 20 years, where he was the Huts System Manager for five. He was also Chief Observer at the Mount Washington Observatory for 5 years, and then tested jet engines on the top of Mount Washington. Bruce loved New Hampshire and the White Mountains, where he met Mary Edgerton, his beautiful wife of 55 years. A loving father, Bruce raised three sons on a farm in Lost Nation, near Lancaster. He built two hydroelectric plants, the Sunnybrook Cider Mill and created the Sunnybrook Montessori School on the family farm. Later in life, Bruce hand-built a cabin on top of nearby Mt. Mary, a mountain had the State of New Hampshire name after his wife. An avid traveler, Bruce explored the world. This included his recent trip to Spitsbergen Norway, close to the North Pole. Bruce is survived by his wife, Mary Edgerton Sloat, his siblings Ben Sloat and Jeanne Schwartz; his son Willis, daughter-in-law Beth and their children Noah & Alex; his son Stuart and daughter-in-law Andrea. A memorial service will be at 'Kendal at Hanover', 80 Lyme Rd, Hanover, NH 03755 on September 10th at 3:00 PM. In lieu of flowers, please send any donations to the Mount Washington Observatory or the Society for the Protection of New Hampshire Forests. ***Bill Blais:*** "I first heard the legend of Bruce Sloat in the spring of 1974, when I went to a croo orientation at Pinkham and was in the office. Bruce's picture was on the wall with George Hamilton's ("He was a titan, wrestling with the gods" was inscribed below George's picture). Hutmen marveled at the feats of engineering that Bruce designed for the huts including the ingenious plumbing systems in the high huts like Lakes and Madison. I saw Bruce a couple of times in those years *(1974-78)* when he came through the huts, usually on day hikes. But I was but a dweeb and not worthy of a real conversation with the great man. That was reserved for hutmasters like Tim Traver. Many years later–maybe around 2005–I was skiing at Aspen (Vail?) and was lost in a huge parking lot, waiting for a ride. Along comes this really vigorous, upbeat older man in resort gear, and he offers "Do you need some help? You look a little lost!" I somehow recognized him, but couldn't put a name to the face. Then I saw the name tag – face to face with the legend, Bruce Sloat! We had a really great conversation where he remembered the hut years and told me the tale of building his mountain house in the middle of the forest in NH, where he had some kind of special grandfathered status. He was a special guy!" ***Joel White:*** "Bruce took me on to the Pinkham Croo in October of 1966. It was one of those events that changed my life for the better and I am thankful to Bruce for taking me on. I hope his spirit rests easy over the mountains."

Bruce Sloat (2017)
- Obituary photo / Sloat Family Collection

- Railway Ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Nashua (NH) Telegraph – Wed, Apr 20, 1977 pg. 41 / https://www.ohcroo.com/2017/08/bruce-sloat-2/

Abram "Buddy" Smith 1966

Summit House dining room waiter from Albany, Georgia - Abram Smith appears on the Summit payroll summary for July 1966 as earning $100 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $90.42. Smith's salary was booked in the Summit House "restaurant" column.

- July 1966 Summit Payroll summary / See Vol. 1 Ch. 9 Sec. 2

Anne J. Smith 1967

Summit House employee - Mentioned by Old Troll in *Cog Clatter v2 n4* - Anne Smith appears on the Summit payroll summary for July 1967 as earning $120 a month. "Free" room and board was worth $66.65 a month for tax purposes. Her net monthly pay was $105.19. Smith's salary was booked in the Summit House "gift" column.

- Summit House / July 1967 Summit Payroll summary

Belle Smith 1881

22-year old Belle Smith was a waiter in the Summit House dining room in 1881. She called Kennebunkport, Maine home. / Isabelle "Belle" Cook Smith was born on September 21, 1858, in Kennebunkport, Maine, to 23-year old Julia Elvira Atwood and 26-year old farmer Woodbury Smith. She had three sisters Susan Maria "Susie" *(b.1860 d.1948)*, Julia Woodbury "Lulu" *(b.1864 d.1947)*, Elizabeth "Lizzie" Gertrude *(b.1867 d.1939)* & a brother Henry "Harry" Leland *(b.1874 d.1947)*. The summer before Belle went to Mt. Washington to wait on table, she was living at home and making dresses to earn a living. The next year 24-year old Belle married 24-year old shoecutter Bert (Burt) Byron Mitchell on November 21, 1882, in her hometown of Kennebunkport. They had two children during their marriage; Helen Mabelle *(b.1884 d.1976)* & Myron Atwood *(b.1897 d.1974)*. In 1900, the family was living on Highland Avenue in Haverhill, Massachusetts. 42-year old Burt was still cutting leather for shoes. Belle was taking care of 2-year old Myron while 16-year old Helen was going to school. Belle's sister, 35-year old Julia was living in the home and teaching school in the city. Isabelle Cook Smith Mitchell came down with double pneumonia in late March 1904. She died on April 3, 1904, in Haverhill, Massachusetts nine days after entering the hospital. She was 45 years old and was buried in Linwood Cemetery in Haverhill.

- Among the Clouds - Jul 9, 1881 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

"Buddy" Smith 1966

Summit House waiter - Is this Abram's nickname? The *Cog Clatter* reported dining room server "Buddy" had been going to Auburn University and was entering the US Air Force in the fall of 1966

- See Vol. 1 Ch. 9 Sec. 2

Brad E. Smith 1964

Railway employee - Brad Smith from West Warwick, Rhode Island worked as a brakeman on the Mt. Washington Railway in the summer of 1964. He earned $1 an hour. An *Ancestry.com* search found an "Alton E. Smith" graduating from the Warwick Veterans Memorial High School in 1963, but the trail for Brad E. Smith ran cold.

- Bencosky-Desjardins file / Ancestry.com / Newspapers.com / GenealogyBank.com

C. E. Smith 1951

Railway Ledger

Donna Smith 1965

Mt. Washington Railway Co. employee

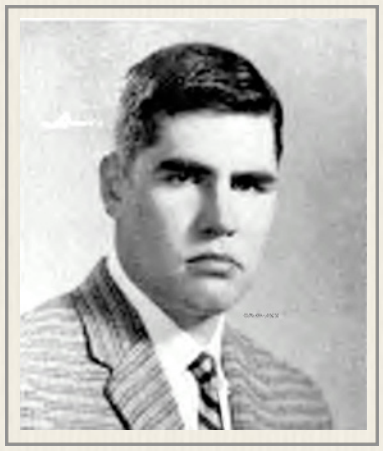
- Cog Party list

Edward Smith 1953

Summit House

Glenn A. Smith Jr. 1955

From Lancaster, New Hampshire, Glenn was on the Marshfield Corp payroll in the summer of 1955. Glenn Arden Smith Junior would attend the University of New Hampshire and graduate in 1959 with a business administration degree. At UNH he had played lacrosse and ran track as a freshman, managed the basketball team as a sophomore and was part of the Varsity Club as a junior. He was also part of Reserve Officer Training Corps on campus and toured Fort Devens (MA) as part of the cadet orientation program. After graduation, he joined the US Army as a 2nd lieutenant and completed the officer basic course at Fort Benning, Georgia in February 1960. The Boston Herald announced his engagement to Nancy L. Kaylor. Although his parents now lived in Lancaster and her parents were in Andover, Massachusetts, both Glenn and Nancy had grown up in Malden. It's unclear whether the marriage ever occurred. A Boston Herald article announced in July 1965 that Nancy Lillian Kaylor "was married recently" to Albert N. Griggs. She had graduated from Northeaster University and served two years as a lieutenant with the Army.



Glenn A Smith Jr. (1959)
- UNH Granite yearbook

- Marshfield Corp Ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier - Thu, May 21, 1959 pg. 20 / Manchester (NH) Union Leader - Tue, Feb 16, 1960 pg. 16 / Boston Sunday Herald - Sun, Jan 22, 1961 pg. 40 & Sun, Jul 25, 1965 pg. 179

Guy Smith 1903

Attends 1903 Cog Party Masked Ball as Jew Peddler - "a most ingenious makeup, wearing no mask and defying identification." *- Among the Clouds - Aug 31, 1903*

Smi

Harry W. Smith 1879

Harry W. Smith of Beverly, Mass, engaged as waiter at the Summit House, has been promoted to the position of second cook. *- Among the Clouds July 24, 1879*

Irving Smith 1966

Mr. Smith is from Newport, Vermont and was with the Canadian Pacific for over 43 years where he worked as a boilermaker with Ray Gilman. / Irving Warden Smith was born on November 2, 1900 in Barton, Vermont to a couple of Stanstead, Quebec natives. 25-year old Henry William Smith *(b.1876 d.1939)* was working in a mill when his 21-year old wife, Elsie May (Dubois) Smith *(b.1878 d.1971)* gave birth to Irving. Smith was 19 and farming in Wheelock, Vermont when he married Emily D. King *(b.1900 d.1982)* on June 12, 1919. The couple had their first child, Stanley Irving Smith *(b.1920 d.1993)* on October 13, 1920. Irving went to work for the Canadian Pacific Railroad in 1923, and in 1928 a daughter was born – Patricia Norma Smith *(b.1928 d.2016)* on February 7, 1928. The family was still in Wheelock for the 1930 Census. Their home was reportedly worth $2500, and Irving was reported working in the CP's boiler shop. Irving's father, Henry died July 1, 1939 and the Census the next year found the Smith's living in Newport, Vermont. 20-year old son Stan was a short-order cook at a hotel while Irving was classified as a "steam railroad boiler maker." When the 41-year old boilermaker signed up for the draft on February 16, 1942, he stood 6-feet tall, weighed 201 pounds with blue eyes and brown hair. Irving Warden Smith would die in 1970 and be buried in the Lyndon Center Cemetery. His wife, Emily would live another 12 years before joining her husband in the plot in 1982.

- See Vol. 1 Ch. 9 Sec. 4 / Cog Clatter v1n9 – September 2nd, 1966 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

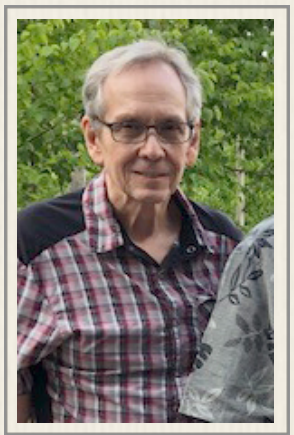
James Smith 1953

Summit House

James "Jimmy" Smith 1929

Summit House chef remembered by waitress Isabelle Clough of Lisbon - "Our chef was a boy by the name of Jimmy Smith who was very thin and wore glasses. He used to chase us girls around the kitchen with a big butcher knife until someone put a rat in his soup in the back pantry"

- Mt. Washington Observatory News Bulletin - Summer 1989



Jerry Smith (2019)
- MCR We Worked There

Jerry N. Smith 1971 - 1972

A brakeman in 1971, the young man from Pineville, Louisiana was part of the Cog's "Under 24" promotion and earned $1.60 an hour. State railway inspector Walter King noted Smith was still working as a brakeman during his opening day inspection on June 18, 1972.

- Railway Corp / Bencosky-Desjardins Files / NH DOT archives

Jerry W. Smith 1959

The 32-year old U.S. Army veteran from Lisbon, New Hampshire worked as a Trackman through August 1, 1959. *(1968)* "Jerry Smith, 41, of Lisbon died at the Cottage hospital in Woodsville (NH) Thursday, Apr. 11 following a brief illness. Mr. Smith was born in Lisbon Feb. 28, 1927, the son of Jerry and Minnie (Burt) Smith. His mother died only a few weeks ago. He was a veteran of World War II and a member of the Dickinson-Sweet American Legion Post and the Lisbon Outing club. He had worked as a bartender at the Legion post. Funeral services were held Sunday afternoon at the Pillsbury Funeral Home in Lisbon. Burial was in Grove Hill cemetery in Lisbon, bearers being Raymond Finn, David Mardin, Harvey Mackie and Lawrence Lowe. Mr. Smith is survived by two brothers, Lyman and Woodrow Mardin, both of Lisbon, and a sister, Mrs. Christine Calacci of Lunenburg, Vt." *- Railway Corp / Littleton Courier - Thu, Apr 18, 1968 pg. 2*

Joe (Joseph W.) Smith 1972 - 1973

20-year old Joe Smith *(left)* from Alexandria, Louisiana and part of the "Under 24" promotional group in 1972. In 1973, he was listed as a fireman in the railroad's paperwork - earning $1.90 an hour. ***Dave Moody:*** "Joe fired for two years and then moved on to the offshore oil rigs in the Gulf of Mexico. He died fairly young." ***Dave Kurz:*** "Joe Smith was one of the Alexandria boys including Steve Christy, who brought Mike Poché who brought Johnny Bolton and Jerry Smith (no relationship) who brought Joe Smith. I agree he was there two years and worked primarily as a brakeman. Sadly Joe passed away several years ago." ***Moody:*** "What I remember most about Joe was his seat at the Silver Fox which he occupied nightly, we all left it alone as we knew he would be in at some point. Drinking age was 21 and a few of us were 17, but the owner said nothing and we had a good watering hole. Mr. Kurz says mostly a brakeman but I remember him firing his last summer there, so one year braking and then mostly firing ?" *(2009)* "Mr. Joseph Wallace Smith, 56, of Alexandria, passed away Monday, June 1, 2009, at his residence. He worked for W & T Offshore, Inc., Force Energy and ARCO. Mr. Smith loved to fish and

hunt. He did everything to the fullest. He was a very loving and caring man, and he worried about everyone except himself. Joe was a devoted father to his son, devoted son to his mother, devoted brother to his brother and sisters and a true friend to all. He was preceded in death by his father, Wallace C. Smith; and brother, David Smith. Those left to cherish his memory include his son, Darrell Smith of Alexandria; mother, Bernice H. Smith of Alexandria; two sisters, Judy Preston and Janice Voorhies both of Alexandria and a host of nieces, nephews and friends. Visitation will be Tuesday, June 2, 2009, at Hixson Brothers, Alexandria, from 5:00 p.m. until 9:00 p.m. Born: June 25, 1952 - Died: June 01, 2009. Services: 10:00 a.m., Wednesday, June 3, 2009, Graveside at Forest Lawn Memorial Park, Ball, Louisiana. Visitation: Tuesday, June 2, 2009, at Hixson Brothers, Alexandria, from 5:00 p.m. until 9:00 p.m. Graveside services for Mr. Joseph Wallace Smith will be held at 10:00 a.m., Wednesday, June 3, 2009, at Forest Lawn Memorial Park, Ball. Burial will be under the direction of Hixson Brothers, Alexandria. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Moody & Kurz Emails to Jitney Jr. - Tue, Jul 26, 2021 & Tue Jul 27, 2021*

Joseph W. Smith (2009)
-Gloria Bello photo

J. W. Smith (1928)
- B&M Employees magazine

J. W. Smith 1929

(1928) "The appointment of J. W. Smith who has been assistant to the president, as general manager, was announced by President Hannauer on December 27, 1927. The new general manager, since coming to the Boston and Maine last summer *(1927)*, has made an intensive study of the system with a view to further expediting service in connection with the extensive improvements, already made and being made. For five years Mr. Smith was general manager of the Indiana Harbor Belt Railroad, an important part of the great Chicago terminal system which until last year Mr. Hannauer was vice president in charge. Himself the son of a railroad track supervisor, Mr. Smith came up through the ranks as brakeman, yardmaster and superintendent. He is 48 years of age." *(1929)* Boston & Maine General Manager at time of *Peppersass* crash - also assistant to B&M President Hannauer. *(1930)* "J. W. Smith, general manager of the Boston and Maine Railroad, has been receiving congratulations the past week upon his appointment as vice president and general manager, a position which he assumes January 1, 1930. The promotion was announced December 23 by Acting President Thomas Nelson Perkins. Mr. Smith was born in Bridgeburg, Ont., on December 17, 1879. He graduated from grammar school, and then graduated from the high school at Charleston, Ill., in 1898. In August of that year he became a clerk in the office of the general foreman of roundhouses of the Clover Leaf road. He entered the train service of the Clover Leaf as brakeman in 1899 and then became a conductor. He successively became traveling trainmaster of the I.H.B.R.R. and then their general yardmaster at Gibson, Ind. On May 4, 1912, he was promoted to assistant superintendent and June 13, 1922, was named general manager He retained that position until he came to the Boston & Maine as assistant to the President in August, 1927. He became General Manager of the Boston & Maine, January 1, 1928. Then a Vice President of operations into the 1940s when he had to deal with increased post-war production and a shortage of railcars to move the goods nationwide. "Hoarding foreign box cars by the Boston & Maine or the New Haven Railroad to the detriment of the rest of the country was denied at the meeting (of the New England shippers Advisory Board) by J. W. Smith, vice president in charge of operating, Boston & Main Railroad. "We are still having difficulty in furnishing cars to our industries, especially box cars," he said. "in view of the fact that we do receive more box cars than we need for loading and in order to make a more equal distribution of these cars, especially in the grain belt, the ICC has issued orders to the larger New England railroads to deliver a certain number of cars per days to western connections." He was vice president of operations at the B&M until 1950.

- B&M Employees magazine - Jan 1928 pg. 19; Jan 1930 pg. 5 / Boston Daily Globe, July 21, 1929 pg A2 & Mar 20, 1947 pg. 7

Kenneth F. Smith 1959

Ken Smith (1958)
-Lancaster HS yearbook

16-year old Ken Smith came to the Mountain from Lancaster, New Hampshire and worked in Marshfield. He graduated from Lancaster High School in 1962 and while working in a Derry, New Hampshire shoe shop at age 20, he married 16-year old Joan K. Pearson on September 11, 1963. The marriage did not last. 19-year old Joan Smith was granted a divorce on October 4, 1966 due to "treatment as seriously to injure health." 23-year old divorce Kenneth Frederick Smith was working as pipefitter in Derry when he married divorcee and stitcher 22-year old Nancy Barbara (Sherwood) McEvoy on May 13, 1967 by Derry justice of the peace Clarence C. Papinau. This union lasted until Cogger Ken Smith died. *(2008)* Kenneth F. Smith, 64, died June 20, 2008, at Kindred Hospital, Peabody, Mass. He was born Aug. 11, 1943, in Lancaster, to Frederick and Marion (Scott) Smith. He was a resident of Auburn since 1985. He previously resided in Derry for 20 years. He was employed in the fire protection industry and worked for several companies, including Hampshire Fire Protection where he was employed for many years. He also worked for Waste Management Corporation in Auburn, retiring in 2005. He was a Christian, and attended the First Assembly of God in Auburn. He was a lifelong avid motorcyclist and enjoyed NASCAR racing. He also liked to collect guns and hunt. Family members include his wife of 41 years, Nancy (Sherwood) Smith of Auburn; two sons, Stephen "Ted" Smith of Londonderry, and Michael McEvoy of Derry; two daughters, Wendy Ford of Auburn, and Jodi Emery of Auburn; six grandchildren; one great-grandchild; a brother, Frederick Smith Jr. of Lancaster; one uncle; one niece, one nephew and several great-nieces and great-nephews. A memorial reception will be Saturday, from 10 to 11 a.m.. at First Assembly

of God, 45 Myles Drive, Auburn. A memorial service will follow at 11 a.m. The Rev. Gary Hamilton will officiate. Memorial donations may be made to Christian Motorcyclist Association, PO Box 9, Hatfield, AR 71945.

- Marshfield / Bencosky-Desjardins Files / Ancestry.com / Newspapers.com / GenealogyBank.com / NH Union Leader - Wed, Jun 25, 2008

Penney Smith (1969)
-Hickham HS yearbook

Laura Penney Smith Oedel 1972 - 1973

20-year old Penney Smith came to the Cog Railway to work for the Marshfield Corporation in 1972. The following summer she worked as a chambermaid in the Marshfield Cabins and earned $200 a month. From Columbia, Missouri, Laura Penney Smith was born in 1952 the daughter of lawyer Robert C. and Jean (Durant) Smith Jr. She had three siblings: Robert D., Haden and Jeanne. When the young father and two-term state representative - former Speaker Pro Tem of the Missouri House of Representatives decided to challenge democratic Congressman Morgan M. Moulder in the 1958 primary, six-year old Penney used her dad's candidacy as part of school project where she and her classmates "swap news and then vote on the most important story for publication in the school paper. But she lost out in the balloting to Pattie Entsminger, the daughter of of Russ Entsminger, University of Missouri alumnae director, and former football start. The Entsmingers, it seems, had moved into a new house." Like his daughter, Robert C. Smith came up short in the summer primary. "Congressman Morgan M. Moulder, Democrat, won renomination by about 5,000 votes in the Eleventh District after being hard pressed by Robert C. Smith, Columbia attorney. All 11 of Missouri's Congressmen - four had no primary opposition - were renominated." Laura Penney Smith graduated from Hickham High School in Columbia in 1969. She sang in the school's Madrigal group, Operetta & Chamber Opera, was a member of the National Honor Society, a Student Council representative, and won a Curator's Certificate. She was part of Hickham's Thespians and worked on the Trireme. Three summers later she was at Mt. Washington where she met a Harvard history graduate seeking a doctorate in Early American Culture at the University of Delaware, William T. Oedel. She would marry the Cog Railway engineer and continue her post graduate education. Her research would focus on higher education governance - much of her work found on the internet was conducted with colleague Robert Michael Zemsky. *(Sept 1979) Adaptive Planning: The Role of Institution-Specific Models*; *(Jan 1983) The Structure of College Choice* - "The collegiate options considered by more than one-half million high school seniors in the eastern third of the nation are analyzed, and perspectives are offered on enrollment planning. A framework for public and institutional policies is provided, along with a vocabulary to describe the actual workings of the higher education market", and a June 1993 article employing an old Cog Railway term: *On Reversing the Ratchet*." The couple lives in Massachusetts.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Jefferson City (MO) Post-Tribune - Thu, May 8, 1958 pg. 3 / Moberly (MO) Monitor-Index - Wed, Apr 23, 1958 pg. 1 / St. Louis (MO) Globe-Democrat - Thu, Aug 7, 1958 pg. 1

"Leee" Smith (1955)
-UNH Granite yearbook

Leonard W. "Lee" Smith 1947

Railway employee - *(1947)* "Handling the traffic at the base are Lee Smith of Hopkinton, a student at University of Colorado, as train dispatcher, and Charles Whittemore of Pembroke, who attends University of New Hampshire, as ticket agent." / Leonard Wayne "Lee" Smith was born on April 1, 1929, in Hanover, New Hampshire, to 26-year old Dorothy G Leonard *(b.1902 d.1989)* and 30-year old Nelson Lee Smith Sr. *(b.1899 d.1984)*. He had a brother: Nelson Lee Jr. *(b.1925 d.1998)*. The Smith family lived on West Wheelock Street in Hanover, New Hampshire, in 1930. Father Nelson was a Dartmouth '21, Tuck School '22 & University of Michigan '28 Phd and now an assistant professor of economics at Dartmouth College. He'd been at Dartmouth since 1924. Dorothy was at home taking care of 5-year old Nelson Jr and one-year old Leonard. Ten years later the family was living on Beacon Street in Hopkinton, New Hampshire. 41-year old Nelson was now working as an economist for the New Hampshire Public Service Commission. 14-year old Nelson Jr. and 10-year old Leonard were going to school. 37-year old Dorothy's parents, 66-year old will and 63-year old Gertrude Leonard had moved from Pennsylvania and were now living with the family. Lee Smith may have been enrolled in the University of Colorado while working at the Cog in 1947, but he enlisted in the US Army on May 7, 1951. He served two years and was discharged in April 1953. He was back in Concord when he graduated from the University of New Hampshire in 1955 with a degree in Business Administration. He went to work for the phone company and was a manager for NYNEX – the telephone company spun off from Ma Bell that served New England and most of New York until 1997. Smith had retired and headed south to Sarasota, Florida in 1992 and died there in April 2004 at the age of 75. *(2004)* Leonard Wayne Smith, 75, Sarasota, died April 24, 2004. He was born April 1, 1929, in Hanover, N.H., and was a manager at NYNEX. He graduated in 1955 from the University of New Hampshire and was an Army veteran. Survivors include his wife, Elizabeth; a son, Nelson C. of La Crescenta, Calif.; and a daughter, Elizabeth D. of San Francisco. Memorial services will be at 11 a.m. Saturday at the First Congregational United Church of Christ. Sarasota Memorial Funeral Home and Crematory is in charge. In lieu of flowers, memorial donations may be made to First Congregational United Church of Christ, 1031 S. Euclid Ave., Sarasota, FL 34237. *- Littleton Courier - Thu, Aug 21, 1947 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Sarasota (FL) Herald-Tribune - Thu, May 6, 2004*

Mary Smith 1903

Summit House employee - *(1903)* "A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday *(8/25)*, starting about 2:30pm and returning at 5:30. The names are as follows: Agnes Greene, Adah Hamer, Ce-

lia Murphy, Lettie Blanchard, Mary Smith, Claudia Bates, Anna Anderson, and Dora Johnson." Attends 1903 Cog Party Masked Ball as "Indian" *- Among the Clouds - Aug 26 & Aug 31, 1903*

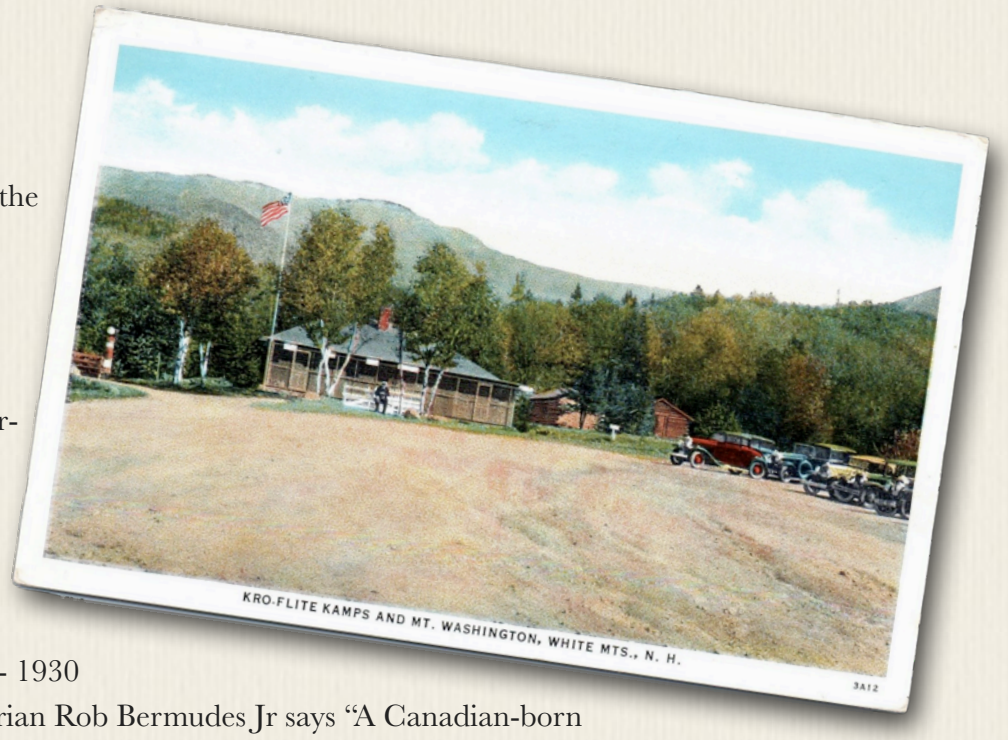
Paul Smith 1951

Mt. Washington Club/Summit House

Richard M. Smith 1974

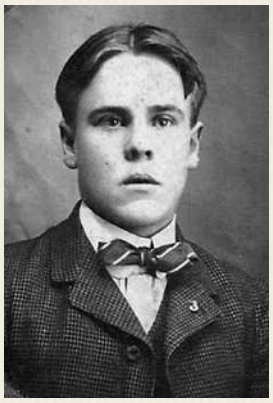
From Stockholm, New Jersey, Dick Smith worked on the track crew in 1974 for $2 an hour.

- Railway Corp / Bancosky-Desjardins files



The Smiths of Kro-Flite Kamps

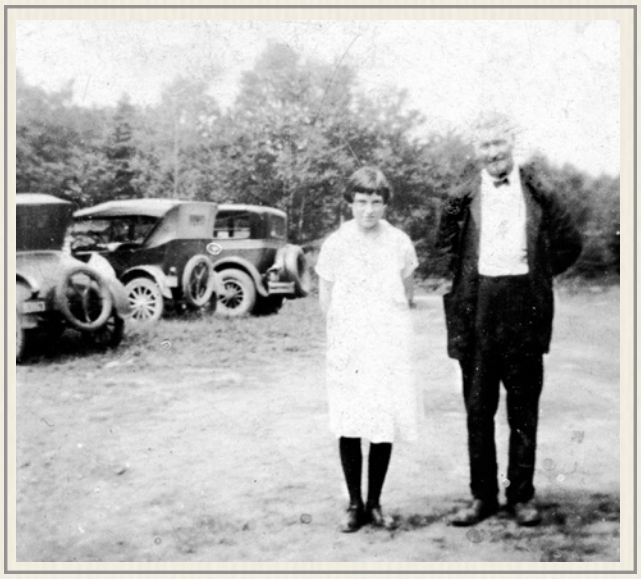
We slip out of strictly alphabetical order to bring you the story of the Littleton, New Hampshire family that operated the first version of the tourist cabins *(right)* at the Marshfield Base Station. Jitney Jr. would like to thank historian Rob Bermudes Jr for bringing their story & images into public view. The story begins with patriarch, Sam Smith.



Samuel Smith (1906)
- Ancestry.com

Sam Smith 1925 - 1930

Kro-Flite Kamps manager - Historian Rob Bermudes Jr says "A Canadian-born Littleton, New Hampshire, family operated the Kro-Flite Kamps. Sam Smith, his wife, Sylvia, and their four children, Verda, Roland, Doris, and Kathleen, spent their summers during the Barron era living at and managing the Kamp. That it was a family affair is not surprising. During the early cabin era it was taken for granted that camps were 'mama-papa' (mom and pop) operations and the guests would be greeted by a couple. 'The woman's role was particularly important. . . . a camp virtually had to be run by a married couple for both practical and aesthetic reasons. While husbands built and improved cabins and screened 'deadbeats,' wives usually managed the daily business.' Sam parked the cars and performed most of the maintenance and outdoor work. He was a farmer who may have worked at the Crawford House prior to working at the Kamps. The Barron, Merrill & Barron Co., operators of the Crawford House, owned the Kro-Flite Kamps, but made the management a "homey," family-run affair, exactly what the guests expected. The family's living quarters were attached to the restaurant. Sam Smith was from Québec, but was an over six-foot Irishman. Both Sam and Sylvia had excellent people skills and could get along with everyone. From time to time a customer might object to prices, but Sam, with his potentially intimidating over six-foot frame, would make them see the right thing to do. Sam's personality may have added to his height as he only claimed to be five-foot eleven-inches tall when he declared his intent to become a U.S. citizen on October 11, 1927. At the time, the 51-year old Sam said he was living on Main Street in Littleton with his wife Sylvia - doing carpentry work. He weighed 190 pounds, had gray hair, blue eyes and a scar on the right side of his neck. He was born on June 24, 1876 in St. Sylvester, Quebec – the son of Robert J. Smith from Scotland and Ana Jane (Falloon) Smith from Ireland. The Smith family moved to St. Patrice de Beaurivage, Quebec. The 1891 Census of Canada counted Samuel Smith as one of six children – four boys and two girls. Heart disease would claim Sam at his Littleton, New Hampshire home shortly after 1 pm on September 11, 1947. He was 71. He is buried in the Glenwood Cemetery in Littleton.



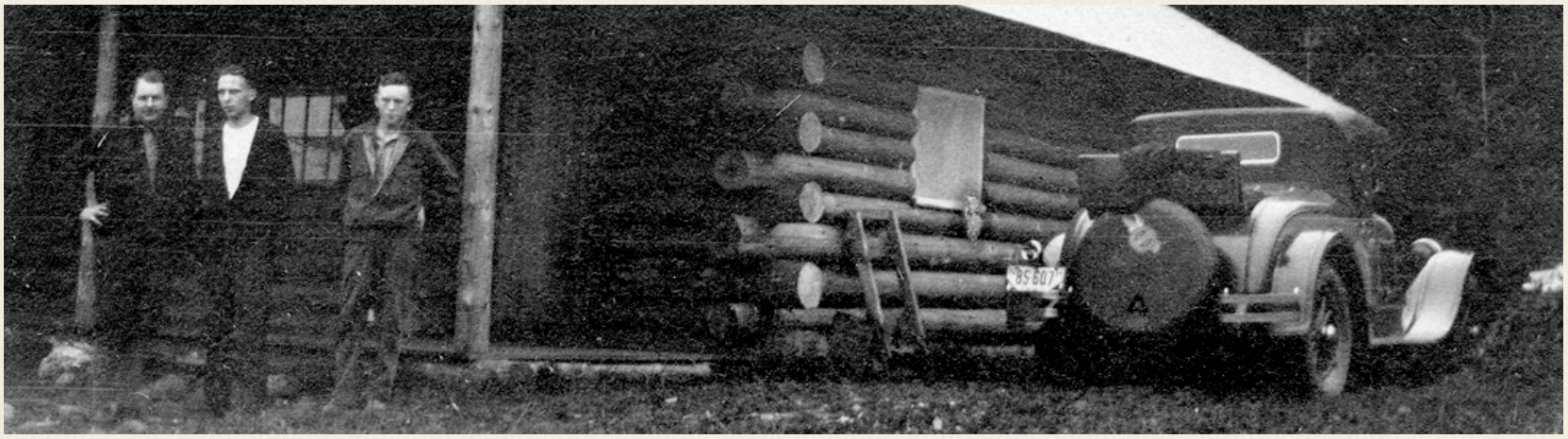
Sam Smith (R) with daughter, Kathleen at Kamps
- Rob Bermudes Jr. Collection

Sophia Smith (1906)
- Ancestry.com

Sylvia Smith 1925 - 1930

Kro-Flite Kamps cook - wife of Sam - Sylvia was in charge of the restaurant and "was a wonderful cook." She was a former teacher and "brilliant woman," according to Clara (Salway) Smith, Roland Smith's wife and 91-years old in a 2003 interview with historian Rob Bermudes Jr. His research, and subsequent paper, "The White Mountains in Transition: The Automobile and the Motel Archetype in the 1920s" form the basis of the Smith Family profile here. Clara was friends with Roland's sisters, Doris and Kathleen, and visited them at the camp in the late twenties (1928 and 1929). When she went to visit them, Clara drove to the camp over the Base Road which she described as a well-maintained dirt road. During her visits she hung out with Doris and Kathleen and not Roland. She and Roland married in 1936. Her mother-in-law, Sylvia Emma Bean was born on November 24, 1878 – the daughter of Dennison Miner and Jane (Emery) Bean. Sylvia married Samuel Smith on May 2, 1906 in her hometown of Waterville, Quebec. Their first

Smi



Roland Smith stands to the right of two guests at the Kro-Flite Kamps (1925-1929)
- Rob Bermudes Jr. Collection

daughter, Verda Jane arrived on November 10, 1906. Sam arrived in the United States in June 1915 entering through Newport. The family was in St. Johnsbury, Vermont when the 1920 Census was taken. 42-year old Sam was farming with the help of 40-year old Seften Bennitt. The Smith family began calling Littleton, New Hampshire home in 1924 – a year before they became the caretakers of the Kro-Flite Kamps.

Kathleen & Verda (R) Smith at the Kamps
- Rob Bermudes Jr Collection

Verda R. Smith 1927 - 1928

Kro-Flite Kamp - oldest daughter – waitress – Rob Bermudes' examination of the Kro Flite Kamps books indicates Verda Smith worked at the Kamps in 1927 and 1928. Born in 1904, Verda became a school teacher like her mother and married a school teacher from Ashland, Maine - Ralph F. Smith. The marriage occurred on July 22, 1929 in Andover, New Brunswick, Canada. The ceremony happening just two days after the *Peppersass* ran away and crashed back at Mount Washington. Bermudes says "the crowds were large and the Kro-Flite Kamps realized $160 worth of business, or 264 percent of that year's normal day's revenue" on the day the *Peppersass* crashed.

Roland Smith (~1930)
- Rob Bermudes Jr. Collection

Roland Smith 1925 - 1930

Kro-Flite Kamp - son of Sam & Sylvia - His school teacher wife, Clara, said Roland responded to any trouble on the trail but could not recall what his responsibilities at the camp might have been. She did say that he enjoyed climbing the mountain daily for fun. He climbed beside the track and liked to see if he could beat his previous time. Roland worked at the camp during the summer and attended school the other seasons in addition to part-time jobs he might have on weekends. He worked at the Kro-Flite Kamps all six summers the Barron Company ran them. Roland's wife, Clara, told Bermudes, "The Smith family were down-to-earth people who worked hard." Roland Samuel "Jack" Smith *(right)* was Sam and Sylvia's second child. He was born on June 24, 1908 in Waterville, Quebec. A broken blood vessel in 1987 put Roland in the St. Johnsbury Convalescent Center where he died of heart failure on September 23, 1989 at the age of 81.

Kathleen Smith
- Rob Bermudes Jr. Collection

Kathleen Smith 1929 - 1930

Kro-Flite Kamp waitress - Kathleen Mae Smith was born Feb 18, 1913 in Waterville, Quebec. After the Kamps, Kathleen became a book-keeper in Littleton. On June 19, 1937, the 23-year old Smith married a milk-tester from Bethlehem, N.H. - 21-year old Douglas Brown. The first marriage for both, the 1940 Census found them living in Waterford where Doug was farming. Kathleen died on November 29, 1991 in Bath, NH. She was 78 and is buried in the Glenwood Cemetery in Littleton.

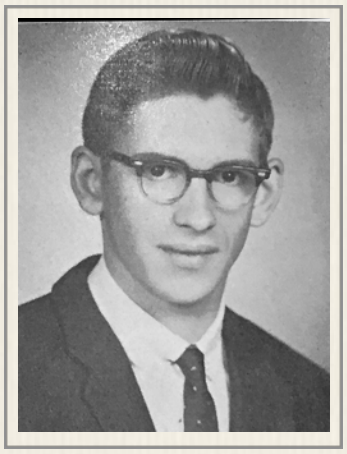
Doris Smith
- Rob Bermudes Jr. Collection

Doris Smith 1929 - 1930

Kro-Flite Kamp waitress - Doris Irene Smith was a 25-year old school teacher in Littleton, N.H. in 1936 when she married Curtis Boyd Sawyer, a 25-year old horticulturist from Wilmot, N.H. on June 27th in Littleton. It was the first marriage for both. Doris's dad, Sam was recorded as a 60-year old glove factory worker on the marriage certificate while Sylvia was keeping house. The 1940 Census says the couple was living in Wilmot, N.H. Curtis was working on a farm. Doris was caring for their two-year old son, Donald. They also had a school teacher boarding

with them, 43-year old Margie Barker. Doris died on November 12, 1984 in Littleton. She, too, is buried in the town's Glenwood Cemetery. *- The Smiths' of Kro-Flite sources: Rob Bermudes Jr' research / Ancestry.com*

Steven Leslie "Smitty" Smith 1962 - 1964



Steven Smith (1964)
-St. J Academy yearbook

18-year old Steven Smith earned $100 a month plus tips as a waiter in the Summit House dining room in 1964. Steven Smith came to the Summit House from his home in East St. Johnsbury after graduating from St. Johnsbury Academy where he had ran track as a freshman, had been part of the Art Club as a sophomore and sung in the Glee Club as a junior. His yearbook memories included "All the wonderful people at St. J. A., especially Mrs. Skinner, Camp "Queenie," Jan, Mr. Rhoades!" Smitty recalled his time at the Cog Railway in the 2014 Reunion movie: "My name is Steve Smith right now I live in Bennington Vermont. Marshall (Faye) and I grew up together in St Johnsbury, and we worked together on the mountain from, I guess I was here from 62 to 64. I worked on the mountain in the old hotel. They had a chambermaids and my job was helping them move furniture, vacuum rugs, wash dishes at nighttime and morning time. I worked as a waiter and one of the best stories I can tell you is about Marshall - Marshall's job was nightwatchman was to actually get water up here from the Base Station. The Ammonoosuc River runs down through, and it turns out it turned a power plant to pump water back up and Marshall's job was to call them on this little crank phone and tell them when to stop pumping water into a tank down the hill, about 50 yards. One night we're having a little party. We kind of tried to figure out where Marshall was. Nobody knew where Marshall was. And I thought, "Gee, we ought to check the tank." This tank is about 10,000 gallon tank down there. And Lo and behold, I went down there. There's a ladder laying on the track, I called "Marshall!" No word - so I put the ladder back up and went and called from the top and there's Marshall inside, doing the dog paddle, trying to stay afloat when the water's coming in. So that was a very good time. That night we found Marshall and helped him get back out." / Steven Leslie Smith was born on October 22, 1945 in Daleville, Alabama, the son of St. Johnsbury-native Leslie H. Smith and Brooklyn-born Anne W. (Reynolds) Smith. The family settled in East St. Johnsbury and "Smitty" went to St. Johnsbury Academy. At 19, Smith married 18-year old Lesley Ellen Rainey – a young woman from North Concord, Vermont. She had completed the tenth grade and was now living in Victory. They were married in the Third Congregational Church in East St. Johnsbury on March 13, 1965. When their daughter Monica Lee was born on January 20, 1967 at Brightlook Hospital in St. Johnsbury, 21-year old Steve was driving trucks for a living. The couple separated in January 1968 and Lesley was living in New Hampton, New Hampshire when the divorce was granted on Christmas Eve 1969. Steven had filed for the divorce on the grounds of "intolerable severity." On Valentine's Day in 1972, 26-year old Steven Smith married another Concord woman, 19-year old divorce Charlda Ann (Rivers) Chambers. Scudder H. Parker presided over the service in Lower Waterford. Charlda had completed the 8th grade and later earned a G.E.D. On February 14, 1974, Charlda was granted a divorce decree and the marriage was dissolved on May 11, 1974 after having lived apart for six months. Smith's first wife, Lesley had remarried to a Coventry, Vermont man ten years her senior. She and 39-year old Harvey P. Sheltra had a daughter, Bree Danielle Sheltra born on July 12, 1976 in St. Johnsbury. She was living in Lyndonville. In the fall of 1977, Lesley Sheltra tried to get in touch with her first child, 10-year old Monica Smith. In court papers, Sheltra charged that Steven Smith "willfully, maliciously, internationally, and outrageously inflicted extreme mental suffering and acute mental distress on (her) by willfully, maliciously, and outrageously rendering it impossible for any personal contact or other communication to take place" with her daughter. Sheltra's lawsuit was initially dismissed by a superior court judge for "failure to state a cause of action upon which relief could be granted." But on an instant appeal it became the basis for a Vermont Supreme Court ruling that "intentional infliction of mental distress against another person is a legally actionable civil offense. The "tort" or damaging action has not be official recognized by itself as an actionable offense by Vermont's courts previously, according to the Supreme Court opinion handed down Tuesday" *(September 19, 1978)*. The court reversed the dismissal and sent it back to superior court for a hearing. Smith's lawyer, Duncan Kilmartin said overturning the dismissal opened a "Pandora's box" which would lead to a "further eroding of the nuclear family. How do you define emotional harm? This decision will create chaos in domestic situations and freeze a parent, more likely the mail, from doing anything to protect his kids if he happens to have an emotionally unstable wife," Kilmartin said. Sheltra's lawyer, Sten Lium called the ruling a "pioneering decision. I take my hat off to the court. It is way overdue. Why should a person tolerate an assault on their emotions more than an assault on their arms or legs?" Lium said. Lesley Sheltra divorced Harvey in October 1990 in Pasco, Florida. She was married Samuel Scragg when she died on July 19, 2010.

- Summit House / Bencosky-Desjardins files / The 1964 Academy Student / Ancestry.com / Newspapers.com / GenealogyBank.com. / Barre (VT) Times-Argus –Wed, Sep 20, 1978 pg.1 & 12 / Burlington (VT) Free Press – Wed, Sep 20, 1978 pg. 1

Thomas Harold Smith 1963

Summit House *(1963)* Thomas Smith appears on the Summit payroll summary for July 1963 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $101.40. Smith's salary was booked in the Summit House "restaurant" column. *- Summit House / July 1963 Summit Payroll summary*

William Smith 1866 - 1869

Railway employee - *(1922)* "The father of Ada (Smith) Whitney (of Barnet), Mr. William Smith had charge of parts of the work in the construction of the Mt. Washington R. R. and in other work in the White Mountains. He spent his last days with Mrs. Whitney. Her mother was instantly killed in a railroad accident near Whitefield a few years ago." William Smith was born on May 31, 1844 in Ryegate and would have been 22-years old at the start of the construction of the Mount Washington Railway. /

William John Smith was born on May 30, 1844, in Ryegate, Vermont, to 37-year old Mary Elizabeth Dunn *(b.1806 d.1867)* and 36-year old George Smith *(b.1808 d.1882)*. 23-year old William John Smith married 19-year old Martha D. Whitehill *(b.1849 d.1871)* in Ryegate, Vermont, on December 12, 1867. 39-year old William John Smith married Jennie Elmina Helen Whitehill *(b.1861 d.1944)* in 1883. William John Smith died on January 6, 1922, in Ryegate, Vermont, when he was 77 years old. He was buried in the Blue Mountain Cemetery in Ryegate Corner, Vermont with his first wife.

- Caledonian-Record - Thu, Dec 28, 1922 pg. 2 / Ancestry.com / Newspapers.com / Find-a-Grave.com

Richard "Rich" W. Sneider 1959

The 16-year old Marshfield employee Richard Ward Sneider was born in Cambridge, Massachusetts - the son of Charles H. and Marian O. (Ward) Sneider. His father spent 35 years working for General Electric in Lynn, Massachusetts as manager of manufacturing administration for the aircraft engine group. Rich's family, including his sister Shireen would summer in Alexandria, New Hampshire. Richard reported to Paris Island and began training on August 31, 1960. He would serve four years in the Marine Corps after graduating from high school. Sneider was a 23-year old Plymouth State College student living in Newbury, Massachusetts when he married 18-year old Andrea Jean Scott on September 4, 1966. She had attended the University of Massachusetts. The newlyweds returned to school after the wedding - both attending Salem State College in the fall of 1966. In 2013, Richard and Andrea sold their home at 6 True Road in Salisbury, Massachusetts to Donald J. Pearson for $248,000. He is currently *(2020)* living in Alexandria, New Hampshire. *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe - Sun, Jul 17, 1966 pg. 94; Thu, Aug 1, 2013 pg. P2 / Boston Traveler - Wed, Aug 31, 1960 pg. 18 / McAllen (TX) Monitor - Sat, Jan 5, 1991 pg. 4*

GenealogyBank.com

Marla Snyderman 1975

Marla Snyderman was going to Framingham State University and living in Holliston, Massachusetts when she came north to Mt. Washington to work in Marshfield. She had graduated from Holliston High School in 1973. Her yearbook said she was "happiest when: going to a new place" and "likes most: Dave." Her prized possession was her cat and her ambition: "To be successful." Colleagues found her to be "a beautiful person to know" - "impatient" and "Little Philly." She would graduate from Framingham State University in 1977 *(left)* with a degree in psychology. After that the internet trail of Marla Snyderman went cold for Jitney Jr.

- Marshfield/Cabins Corporation / Bencosky-Desjardins file / Ancestry.com / Newspapers.com /

Marla Snyderman (1973)
-Holliston HS yearbook

Amanda Bell Sodergren 2017 to present

Amanda Sodergren (2020)
-MWCR photo

Gift Shop - Marshfield / Cog kid – Her dad, Greg was a railroad man having worked for the Cog, the B&M, Maine Central, Delaware & Hudson. She was born in Port Jefferson, New York in 1973. "After I was born," says Amanda her parents decided, "(New York) wasn't the place to raise a child and then we moved to Lancaster, New Hampshire." As Amanda was entering second grade, the Bells moved to Whitefield. She graduated from White Mountains Regional High School in 1992. "I went to hairdressing school, the Academy of Hair Design (in Lebanon, NH). After I graduated there, I worked at a salon in Concord until I had my first son. I had to go on bedrest with him… he was actually 10 weeks early. I moved back home because I needed help from family members. My ex-husband worked on the road… he was gone Monday through Friday. So I ended up back up here (in Whitefield)." *(Ed note: Her son, Greg is now in the Army stationed at Fort Bragg with his wife and three girls. In November of 2021, the family was off to Hawaii. Amanda says she missed the chance to visit her son when he was stationed in Italy but will be heading for Hawaii.)*
Cogger Mark Sodergren: "Amanda (Bell) and I actually met while we were both on Whitefield fire rescue. We both applied... and got on at the same time." ***Amanda:*** "We were both sitting, waiting to be interviewed at the same time. (We) chit-chatted and we both were accepted and went through level one together. It was kind of funny because he ended up on pumps and I always got to be interior. I would go in on the nozzle and he was supplying the water (giggle) So I kind of tease him about that." ***Mark:*** "I was always the wise ass trying to make everyone laugh during hard times trying to distract them and stuff... She's a firecracker. She'll fire right back and catch me with her curve balls from time to time just to make light if I'm in a bad mood. Over the course of years, she would say, 'Oh, yeah my father used to work up there at the Cog Railway. I always wanted to but he wouldn't allow that because those damn Coggers they only have one goddamn thing on their mind. He wouldn't let me,,, kept me away.' But she'd go up with her mother and her sister when it come time to pick (Greg) up as a little girl but once you got to teenage years he knew what was good... he knew those guys... so absolutely not." ***Amanda:*** "I had found myself single in 2015 and I wanted the extra money. I worked at Santa's Village to begin with because I have a full-time *(school)* job. I'm a special education para *(at her old high school)*. I'm going into my 19th year for that. And then *(the Santa's Village job)* just wasn't really cutting it. I had always loved the Cog. I thought I was going to be able to work there when I turned 16. But that was out of the question. (My father) told me I was too innocent, naive, and it wasn't going to happen because back when he was working there were quite some serious Cog parties. They used to call the girls that worked there, most of them, were "Cog hogs" because they would circulate among the guys, so there was no way I was going to work there, but as an adult, I was single… I had actually applied at the Cog when I applied at Santa's Village and didn't

really hear anything until after I got the job at Santa's Village so I declined, but then I decided, yeah, I'm going to go to the Cog. I'm an adult. I can work there, my dad can't say anything about it." She started working in the gift shop in 2017. ***Mark:*** "I met (Greg Bell) one day at the Whitefield dump. I think he saw my Cog hat... he come over and said, 'I used to work up there on the Mt. Washington Cog Railway on the tracks back in the 80s.' I said, 'Oh really, who might you be? Who do I have the pleasure of speaking with?' He says, 'Gregory Bell' and it was like I was standing in the shadow of a man that everybody raved about (at the Cog)..." Cookie wanted to learn more and Bell later told Sodergren I was following him "all over the damn dump and wouldn't leave me the fuck alone... (Bell) was wondering 'Who this crackpot is and why is he even talking to me in the first place?' That was my introduction to Greg Bell. I told Amanda, I met your father and I think I might've got a little too over excited chatting with him." ***Amanda:*** "I ended up getting together with Cookie after I swore I was going to be single for a long time, but he kept inviting me down for a beer and a fire. And I was like, oh, that sounds great. I was living with my parents. He's like, 'Oh, how about tonight?' I'm like, 'No, not tonight.' My mother's like, 'What are you doing? Just get out of the house, go do something.' So I pulled my hair into a ponytail because I had worked at Santa's Village all day. I was just going to leave, and she's like, 'You're not going like that?' I said, 'Well, he's seen me in the middle of the night on a fire call, you know, who cares - it's Cookie.' She ended up brushing my hair out, which I was like, 'What are you doing?' And I came down… it was like July 1st, 2015, and we ended up like staying up all night, talking, going to work the next day, came back and it was like the same thing, like straight week in a row." Mark proposed marriage on Thanksgiving 2017 at Amanda's parents' house. "It was right after dinner. My dad was in the living room with his high ball and Cookie starts rambling on because he is a talker. And my mother was like, 'What are you trying to say?' I was just looking at her thinking, like, be quiet… I know what he's trying to say. And my dad comes out, 'What am I missing?' So Cookie proposed and my grandma found out and absolutely loves (Cookie) because he's a Finn as well. She wanted us to get married that winter, and I said, I can't do it that quick." They married on July 14, 2018 which Amanda says was weird. "I wanted to July first (but) my sister was going to be on vacation in Myrtle Beach. So okay, then the following week, I think it was like the seventh. And I was like, 'Nope, my first marriage was on the seventh of, I don't even remember what month. So Nope.' We decided on the 14th. Then after we got married, I was at my father-in-law's and I happened to see this plate in the living room… It says 7-14-73. And I was like, why does he have our wedding date with like my birth year on it? It turns out (Cookie's) parents got married on July 14th in 1973. So that was kind of weird."

Amanda Sodergren: "The first year *(2017)* I was in the gift shop and didn't care for the manager. So the following year *(2018)* I went to tickets, which I loved. Then there was a new (gift shop) manager (the third year), which I had already known." Amanda and manager Erica Hubert have worked the gift shop counters ever since. "That's what I do during my summer vacation, I still get paid to the school. I don't have to be there (at the Cog), but it's just like a love, love sort of hate relationship at certain times. I love being there, but sometimes, you know, the hours and the amount of hours that it takes away from like personal life, that's where the hate comes in. I mean, there were many nights, my dad never made it home or he was stuck on the hill. Then with my husband, there's many times where he gets home later and later and later, or goes in earlier, you know, his schedule gets changed. And then we end up with only one day off together." As for the tourists she meets, "All the time people come in off the street ready to go hike. And I'm like, 'Are you going to wear that? Are you prepared?' Then they'll purchase something *(sweatshirt, jacket)* in the gift shop. Our policy is, if their card is not signed, we need ID. And they're like, we don't have an ID. I'm like, 'You're going to go hiking without an ID? Really? On Mount Washington?' You have to respect (the Mountain). It could be totally clear one minute and you look up at the summit and it's all in the clouds the next. There's been so many people that didn't make it off Mount Washington or even to the summit. It is one of those places that it can either let you live or let you die."

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Ancestry.com / Newspapers.com / Interview with Jitney Jr.

Mark "Cookie" Sodergren 1999 to present

Track crew foreman / "My start year if my memory serves me correctly was... 1999 or 2000. Did drop from full time to part time status twice for other ventures. I was aware of the operation and the historic relevance of it… I just happened to be, looking for a job and having some railroad background my aunt said the Cog was hiring… maybe I should go up and check it out. I

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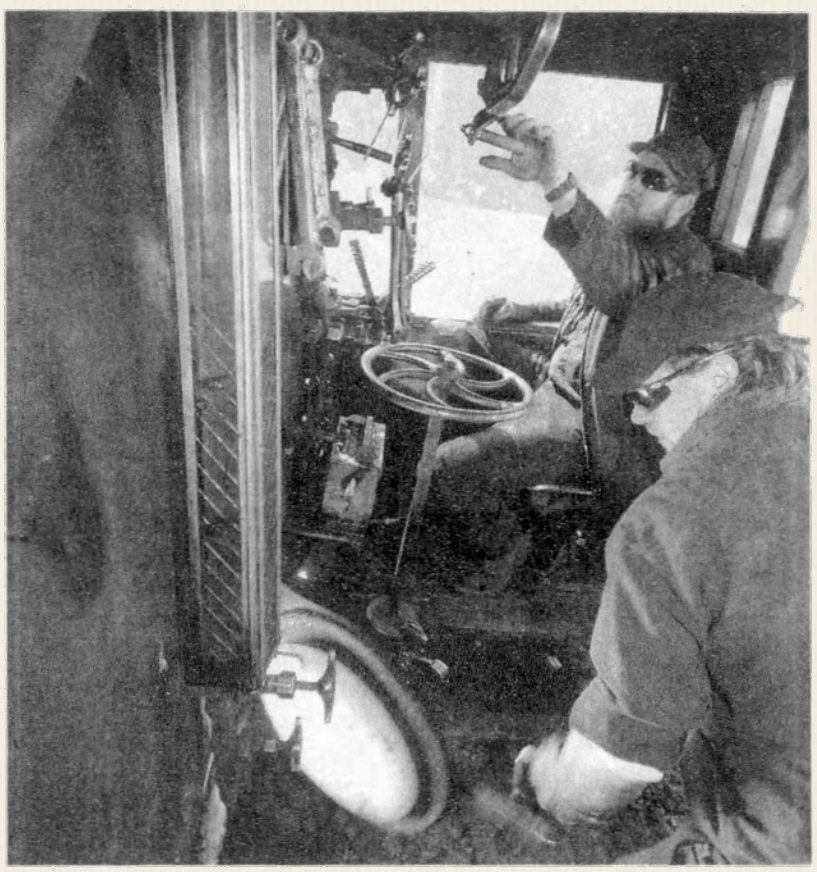

DAVID ARNOLD FOR THE BOSTON GLOBE

Mark Sodergren drives the Mount Washington Cog Railway train as Matt Scott shovels coal into the boiler on an ascent.

said, 'You know I'm a flat line guy'" having worked at Wiscasset, Waterville & Farmington Railroad Museum in Alna, Maine; the Sandy River & Rangeley Lakes Railroad in Phillips, Maine; the Maine Narrow Gauge railroad in Portland, Maine and the Edaville railroad in South Carver, Massachusetts when he lived there. "I started playing around with steamers at about nine years old. I was gaining experience with some patient seniors. I wasn't quite sure if I fit the bill for (the Cog)." While Sodergren's relatives did work in the transportation industry, they weren't railroad people. "They were all airline captains," he chuckles. "My father was a cabinet maker by trade… a very skilled carpenter and woodworker… the sawdust got to him but being a mechanically minded individual and a very practical person… he ended up as a maintenance technician in factories. I did make my way up (to the Cog) after a pay phone conversation with then office manager, Marcia Roulard (who) told me, "Come on up, make out an application…" Charlie Kennison… was the one that actually hired me on very quickly. I didn't get (the application) completed… and he's asking me if I ever rode (the Cog). Never had the money for it. So, he put me on a train, and said, "Go on up, come down. If you want the job, it's yours. Entry-level brakeman. If not, I got a free ride. So went up and it was quite the experience, you know, the danger… I said this is going to be an adventure. I knew pretty well off that first trip that Kennison sent me up on (I'd take the job). There was an immediate respect for the operation and what it could throw at you… the Mountain itself was very well known… it was a humbling experience and… the option to be part of it… we'll make a go of it. But we all know the Cog… you treat that with respect, if (not) she can bite you… if you're not careful." Sodergren was about 22 years old when he started. Sodergren says he was able to transfer some of his two-foot gauge flat line knowledge to the mountain-climbing cog. "Boiler operations to a minimal degree… I knew how to take and read a fire… by the time I showed up at the Cog Railway… I was advised to keep my mouth shut by a couple of my training brakeman (Senior brakeman Phil Beroney & Al LaPrade). But I had a couple engineers who got a whiff of my prior experience… (they) would subtly (tell me to) "Go kick on the blower." They weren't telling me where it was. I had to figure that out on my own. They were sizing me up and then you know, the injectors - "Get water going in. Okay and shut it down…" General boiler operations were about all the same, but the (Cog) fuel consumption was considerably more than what I got to deal with on the flat line stuff. At that point, the engineer liked (your work) he kept you whatever capacity you were in – fireman or brakeman. But I'd come in at a point there at a point where after qualifying in a very short time as a brakeman… Mr. Kenison and Bobby Trask found themselves lacking firemen. I remember Kenison coming out and inquiring if he remembered correctly that I had experience elsewhere shoveling?" (Cookie remembers Kenison was holding Sodergren's application in one hand and a shovel in the other at the time) "I told him that indeed I did… I was promptly told to go… get in the Three with Tommy Bonnet. At that point I was intimidated as that's a lot more than I'm used to, and he basically told me to keep quiet and do what I was told. So no training firemen or nothing, just Tommy Bonnet as the engineer … a quick inquiry as to how the engine liked to be fired and off we went and I pretty much settled in firing for some time, and intermittently breaking that first season (for various engineers). That was a good learning experience from the coach side of what each engineer expected things to be done… for future reference of what would work best, what was the most efficient. I never really settled in on one specific engineer. I was kind of thrown here, there, and everywhere." He was also thrown one-time into a window while braking below Skyline. "I learned not to jinx myself when I looked at the coach load of folks… just about to leave Skyline after coming off the siding… I get the switch realigned and double, trip and quadruple checked it.. hopped back on the coach and we're proceeding down the mountain… I was getting my set brake set and I get the speed regulator (brake) with the set brake, and I look back and said, "Okay, now folks, the best time of the whole trip…" And that's when the engine's ratchet dropped by accident… (The

sudden stop) drove my face into the (brakeman's) window… that was pretty memorable, big fat Cog lip on one side trying to keep everyone entertained while (the crew) was trying to un-mangle that ratchet so they could get us down the mountain." Sodergren fired for several years with Tommy Bonnet, Jack Watkins and Steve Comeau while being pressured to become an engineer. "I was pretty fortunate with the engineers I was assigned to… they kept very good upkeep of their engines and… hardly ever experienced any breakdown situations of major proportions… They were very specific and picky so I was resistant about becoming an engineer 'cause there are certain things you have to know… I'm more of a hands-on experience person. You can tell me till I can recite exactly what needs to be done, but until I physically go do it myself, the comfort level wouldn't have been there… I acted less intelligent than I was just to forego (becoming an engineer) but they weren't going to have note of that. Engineer Watkins didn't buy Cookie's act. "He wasn't going to let me play any games… he saw right through that (unintelligent card) and made me apply myself because he was assigned to make me an engineer and he did." Cookie started running in 2002. Being the newer greener engineer, he was assigned nearly full-time to the No. 9. "It was like riding a bull up and down the mountain… it was the roughest one… actually I have a very heartfelt fondness for that locomotive and consider it like my child." He stayed with the No. 9 when Nigel Day began making experimental changes on the engine to increase efficiency and start using fuel oil to generate steam. Sodergren distinctly remembers a descent he made with no engine brakes. "I'd stopped because (track crew foreman) Dave Moody had flagged us (to stop) because the down mountain brake band had dropped down and was all mangled so that it stuck out… I stopped on one brake and dropped the ratchet and pulled the pins… and pulled those shoes in… threw that in the tender. My fireman, Bob Churchill lifted the ratchet… we wanted to get going and I couldn't get the darn (remaining engine) brake off." The stuck brake (wheel) was "clubbed" with the shaker bar to try and move it. "I finally had to get up in the window and push with my feet on that shaker bar while he (Churchill) tried to lift the dog just to loosen it." There was a snap and the brake came off and the engine began to descend. "I think we snapped the weld on a rod or something… I didn't have no (engine) brakes… coming back into the base just using (forward) steam for braking… that's when you get extensive qualification… you've got to take and think on a dime." When the early diesel engines came along Sodergren discovered "I didn't have enough ass to take and run the locomotive because they had a pressure sensor (dead man's safety switch) in the seat. I'd go move (the M-1 diesel) and everything would just go and then it would just stop. Rob McLay went to go find Charley Kenison… "There's gotta be something wrong and Charley will figure it out." Well, I was sitting there waiting for him to come back and I notice this slight little clicking every time I moved in the seat… I said 'Hold on." I pushed myself down in the seat and she run fine… I went to sit normal… come up a little bit in the seat… the thing would stop. Now Phil Beroney was next in line and he'd come down. He says "Am I going to have any problem?" Him being a little larger I said, "You are more than qualified to run this." I think (Phil) was really the first of the diesel engineers. Tim (Carter) was right behind him… doing some braking and stuff."

The seasonal nature of the Cog job had Cookie working down at the Bretton Woods ski area running groomers in the winter. "They were going to make a major readjustment to my pay and not in my favor. So when the inquiry came in to see if I'd take over the track foreman's position down to Conway… I jumped on that because it was a much better paying job than what I was going to make that winter. I think it was January 3rd, 2009 when I officially started as track foreman for the Conway Scenic Railroad full-time… I'd done some part-time work down to Conway Scenic helping with the resurrection of their steam locomotive down there, 7470. It was with regret… pulling at the heartstrings you know, I separated myself from the Cog in a full-time status, but it's survival of the fittest… got to go where the money is." However, Cookie kept a close eye on Washington during his commute from Whitefield to Conway and the new job. "I looked up to that mountain wondering what the hell was going on and how the boys were doing. I maintained an as needed, part-time weekend warrior (status) up there at the Cog for a few years. I'd show up for firing or running or braking. When you bust your back on (the Cog)… working on that track structure… you keep an eye on your investment… make sure everything was going smoothly on my invested time, and it's still true right now… watching my invested years and those who came before me."

On how he obtained his nickname: "I used to get *(chocolate chip cookies)* every trip to the summit..." But the snack bar was out of stock for some time. "I was having a bad day... and I come in one day *(to)* the break room down in the boiler room *(of)* the Sherman Adams *(building)* there, and somebody flipped my gasket. (I) was already *(in)* a bad mood 'cause *(I wasn't)* gonna have chocolate chip cookies. And I ended up shattering a table down there in a break room. Jack Watkins says "If you eat another cookie, you're gonna turn into one." Watkins and Rich Coulter started calling him "Cookie." Sodergren says, "It surfaced just after I smashed the table *(in)* protest that they didn't have any cookies as a hot headed young fella." "I happily show up to work every day on the Mt. Washington Cog Railway, and always have, for the preservation of the operation, which is historically unique. It serves as an adventure. It's helped me better myself in life... the resourcefulness... use your mind in a split second. And there are legacies... 152 years of lives invested in to the maintenance, the operation to keep it going. I walk down that track structure, it's like walking on a spine of many generations, many legacies that has to be kept up... preserved for the future visitors or goofers per se.. and it's with reverence that I show up every day and look back at the time served and the work... of many, many people and that's what keeps me going back... the sense of family... Andrew Villaine... he's a very, well-worded young fella and he says the Cog is not a job - it's a lifestyle... that's dead accurate... a good way to word it."

- Ancestry.com / Newspapers.com / Interview with Jitney Jr.

Mark Sodergren (2020)
-MWCR photo

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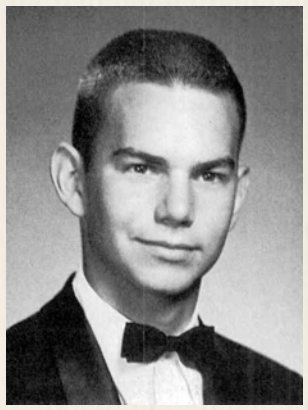
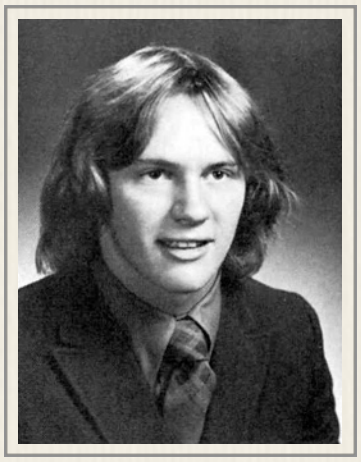


Tom Solak (2063)
-Hillsborough HS yearbook

Thomas Alexander Solak 1964

19-year old Tom Solak from Tampa, Florida worked in the Marshfield kitchen in 1964 and earned $120 plus $20 a month plus $64 that summer. The son of Steven Edward Solak and elementary/middle school history & civics teacher Vivian (Van Wormer) Solak, Tom had just finished his first year at Georgia Tech after graduating eighth in his class at Hillsborough High School. There he was president of the school's National Honor Society chapter and treasurer of the student council. Solak played basketball two years on the high school team and trumpet in the band. At Georgia Tech he was majoring in mechanical engineering. After graduation, Solak went to work as a chemical engineer for Humble Oil and Refining Company. He earned a master's degree at Louisian State University. In February 1970, Tom Solak married Ellen Marie McNamara of New Orleans. She was a graduate of the University of Southwestern Louisiana and was working as an engineering assistant at Humble Oil. The newlyweds made their home in Metairie, Louisiana. They had three sons: Anton, Mark and Kyle. In 1979, Solak was transferred to the Exxon-Europe office in Stavanger, Norway, and the family made the move in late August. When Solak's mother died in 2016 the couple was living in Bellaire, Texas.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Tampa (FL) Times - Wed, May 8, 1963 pg. 6 / Tampa (FL) Tribune - Wed, Feb 18, 1970 pg. 17; Sat, Aug 18, 1979 pg. 51 & Sun, Jan 31, 2016 pg. 27



Tom Solum (2063)
-Skaneateles HS yearbook

Theodore C. "Ted" Solum 1976

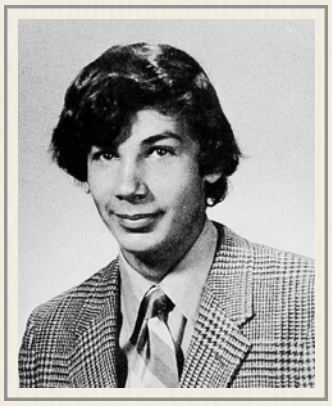
20-year old Ted Solum came to Mt. Washington from Skaneateles, New York to work around the Base Station. He was the son of car salesman Carl V. and Shirley *(Henderson)* Solum. The Cog job happened his second summer as a graduate of Skaneateles Senior High. His high school Class of '74 colleagues knew him as "Gunga Din." He'd participated in the Art Club and was a member of the Zucchini Brothers, Hawaiian Big Beat. His yearbook implicated him in the "who threw the ice pack" scandal. *(2021)* Ted Solum recalled his brief time at the Mountain in an email to Jitney Jr.: "I only worked there a short time in the Spring 1976. My first visit there was with Michael Kenly who lived here in Skaneateles. I attended Franconia College for one year as a freshman in 74-75 and went back up there to see friends in 1976 and Mike said they needed some guys. There I met with Ed *(Ted remembers him as Red)* Clark, who I am sure you know. He was a piece of work; about five minutes into talking to him he suddenly rushed me and shoved me, hard. He then said he just wanted to test my balance and he knew people from "rassling" bears. After passing the audition I went to work on replacing ties. I remember one evening I was so tired I couldn't walk down to the *(Boarding House)* kitchen to warm up some soup, so I ate it cold from the can. I don't remember the names of the other guys except Mike and his wife, Gretel. Sadly they both died last year. I do remember a guy named Clem who went south in the Winter to work oil rigs. Or what I really remember was the story from a few days previous to working with him; Everyone was up on the work train and wondered why Ed was coming up on his little train. Ed got down and called for Clem and chewed him out, over something. Clem was contrite and asked if Ed was finished. Then he smashed him in the face! Knocking him over. Ed gets up and without a word goes back down the hill. Nobody said anything for awhile until someone asked Clem why he hit the boss. He said, "I just wanted to show him how much he needs me." I wasn't the type for all that hard work, low pay and no females around. I wasn't one of the rich kids at Franconia College and I didn't even have a car. I thumbed my way back to town and quickly found a better job at the Sunset Hill House in Sugar Hill and then found an even better job nearby as a gardener for a grand old dame of Dow Chemical. It was a beautiful 17 acre English garden and I worked on the trails. I was much better off in Franconia near people like me. I wound up at Hunter College in NYC. That's my story and I'm sticking to it. I still have a pay stub from the Railway." / Solumn nurtured his interest in art into a career becoming a conservator working for, among others, the Evergreene Painting Studios in New York City. *(2007)* "Restoring a century-old mural started with a single cotton swab. Theodore C. Solum, a conservation technician, first needed to determine what substance the *(Watertown New York)* Flower Memorial Library's rotunda mural had been covered with. "Is it a shellac? A polymer? We had no idea what's up there," said Mr. Solum. "One we can surmise what it is, we can devise our methodology on how to take it off." After observing how different chemicals reacted to the coating, Mr. Solum determined that the painting had been shellacked. "There could have been two or three campaigns up there," said the technician, who lacks much of the historical documentation that could help him." The Watertown gig came just after a job in Oklahoma. "The entire history of Oklahoma can be found on just one of the hand-painted Italian-style ceilings of this sprawling mansion. However, if it weren't for a year of meticulous restoration efforts, most visitors to the Marland Mansion (in Ponca City) might only think of the

BY MATT STRASEN, *THE OKLAHOMAN*

Ted Solum with Evergreene Painting Studios Inc. does touch-up work on designs on the ceiling of the outer lounge of the Marland Mansion in Ponca City on Thursday.

Dust Bowl when they see the painting. "It had 80 years of grit and grime covering it," said David Heathly, director of the Marland Estate. Last summer, the estate commissioned Evergreen Painting Studios of New York and Chicago to professionally restore the damaged ceilings. Keathly said he hopes the $415,000 project will be complete by Easter." Cogger Ted Solum *(right)* was part of the Evergreene restoration team. He later worked for the West Lake Conservators in his hometown of Skaneateles before retiring. *- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Watertown (NY) Daily Times - Thu, May 17, 2007 pg. 11& 17 / The Daily Oklahoman - Mon, Apr 2, 2007 pg. 4 / Onondaga Historical Association's History Highlights - Fall/Winter 2015 pg. 23-25*

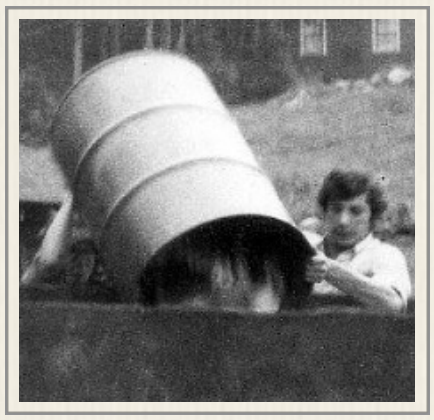
M. F. Somers 1953
Summit House



Rob Soucy (1972)
- Lynn English HS yearbook

Robert M. Soucy 1973 - 1974

18-year old Rob Soucy from Lynn, Massachusetts was a 1972 graduate of Lynn English High School. Classmates there said Soucy "enjoys sports but doesn't participate on an organized team" and plans to attend college." His sign was Virgo. He worked as a brakeman his first year at the Cog and earned $1.80 an hour. In 1974, Soucy was paid $2.30 an hour to fire, but was listed as a possible engineer in a report to the state of New Hampshire. Soucy met and married fellow Cogger and Marshfield counter girl Martha Ann Driscoll on September 4, 1976 in her hometown of Essex Junction, Vermont. At that point, Soucy was in the Navy, stationed in San Diego, California. Robert Mark Soucy was born on September 2, 1954, the son of Armand and Isabelle *(D'Entremont)* Soucy. He had three brothers, Gerald, David & Daniel. The web indicates Robert and Martha Soucy were living in Bethel Maine from 1998 to 2002, but sister-in-law Maureen Driscoll Kennedy said the two have since divorced. He currently is living in Brookline, Massachusetts. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Burlington (VT) Free Press - Jun 12, 1976 pg. 6 & Sun, Sep 12, 1976 pg 22*



Rob Soucy on Honeybucket Duty
- Cog Railway We Were There FB

Garrison A. Southard III 1974

The 19-year old son of Bankcard executive Garrison A. Southard Jr. worked as a brakeman on the Cog Railway in 1974. Garrison the third earned $2.10 an hour that summer. He was born on December 8, 1954. While Garrison III claimed Mt. Washington, New Hampshire as his address that summer, he later lived in Avon, Vail and Denver, Colorado as well as Pinehurst, North Carolina. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com*

M. E. Southard 1952
Mt. Washington Club/Summit House

Walter J. "Wally" Sowgrado 1958

Walter J. Sowyrda (1961)
-Wakefield HS yearbook

16-year old Wally Sowyrda worked at the Summit House during the summer of 1958. Walter J. Sowyrda was from Eddie & Harry Byrd and the Brothers Saunders hometown of Wakefield, Massachusetts. He went on to be a 1961 graduate of Wakefield High School. According to his yearbook, "Wally's favorite possession is his '53 Ford… often heard saying "You know"… Physics with Mr. Feudo rates high with him. Favorite pastimes are hunting and skating… works at Elm Farm… his pet peeve is half-days of school… will remember the great kids and nice building (of Wakefield High)… intends to enter the service." That Wally still enjoyed skating is notable because in February 1955, he joined his 15-year old Boy Scout brother, George C. Sowyrda and two other boys for a Saturday noontime hot dog roast on an island on Lower Lake in the Breakheart reservation in Wakefield. The young men had to cross ice to get to the island. When "they stared to recross 75 feet of doubtful ice to go home about 3 p.m. 14-year old Jack Seward broke through, but was pulled back with a rope. Then (Seward) tried another spot and made it to shore. He was followed by 14-year old Peter Souza and Walter. George started, but broke through. (George) tried a second time and went through again. Then he decided to stay on the island. He yelled for the others to go for help. Walter and Jack lit out for home. George, being a good Boy Scout, started a fire and went into survival procedures with his soaked clothing." George Sowyrda would be there for seven hours awaiting rescue. Police had to carry an aluminum boat half a mile through woods in order to rescue George. They arrived at the scene about 10 p.m. George became a firefighter, but not a good Boy Scout. In late 1985, George Sowyrda raped an 8-year-old Melrose girl – a crime he plead guilty to in August 1986. But two months later, he failed to appear for sentencing and disappeared for a dozen years before being tracked down and recaptured in St. Petersburg, Florida in 1998. The crime may have convinced his brother to maintain a low profile on the Internet. Jitney Jr's research was further hindered by another Walter Sowyrda – a William Walter Sowyrda in the area. In 1985, Walter John Sowyrda joined Milton E. Calder as treasurer of Calder Associates, Inc. with its head office in Wilmington, MA. The corporation was dissolved at the end of 1990. Walter John Sowyrda was born on April 20, 1942, and has made his home in Wilmington, Massachusetts and Haynesville, North Carolina. Wally is now married and lives in Naples, Florida. He is affiliated with the Democratic Party on the Naples checklist. *- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston American - Sun, Feb 20, 1955 pg. 1 / Boston Globe - Mon, Mar 30, 1998 pg. 14*

Selectboard chair Dean Spaulding at signing of 1st land lease for the industrial park at Whitefield Reg'l Airport (1967)
- Duethsh photo / Union Leader - Mon, Feb 20, 1967 pg. 24

Dean Spaulding 1915

19-year old Dean Spaulding from Whitefield, N.H. was working on top of Mt. Washington at the brand new Summit House when the nearby Tip-Top House burned in 1915. "The only thing saved from the old house was the sign over the door which was familiar to thousands of visitors and which has withstood the elements for over half a century. The sign was saved by Dean Spaulding of Whitefield, a Summit House employee who climbed up on the end of the house when the roof was ablaze and pried it off with a crowbar. Mr. Spaulding is a grandson of the late John H. Spaulding of Lancaster, one of the builders and early landlords of the Tip-Top House." / Edward Dean Spaulding was born on August 2, 1895 in Whitefield, the second child of 45-year old farmer John Hubbard Spaulding Jr *(b.1850 d.1935)* and his 29-year old wife, Anna (Abbott) Spaulding *(b.1866 d.1945)*. In 1910, the family was living on their Bethlehem Road farm in Whitefield. 14-year old Dean had three siblings: 22-year old Deborah Abbott *(b.1887 d.1975)*, 13-year old Hester Mary *(b.1897 d.1944)*, and 10-year old William Dustin *(b.1899 d.1990)*. On June 5, 1917, the tall, slender 22-year old Dean Spaulding with black eyes and light brown hair signed up for the draft. He was still working on his father's farm and claimed no exemptions. That fall, E. Dean Spaulding left New York on September 25th on *SS Saxonia*. He was an Army private bound for Europe in the 6th Company of the 101st Supply Train – part of the 26th "Yankee Division" of the Infantry. He was a corporal in Company E of the 1st Supply Train when he returned from Brest, France to Hoboken, New Jersey on September 2, 1919 on the *SS Siboney*. Dean and his brother, William were back on their father's Whitefield farm when the Census was taken in late January 1920. Dean was now working as a glazer at the tannery. On April 14, 1920, the 24-year old World War I veteran married a 26-year old nurse. Mary Lucretia Dodge was the daughter of two Whitefield natives, Charles Eben and Ida (Bray) Dodge. Mary was born in Manchester, New Hampshire and was living with her parents in Chicago where her dad was making typewriter ribbons. It was the first marriage for both and it would be the last. In 1940, E. Dean and Mary Spaulding were living on their own farm. The household included an 18-year old daughter, Jane Dodge *(b.1922 d.1995)* and a 15-year old son, E. Dean Jr *(b.1924 d.1989)*. There was also a servant, 38-year old Mildred White. Two years later, the local draft board registrar measured up the 46-year old Spaulding and found he stood 6-feet 4-inches tall and weighed 238 pounds. He had hazel eyes, black hair, a ruddy complexion and a mole on the left hip for identification. Breast cancer would claim Whitefield school nurse Mary Spaulding in July 1957. Edward Dean Spaulding would die in May of 1972. *(1972)* "E. Dean Spaulding, 76, a lifelong resident of (Whitefield) died at Weeks Memorial Hospital in Lancaster today *(5/13)* after a brief illness. He was an Army veteran of World War I, a member of the Community Baptist Church, a member of St. John's Lodge, F&AM, and a charter member of the Ingerson-Smith Post 41 of the American Legion. He was a past president of the Lancaster Fair Association and was a director of the association for the past 40 years. He was a selectman of (Whitefield) for 12 consecutive years. The family includes a son, Edward D. Spaulding of Whitefield; a daughter, Mrs. Jane Wallace of Lancaster; a brother, William D. Spaulding of Greenbrae, Cal,; a sister, Mrs. Deborah Bartlett of Littleton; six grandchildren, two great grandchildren and two nieces. Funeral services will be held Tuesday *(5/16)* at 2 p.m. in the Community Baptist Church, Whitefield. Burial will be in Summer Street Cemetery, Lancaster." *- Ancestry.com / Newspapers.com / GenealogyBank.com / Among the Clouds - Aug 30, 1915 / New Hampshire Sunday News - Sun, May 14, 1972 pg. 106*

Eugene I. Spaulding 1915 - 1917

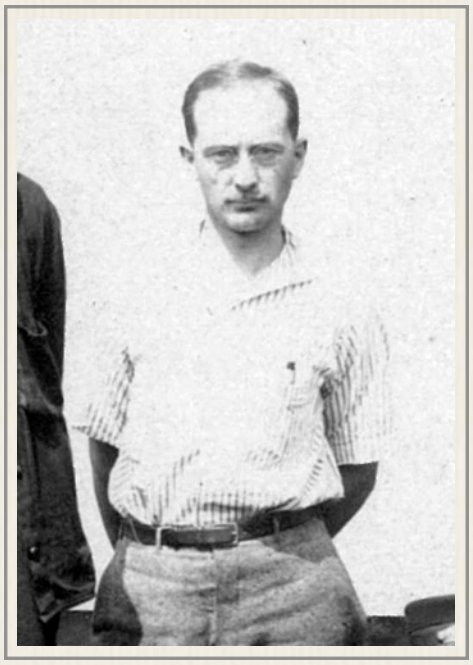
Machinist - brother of Harry Spaulding *(1915)* Woodsville Notes: "Assistant Superintendent H. G. Spaulding and Eugene Spaulding have gone to the base of Mt. Washington make preparations for the opening of the summer season of the Mt. Washington railway." *(1916)* "Mr. and Mrs. Eugene Spaulding and friends from the Base, Mt. Washington, were Sunday *(7/13)* visitors of Mr. and Mrs. John Burton *(in Wells River.)*" "The machine and blacksmith shops are in charge of E. I. Spaulding and C. B. Mitchell respectively" *(1916)* Woodsville Notes: "Eugene Spaulding, while at the base of Mount Washington, the first of the week, shot a deer, one of the first to be brought down by any of our local sportsmen." *(1917)* Fabyans Notes; "Mr. and Mrs. Eugene Spaulding went to the base of Mt. Washington Saturday *(4/28)*" / Woodsville Notes: "Mr. and Mrs. Eegene I. Spaulding have moved to Watervliet, N.Y., where Mr. Spaulding has a position as machinist in the Aresenal." // Eugene Irving Spaulding was born on August 25, 1890, in Concord, New Hampshire, to 22-year old Mary Alice Sturgeon *(b.1868 d.1901)* and 29-year old George W Spaulding *(b.1861 d.1903)*. He had an older brother, Harry G. *(b.1888 d.1929)* and a younger sister, Grace E. *(b.1894 d.1908)*. In 1900, the Spaulding's were renting a home on Main Street Concord. 39-year George was listed as a laborer. 32-year old Alice was taking care of 11-year old Harry and 9 year old Eugene. When the Census was taken ten years later, 19-year old Eugene and 21-year old Harry were living with their 37-year old aunt, Ella C. Follensbee and her 10 year old daughter, Florence on South State Street. Eugene was working as an apprentice electrician. Harry was a brakeman. The widowed Follensbee was providing rooms for eight others besides her nephews in 1910. Three of those lodgers were young machinists working for the railroad which may have helped Eugene change his career aspirations. Eugene I. Spaulding married Adelia (Delia) O. Briggs *(b.1881 d.1927)* on June 10, 1914, in Cambridge, Vermont. Delia "was born in Oxford, Nebraska on June 24, 1891, the only daughter of Dr. and Mrs. M.S. Briggs. The doctor's family moved from Nebraska to Cambridge, Vermont in April, 1892, where practically all her girlhood years were spent, with the exception of three years when she attended Peoples Academy in Morrisville, from which she was graduated in the class of 1910, and two years in Haverhill, N.H., at the home of Mr. and Mrs. George Wells." During that time in Haverhill, she likely met a young machinist, Eugene Spaulding, working in the Haverhill railroad village of Woods-

ville. Their engagement was announced in early April 1914 and wedding invitations began to arrive in late May for an evening ceremony on Wednesday, June 10th at 8 o'clock. The Rev. H. E. Harned officiated at the ceremony held "at the home of the bride's mother, *(now)* Mrs. W. D. Willey." Part of their married life was spent in New Hampshire. The couple had a home at 22 Elm Street in Woodsville. They were there when 26-year old Cog Railway machinist Eugene Spaulding registered for the draft on June 2, 1917. Spaulding was described as a tall man of medium build with blue eyes and light-colored hair. He claimed 3 years of military service and the rank of 4th Sergeant in the New Hampshire State infantry. He did not serve directly in a military unit instead the machinist went the US Arsenal in Watervliet, New York in 1917. When the US Census was taken in 1920, 29- year old Eugene and 28-year old Delia were living on 7th Avenue in that town and still working at the Arsenal. In 1923, "they returned to Cambridge, at which place they resided when she passed away." Delia Briggs Spaulding died on May 2, 1927, in Burlington, Vermont, at the age of 45. They had been married 12 years. "Besides her husband, the deceased leaves her mother and step-father, Mr. and Mrs. W. D. Willey, and one brother, D. L. Briggs of Albany, N.Y." The large turnout at her funeral "was a wonderful tribute to the strong personality of the beloved woman. She had the talent of friendliness and gave sunshine and cheer to every one she met." Three years later, the widowed 39-year old Eugene was living on Main Street in Cambridge village with his in-laws, 60-year old Walter D. Willey and his 64 year old wife, Myra. Walter Willey ran a meat market. Spaulding was working as a mechanic at E. C. Palmer's garage. He would re-marry on Sunday, September 21, 1930, tying the knot with a New Hampshire born, Jeffersonville, Vermont woman, 23-year old Myrl Hapgood Libbey *(b.1907 d.2001)* in Orleans, Vermont. In the spring of 1935, the 43-year old Spaulding was elected manager and secretary of the Jeffersonville baseball club. "The Jeffersonville club had a very good season last year. The present indications are that Jeff will have the same line-up this season. They are all local boys, and are out to keep a clean victory all season." At 52, Spaulding told the draft board he was self-employed and living in Cambridge with Myrle. The blue-eyed, brown-haired machinist with a ruddy complexion stood 5-feet 11½ inches tall and weighed 194 pounds. He became the Cambridge fire chief and directed the response on Sunday, August 13, 1950 that saved Mrs. Myrtle Hoopers farmhouse, horse ban and woodshed as the dairy ban and nearby milkhouse burned to the ground in the early morning fire. Chief Spaulding estimated damages at "over $10,000… A bull and two heifers were rescued from the blazing building. The remainder of the stock was in pasture." Eugene Irving Spaulding's heart failed on March 15, 1964, in Cambridge, Vermont, at the age of 73, and was buried in Jeffersonville, Vermont. *(1964)* "Eugene I. Spaulding, 73, died Sunday at his home after a lingering illness *(diabetes)*. He was a member of United Church, Warner Lodge 50, F&AM, of Jeffersonville and the Community Club of Cambridge. He leaves his widow, Mrs. Myrl (Libby) Spaulding. The body was removed to the A. W. rich funeral Home, Fairfax, where friends may call. Funeral services will be held at the United Church in Cambridge. Interment will be in the family lot in Jeffersonville Cemetery."

- Littleton Courier - Thu, Apr 15, 1915; Thu, Nov 16, 1916; Thu, May 3, 1917 & Thu, Dec 6, 1917 / St. Johnsbury Caledonian - Wed, Jul 16, 1916 pg. 6 / Among the Clouds - Jul 23, 1917 / Ancestry.com / Newspapers.com / GenealogyBank.com / Findagrave.com / Morrisville (VT) News & Citizen – Wed, Apr 8, 1914 pg. 9; Wed, May 27, 1914 pg. 1 & Wed, May 11, 1927 pg. 1 / Burlington (VT) Free Press – Sat, Jun 13, 1914 pg. 5 & Wed, Apr 10, 1935 pg. 13 / Essex Junction (VT) Suburban List – Thu, Aug 17, 1950 pg. 22 / St. Albans (VT) Daily Messenger – Mon, Mar 16, 1964 pg. 2

Harry G. Spaulding 1912 - 1919

Asst. Supt. *(1912-1915)* Supt. *(1916-1917)* - brother of Cogger Eugene Spaulding – born June 13, 1888 in Concord, New Hampshire to 27-year old George W Spaulding *(b.1861 d.1903)* and his wife 19-year old Mary Alice (Sturgeon) Spaulding *(b.1868 d.1901)*. The family was living on Main Street in Concord in 1900. Harry and Eugene were at school. In 1910, Harry was counted twice in the Census. On April 19th he was recorded as living with his brother at his aunt Ella C. Follensbee's house on South State Street in Concord while working as brakeman for the railroad. Harry was also counted renting a room from William Gibson in Haverhill, New Hampshire so he had a place to sleep when the freights he was braking terminated in that town. Considering his professional trajectory with the Boston & Maine, Jitney Jr believes Harry got to be a conductor on the Cog a year later (despite the fact the middle initial in the following *Among the Clouds* news article is not correct.) *(1911)* "Harry S. Spaulding is conductor on the Mount Washington Railway. Mr. Spaulding is well placed, and his interesting and scenic talks during the ascent is a delight to the passengers. No one does more than he to make a visit to the Summit enjoyable." If this was a corporate test, Harry apparently passed and became the assistant superintendent of the White Mountain Railroad and the day-to-day manager at the Base Station. *(1912)* "The operation of the road this season is under the direction of Superintendent G. E. Cummings and Master Mechanic Hall. Harry G. Spaulding will be in general charge as Assistant Superintendent with headquarters at the Base. Roadmaster Patrick Camden with corps of able assistants and A. L. Langley with a full force of experienced mechanics have been hard at work at the Base for the past six weeks putting the track and rolling stock in good order." Plans for June wedding between the 24-year old Spaulding and a 21-year old milliner from Laconia, Irene B. Guay were also underway. Their intentions were filed on May 27, 1912 and the marriage occurred on June 24th in the bride's hometown. The newlyweds spent the summer at the Cog. "Mr. Harry G. Spaulding, Asst. Supt. of the Mount Washington Railway, is just completing his first season in this capacity. Mr. Spaulding is a man well placed for this responsible position and proven in



Harry Spaulding?: *Although unconfirmed yet, Jitney Jr believes this is Ass't Supt Harry Spaulding posting with a group of Cogger at the Base Station (Shops) who were taking furniture up to the brand new Summit House ahead of the opening. Why? Only managers were white shirts at the Cog (1915)*
- Tatham Family Collection

every way satisfactory to the Company and is also well liked by the employees of the Railway. Mr. Spaulding has shown great interest in his work and we wish him future success." His future involved a son. Robert John Spaulding was born in Whitefield, N.H. on August 23, 1914. When the 28-year old B&M trainmaster and MWR superintendent registered for the draft in early 1918, he told the Coös County Superior Court clerk he had a wife and a 2-year 9-month old child, and had served as for three years as an infantry private in Company C of the state militia. However, the tall, blue-eyed brown-haired Spaulding of medium build did not claim an exemption from the draft. Spaulding's professional life still changed some six months later. Harry Spaulding resigned as assistant superintendent of the B&M's White Mountain Division in the fall of 1918 as the Boston & Maine did a major corporate reshuffling of its northern New England rail lines' management. Spaulding's boss, George E. Cummings resigned as White Mountain Division superintendent and was replaced by Fred Mayo. Cummings continued to run the Montpelier & Wells River and Barre & Chelsea railroads from Woodsville with Spaulding as his assistant. The *History of Woodsville, N.H.* says Harry A. Spaulding is "a train master for the B&M and superintendent of the Mt. Washington Railway" living with his wife at 29 Central Street in 1919. But in January 1920, the Spaulding's – Harry, Irene and Robert are living with Irene's folks, 58-year old painting contractor John M. Guay and 56-year old Mary A. Guay on Whipple Avenue in Laconia. Harry Spaulding is running a garage while Irene is keeping the books for her dad. Harry Spaulding would return to railroading and go to work for the Wabash Railway in St. Louis in 1924, and took charge of the company's fire insurance at the start of 1926. His wife, Irene continued keeping the books and worked in the railroad's treasurer's office. Spaulding remained popular with his employees, and was "chairman of the Entertainment Committee of the Wabash Club, an organization of employees of the Wabash Railway." The Club's Players' cast of 25 presented "To the Ladies," one of the brightest comedies of recent years" on Saturday April 21, 1928 at the American Theater in St. Louis – a venue originally known as the Orpheum. In the fall of 1928, Harry fell ill. Four months later on February 16, 1929 he died at the Wabash Hospital in Decatur, Illinois. His widow and 14-year old son would stay in the Midwest until the summer of 1933 when they moved back to New Hampshire and she took a job at the new Federal Loan Bank office in Manchester. *(1929)* "Henry George Spalding [sp], supervisor of fire prevention and insurance on the entire Wabash division, with headquarters in St. Louis, Mo., died at 6 o'clock Saturday *(2/16)* morning in the Wabash hospital. He had been confined to the hospital for three months. He was born in New Hampshire, June 13, 1888. He leaves his wife, Irene Spalding[sp], and one son Robert, both of St. Louis. He also leaves on brother, Eugene Spalding[sp], of Cambridge, Vt. The body was taken to the Moran & Sons funeral home where it will remain until Sunday. It will then be sent to Laconia, N.H., where services will be conducted." "The funeral of Harry G. Spaulding, supervisor of fire insurance for the Wabash Railway, was held in Laconia, N.H., his former home today *(2/19)*. Spaulding, who was 40 years old and lived at 5656 Kingsbury Avenue, died Saturday in the Wabash Hospital at Decatur, Ill., after an illness of four months. He is survived by his widow and a son, 14 years old. Mr. Spaulding began his railroad career as a freight brakeman on the Boston & Maine railroad. He entered the employ of the Wabash in 1924 and was placed in charge of the company's fire insurance, Jan. 1, 1926." He is buried in Laconia.

- Among the Clouds - Jul 13, 1911; Jul 8 & Sep 14, 1912; Aug 9, 1913 & Jul 9, 1914 / Ancestry.com / U.S. Census / Caledonian Record - Thu, Oct 31, 1918 pg. 1; St. Louis Post-Dispatch - Tue, Feb 19, 1929 pg. 17; Portsmouth (N.H.) Herald - Wed, Jul 26, 1933 pg. 7 / History of Woodsville, NH, one person at a time - pg S23 / Decatur (IL) Hearls & Review – Sun, Feb 17, 1929 pg. 5 / St. Louis (MO) Globe-Democrat - Thu, Apr 19, 1928 pg. 14 / St. Louis (MO) Post Dispatch – Tue, Feb 19, 1929 pg. 17

Alden H. Speare 1902

The 19-year old Speare from Newton Centre, Massachusetts played second game of ping-pong on the summit - "a match between two expert players from Boston University, Messrs. George Merritt and Alden H. Speare." Speare was enrolled in the College of Liberal Arts and was from Boston. / Alden Herbert Speare was born on May 18, 1883, in Newton, Massachusetts, the son of 30-year old Boston businessman Herbert Alden Speare *(b.1852 d.1887)* and his wife, 29-year old Rhoda Harriet Brickett *(b.1853 d.1927)*. Speare had two older sisters, Florence *(b.1876 d.1970)* & Emma *(b.1879 d.)*. Alden Herbert Speare, received a literature degree from BU in 1905. In the fall of 1906, 23-year old clerk Alden H. Speare and his fiancé, 21-year old Marion Louise Ford were the first couple to marry in the new Congregational Church in the bride's hometown of East Weymouth, Massachusetts. She had graduated from BU with a bachelor of arts degree the previous spring and "the bridal party was made up entirely of Boston university graduates. Mr. and Mrs. Speare went to live in Evanston, Illinois" so he might work at the Chicago office of the family business – Alden Speare's Sons & Co. The couple was back in Massachusetts when the 1910 Census was taken – living in Brookline on Wattbourne Terrace. He was clerk selling mill and laundry supplies, and Marion was about to give birth to their first child, Alden. Daughter Priscilla would follow in 1912. In the General Alumni Catalog of Boston University in 1918, Speare was recorded as being the Sales Manager of The Alden Speare's Sons & Co. at 156 6th St., Cambridge and 14 Crystal St. in Newton Centre, Mass. His grandfather, Alden Speare had started the business and was a Boston University Trustee when young Alden and Marion had been going to school. When 35-year old Alden H. Speare registered for the draft in September 1918, he was the assistant manager at the firm. Speare was described as a tall man of medium build with blue eyes and brown hair. The family was living on Langley Road in Newton, Massachusetts as 1920 began and the Census was taken. Alden was still selling laundry supplies. Marion was looking after 9-year old Alden and 8-year old Priscilla with help from a 27-year old Irish maid Mary Denehy. Ten years later, the family was living in a $10,500 *(~$171,000 today)* home they purchased with a radio set within. In 1940, 56-

year old Alden, 55-year old Marion and 28-year old Priscilla were still in the house. Alden had made $1600 *(~$31,000 today)* during 1939 as the treasurer of a sign company. Daughter Priscilla had earned $1250 *(~$24,400 today)* as a school secretary. Speare was 58-years old when he registered for the draft in late April 1942. He stood 6-feet 2-inches tall, weighed 175 pounds and still had brown hair to go with his blue eyes. He died thirty years later on July 25, 1972, in Hartford, Connecticut, at the age of 89. *(1972)* Alden H. Speare, 89, of 91 Huckleberry Hill road, West Avon, (CT) died Tuesday in St. Francis Hospital, Hartford, after a long illness. He was born in Newton Centre, Mass., and moved to West Avon 18 years ago *(1954).* He was a graduate of Boston University, class of 1905. Mr. Speare was a clerk and sales manager for Alden Speare's Sons Co., of Cambridge, Mass. During World War II he was associated with Smaller War Plants Corp., of Boston, Mass. He leaves a son, Alden Speare of Easton; a daughter, Mrs. Priscilla Collins of Wethersfield; three grandchildren and three great-grandchildren. A private memorial service will be at the convenience of the family at United Methodist Church in Wethersfield. There are no calling hours."

- Among the Clouds - Jul 24, 1902 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe - Thu, Oct 11, 1906 pg. 10 / Hartford (CT) Courant - Thu, Jul 27, 1972 pg. 80 / Historical Sketch of the line of Ebenezer Robinson - A Soldier of the Revolution (1903)

Edna D. Spencer 1967

Summit House gift shop - Edna Spencer appears on the Summit payroll summary for July 1967 as earning $120 a month. "Free" room and board was worth $66.65 a month for tax purposes. Her net monthly pay was $105.19. Spencer's salary was booked in the Summit House "gift" column. *- Summit House / July 1967 Summit Payroll summary*

Percy G. Spencer 1951 - 1953 & 1956

Started in Marshfield - moved to Summit in '52 - back to Base in '53 - then at Summit House in '56

- Marshfield Corp/Cog Railway Cabins

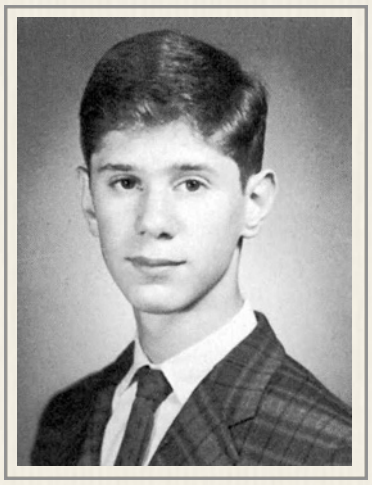
Russell C. Spicer 1953 -1954

Spicer was remembered by colleagues as a "good guy" who had motorcycle accident and hit a telephone pole - His Harley Electra Glide with sheepskin seat cover was left for years in the car shop - his last check was cut on September 11, 1954. He worked as an engineer. Brown University student Andy Rankin was his fireman. "(Spicer) was kind of a quiet guy," Rankin told Jitney Jr. "Russell had a penchant for motorcycles and he was talking to me, he said, let's go… We're going over to Hanover. He had a line on a used police Harley Davidson. In fact, when I saw (the bike), it still had the little fin on the front fender. I was sort of ambivalent about going to buy a motorcycle. I really wasn't all that excited, but I didn't want to disappoint him, so I agreed. But then Gordon (Chase), his niece Helen Carr and Gordon's wife showed up and so I elected to go out with them. In the meantime, Russell, I don't know how he got over (to Hanover), but as we got down to the bottom of the Base Road and turned right (to Twin Mountain) and started down the road, a motorcycle went by in the other direction. I turned around and said, "Hey, that's Russell." Well, unfortunately shortly after that, he had a crash and he went off the motorcycle. He tried to avoid a car that was turning in front of him… he went into gravel in front of a gas station as I recollect, and he went over the handlebars. I found out he was over in the hospital in Hanover. I drove over to visit… I can still picture him as we went into his room… he was fairly well bandaged up. He had a tracheotomy. He had tubes and all this stuff. He was tied down so he couldn't disrupt any of this apparatus. I remember the doctor standing on one side and I was on the other. I started asking the doctor questions about what was wrong and what was his future. (The doctor) said, 'Come here…' We went out in the hall. He said, 'we don't like to speak about a patient's condition in front of them because we never really know what they can understand.' And that's the last time I saw him." *(1954)* "Russell C. Spicer, 46, of Geive Coventon, Va., an employee of the Cog Railroad, was critically injured in a motorcycle accident on Route 302 at Fabyan Saturday night, August 21, State Police reported. He was taken to the Whitefield hospital. Attendants said he suffered head injuries and was in critical condition. Later he was transferred to the Hanover hospital. State Police said that Spicer was operating a motorcycle east on Route 302 and turned left to avoid an automobile. The motorcycle went out of control and toppled over on top of the driver." / Russell Charles Spicer was born on April 5, 1908 in the Clifton district of Alleghany County, Virginia. He was one of six children born to mine ore washer Samuel L. Spicer and his wife, Emma (Calahan) Spicer. Siblings included Ruth G., Arthur M., Norman L., Blanche and Walter. Russell Spicer would complete grammar school and then find work in the wood products industry. He married Florence Rebecca Wickline, and was working in a papermill in 1933 in Hamilton, Ohio. They would had five children; Elinor Mae *(b.1932 d.2007)*, Howard *(b.1934 d.1942)*, Jerry Lee Lewis *(b.1940 d.2010)*, Judy and James. In spring of 1940, the 32-year old Russell Spicer was renting a room from Oscar Stringfellow in Jackson, Virginia and working a sawmill there. Florence and the family were back in Hamilton living at 1007 Vine Street. That fall when Russell registered for the draft in Ohio, he was working for the Champion Paper & Fibre Company in Hamilton. Selective Service registrar Florence Flick noted Spicer stood 5-feet 10-inches tall and weighed 145 pounds. He had brown eyes, black hair and a dark complexion. Spicer enlisted in the Army at Fort Hayes in Columbus on March 3, 1945. He was still married and was not immediately assigned a branch although records noted his civilian skills were in the manufacture of paper and pulp. He served as a private and was discharged on November 11, 1945. After the accident, Russell and Florence divorced as Spicer went into the military care system. He was treated for heart problems at the Wadsworth Old Soldiers home run by the VA in Kansas City, Missouri. He died on Valentine's Day 1958 at the age of 49. He was buried in the Fort Leavenworth National Cemetery. When Russell and Florence Spicer's oldest child, Elinor died in 2007, her brothers James & Mary Spicer of Hamilton, Ohio and Jerry & Linda Spicer of Punta Gorda, Florida and sister Judy & Bill Gloff

of Maineville, Ohio were still alive.

- Jitney recollection / Railway ledger / Littleton Courier - Thu, Sep 2, 1954 pg. 13 / Manchester (NH) Union Leader - Mon, Aug 23, 1954 pg. 22 / Portsmouth (NH) Herald - Mon, Aug 23, 1954 pg. 2

Philip Chas Spiller 1963



Philip Chas. Spiller (1964)
-Wakefield VA HS yearbook

The Summit House ledger indicates that "Philip Chas. Spiller" worked on the top of Mt. Washington in 1963. An *Ancestry.com* search found a "Philip Charles Spiller" in Virginia who was born on July 28, 1946 - the son of Solomon Nathan and Gladys (Paul) Spiller. That would have him celebrating his 17th birthday at the Summit House. This Philip Charles Spiller was going to Wakefield High School - not the Wakefield High School in Massachusetts where so many Coggers originated, but Wakefield High School in Arlington, Virginia where he would graduate the following year in June 1964. His senior photo and yearbook entry would be on a page with the heading "Solitude Spurs Studying" and reveals he was part of the schools Thespians club his junior and senior year while he was also working on the Quill and Scroll yearbook. He also worked on the school newspaper - Signal. He was a reporter as a sophomore, the news editor as a junior, sports as senior. He was in the Spring play as a sophomore, the fall play as a junior as well as part of the Wakefield One-Act Play Festival that year. Spiller entered the University of Virginia in the fall of 1964 as a member of the Class of 1968. However, the 1968 UVA yearbook does not contain an entry for him. The question of how would Philip Charles Spiller in in Arlington, Virginia even know about the Cog Railway can be answered by his lineage. His father, lawyer S. Nathan Spiller *(b.1912 d.1992)* graduated from Spaulding High School in Barre, Vermont in 1929 and the University of Vermont and was treasurer of the Washington, D.C. chapter of the UVM alumni in 1967. Nathan Spiller's mom lived in St. Johnsbury in 1949, and the family vacationed at Joe's Pond in Danville, Vermont in 1947 & 1948 with his sister, Mrs. Nathaniel Gould of St. Johnsbury. Mt. Washington can be seen from the heights of Danville. Nathan Spiller was a regional attorney for the Federal Security agency and worked in the U.S. Department of Health, Education and Welfare. Philip Chas. Spiller's mother, Gladys (Paul) Spiller was a mezzo-soprano who "is associated with the Voice of America." No surprise then that the "Philip Charles Spiller" Jitney tracked on the internet in 2021 became a lawyer like his father and worked for the government like both his parents. Philip Spiller became acting director of the Office of Seafood, Center for Food Safety & Applied Nutrition of the U.S. Food & Drug Administration in 1994 *(Director 1996)* just after marrying for the first time at the age of 47 a woman five years his junior - Cynthia Lynn Gauss. It was her second marriage. Both Spiller and Gauss had post-graduate degrees and were living in Rockville, Maryland when Rabbi Reeve Brenner performed the ceremony on October 9, 1993. Spiller's payroll records for work at the FDA go through 2014 when he received $167,000. Public records indicate Philip Charles Spiller was still living in Rockville, Maryland at 4901 Arctic Terrace *(Google Maps image above)* a two story1584 Sq. Ft. multi-family townhouse with a basement built in 1972 - the same address Philip and Cynthia Spiller listed on their marriage certificate.

- Summit House ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Baltimore Evening Sun - Mon, Apr 2, 1956 pg. 5 / Rutland (VT) Daily Herald - Sat, Jun 17, 1967 pg. 4 / Barre (VT) Times Argus - Tue, Jun 20, 1967 pg. 2 / St. Johnsbury (VT) Caledonian-Record - Mon, Aug 11, 1947 pg. 6; Fri, Mar 5, 1948 pg. 4; Tue, May 17, 1949 pg. 6; https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7346675/

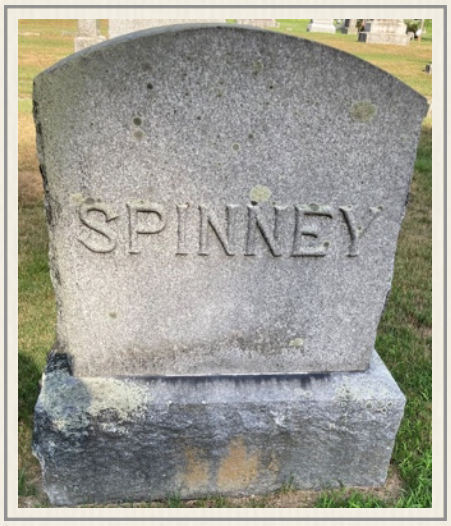
James Spinney & friend (1920)
-B&M Employees magazine

James Spinney 1916

Spur Line Baggage Master: The crew of the Fabyan and Base train this year is composed of W. E. Winters, conductor; James Spinney, baggage master; Ray Bailey, brakeman; J. H. Lawlor, engineer and H. E. Peasley, fireman. The train crew starts from Woodsville this season at 7:50 a.m., running through to Fabyan, where they change for the observation cars to run to the Base, using the same engine. They leave Fabyan again at 5:10 p.m. and run to Woodsville." James W. Spinney married the daughter of Woodsville druggist Charles W. Sawyer - James and Eva M. *(Sawyer b. July 18, 1884)* Spinney would have at least five children. Robert M. Spinney born about 1910, Vida M. Spinney born about 1912, Luria A. Spinney born about 1914, Henry G. Spinney born about 1918, Ruth M. Spinney born about 1921. Spin-

Milking it for all it's worth - Northumberland (1920) - B&M Employees magazine

ney was inspecting cars and living at 11 Highland street in Woodsville in 1915 and moved up to be a passenger brakeman. After the Spinneys moved to a home on 37 Ammonoosuc Street, he saved a woman from certain death. In November 1925, the *B&M Employees* magazine reported: "With an on-rushing train only 12 feet away, James W. Spinney of the Signal Department, without thought of his own safety, was able to save a woman from almost certain death. The woman had been walking along the main track and had stepped suddenly directly in the part of the train, giving the engineer no opportunity to sound his whistle or apply brakes. Mr. Spinney has been advised by the Signal Engineer that his heroic action was appreciated by the (B&M) management." Stray pedestrians were not the only thing, Spinney got his hands on in the railroad's right of way. "This photograph *(left)* was taken back in 1920 at Northumberland, N.H., during the construction of a highway crossing protection signal. The men are well-known "goat-getters," and in this instance are running true to form, having captured someone's, apparently with no intention of returning him. At least James W. Spinney, former signalman, and Roy C. Blake, former signalman-lineman, have a decidedly good hold on him. Rear row, standing, left to right: Lewis M. Lentz, signalman in Boston floating crew and at present Terminal division gang foreman; Carl T. Smith, signal foreman, at present assistant signal supervisor, New Hampshire Division. Kneeling, left to right: James W. Spinney, signalman in Boston floating crew and at present fire alarm operator, fire department, Somerville, Mass.; Roy C. Blake, signalman-lineman in Boston floating crew, at present owner and manager of a large farm at East Thetford, Vt." James' father James M. Spinney, born about 1858, lived with them in 1930 before dying in 1941. Railroad Notes reporter Herman S. Smith was hoping "for the speedy recovery of Passenger Conductor James W. Spinney on Trains 48-49, who had to lay off for an operation at Brightlook hospital, St. Johnsbury, Vt." in mid-November 1948. *(1953)* "James W. Spinney, 70, a retired Boston & Maine railroad conductor, died at his home here on January 15, following a long illness. Funeral services were held on January 17. The bearers were four nephews, Roderick, Roland, Richard and Wilfred Whittier and John Straw and Henry Hartley former railroad associates. James Spinney was born in Kingston, Kings County, Nova Scotia January 8, 1883, the son of James M. and Ida (Stebbins) Spinney. He came to the States at the age of eight and lived for a time in Benton coming to Woodsville 55 years ago. Mr. Spinney had been in the employ of the railroad for 34 years. He was married to Miss Ethel Sawyer in 1905 and to them were born seven children. Walter, their first child died at the age of four years and another son, Henry, a World War II veteran died in 1947. Mr. Spinney was a member of the Methodist church and of Mt. Gardner grange. He was devoted to his family and greatly enjoyed out-of-door life, especially hunting and fishing. Surviving are his widow, two sons and three daughters, Wesley of Placerville, Califo., Vida (Mrs. Douglas) Adams, Luvia (Mrs. Ned) Smith of Woodsville, Robert of Lakeport and Ruth (Mrs. Lester) Aldrich of Ashby Mass., as well as 10 grandchildren and several cousins." Spinney was buried alongside his wife, Ethel in the Pine Grove Cemetery in Woodsville, N.H.



- Among the Clouds - Jul 10, 1916 / 1919 History of the Town of Haverhill, N.H. / B&M Employees magazine Nov 1925 pg. 21 & Jan 1936 pg. 27 / Woodsville (NH) River News & Twin State News-Times - Fri, Nov 19, 1948 pg. 1 & Thu, Jan 22, 1953 pg. 5 / Littleton Courier - Thu, Jan 22, 1953 / History of Woodsville, NH - One Name at a Time / Find-a-Grave.com

Charles B. Spofford 1882

Chas. B. Spofford

19-year old waiter from Manchester, N.H. - part of a list of waiters printed on a special edition of the Fri, Sept 8, 1882 Among The Clouds printed on birch bark and recalled in a blurb in the Aug. 12, 1905 edition of the newspaper. / Charles Byron Spofford was born on February 18, 1863, in Manchester, New Hampshire, to 32-year old Emeline Barnard Porter *(b.1831 d.1888)* and 37-year old carpenter Benjamin Spofford *(b.1825 d.1908)*. The 23-year Claremont, New Hampshire druggist married Marcia Baldwin Nourse *(b.1864 d.1947)* in Newport, New Hampshire, on September 6, 1886, when he was 23 years old. They had five children in 16 years; three daughters - Marguerite *(b.1888 d.)*, Bernice Porter *(b.1889 d.1980)* & Louise Elizabeth *(b.1905 d.2001)* and two - William Benjamin *(b.1892 d.1972)* & Charles Byron Jr. *(b.1893 d.1968)*. Junior became a U.S. Trade ambassador with the State Department. A widely known antiquarian Spofford now "G.K.R.S., of the New Hampshire grand lodge *(of Masons)*, issued specimen pages of the history of the order in (New Hampshire). He has also compiled a list of the soldiers of the revolution who enlisted from or afterward lived in New Hampshire" in September 1894. *(1909)* The family had a cottage on Star Island in Lake Sunapee and would summer there. The 1940 US Census found Spofford living in Deland, Florida, in 1935 and in 1940 as a 77-year old Lodger. Spofford returned to live in Claremont in 1942. His wife Marcia Baldwin passed away on November 25, 1947, in Newport, New Hampshire, at the age of 83. They had been married 61 years. The Summit waiter named in an Among the Clouds article on a piece of birchbark died in the Sullivan County Home due to bronchopneumonia caused by heart disease on March 30, 1949, in Unity, New Hampshire, at the age of 86. *(1949)* "Charles Byron Spofford, 86, retired pharmacist and a historical authority, died at his home here (in Unity, NH). A native of Manchester he operated a pharmacy here (in Unity) from 1885 until his retirement a few years ago. A 32nd Degree Mason and prominent in

New Hampshire Masonic circles, Spofford was an officer of the New Hampshire Pharmaceutical Association (president 1895-1896) and a member of the American society. He wrote a number of pamphlets concerning the history of the Claremont area and had a large library dealing with history. Funeral services will be held at 4:30 p.m. today *(4/1)* at Newport. He is survived by three daughters and two sons. One of his sons, Rev. William B. Spofford of Middleton, Conn., will officiate at the funeral."

- Among the Clouds - Aug 12, 1905 / Ancestry.com / Newspapers.com / GenealogyBank.com / Nashua (NH) Telegraph – Fri, Apr 1, 1949 pg. 10 / Boston Herald – Sun, Sep 23, 1894 pg. 14 & Sun, Jul 25, 1909 pg. 19

Elise St. Cyr 2007 ?

Marshfield gift shop - Assistant Manager - Tom Lane: "Assistant gift shop manger Not sure when she started or ended but it would've been around 2007" *- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022*

Francis St. Cyr 1958

Marshfield Corp - *(1958)* "Gilman, Vt. notes: David Brunette and Francis St. Cyr have employment at the Mt. Washington Cog Railway for the summer." *(2015)* "Francis R. St. Cyr died at home on February 25, 2015 at the age of 74 after a long battle with a Cancerous Brain Tumor. He underwent two surgeries getting Radiation and Chemotherapy treatments for almost two years. He was born on December 7, 1940 at home in Gilman, Vermont the youngest of fourteen kids, the son of Napoleon and Marie Ann St Cyr. After finishing Littleton High School he went to work in Meriden, CT for Good Year Rubber Company for a year. He returned to Gilman, VT and started working at the Gilman Paper Mill in 1959 and worked for forty years until they closed the Mill in 1999 which was owned by Simpson Paper at the time. He went to work at NSA in Lyndonville, VT for 1 year and Mountain View Resort in Whitefield, NH on the Golf Course until he retired in 2002. He enjoyed Hunting and Fishing at his cottage on Lake Salem, Derby, Vermont, Snowmobiling and 4-Wheeling in the winter time. He had a love for music and played his guitar or mandolin while singing along with family members or sitting by the campfire at night. Survivors are his wife, Madeleine (Bosse) St Cyr going on 49 years, sons, Nathan St. Cyr and companion, Lisa of Gilman, VT and Marc St. Cyr and wife, Cindy; his five grandchildren, Matthew St. Cyr and wife, Elizabeth of El Paso, TX, Brittnie St. Cyr and Samantha St. Cyr of Baltimore, MD, Hunter St. Cyr and Brandon St. Cyr of West Brook, ME; his four sisters, Jean Soltis of Rocky Mount, NC, Irene Goodson of Alamogordo, NM, RSM Monique St. Cyr of Nashua, NH, Simone Lagace and husband, Maurice of Nelson, NH and Naples, FL; his three brothers, Leon St. Cyr of Peterborough, NH, Joe St. Cyr and wife, Shirley of Keystone, FL and Walter St. Cyr and wife, Blanca of Lake Worth, FL; and his numerous nephews, nieces and cousins. He was preceded in death by six brothers and sisters, Philip, Leo, Raoul, Emile, Beatrice and Rita. A Memorial Mass will be held 10:30 AM, Monday, March 9, 2015 at Holy Spirit Catholic Church, 1000 West Lantana Road, Lantana, FL. Burial will follow at a later date up North at St. Rose of Lima Cemetery in Littleton, NH in May or June. In lieu of flowers in Memory of Frances R. St. Cyr donations can be made to Hospice of Palm Beach County or the American Cancer Research Center and Foundation (ACRF). Palm Beach Memorial Park Funeral Home, 3691 Seacrest Boulevard, Lantana, Florida in charge of the Professional Care and Arrangements for Mr. Francis R. St. Cyr. Online condolences can be shared at www.palmbeachmemorial.com.

- Marshfield Corp / Littleton Courier - Thu, Aug 7, 1958 pg. 16 / Find-a-Grave.com

Alice St. Germain 1953

Marshfield/Cog Railway Cabins

Ronald W. St. Germain 1972 - 1980

Ron St. Germain of Twin Mountain worked for the Marshfield Corporation and was part of the Cog's "Under 24" promotion that year. In 1974, he is listed as working on the track crew and earned $20 an hour. His final records entry indicates he was a fireman and earned $3.65 an hour

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files

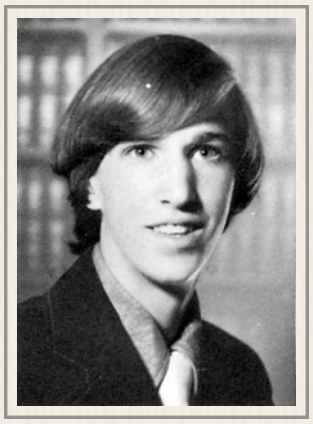
B. St. Pierre 1952

Marshfield Corp/Cog Railway Cabins

Kevin Leonard Staines 1989 - 1997

Next Gen - Kevin Staines' name first appears as a brakeman in a July 8, 1993 letter sent to NH railroad inspector Walter King by Bobby Trask. A Trask letter to the state in August 1994 indicates Staines was still breaking. *(2018)* "It has been a long few weeks nay a long two years but Kevin Leonard Staines is finally at rest. He passed Monday morning, December 3, 2018, at Weeks Medical Center in Lancaster, he was 60 years old. Born in Wallingford, CT, on June 13, 1958, he was the son of James Leonard and Delphine (Winans) Staines. Raised in Wallingford he was a 1976 graduate of Lyman Hall High School and served for several years on the East Wallingford Volunteer Fire Department. Staines' high school yearbook quote was "Your not alright, and I'm not alright, but that's alright." His goal at that time was "to do my own thing." He liked religion and music. He disliked

Kevin L. Staines (2018)
- Staines Family Collection



Kevin Staines (1976)
- Lyman Hall HS yearbook

Chemistry. Staines *(right)* was active in the school's Astronomy Club and his classmates called him "Kev, Dog, Dr. & Stainzie" In 1989, he moved to New Hampshire and worked for the Mt. Washington Cog Railway until 1997. He then went to work for Ron and Terry Germain at Germain's Satellite, Lancaster, eventually purchasing the business from them in 2005. Many will remember Kevin working long days with his favorite travel companion, his golden retriever Remy. Kevin worked until 2017 when he retired due to his failing health. Kevin was a Lieutenant with the Jefferson Volunteer Fire Department where he served for 27 years. He was also a ham radio operator and collector of model trains. Surviving family members include his wife of 37 years, Linda A. (Venezia) Staines of Jefferson; his father Leonard of Wallingford, CT; two sons, Christoper L Staines and Richard J. Staines, both of Jefferson; a brother Brian B. Staines of Glastonbury, CT; a sister Karen Lavertu of Rochester, NH; several nieces and nephews and 1 great-nephew. He was predeceased by his mother Delphine and a brother Michael K. Staines. A celebration of life will be held Saturday, December 15th, starting at 4:00 PM, at the Jefferson Town Hall, Jefferson, NH. An additional celebration of life will also be held in Connecticut and announced at a later date." The appearance of Staines' obituary in the *Mt. Washington Cog Railway: We Worked There* Facebook page prompted a flurry of reminiscences: ***Brian McMinn:*** "Kevin was first to provide me with a brakeman lesson, sorry. Too young. Was there a illness?" ***Patricia Karen Asencio:*** "Yes, ALS" ***John F. Kurdzionak:*** "Brian McMinn Jeez, I think I provided Kevin with HIS first braking lesson. So sorry to hear about this, he was a nice guy. He'd always tell the passengers that they were stopped at Waumbek or Skyline sidings so that they could check to see if the train passing by them had any "Grey Poupon" mustard on board. He got a lot of customer laughs out of it. Later, he carried an actual Grey Poupon mustard jar on trains but wouldn't tell the customers. If he had it, I would ask from my train over to his train, "Do you have any Grey Poupon?" And he'd give it to me and the goofers on my train all howled. Next trip, I had the jar and he would call out from his train over to me, asking for the Grey Poupon. His people would pee themselves over it. It was epic in our own minds at the time and it made a lot of people happy, but the joke would be quite dated now. RIP, Kevin." ***Emma White:*** "I remember the Grey Poupon move for sure!" ***John F. Kurdzionak:*** "The other thing Kevin used to tell the passengers was, on the downtrip, "No flash pictures in the coach, please'....because "Coggers tend to go faster when they see flashing blue lights behind them." ***Roger Clemons:*** "I remember a trip up the Base road in about six minutes in a TR#... scared the crap out of me... there might have been a blue light involved..." ***Brian McMinn:*** "Roger - I went from Whitefield Center to Cog Base in 12 min 30 sec."

- Trask Letter to Walter King - Jul 8, 1993 / Trask Letter to Tom Walker - Aug 8, 1994 / Ancestry.com / MWCR: We Worked There FB page

R. C. Stanetz 1950

Mt. Washington Club/Summit House

John F. Staples 1960

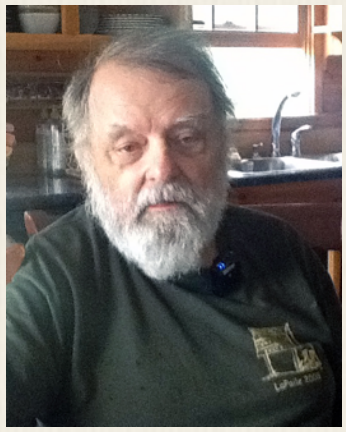
21-year old John F. Staples of Twin Mountain worked on the track crew in 1960 and earned $1.20 an hour. Staples was born on October 14, 1938 – the son of 35-year old Twin Mountain policeman Frederick Staples and his 29-year old Canadian-born wife, Leda. When the 1940 Census was taken the Staples family were living with John's grandfather, Fred and John's sister, Elizabeth A. Staples was eight months old. It appears Staple's may have been a bit of headache for his police officer father. 19-year old John lost his driver's license in July 1958 for his third conviction on traffic violations. In October 1958, Staples was in Littleton municipal court before Judge Willard Wight along with three older men charged with brawling. John was found innocent along with 37-year old Merton Pike of Littleton and 22-year old Lewis Davis from Woodsville. 45-year old Arnold Hartshorn of Littleton plead guilty to brawling and was fined $10. John Staples was back in court in December 1958 "charged with operating a car without a license (he) pleaded innocent, was found guilty and appealed. He was also charged with operating a car while under the influence of intoxicating liquor and pleaded innocent. He was found guilty and appealed." "Judge Howard Crockett presided in (Whitefield) municipal court in late March 1959 when John Staples, 20, and Charles W. Champagne, 18, Littleton, pleaded innocent to disorderly conduct charges. Each was found guilty and fined $10." Champagne and Staples were back in court in March to face disorderly conduct charges. Both pleaded innocent. Judge Crockett found both guilty and each faced a fine of $25, or 30 days in the house of corrections. Littleton Municipal court Judge Willard Wight continued a case of malicious damage against John F. Staples on Tuesday morning, April 14, 1959. Staples and his attorney Mack Mussman would be back in court on Saturday morning (4/18) when the hearing resumed. The newspaper records paused for a bit after that. Staples worked at the Cog in 1960. He had a son, John F. Staples Jr. in August 1963, Staples pleaded guilty to speeding and paid a $10 fine. In November 1967, 28-year old John Staples pleaded guilty in Lancaster district court to failing to tag a deer and no contest to making a false statement in an application for a hunting license and was fined by Judge Walter Hinkley - $100 for the first charge - $10 for the false statement. Staples was living in Keene, New Hampshire in 1970 when pro forma innocent pleas were entered on one count of taking a deer out of season and another of transporting a deer in closed season. The 82-year old Staples was living in Twin Mountain in 2020.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Manchester (NH) Union Leader – Tue, Jul 15, 1958 pg. 12; Wed, Oct 1, 1958 pg. 34; Tue, Dec 30, 1958 pg. 21; Wed, Jan 28, 1959 pg. 37; Thu, Mar 26, 1959 pg 31; Thu, Apr 16, 1959 pg. 2; Wed, Aug 14, 1963 pg. 3 & Sat, Nov 25, 1967 pg. 8 / Brattleboro (VT) Reformer – Thu, Sep 17, 1970 pg. 8

Louise Staples 2013 -2014

Railway employee - Tom Lane: "Louise Staples - Ticket Office, 2013- 2014 and a few recent years. From Twin Mountain."

- Tom Lane email to Jitney Jr - Tue, Jun 23, 2022



Russ Staples (2022)
- Lewis Family Collection

Russ Staples 1963

Summit house counter – 1963 remains a bit of hole in the employee records of the Mt. Washington Cog Railway reviewed by Jitney Jr. The financial ledgers entrusted to Ken Randall only went through 1962. The employee lists held by Faith Bencosky-Desjardins does not have one for 1963. Historian Rob Bermudes' was reading Dan Szczesny's book, *The White Mountain* in June 2022 and came upon a description of race down the mountain. "Tamworth, New Hampshire, writer Russ Staples worked on the top of Mount Washington during the summer and fall of 1963. He ran the snack shop at the Cog Railway hotel called the Summit House. His first day working atop the mountain was the first time he had ever been up, and like so many before and since, he looked out at the rolling hills and was enthralled. Back then, workers lived up top and had one day a week off. Russ picked Thursday as his off day because that was the evening that weekly square dances were held at the old Huckins Barn in his hometown. Once, he recalled a challenge issued to him and his friend Jerry by a Cog Railway driver that if the boys could beat the train down on foot, the engineer would buy them ice cream sundaes at the station below. The boys made it by tearing down the tracks, gripping steel and soot - encrusted rocks to keep them on their feet. Along Jacob's Ladder, a steep section of the tracks that crosses a gully, the boys ran straight across the span, the Cog fast on their heels. They made it but just barely, the ultimate train dodge. Filthy and exhausted, they claimed their prize. "Racing the Cog down Mount Washington was a pretty amazing, some would say stupid, feat," Russ told me over a cup of joe at a Concord coffee shop, his eyes gleaming when telling the story of his youth. "But it was not until the next day that I realized just how foolish it was." That next day was his first day as a senior at Kennett High School in Conway, New Hampshire. And by mid-day, Russ could barely walk. "My thighs hurt so much when climbing the stairway that I needed to hold the railing and take one step at a time," he said "Later in the day I was coming down a flight of stairs when I noticed Jerry going up, holding the railing and taking one step at a time. We just looked at each other and laughed." A half century later, Russ tells this story with conviction and pride, of moments on that holy place burned forever into the human he became. Years after his summer at the top of New England, Russ would travel to Nepal and write a book about it. This mountain. Ask anyone who has been in its sphere of influence. when you come back down, you're different. Mount Washington changes you." Staples book about his travels in Nepal, My Everest Odyssey (Beech River Books, 2018) is based on a journal and over 100 photographs from a remarkable adventure. In 1967, two young Peace Corp volunteers working in southern India attempt a rek to Everest Bases Camp in December with sneakers, borrowed backpacks, a rented tent, no maps and only $200 apiece for food, travel, lodging and Sherpa guides. His bio on the publisher's website says, "One of nine children, Russell Staples gained his love of the mountains and hiking early in life by fishing, camping and hiking throughout the White Mountains of his native New Hampshire. A graduate of the University of New Hampshire, Russ joined the Peace Corps in 1966. After three years as a Volunteer, then as an associate director in India, Russ returned to the States to spend a few years as a Peace Corps recruiter. He spent twelve years as Scoutmaster to the local Boy Scout troop and was a foster parent to ten boys with special needs. After sixteen years working in the field of special education, Russ retired. He now resides in the foothills of New Hampshire's White Mountains where he is an avid gardener, hiker and fly-fishing enthusiast."

- The White Mountain by Dan Szczesny / Ancestry.com / Newspapers.com / GenealogyBank.com / www.beechriverbooks.com/id51.html /

Jamie Stapleton at Waumbek Tank: "Jaime the Fireman trying to stay dry," says engineer Phil Beroney (2005)
- Beroney Family Collection

Jamie Stapleton 2005

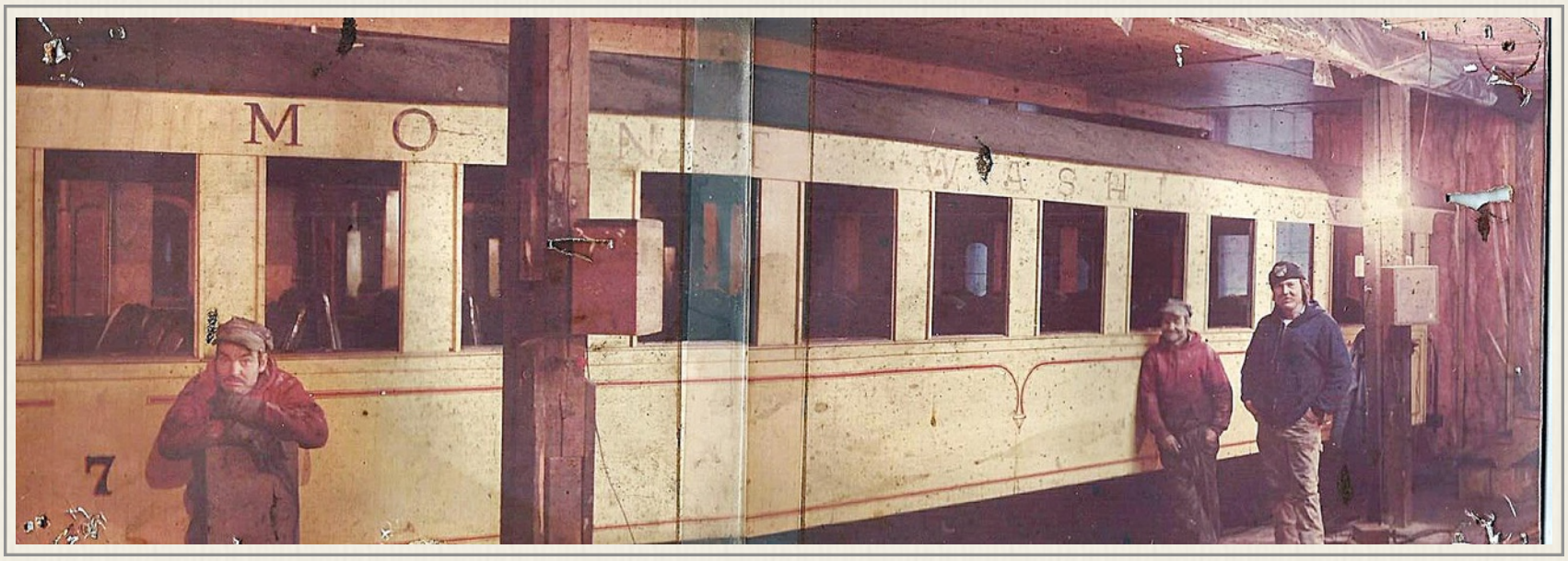
Jamie Stapleton (1999)
- UNH yearbook

Colleagues say New Boston, New Hampshire native Jamie Patrick Stapleton worked on the Cog Railway as a brakeman and fireman for three years and did some week later on. He was born on February 24, 1977 to James P. and Jeanne M. Stapleton. He has a sister, Erin. Jamie graduated from the University of New Hampshire in 1999 with a degree in geology. Stapleton went to work for the Geologic Services Corporation as a environmental geologist in November of 2000 and spent nearly five years there. He moved to Kleinfelder, a San Diego, California based civil engineering firm that "have been connecting great people to the best work since 1961" in July 2005. That summer, engineer Phil Beroney caught a picture of fireman Stapleton in the cab at Waumbek tanks. Stapleton spent a year with Kleinfelder before joining the TRC Companies in July 2006 as environmental geologist. He's now listed as a senior scientists II at the Windsor, Connecticut provides that "provides environmentally focused and digitally powered solutions… for clients who require consulting, construction, engineer and management services. He also remains a corporate officer in his father's Stapleton Properties, Inc. of New Boston, whose principal purpose according to the state of New Hampshire is to "acquire, purchase, hold, use, lease and dispose of… all kinds of property."

- MWCR: We Worked There / Ancestry.com / Newspapers.com / GenealogyBank.com / LinkedIn

Earl C. Steady 1954

Earl Clark Steady was born on May 19, 1923, in Milford, Massachusetts, to 21-year old Madeline Brown *(b.1902 d.1977)* and 27-year old Louis Clark Steady *(b.1895 d.1962)*. Berlin, New Hampshire native Louis Steady was a World War I veteran having served in the Seventh Cavalry along the Mexican border and in the Philippine Islands who was now working as a telegrapher for



Peter Steady *(far right): "I know that most of the interest seems to be for the history of the engines, but I have an interest in sharing a little coach nostalgia, seeing that I spent a little time in the car shop. Clem took this picture in the fall of 1989, and pieced it together with tape. No Photoshop back then. I don't think that Eddie (Holloway) ever figured out how he could be standing at both ends of the coach at the same time. The coach is the number 7 built by the B&M in 1938. We restored it over the winter, right at the car shop and it hit the hill in the early summer of 1990. This is the first wooden coach to get a metal frame made from C10 Channel Iron and rectangular tubing metal brake beams. The capacity was kept at 48 passenger. We slid wood pieces through the window frames and had the roof and the vertical skeleton suspended from the ceiling while we built the new frame, and attached the axles and brakes. The floor was made from 1⅛" tongue and groove plywood. The outside sheathing was quite rotted so that was replaced. Once that was completed we lowered the frame back down onto the new floor, put on new sheathing, and installed the seats, new windows, and kept the original doors, steps, and hand rails. The owners and GM must have been very trusting of me, because we never made a Blue Print. Just a bunch of numbers scratched out on scrap pieces of wood and paper. Believing in a Plumb Bob, a Water Level, and that A squared plus B squared equals C squared. Of course another concern was would it clear the switches and Yes it breezed through with no problems. This is the day that we rolled it out for a climb up the hill." (1990)*
- Pete Steady Collection / Posted Mar 15, 2015 MWCR: We Worked There FB page

the Boston & Maine Railroad. The family was living in his hometown a year later when Earl's sister Helen E. *(b.1924 d.2015)* was born. In 1940, the Steady's were in Plymouth, New Hampshire. 21-year old Earl C. Steady had completed high school when he went to Manchester on August 29, 1941 to enlist in the U.S. Army Air Corps. Private Steady was 5-feet 10-inches tall and weighed 144 pounds. Steady learned how to fly. An *Associated Press* dispatch in the *Newport Daily Express* in February 1950 said, "Earl Steady, 26, of Lakeport, N.H., today *(2/17)* awaited an inspection of the plane which was damaged when he made a forced landing yesterday. Steady suffered only cuts and bruises in an emergency landing near hear after his engine went bad." Steady would serve in Air Corps/Air Force the first time until October 20, 1951. 31-year old Earl C. Steady worked for the Cog Railway in the summer of 1954. He apparently went back into the service as he was stationed at Loring Air Force base in Maine in May 1958. Steady was now a staff sergeant. In 1960, newspaper clips indicate Sgt. Steady was now married and living in Laconia. Jitney Jr. has yet to find any marriage documents nor his wife's maiden name online. Steady was transferred to Turner Air Force Base in Georgia. His father's obituary in July 1962 indicates he was now with the Strategic Air Command. In 1988, Korean War veteran Steady was divorced, living in Bath, New Hampshire and working in a shoe factory's boiler room and performing maintenance there. During the winter, lung cancer was diagnosed, and it had spread to his bones. Earl Clark Steady died on September 29, 1988, in Veterans Administration Hospital in White River Junction, Vermont, when he was 65 years old. He was cremated in St. Johnsbury on October 3rd. *(1988)* "Earl C. Steady, 65, died Thursday *(9/29)* at the Veterans Administration Hospital after a long illness. He was born in Milford, Mass., on May 19, 1923, the son of Louis and Madeline (Brown) Steady. He graduated from Plymouth (NH) High School and joined the Air Force where he served during World War II and the Korean Conflict. He served as a ground crew chief on B-52 bombers at several strategic air command posts. He had lived in Bath for the last 25 years. He was formerly employed by the Lisbon (NH) Shoe Company and was a maintenance man and boiler room employee at the Grafton County Complex in North Haverhill. He was a member of the Ross-Wood American Legion Post No. 20 of Woodsville and the Confederate Air Force in Harlingen, Texas. He leaves a daughter, Lynne Marko of Fort Worth, Texas; his former wife, Nel Steady of Fort Worth; a sister, Helen Steady of Plymouth, N.H.; two aunts; and several cousins. A funeral service tomorrow *(10/2)* at 2 p.m. in the funeral home. Burial will be at a later date in the Bath Village Cemetery. At the request of the family, flowers be omitted and memorial contributions may be made to the Norris Cotton Cancer Center, Hanover, N.H." *- Cog Railway ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Newport (VT) Daily Express – Fri, Feb 17, 1950 pg. 7; Woodsville (NH) River News & Twin State News-Times – Thu, May 22, 1958 g. 2; Thu, Aug 25, 1960 pg. 6; Thu, Jun 8, 1961 pg. 3 & Thu, Jul 5, 1962 pg. 5*

Peter Steady (1980s)
- Tom Bonnet Collection

Peter "Coma" Steady 1986 - 1992

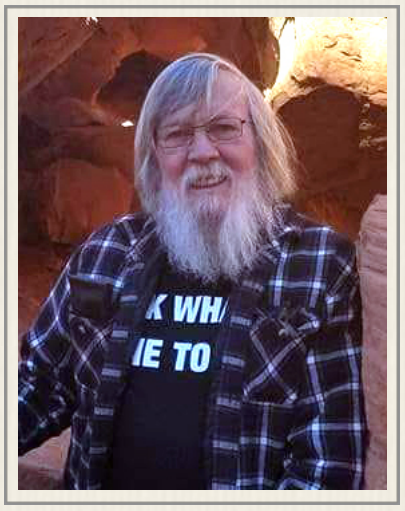
36-year old Peter C. Steady from Lancaster, New Hampshire began working in the Mt. Washington Cog Railway car shop in 1986. In 1990, the car shop foreman and his team *(above)* tackled the restoration of passenger coach No. 7. "The wooden coach, originally built for the Cog Railway

Peter Steady *(left): "The first 56 passenger coach was built by opening the doors towards the transfer and making a make shift roof over the door tops and a wall to accommodate the length of a new 56 passenger coach That was not so good. So we bumped out the wall towards Marshfield and made an awesome work bench. The bump out was enough so that we no longer needed the make shift roof and wall on the transfer end doors. I am guessing this to be the Spring of 1993." Bruce Houck (right)*
- Pete Steady Collection / MWCR: We Worked There - Apr 2015

in 1938 by the B&M Railroad, was definitely showing its age. "It had served its purpose, that's for sure," said Pete Steady, the head man of the Cog's car repair shop. At his insistence, the coach was taken off line two summers ago *(1988)* and moved down to the shop. In the fall of 1989, Steady convinced the Cog Railway management to let him undertake a massive overhaul of the coach during the winter months. It was an undertaking, the likes of which the Cog hadn't seen in years, at least not with its fleet of passenger coaches. Beginning in November, Steady and a small work crew dismantled the coach, taking out its seats suspending its roof from the ceiling of the shop, cutting out its floor and lowering its wheels and brakes. Then they began rebuilding the coach, almost completely from scratch. They worked through the winter months, keeping the car shop warm by burning the coaches now useless wooden frame in a stove. And they continued working through spring and into early summer. Last Friday *(8/24)*, the refurbished coach made its first official return trip to the summit, carrying a carload of tourists up the century-old railroad. *(See Vol. 3B Aggregated Timeline)*. In 2015, Pete Steady explained how he first became aware of the Cog: "My experience with Mount Washington began as a young boy in the 1950's. I liked waking up at my family's Cedar Pond Cabin and heading out onto the porch to look South to see if the mountain was in or out of the clouds. Now and then I would take a ride to the Cog with my Paternal Grand Parents to have a fancy meal with their friends, the Teagues. We seldom rode the train, it was more fun for me to watch the trains leave and land at the base, and run around and play with the other kids, while my Grand Parents visited with the grown ups. Most of the trips up and down the mountain at that time of my life were on the Auto Road, as my Dad was involved with Channel 8 Television. It was fun to spend a night at the top and look at all the TV stuff. TV was quite new back then. In my early 20's, I became interested in hiking, and there had been years since I had been at the top of Mount Washington. So for the next 15 years or so, if I went to the top, I hiked. I met Mike Kenly in the Fall of 1985. At the time we were working at Isaacson's Steel in Berlin. I guess that the Cog was in a bit of a mess, and Mike had taken a leave. When the Spring came in 1986, Mike decided that he would like to return to the Cog and invited me to come along. At the time Brad Williamson was General Manager and I knew him a little bit from having worked repairing tracks at the Wolfeboro Railroad. I was just shy of being 36 years old and I was being hired to work in the shop, with the understanding that I would not have a year round job, at least not for the coming winter. So after being dismissed that Fall, I went to Bretton Woods and worked fixing up the Ski Lodge and restoring the Bretton Arms Hotel, eventually ending up at Wild Cat Mountain working on the snow guns and upgrading the air and water snow making system. That place was so much fun, working nights and riding the snow shovels down the mountain. I almost would have paid to work there. In the Spring of 1987, I returned to the Cog and worked full-time year-round until the late Fall of 1996. I certainly enjoyed working on the engines, but it was also unique to have a bunch of Coggers carry two pieces of 40 foot C10 Channel Iron in to the Car Shop in the late Fall and watch it roll out in the Spring as a new coach. We had a lot of good times in the Car Shop, and it was also fun to spend some time working with the trains on the hill, and I even got in on a little track work too." *Brian McMinn:* "Nice Pete, I remember sharing a drink with you guys 1991 at the GrandView in Twin Mtn. You loaded up the juke box with Moody Blues tunes and where singing and drinking. Then shouting about *Peppersass.*" As to how Pete's Cog nickname came about, Amanda Sodergren says "There was one story that he was like found passed out in his car with his car running on the side of the road, on the Base Road 'cause he was hammered. I mean, Hey, you don't get called coma for nothing, right?" / Peter C. Steady was born on August 20, 1950 to electronic technician Edward Ward "Pete" Steady Jr *(b.1925 d.2001)* and his wife, Pearl Evelyn (Chapman) Steady *(b.1922 d.1979)*. The couple also had another boy, Paul E. Steady. Jitney Jr found stories indicating Peter Steady was car shop foreman at least through the 1992 season. In 2021, the 71-year old Steady maintains a series of websites to help maintain his current lifestyle of what he calls *"Workamping"* - Working in Trade for a Place to Stay, or For a Fee, or Both. "Do You Own a place where I can park my Ford Econoline 150 Camper Van? Projects could include; painting, plumbing, chain saw tree and fire wood cutting as well as Small engine and some RV repairs. I bring my own generator and tools." He spent February, March and April 2021 going coast to coast in Northern Florida. However, he says "In

Pete Steady stands ready to assist Mark & Rich Coulter on the engine shop side of the tranfer.
- Allen Haggett photo

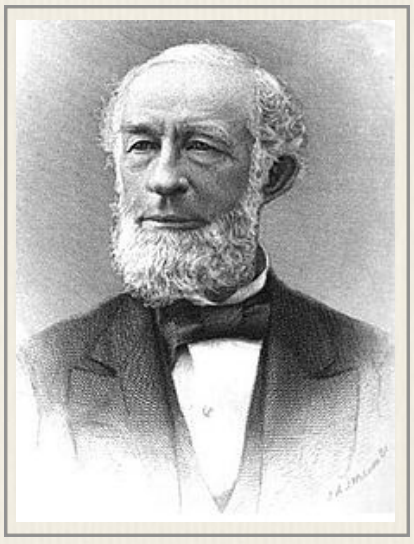
the summer I spend my time at my home at (23 Spur Road) Cedar Pond in the Great North Woods of New Hampshire. See You there from May through November." You can begin exploring his web world at petersteady.com. *(2022)* "With his witty sense of humor, Peter Chapman Steady "Coma" used to say "I've got one foot in the grave and the other on a banana peel", and on March 3rd 2022, that peel gave way after a short battle with lung disease. Peter was born Aug 20th, 1950 in Laconia, NH to the late Pearl Evelyn Chapman and Edward "Big Ed" Steady. Being the authentic, free spirit he was, he used to feel fortunate to have been born in the 50's when "the government had less control", a hand shake was a contract, a yes meant yes, and a no meant no. This authenticity was a constant throughout his life, he was direct, genuine and you always knew where you stood with Pete. Pete graduated from Manchester Memorial High School class of 1968, and went on to attend New Hampshire Technical Institute where he studied Electric, Electronic, and Mechanical Engineering graduating in 1970 with an Associate's Degree. His impressive problem solving and mathematical abilities led Pete to have some interesting jobs over the years. Notable to NH's history, in the 1990s he led a team building passenger coaches for the Mt Washington Cog Railway. Another job took him to Arizona where he "saw his first roadrunner", and he often remarked on the beauty of the desert in bloom. Other employers included Standard Metals, Isaacson Steel, Wildcat Mountain, Helfrich Brothers and Matrix Power. He also enjoyed time self employed as a handyman –using his array of skills from cutting trees, to plumbing, building wooden structures, creating old fashioned toys, and finish carpentry. Family jokingly called him MacGyver as he always had a creative way of fixing a problem - this is probably why his favorite attraction was the Tuttle House at NH's Clark's Trading Post. Out of all of his roles in life Pete's favorite was being a dad. Whether it was a hike, setting off bottle rockets, or sliding off the roof into a fresh pile of snow, Pete loved outdoor adventures with his two daughters. He used to say "The only thing you can't make more of is your time." This mindset prompted him to spend winters in the later part of his life traveling to visit "His Girls" in Las Vegas and London, as well as traveling in his self-converted van, camping along the US east coast to visit friends in Florida (coincidentally, the timing of his "migration" was closely aligned with the hummingbirds he so loved). His sense of adventure even took him to Thailand where in his late 60s he solo travelled the remote Elephant Trail by motorcycle, no doubt entertaining the locals with his amazing beard and old fashion demeanor. He often shared that he got a kick out of the gas to refuel being stored in old liquor bottles. Pete woke up with the sun "nature's alarm clock", treating each day as a gift mixed with a sense of spontaneity. You never knew when something you said might spark a random Pete jingle. This relaxed approach made him the life of the party. He loved classic rock & roll (the louder the better), made people laugh, told great jokes, was last man standing and somehow never had a hangover. He shared clear-cut, no nonsense advice and would always lend a hand. His observations on life were forthright... but often very true! In addition to his parents, Pete was predeceased by his step mother Betsey (Hertzberg) Steady, of Leesburg, FL. Family who lovingly remember Pete include his youngest daughter Patricia Asencio, her husband Aaron and grandson Preston, of Las Vegas, Nevada; his eldest daughter Pearl Steady, of London, England and granddaughter Paige of Mosel, Germany; their mother Pat Steady, of Lancaster NH; his brother Paul Steady and wife Debbie, of Thornton, NH; his oldest living uncle Bernard Chapman of Tilton, NH, relatives throughout New England, and last but not least his beloved chainsaws! His path of friends is long starting at Cedar Pond, West Milan NH, and throughout New England, including Long Meadow, MA, to childhood friends in Titusville & Melbourne Florida and out to Las Vegas. Making friends wherever he went his friendships extended to Europe and Asia, so it's fair to say Pete will be missed internationally (and intergalactically if alien visits to camp are included). "Pete's Girls" invite family and friends to join them on Saturday July 9th at Jericho State Park (at the pavilion) in Berlin, NH for a celebration of his life at 1pm. This will be an outdoor commemoration with BBQ, many have offered to bring side dishes or desserts, these are welcome but optional, most important is your presence and your memories of their Dad. You are invited to wear tie-dye, or a funny t-shirt that Pete would have appreciated. Seating is limited so it's recommended to bring a folding chair. In lieu of flowers please enjoy a cold beer and an overdue visit with a loved one. Pete's website http://www.petersteady.com will remain active for the time being.



- Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Wed, Aug 29, 1990 pg. 11 / Summer Week - Vol. 20 Issue 1 - May 21, 1992 pg. 1 & 21 / www.dignitymemorial.com/obituaries/las-vegas-nv/peter-steady-10619586

Onslow Stearns 1869 - 1878

Corporate Director - *(1878)* "Ex-Governor Onslow Stearns *(right)* died of Bright's disease, at his residence in *(Concord, NH)*, at 8:30 o'clock this Sunday *(12/29)*, after a severe illness of about two weeks, having been unconscious since Friday evening *(12/27)*. He was born in Billerica, Mass., in 1811, and consequently was in his sixty-seventh year. He was a son of John Stearns and Grandson of the Hon. Isaac Stearns, who served in the French war, and also as Representative and State Senator in Massachusetts. Onslow Stearns lived with his father on a farm until he was seventeen years old, when he was employed as clerk by Messrs. Howe & Holebrook, Boston, until 1830, when he located at Georgetown, D.C., and engaged as a civil engineer in the construction of the Chesapeake and Ohio Canal for the space of three years, and from that time until the present has been actively engaged in railroad affairs. The Northern, N.H.; Germantown, Penn.; Andover and Haverhill, Mass.; Brooklyn and Jamaica, L.I.; Philadelphia and Trenton; Delaware and Atlantic, N.J., and many other roads were built under his charge, he being associated with his brother, John O. Stearns, in building the same. At the time of his death he was president of the Concord and the Northern (NH) Railroads, and has recently, because of ill-health, resigned the Presidency of the Old Colony road and the Narragansett Steamboat Company, but was a Director in the same, besides holding



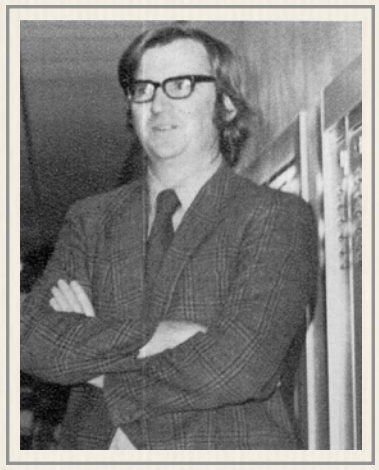
other positions in various roads in New Hampshire *(including Mount Washington Railway)* and elsewhere. He has been repeatedly honored by the Republican party, with which he was associated, he having been President of the New Hampshire State Senate in 1863, and a delegate to the National Convention on the following year, being chosen one of the vice-presidents of the organization. He was also chosen twice Governor of the Granite State, viz.: in 1869 and 1870, always discharging his official duties with honor to the State and great credit to himself. He had a wide business and personal acquaintance with prominent officials and political men in all parts of the United States, and his eminent success in various affairs which he has undertaken bespeak his financial and executive ability. He had become possessed of a large accumulation of property, and held an elevated and enviable position among the business men of New Hampshire as well as Massachusetts. He leaves a wife, one son and four daughters, who will have the heartfelt sympathy of our whole community in this hour of deep affliction."

- Chicago Evening Post - Mon, Jan 11, 1869 pg. 1 / Boston Globe - Mon, Dec 30, 1878 pg. 1

David H. Steele (1962)) - UVM yearbook

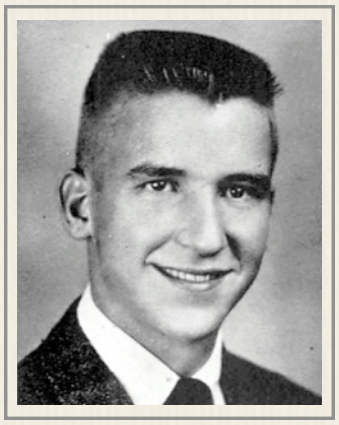
David H. Steele 1959

19-year old David Steele was a University of Vermont sophomore from South Burlington, Vermont when he "ran the (Cog) cabins one summer." Shirley Kent remembers his mother (Catherine) taught with Bob (Kent)" in Essex Junction. David Hermitage Steele was born on September 15, 1939 in Boston, Massachusetts – one of two sons born to George F. and Catherine (Hermitage) Steele. He grew up in Chittenden County and graduated from Burlington High School in 1957. Steele returned to UVM after his summer at the Cog to resume his study of English. He was a member of the Theta Chi fraternity and was a reporter and feature editor for the student newspaper, the Cynic. He was elected editor-in-chief for the 1960-1961 school year in March of 1960. After graduating in 1962, he served three years in the Army at Fort Kobbe in the Panama Canal Zone as a member of the 193rd Infantry Brigade's Headquarters Co. He was promoted to specialist five rand in the summer of 1964. The summer of 1965 saw the 24-year Steele marrying 20-year old Vermont College graduate Linda Ruth Kelly from Essex Junction at a late morning ceremony that was followed by a reception and wedding breakfast at the Shelburne Hotel, before a honeymoon trip through Canada. The Steele's would be moving to Woodstock, Vermont where David was to start teaching in the junior high school in the fall. In 1974, Steele was part of the Woodstock High School English department.



Mr. Steele (1974)) - Woodstock HS yearbook

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Rutland (VT) Daily Herald - Mon, Mar 14, 1960 pg. 10; Burlington (VT) Free Press - Sat, Jul 1964 pg. 8; Mon, Jun 21, 1965 pg. 5 & Wed, Apr 10, 1974 pg. 8



Donald J. Steele (1964)) - UVM yearbook

Donald J. Steele 1959

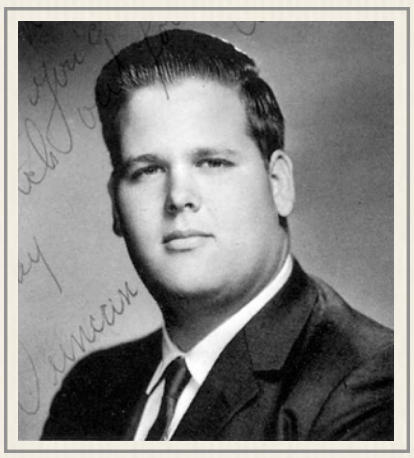
While David Steele was working at the Cog cabins for the Marshfield corporation, younger brother Donald was working on the railroad during the summer of 1959. Donald John Steele had just graduated from Burlington High School and celebrated his 18th birthday when he arrived at Mt. Washington. He would follow his brother to the University of Vermont in the fall where he planned to study banking & finance. He joined his brother's fraternity Theta Chi. Midway through his senior year, the 22-year old Steele married 21-year old Burlington-native Lois Gertrude Palmer who was working as a secretary. He served as brother David's best man at his wedding in 1965. *(2012)* Donald John Steele passed away on Thanksgiving Day, Nov. 22, 2012, with his loving family by his side, after a courageous battle with pancreatic and liver cancer. Don was born on June 21, 1941, in Norfolk, Va., the son of George and Catherine (Hermitage) Steele. He graduated from Burlington High School, Class of 1959, and the University of Vermont in 1964. Don married his high school sweetheart, Lois Palmer, on Jan. 25, 1964. After graduation, Don went to work in New York City as a Financial Analyst for Mutual of New York. He and Lois returned to Burlington in 1966 to raise their family. They spent many happy years in the South Cove community. Don loved spending time with his family and many friends. He coached the Orioles in Little League and also coached BAHA hockey for many years. Don worked in finance during his career in Burlington, Montreal and Boston. While in Burlington, he was a member of the Chamber of Commerce, President of the VT Association for the Blind & Visually Impaired, President of the Ethan Allen Club, served on the Board of Fanny Allen Hospital, and at one time was Chittenden County Chairman of The VT Cancer Society. In 1999, Don and Lois moved to Nokomis, Fla., and purchased a Norwalk Furniture Store in nearby Sarasota. After retiring in 2006, they moved to Siesta Key in Sarasota. Don spent many happy hours riding his Harley Davidson with the FL "Wrinkle Riders" and the VT "Geezers." Don always enjoyed working with youth. In Sarasota, he was a mentor to boys in the Take Stock In Children Program. Don immensely enjoyed working at the Shelburne Museum in the summers. Don is survived by his wife of 48 years, Lois; daughter, Pamela Wright and husband, Stephen, of North Port, Fla.; two sons, Jeffrey and wife, Paula, of Colchester, and Gregory and wife, Jennifer, of Lloyd Harbor, N.Y.; his "magnificent seven" grandchildren, Cameron and Callie Wright of North Port, Fla., Avery and William

Donald Steele (2012)) - Steele Family Collection

Steele of Colchester, and Ryan, Trevor and Callum Steele of Lloyd Harbor, N.Y.; sisters-in-law, Linda Steele and Pamela Hanley; brothers-in-law, Walter (Brenda) Palmer and Robert (Patricia) Palmer; as well as several nieces, nephews and cousins. Don was predeceased by his parents, George and Catherine Steele; stepmother, Margery Steele; brother, David Steele; father-in-law, Raymond (Whitey) Palmer and mother-in-law, Gertrude (Trudy) Palmer. Visiting hours will be 1 to 4 p.m. on Sunday, Nov. 25, 2012, at the LaVigne Funeral Home, 132 Main Street in Winooski. A funeral service will be held at noon on Monday, Nov. 26, 2012, at the funeral home. Burial will be at Lakeview Cemetery in Burlington, at the convenience of the family.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Burlington (VT) Free Press - Fri, Nov 23-24, 2012

Duncan Steele 1965



Duncan R. Steele (1964)
- Hatsboro-Horsham H.S. yearbook

The 20-year old culinary student was living in Belmont, Massachusetts when he came to Mount Washington to work in the Summit House kitchen. He received $200 a month plus $64. Steele had graduated the year before from Hatboro-Horsham High school in Horsham, Pennsylvania. His yearbook entry noted he was a sneaky cameraman, and strong. He had a good voice, was a candidate for the Navy, and because of his height "gets a birds-eye view." Steele had been part of the track team as a junior after singing in the chorus as a sophomore while also being part of the school's AV club. *(2011)* Duncan Steele died Wednesday, Oct. 5, 2011, in Skowhegan, (ME) from complications of pancreatic cancer. He was born on June 14, 1945, in Boston, the son of Ernest and Betty Steele. He was educated in schools in Hatboro, Pa., and graduated from the Culinary Institute of America and later the Maine Criminal Justice Academy. After high school, he joined VISTA and served two years in Oklahoma. Following a career with the Skowhegan Police Department, he retired as a 911 dispatcher from the Somerset Regional Communications Center. Duncan leaves behind his sweetheart, Diana Parks; and his beloved cats, Winston and Bob. He also leaves behind two brothers, Douglas Steele and wife Leslie, and Donald Steele and wife Corinne; several nieces, a nephew, and his best friend since childhood, David Shannon. Duncan had many and varied interests: meteorology with his weather station on the roof, a love of history of the Civil War and especially Gettysburg, photography, gardening, bee keeping, bread making and cooking, computers, the 29 mountains he climbed, and cinematic hero, John Wayne. His family would like to thank his caregivers including the Home Health Nurses from Eastern Maine HomeCare; the doctors and nurses at Somerset Primary Care and RFGH; the emergency medical personnel; the EMMC surgeon, oncologist, and nurses; and his very compassionate neighbors, Charles and Kathleen Harvey. Those wishing to make donations may do so in Duncan's name to the Somerset Humane Society, P.O. Box 453, Skowhegan, ME 04976. At Duncan's request, there will be no funeral or visitation hours.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Kennebec (ME) Journal - Oct. 6, 2011

A. E. Steigleder 1952

Railway Ledger

Dianne Stephen 1961

Dianne A. Stephen (1962)
- Melrose H.S. yearbook

17-year old Dianne Stephen from Melrose, Massachusetts worked on the gift counter at the Summit House. She worked until September 4, 1961 and earned $120 plus $20 a month. Dianne arrived for her brother, Richard's last year at the Summit House. In 1961, he was an assistant cook in the kitchen. Both were cousins of Cogger Sanders "Sandy" Stephen from Wakefield, who had worked for four summers *(1954-1957)* at the Cog and met his wife. "My uncle's kids," Sandy told Jitney Jr in May 2021. "I was in the army from '59 to '61 and did not know they worked there. Diane was not a close cousin to me although we all camped at Dolly Copp in the Whites with our parents and uncle for many of my growing up years." Dianne Stephen returned home to graduate from Melrose High School in 1962. Her yearbook says "In the summer if we look high enough we will find understanding DI. She'll most likely be working at the Summit House on Mount Washington. When she can find the time, no doubt perky DI will think back on the Twirp Dance of '60 and R.A.S. Success after Wilferd Academy is certain for this ski enthusiast." Indeed, she was a member of the G.A.A. all four years, the Girls Club the last three along with the Ski Club. Her junior year she joined the school's folk dancing club. However, Dianne Stephen did not return to the Summit House. / Dianne Alice Stephen was born on November 5, 1943, in Melrose, Massachusetts to 29-year old World War II veteran Richard Martin Stephen *(b.1914 d.2012)* and 28-year old Dorothy (Nelson) Stephen *(b.1915 d.1993)*. "(Richard Stephen) was in… the Battle of the Bulge where he was MIA for months as he was one of those caught behind the German lines," says nephew Sandy Stephen. "But he lived through it. Never wanted to talk about the war. He was one of my father's younger brothers--but not much younger." Dianne had two sons (Richard & Robert) and one daughter (Patricia) with her husband *(left)*, fellow Melrose High School graduate, Robert Arnold Steeves *(b.1943 d.2012)*. She died on May 20, 2012, in Nashua, New Hampshire, at the age of 68, and was buried there. *(2012)* Dianne A. (Stephen) Steeves, 68, of Nashua passed away on Sunday May 20, 2012 at St. Joseph Hospital.

Ste

Dianne was born in Melrose, MA on November 5, 1943, a daughter of Richard Stephen of Tilton, NH and the late Dorothy (Nelson) Stephen. She was the widow of Robert A. Steeves who passed away April 20, 2012. They had shared 48 years of marriage. Dianne was a longtime Nashua resident. She was one of the founders of the Mothers of Twins Group. She enjoyed gardening, traveling, going to the beach and spending time with her family, especially her grandchildren. Besides her father, Dianne is survived by two sons, Roger Steeves of Nashua and Greg Steeves and his wife Cassandra of Nashua; One daughter, Patricia MacLeod and her husband Craig of Nashua; Three grandchildren, Brianna, Rylie and Brody; Two brothers, Richard Stephen and his longtime companion Patricia Higgins of Old Orchard Beach, ME and Robert Stephen and his wife Sharon of Franklin, NH; Two nephews, Zachary Stephen and Brian Stephen.

- Summit House / Bencosky-Desjardins files / July 1961 Summit Payroll summary / Ancestry.com / Newspapers.com / GenealogyBank.com

Charles Stephen (1946)
- Wakefield H.S. yearbook

Charles S. Stephen Jr. 1950 - 1951

Sandy Stephen's older brother - came to work with fellow Wakefield High School friend Harry Bird - worked at Summit one year when Harry was managing the Summit House. Charles S. Stephen Jr. was born on February 5, 1932 in Melrose, Massachusetts. He earned a Bachelor of Arts from Northeastern University in 1955, a Bachelor of Divinity from Crane Theological School in 1958, and a Doctor of Sacred Theology from Starr King School for Ministry in 1982. Stephen was ordained in 1958 by Melrose Unitarian Church of Billerica, Massachusetts. He served First Parish Church of Billerica, Massachusetts, from 1958 until 1961, and then accepted a call to the Unitarian Church of Lincoln, Nebraska, which he served for thirty-five years, interrupted only by a brief stint as an exchange minister at the Great Meeting Unitarian Chapel in Leicester, England (June 1977 to January 1978), as well as twice offering his services as a minister on loan in the 1980s. Upon his retirement in 1996, Lincoln named him minister emeritus. Rev. Charles Stephen died Monday, May 29, 2017, at home in the company of his family.

Charles Stephen (1955)
- Northeastern University

He was 85. Stephen and his wife, Pat, had five children, 10 grandchildren and seven great-grandchildren. On Wednesday, Lincoln Journal Star reporter Cindy Lange-Kubick crafted this reflection on his life: "Charles Stephen was a connoisseur of words and ideas. A social justice leader and devoted family man. The retired Unitarian Universalist leader died Monday morning. He was 85. Deb Stephen said her father spent his life championing forward-thinking causes. "He was a founder of (Lincoln) Planned Parenthood, he was a founder of the Nebraska Civil Liberties Union, he was involved in the beginning of Fresh Start, he was involved in the Malone Center." He traveled to Hattiesburg, Mississippi, on Freedom Day in 1964, in support of the Civil Rights Movement, along with fellow Unitarian ministers. He practiced a theology based on science. "He believed God is nature," his daughter said. "He was a student of philosophy." He wrote beautiful sermons. The man who grew up in a book-loving family in Boston -- and kept the city in his voice -- once aspired to a career in newspapers. Once he got a taste of crime reporting at the Boston Globe, he changed his mind and entered the seminary.

Stephen moved his family to Lincoln in 1961 and led the church at 63rd and A streets for 35 years before heading into a busy retirement. He continued hosting the radio show "All About Books" on NET and reviewed books for the Journal Star for decades until failing health forced him to quit. Her father had a genetic condition that affected his liver and lungs, Deb Stephen said. He had been on oxygen for the last four years and was in hospice at home when he died. His grandchildren and great-grandchildren were frequent visitors. "They were seeing him daily toward the end of his life," his daughter said. "To us, the older generation, that was such a balm." Last weekend, his brother and nephew came to visit and share old stories. "My uncle was just here and told us a story of how my dad changed the family politics from Republican to Democrat with his support of Adlai Stevenson," Deb Stephen said. He was passionate and informed, she said, a persuasive combination. He used the same method in his sermons, longtime Unitarian member Barb Francis said. "We left his services full of thoughts, new interpretations and added knowledge." Stephen reached out to Francis and her husband, Chuck, after they lost their son in 1990. He sent them a note, quoting a line from a book by a man who had lost his own son: I shall look at the world through tears. Perhaps, I shall see things that dry-eyed I could not see ... That quote -- and the book that it came from -- left a lasting influence, Francis said. As did an image of Stephen and Pat at church dances in the '80s. "They always came in for the end of the evening waltz," Francis said. "They danced beautifully."

Rev. Charles Stephen (2012)
- Lincoln Journal Star photograph

Stephen's daughter Susan Stephen memorialized her father on her Facebook page this way: "Man of letters; man of the Red Sox. Hiker of mountains, canoe paddler of oceans, tickler of children, crossword puzzler, lover of opera." She shared funny memories: "The man who caught me with my boyfriend when he came home for lunch." And her sorrow: "My grief is immeasurable." In a 2012 *Journal Star* profile, Stephen talked about his thirst for knowledge, modeled by his parents and fueled by his own curious mind. He started his days with a newspaper and ended them with a book, he told the reporter. Then he quoted poet and essayist Jorge Luis Borges. "I have always imagined that Paradise will be a kind of library. "

- See Vol. 1 Ch. 9 Sec. 5 - Mt. Washington

Ms. Lund Stephen (1955)
- Lancaster Adacemy yearbook

Club/Summit House / UUWorld.org / Lincoln Journal Star – May 31, 2017

Mary (Lund) Stephen - See Lund 1957
Railway Corp - Mary Lund *(left)* married to Sandy Stephen below

Richard E. Stephen 1958 - 1961

Dick Stephen (1960)
- Melrose H.S. yearbook

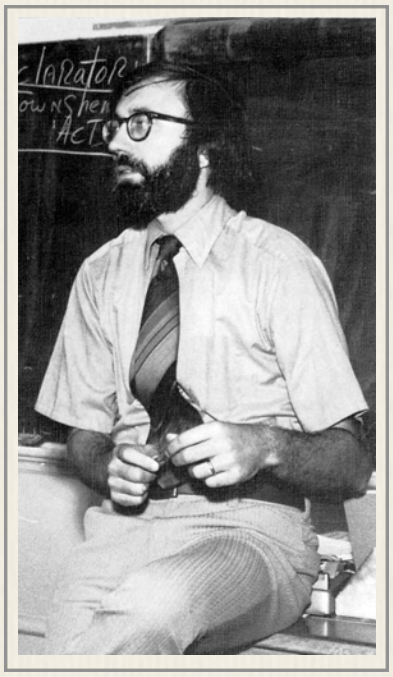
Summit House – Older brother of Dianne Stephen - both were cousins of Sandy & Charles Stephen from Wakefield. " I liked Dick a lot," remembers cousin Sandy Stephen. "He was a good guy." Railroad financial records indicate that 16-year old Richard E. Stephen began working at the Summit House the summer after Sandy Stephen and his new wife, Mary (Lund) Stephen completed their time at the Cog. Dick was a sophomore at Melrose High school. The summer after he graduated (1960), 18-year old Richard was working as an assistant cook in the Summit House kitchen and was earning $150 plus $25 a month. "Dick's" yearbook entry said "Playing hockey, scooters, and French with Miss Miche rate high with DICK. His fondest memory: The Melrose-Winchester game of 1958. Next year… University of Massachusetts or Northeastern." He had been part of the rifle club as a freshman, the audio-visual club as a sophomore and a junior – the same years he ran spring track. He completed his extracurricular activities by being part of the Junior Classical League as a junior and senior. At the end of his first year in college, Dick was back cooking in the Summit House kitchen for the same pay as 1960. He worked until September 4th. Dick Stephen may have wanted to go to UMass or Northeastern but he graduated from the University of Maine in June 1964 and spent that summer in the executive training program at Sears, Roebuck and Company in Bangor. When his engagement to a University of Maine senior, Donna Nell Weaver was announced in October of that year, Lieut. Richard Stephen was attending special training school at Fort Bliss, Texas prior to heading overseas. He was assigned to the Air Force Defense Corps of the U.S. Army artillery. His finance was the daughter of retired Colonel and Mrs. Donald M. Weaver of Orono. She was majoring in elementary education. A February 1965 wedding was planned. In 1997 when his mother died, Richard was living in Scarborough, Maine.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Bangor (ME) Daily News - Wed, Oct 28, 1964 pg. 7 / Boston Globe - Fri, Oct 3, 1997 pg. 40

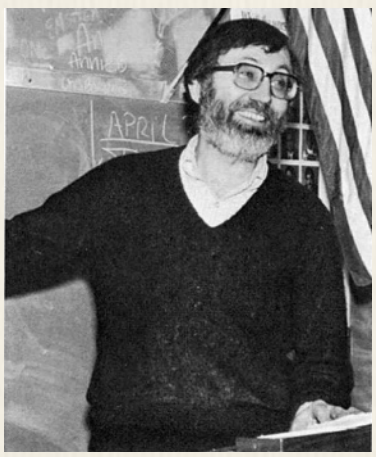
Sanders C. "Sandy" Stephen 1954 - 1957

Sandy Stephen
- Paul Saunders Collection

Paul Saunders photo *(right)* has Sandy w/ the No. 3. Stephen begins in Marshfield '54 - then to the trains in '55-'57. / Sanders H Stephen was born on May 10, 1936, in Lynnfield, Massachusetts, to 26-year old Barbara Evelyn Hill *(b.1909 d.2008)* and 29-year old Charles Stedman Stephen *(b.1906 d.2003)*. He had an older brother, Charles S. Stephen Jr *(b.1932 d.2017)* who also worked at the Cog Railway. Sandy Stephen met and married fellow Cogger Mary Bradley Lund of Lancaster, New Hampshire on June 24, 1957 at St. Paul's Church in Lancaster. It was the first *(and only)* marriage for both. He was 21. She was 20. Sandy was going to Brown University and would become a social sciences/ history teacher. His career included positions in Lynnfield, Swampscott and Groton, Massachusetts. Along the way, a student from Salem, Massachusetts, David M. Shribman would take Stephen's history course. Young Shribman would go to Dartmouth College and become a Pulitzer prize winning journalist who worked at the *Washington Star, New York Times*, *Wall Street Journal*, *Boston Globe* and was the executive editor of the *Pittsburg Post-Gazette* for sixteen years. In 2018, editor Shribman asked his history teachers to explain what makes the subject so essential in America. Sanders H. Stephen wrote: "When I entered Brown in the '50s, I did so with great apprehension but also a clear goal of taking liberal arts courses, because my interest was in learning about the past and about great literature. My choice of a major had little or nothing to do with my future, because I had not a clue about the future. Thus, what I took was determined by the liberal arts program and my interest in learning more about history. I was not motivated about going to work in some obscure field. I knew I liked history and wanted to learn all I could about it. No other focus. That appears unlikely with most students today, as convulsed as we are with things technological and money-making. Thus, the future is to be made by inquiry into a myriad of new fields. The reverence I had for great historians was certainly encouraged by the press of that day who interviewed frequently men and I mean men— no women — who explained the events of the day in light of the recent past or in some cases of course not so recent to show why we had arrived at this position in the world. Thus, all things could be explained, to some degree or another, by looking at how we got to where we were. I see fewer and fewer references to people of letters today and more and more to people of the industrial, tech world. It is clear to me that the mass of people in the United States, for example, have not learned much from the past. Thus, the present view of the world comes from popular TV stars, people of the entertainment world, and what has gone before is in danger of being lost to the more "exciting" world. So, while the play "Hamilton" clearly gives one hope that all is not lost, the election of Donald Trump and his apparent ignorance is never the issue for many. He himself says that imagine a few years hence



Mr. Sanders H. Stephen (1974)
- Swampscott HS yearbook



Mr. Stephen (1984)
- Swampscott HS yearbook

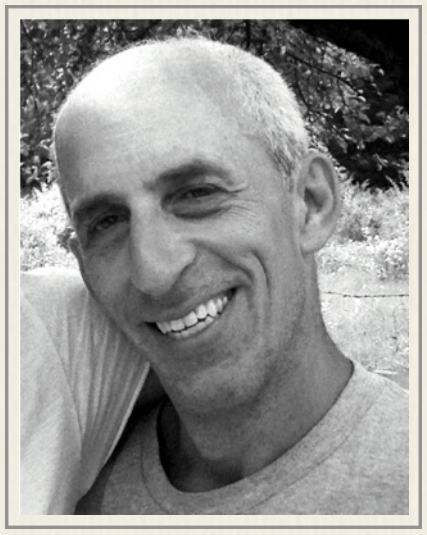
when we will have to go back to a dull person being president and is it not more exciting with him. Callousness be damned, I guess. Lies are so frequent that when the government speaks the truth it makes it so refreshing that I am frightened literally that we as a people will never truly be able to separate the two. Or is it that we like the idea of alternative facts. I have my (electric) power back (at his Brainstorm Road residence in Braintree, Vermont where he lives with wife Mary) as of Friday and so all is right with my world. But age does things to one that is sometimes, or is it always, unexpected. One thing I know is that as I age, I find life to be more and more captivating. I cannot get enough of it. That may have always been true but I do find myself appreciating little things more and more that I may have once taken for granted." Sandy Stephen remains active in the local chorus singing bass at concerts in nearby Randolph.

- See Vol. 1 Ch. 9 Sec. 5 / 2014 Cog Railway Reunion movie / Marshfield Corp / Railway Corp. / Bencosky-desjardins files / Pittsburg (PA) Post-Gazette - Dec 30,2018

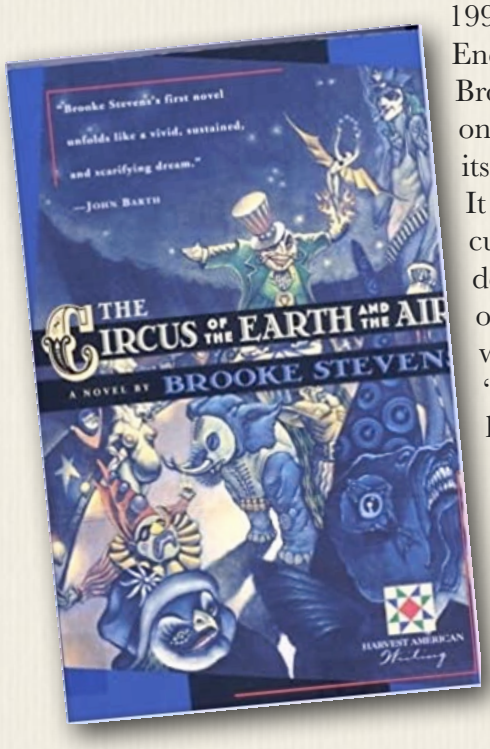
L. A. Sternberg 1952
Was paid from Paul Saunders' salary *- Railway Ledger*

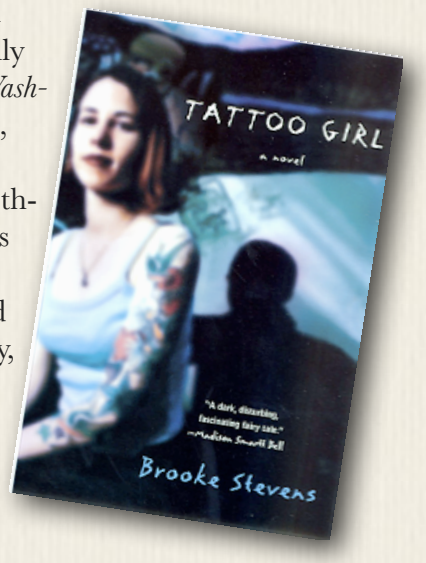
Brooke Stevens 1976 - 1978

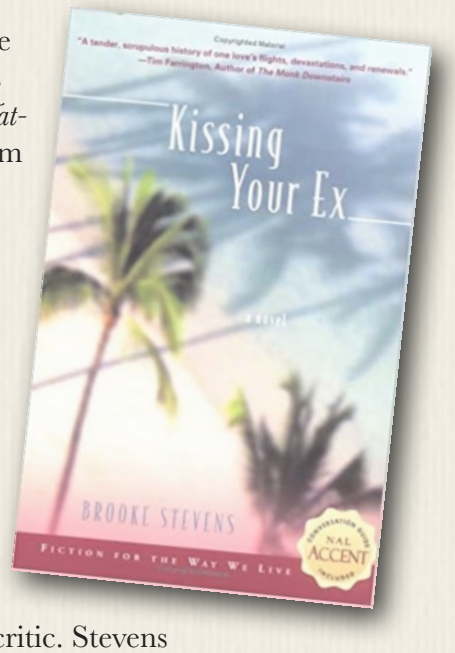
State railway inspector Warren King's visit to Mount Washington on June 21, 1976 found 19-year old Brooke Stevens from Bridgewater, Connecticut training to be a brakeman. At the end of that season, the Cog reported Stevens had made a total of 129 trips up the Mountain - specifically: 13 in June; 65 in July; 51 in August, but none in September or after Labor Day into October. Dave Moody remembers "Brooke Stevens broke for Dimitri Savchick and myself ... He had to depart the Cog rather quickly as the law got after him. He had decked a fellow Cogger that had inappropriately touched Brookes' girlfriend." Exactly when the rapid departure occurred is unclear at this time, but according to Cog records, Stevens was a fireman in 1977 and worked the next year from July 14 to August 30, 1978. Moody says Stevens "ended up working for Barnum and Bailey Circus for years." / Novelist Stevens' time at the Cog Railway is now part of his official biography found online at several websites, including his own - "Brooke currently lives in Kent, Ct with his wonderful wife, graphic artist Karen *(Joan Zimble)*, his two loving children, Maddy and Fenner, two dogs, a cat named Porky and three chickens whose egg laying talents are unrivaled in the area. Over the years Brooke has held numerous jobs across the country. He's worked on a shrimp boat off of Fort Meyers, Florida, as a bartender in New Orleans, as a steam locomotive engineer on the Mt. Washington Cog Railroad, as a movie programmer at the Bleecker Street Cinema in New York, as a horse *(and tiger)* groom in Ringling Brothers Circus, a screenplay writer and a creative writing teacher at Sarah Lawrence College *(in Bronxville, NY)*. His novels have been translated into French, German and Japanese. They have also been published in the UK. / Stevens was born May 21, 1957, in New York, NY; son of Leonard A. (a writer of nonfiction) and Carla (a children's book writer) Stevens. He earned a Master of Arts degree from Johns Hopkins University in 1991. He has written three novels and is currently working on a fourth *(In This Small Town)*. The Encyclopedia.com Contemporary Authors entry for Stevens says "With his first two novels, author Brooke Stevens has been compared to director David Lynch for his surreal imagery and his focus on the cruel and deformed in human nature. His first novel, *The Circus of the Earth and the Air,* draws its inspiration from the author's year spent traveling with the circus after high school graduation. It follows the quest of Alex Burton, whose wife, Iris, literally disappears while a volunteer in a circus magic act. His search leads him to a secret island of circus performers, where he must undergo a variety of trials, including physical and mental torture and training in the circus arts, in order to recover his lost wife. Throughout, Stevens raises and addresses larger mysteries about what is real; writing for Booklist, Eloise Kinney remarked that *The Circus of the Earth and the Air* "strikes repeatedly at the core of the notion of the performer, the performance, and the unknown." In the strange world of the circus, according to *Chicago Tribune* reviewer Andy Solomon, "Stevens captures and traverses the porous border separating thrill from terror." Some reviewers found flaws in the book, but generally considered it a strong first novel. George Packer, writing for the *Washington Post Book World*, concluded that Stevens's novel is "ambitious, richly imagined and awkwardly crafted … full of passionate concerns that don't all belong in the same book. There ought to be others." Stevens's second novel, *Tattoo Girl*, also uses images of circus freaks and hints of disturbing secrets to propel the story. I n it, a young girl named Emma is discovered at a local mall; she is the tattoo girl of the title, covered in markings drawn to look like fish scales. She is adopted by a sympathetic former circus fat lady, Lucy, whose efforts to discover Emma's violent past may do more harm than good. Lucy is compelled to return to a very dark and dangerous circus world to help both herself and Emma, and in doing so she opens several old wounds from her past life. A critic for *Kirkus Reviews* suggested that *Tattoo Girl*



Brooke Stevens (2021)
- brookestevens.com







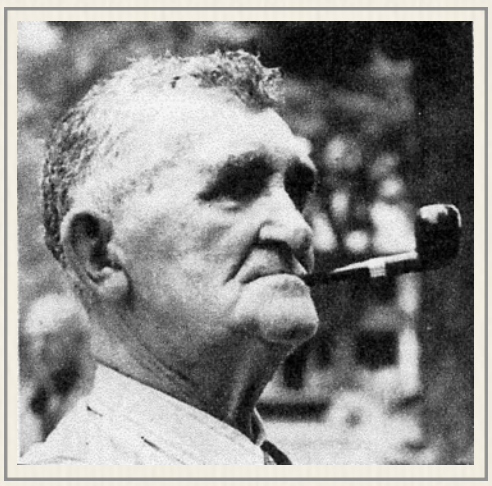
demonstrates the further development of Stevens's talent, noting that the new novel features a "more cohesive, tightly drawn story," while still containing the "violent" and "atmospheric" elements of his earlier work. Novelist Carrie Brown, reviewing the book for the *Washington Post Book World*, wrote: "*Tattoo Girl* is as much about being sad as it is about being terrified, and there Stevens has worked a charm that will keep you in your seat and reading, even when you'd rather not." With *Kissing Your Ex*, Stevens moves into territory more defined by realism with a story of the rigors of relationships and the bonds that connect and separate couples. Thirty-seven-year-old Maddie Green is two years past her divorce from Jack, a rugged neo-hippie who was nonetheless a wonderful husband. Whether it was her own misbehavior or her realization of Jack's all-too-real imperfections that ended the marriage, she cannot say, but their relationship did at least end on friendly terms. Now, Maddie is resettled in Atlanta, working as an art director at an advertising agency, and is in love with her boss, Andrew. Her carefully reconstructed life begins to fray, however, when Jack begins sending small gifts, notes, and other indications that he has changed and is interested in reestablishing their relationship. Maddie finds herself reflecting on the nature of relationships while nurturing both her new love for Andrew and her still-strong passion for Jack. Stevens "deepens what could have been a formulaic story with sharp insights into marital intimacy and independence," observed Gillian Engberg in *Booklist*. The author "has a sure take on the foibles of relationships," commented a *Kirkus Reviews* critic. Stevens once told *Contemporary Authors*: "I am attempting to write fiction that is as rich in metaphor, symbolism, and character development as any good literary fiction while also employing a story line that is no less compelling than a good thriller. I've received numerous letters from readers stating that they've read my novels in one or two days."

- Railway Corp / Bencosky-Desjardins files / Warren King Inspection Report - Jun 28, 1976 / NH DOT files / Dave Moody email to Jitney Jr. - Sun, Mar 15, 2020 / brookestevens.com / Ancestry.com / Newspapers.com / GenealogyBank.com / https://www.encyclopedia.com/arts/educational-magazines/stevens-brooke-1957

Dawn "Stevie" Stevens 1961

Dawn Stevens (1959)
- Groveton HS yearbook

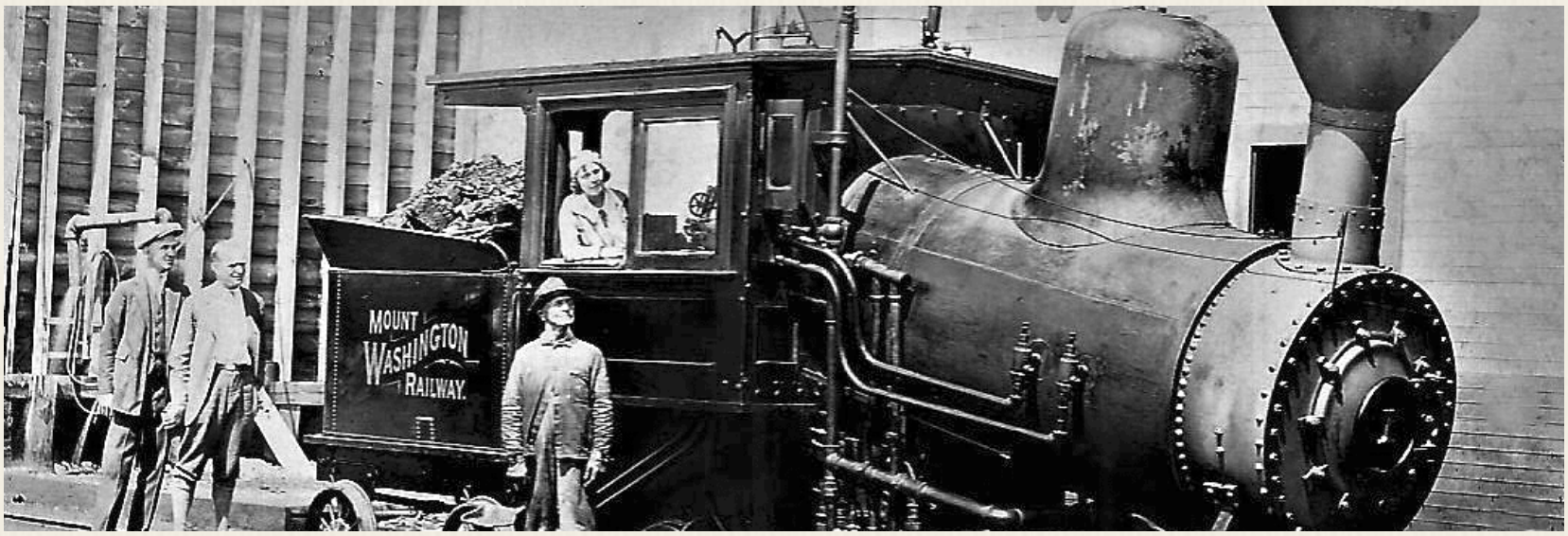
20-year old Dawn Stevens was two years out of Groveton High School, where her nickname was "Stevie" when she came to work as a waitress in the Marshfield dining room at the Cog Railway in the summer of 1961. She worked through September 4th and earned $95 dollars a month plus tips. / Dawn Carol Stevens was born on April 3, 1941 in Lancaster, New Hampshire to Rolland and Thelma (Mills) Stevens. According to her high school yearbook, Dawn's favorite expression was, "What's this gismo?" and her trademark was red leotards. Fellow students thought her asset was the fact she was "artistically and musically inclined." Indeed, she'd sang in the high school chorus and went to All-State in Durham as well as being part of the New England Chorus. She was a majorette, cheerleader and 9th grade princess of the winter carnival alongside Carnival queen, Senior Sheila Anderson. She worked in the high school office and was part of Journalism Club and Student Council. Stevens trod the boards in the Senior Play, "Let's Face It" by Felicia Metcalf. She told the yearbook her ambition was "to increase my wisdom, stature and growth, and liven in favor with God and man." 21-year old Dawn Stevens was working as a secretary in Berlin, New Hampshire when she married a divorced local photographer, Lionel J. Coulombe on March 30, 1963. The marriage came three months after their child, Sherrie Dawn Coulombe was born on December 15, 1962 in Burlington Vermont. In 1993, Dawn Carol Coloumbe was still living in Berlin. (2014) Dawn Coulombe artist of the month at Winterland Marketplace - Ever since Dawn was a small child she had a passion for drawing. At the age of nine she was designing paper doll clothes for her paper dolls. In her early teens she was given a paint by number set, she instead used the paint for painting an oriental scene on art of her bedroom wall. When her Mother returned home from work she wasn't at all angry and left the painting there for years. There were no art classes in high school, so she was self taught. After college she moved to Berlin and started taking art lessons from David Mountain. Several of her paintings are hanging in local banks. She has show cased her art in numerous art shows and sold numerous paintings. Dawn designed and won numerous charms for Tops Club of N.H. (take off pounds sensible) and Tops Club International. Dawn worked as a sales associate along with her husband at Coulombe Real Estate and had little time for her love of painting, however now that she is semi-retired she is enjoying getting back to her art. *- Marshfield Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Manchester Union Leader - Fri, Jan 6, 1956 pg. 23 & Tue, Dec 9, 1958 pg. 25 / The Berlin/Conway Sun - Aug 7, 2014*



George E. Stevens
- Marcus Blair Collection, Rochester Historical Society

George Stevens 1933 - 1937

George Elmer Stevens, 87, of Rochester (VT), who built many Vermont railroad bridges which are still standing, died early Sunday, August 24, 1958 in the Hanover, N.H. hospital as the result of a fall June 23. Mr. Stevens fell when a staging gave way as he was shingling his roof. He was taken to the hospital at once, and operated on for a subdural hematoma, but never regained consciousness during the 72 days he was in Mary Hitchcock Memorial Hospital. He was born May 30, 1871 in Goshen Gore, now the town of Stannard in Caledonia County, son of 32-year old Vermonter Henry Clinton Stevens *(b.1838 d.1923)* and 23-year old Scottish-born wife, Mary Jane (McDowell) Stevens *(b.1847 d.1918)*. He had three older sisters: Clara Belle *(b.1865 d.????)*, Minnie Edna *(b.1867 d.1934)*, Mary Jane *(b.1869 d.1928)*; two younger sisters: Blanche Elena *(b.1877 d.1945)* & Rachel Pearl *(b.1890 d.1971)*, as well as two younger brothers: Henry Elbert *(b.1873 d.1958)* & Kenneth Eugene *(b.1880 d.1965)*. In 1880, the Stevens family was living in Morgan, Vermont where 9-year old George was going to



school. His dad was working as a carpenter. US Census records indicate George E. Stevens completed the eighth grade. For a number of years Mr. Stevens was employed as bridge builder and superintendent on the St. Johnsbury & Lamoille County Railroad. On Nov. 7, 1894, he married Carabel Munsey *(b.1875 d.1935)*, who died June 4, 1935. To them, five children were born: Clara Beryl *(b.1896 d.1986)*, Clinton Veloni *(b.1899 d.1980)*, Claude M. *(b.1905 d.1982)*, Neil Lloyd *(b.1906 d.1956)* & Wilma May *(b.1911 d.1976)*. He came to Rochester in 1908 as superintendent of the White River Valley Railroad (a.k.a Peavine railroad). Many of the bridges he built on the two lines *(St J&LCRR and WRVRR)* are still standing *(1958)*. In 1910, 38-year old George Stevens and his family were living on Main Street in Rochester village, Vermont. By 1920, the family had moved to Park Square in Rochester. George was doing repairs on the railroad. His 23-year old daughter Clara was working an operator at the local telephone company while 20-year old son, Clinton was attending university. Ten years later, 35-year Clara had married and lost her husband. The widow Clara Palmer was now a sales clerk at the local drug store and living in the George Stevens household. 58-year old George was still a railroad superintendent. He later married Mrs. Mary Dickerman, a widow five years older than he. In 1933, he went to New Hampshire, where for five years he was superintendent of the cog railway up Mt. Washington. After his return to Rochester, he was a contractor and builder. In 1940, the couple was living at Stevens' Park Street home in Rochester. He was working as a carpenter on his own account and earned $600 for 20 weeks of work in 1939. Mary I. Stevens would die in November 1944. He was a member of the committee for rebuilding the Federated Church here after the former church burned. Jitney Jr. believes George Stevens is the "Stephen St. George" in the John Granger story in Appendix Section. He is buried *(right)* with his first wife in his hometown of Stannard, Vermont. The Cogger standing below the cab window in the postcard above seems to have the same jut of the jaw as George, but exact identification of that Cogger looking heroically up the Mountain remains unknown.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Manchester (NH) Union Leader - Aug 25, 1958 pg. 2

- FindAGrave.com

H. F. Stevens 1881

21-year old Summit House waiter from Bradford, Vt. / (Dr.) Henry Frederick (Freddy) Stevens was born on July 21, 1859, in Bradford, Vermont, to 39-year old Harry Bayley Stevens and 25-year old Mary Elizabeth Leighton. Freddy had an older sister, Katherine "Kate" A. *(b.1856 d.1916)* and a brother Carlos Wilson (Carl) *(b.1868 d.1899)*. *(1870)* "Freddy Stevens, aged 10 years, son of Harry B. Stevens of Bradford, recently fell *(7/13)* through the railroad bridges just below the depot, into the water below. The distance from the track rail to the water is 34 feet; but the little fellow struck in about four feet of water, and escaped with a severe shock; but was able to get nearly ashore before two or three little boys who were with him got to him." The accident may have spurred his interest in the healing arts. He was working at a Bradford drug store the summer *(1880)* before he went to Mt. Washington to work as a waiter. However, his father Harry was involved in both the tourist and horse trade as owner of the Bliss Tavern property in town. Freddy was at that point was likely studying homeopathy. In 1885, he was named house surgeon at Hahnemann Hospital in Chicago that was part of the Hahnemann Medical College. Stevens married Caroline Elizabeth (Carrie) Jones *(b.1848 d.1914)* on March 17, 1890, in San Francisco, California when he was 30 years old. "The doctor, for some years after his marriage, practiced at his profession in Portland, Oregon." The 1891 Portland City Directory lists Dr. Harry Stevens as a Physician and Surgeon with an office at 7 and 8 Abington Bldg., 3rd floor. That year he was living at 145 N 15th St. Dr. Freddy and Carrie had one child during their marriage: a daughter Frederica Leighton *(b.1893 d.1965)* born on May 18, 1893, in Portland, Oregon. That same year he was named corresponding secretary of the Oregon Homeopathic Society. According to a mention in a September 4, 1895 Vermont newspaper, Carrie and daughter Leighton were visiting her in-laws in Bradford, Vermont, while Henry (Fred) was in Chicago receiving medical treatment. The Hodge family history says he "attained reasonable success in Portland, but finally became unfit for business and was taken to his parents'

home in the East (Bradford, Vt), where at last accounts *(in 1900)* he was living. Mrs. Stevens, with her daughter, resides in Colorado." Henry Frederick Stevens died on June 27, 1900, in his hometown at the age of 40, and was buried there. The funeral was delayed so that Harry's sister Kate and her husband, Edson A. Gibbs, would have time to travel from their home in St. James, Minnesota to be at the services. The funeral was conducted by Rev. H. J. Kilbourn.

- Among the Clouds - Jul 9, 1881 / Ancestry.com / Newspapers.com / GenealogyBank.com / St. Johnsbury (VT) Times – Fri, Jul 15, 1870 pg. 3 / Bellows Falls (VT) Times – Fri, Jul 22, 1870 pg. 3 / Hodge Genealogy compiled by Orlando John Hodge (1900)

J. G. Stevens 1951

Railway Ledger

L. Nye Stevens (1958)
- Phillips Exeter Academy yearbook

L. N. Stevens 1958

17-year old Phillips Exeter Academy graduate spent the summer of 1958 working at Summit House at Mt. Washington. / Born in Albuquerque, New Mexico on September 16, 1940 – the son of Lawrence Nye Stevens, *(who worked for the federal government in Washington for more than 32 years many of those in the Interior Department)* and his wife, Stephanie (Kinsley) Stevens. Lawrence II had a younger sister, Karen. When Lawrence was four and Karen was almost two, their parents were divorced. Karen wrote in her August 2020 obituary that a year after the divorce, the two children "were placed in a Virginia boarding school when (their mother) needed emotional sustenance. Later, Nye and (Karen) lived happily for some time with my father, his wife and their two small children, Judith and Eric. When my mother improved, she chose to drive Nye and me to Southern California for our new life. The small town of Yucaipa offered a lovely view of the gorgeous San Gorgonio Mountain." Lawrence attended Yucaipa (CA) Junior High School "and after one semester at Redlands (CA) High school he spent the remainder of the year abroad with his family. On their return, Lawrence entered Phillips Exeter Academy at Exeter, New Hampshire and from there was accepted into Harvard," where his father, Lawrence Nye – the son of a Nashua, New Hampshire school equipment manufacturer, had graduated in 1936. As a Harvard junior, "Nye" was named to the Dean's List on the basis of his grades for the academic year of 1959-60. Harvard students must maintain a "B" average or better for the year to be eligible for the Dean's List." In February 1961, his sister, Karen, who attended the Chadwick school in Rolling Hills, was a freshman at Mt. Holyoke College for women in South Hadley, Massachusetts. In June of 1961, Nye won $500 in the Percival Wood Clement Prize Essay competition. Established by the late Gov. Percival Wood Clement of Vermont, the annual competition is for "meritorious essays on a topic relating to the American Constitution" for undergraduate men and women at 21 New England Colleges. Stevens II received an ROTC commission as a second lieutenant in the Army on June 13, 1962. He was one of 89 Harvard seniors to receive such a commission. After graduating magna cum laude from Harvard, Nye Stevens earned a Masters Degree in Public Affairs from Princeton University's Woodrow Wilson School of Public and International Affairs." September 6, 1962 saw Nye landing in Boston aboard BOAC flight RCH 3827 returning from London. That same year he registered to vote in San Bernadino County as a democrat. Stevens then "worked for the International Labour Organization in Geneva, Switzerland, and with the Bureau of the Budget in Washington, before joining the U.S. Army in 1965." His Army duty included a year in Vietnam and promotion to captain. He was awarded the Bronze Star while on combat duty. Back in the world at the age of 26, L. Nye Stevens was appointed assistant dean at the Woodrow Wilson School in the Spring of 1967. In October 1968, Stevens was the New Jersey state coordinator for the Young Citizens for Humphrey-Muskie. In May 1971, Stevens was making $29,000 a year working for Illinois Congressman John Brademas, Democrat from South Bend, Indiana."

- Summit House / Bencosky- Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Redlands (CA) Daily Facts - Fri, Feb 24, 1961 pg. 4 & Fri, Jun 15, 1962 pg. 4 / Rutland (VT) Daily Herald - Fri, Jun 2, 1961 pg. 20 / San Bernardino (CA) County Sun - Tue, Jun 19, 1962 pg. 19 / Philadelphia Inquirer - Mon, Apr 24, 1967 pg. 1 / Central New Jersey Home News - Tue, Apr 25, 1967 pg. 19 / Indianapolis News – Wed, May 26, 1971 pg. 52 / San Francisco Examiner – Fri, Feb 6, 1976 pg. 57 / Hartford (CT) Courant - Sun, Aug 9, 2020 pg. B6

Tinah Stevens Whitcomb 2021 -2023

Railway employee *(2021)* "Photography Department manager, Tinah *(right)*, kindly agreed to demonstrate its size and 2-3 pound heft *(of a souvenir rail piece)*. Get yours in person here at Marshfield, or from our online Gift Shop... while supplies last. They're kind of a pain in the ash pan to cut and clean, so we don't know when we'll have time to make more! (For reference, Tinah is 5'3", a Sagittarius, and wears a size Small.) She's also a former member of the Cogarazzi staff who got hired when the Railway took over the souvenir photo part of the business."

- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Tina Stevens Whitcomb (2021)
- MWCR photo

Harry Stevenson 1934

The name recorded in Mt. Washington Club Guest register as a waiter living in the Tip Top House in September 1934. Genealogical records initially indicated that 19-year old Harry L. Stevenson was born on November 8, 1914 in Newport, Vermont. However, Stevenson turns out to be Stephenson – his mother's last name was printed Remington but is actually Errington – Harry's middle initial of L. turns out to be an S. and his birthdate of Nov 8, 1914 turns out to be 1913(?). While some details of

Harry Stevenson (1940s)
- Stephenson Family Collection

his life become fluid. It is clear that Harry became enamored by Mt. Washington, and soon moved from the Summit House to be out and about on its slopes working as a "hut boy" for the AMC – part of Joe Dodge's Croo. Harry Stockwell Stephenson was born on November 8, 1913, in Derby, Vermont to English-born parents 36-year old laborer Joseph *(b.1877 d.1950)* and his 33-year old mother, Alice Emma (Errington) Stephenson *(b.1880 d.1957)*. He had seven siblings – four sisters and three brothers. His education came to an end in the eighth grade and at 24, he was working as a ski instructor. In 1934, 1936 and 1939, the *Gorham, N.H. City Directory* recorded "Harry Stevenson" as living at the Traveler's Rest. When he registered for the draft on October 16, 1940, the ski instructor was unemployed, however his birth year was now 1914. Stephenson was described as 5-feet 10-inches tall, weighing 152 pounds with blue eyes, brown hair and a light complexion. He married Marie Heldon on September 27, 1952, in North Conway, New Hampshire. They had five children – four boys and a girl. He died on November 1, 2014, in Cape Elizabeth, Maine, at the age of 100, and was buried in Gorham, New Hampshire in the Lary Cemetery. *(2014)* Harry Stockwell Stephenson, 100, of Cape Elizabeth, ME., passed away at his home Saturday November 1, 2014, surrounded by his family. Mr. Stephenson was born in Derby, VT on November 8, 1913 *(Ed Note: birth year now back to 1913)*, the son of Joseph and Alice (Errington) Stephenson. His family moved to Gorham, N.H. when he was two. Harry worked for many summer's for Joe Dodge at the Appalachian Mountain Club, Pinkham Notch NH, helping build the Appalachian Trail Hut System. He later worked with the Hannes Schneider Ski School, where he became one of the first certified ski instructors of the Eastern Amateur Ski Association. He was a ski instructor from 1936-1970 in North Conway, NH and Jackson NH. He met his future wife Marie Heldon during this time. Harry was drafted into the Army in 1941 and rose to the rank of staff sergeant. He was assigned to an anti-aircraft division stationed at Fort Bragg, NC. and Vallejo, CA. He later was stationed in Hawaii after the attack of Pearl Harbor. Harry married Marie Heldon on September 27, 1952. They lived in Gorham, N.H. and then Shelburne, N.H. where they raised five children. Mr. Stephenson worked as a welder for the Portland Pipeline Corporation, and moved with his family to Cape Elizabeth, ME. in 1970 where he continued to work for Portland Pipeline. Harry would spend many enjoyable summers with family and friends at their cottage in Five Islands, ME. He enjoyed hunting and fishing and playing cards and socializing with his friends, family and neighbors and was particularly adept at playing cribbage. He also was an avid gardener and woodworker, making Adirondack lawn chairs for both adults and children. After retiring from Portland Pipeline, Mr. Stephenson and his wife spent many winters in Florida, most recently in Edgewater. He and Marie would return to Maine in the summer and divide their time between Cape Elizabeth and Five Islands. Mr. Stephenson was a life member of the American Legion in Gorham, NH and the V.F.W. in South Portland, ME. He was also a member of Gorham-Sabatis Freemason's Lodge No. 73. Harry was predeceased by his daughter Catherine (Stephenson) Fernald, four sisters Alice Vigue *(b.1903 d.1995)*, Rose Campbell, Elise Finnen *(b.1909 d.1992)*, Violet Toth and three brothers Edward J. "Ted" *(b.1907 d.1979)*, Earl *(b.1913 d.1994)* and Leslie *(b.1916 d.1990)*. Harry is survived by his wife Marie and sons Bruce, Carl and his wife Dianne all of Cape Elizabeth, ME., Craig of Harrison, ME., and Brad of Oxford, ME. Four grand children Craig Jr., Erin Pride., Chelsea and Brian, one great-grandchild Riley and many nieces and nephews. There will be no calling hours. A graveside service with Military Honors will be held on Saturday November 8, 2014 *(his actual 100th birthday)* at 2 PM in the Lary Cemetery in Gorham, NH. Arrangements are under the direction of the Bryant Funeral Homes, Berlin and Gorham, NH."

- 1934 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com /https://www.currentobituary.com/obit/147367

Charles A. "Chip" Steward 2004 - 2005

Charles A. Steward (2021)
- LinkedIn Profile picture

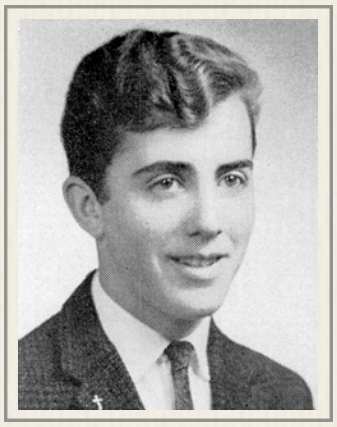
"Chip Steward is the new resort marketing director at the Mount Washington Resort. Originally from Newbury, he is a Colby-Sawyer College graduate *(1997)*. He began his career in the ski industry as a ski patroller at Mount Sunapee *(Dec 1991)* and worked his way to the position of director of sales. Three years ago (1999), he moved to Ludlow, Vt., where he worked in the same capacity for Okemo Mountain Resort. In his new position, Steward will oversee and direct all marketing efforts for the Mount Washington Resort at Bretton Woods, including the hotel and Bretton Woods, Cog Railway, Bretton Arms Country Inn, Lodge at Bretton Woods, and Bretton Woods Real Estate. Steward and his family currently reside in Lebanon." Steward left the Mt Washington Resort in June 2006 and became the Food Service Marketing Director for National Amusements until March 2017. In December 2017, he started working as a financial representative for Modern Woodmen of America. "As a Modern Woodmen representative," Steward writes in his LinkedIn profile "I use my knowledge of financial products and needs to help my members and Lake Sunapee Area community plan for a secure financial future. Working together, I can help you develop a personal financial strategy unique to your needs and goals."

- Littleton Courier - Wed, Nov 10, 2004 pg. 7B / LinkedIn

Francis M. Steward 1963

Summit House employee *(1963)* Francis Steward appears on the Summit payroll summary for July 1963 as earning $21.33 a month. "Free" room and board was worth $8 a month for tax purposes. His net monthly pay was $15.52. Steward's salary was booked in the Summit House "rooms" column.

- Summit House / July 1963 Summit Payroll summary



Albert Stewart (1966)
- Kennett HS yearbook

Albert "Al" Stewart 1963 *(for one weekend)*

Summit House employee *(1963)* Recruited by Russ Staples to fill in for Jere Grace one weekend - the group missed the last train and hiked up into a storm and made it. Albert Stewart was about to start his sophomore year at Kennett High School in Conway, New Hampshire. He was a member of the Art Club in his junior and senior year, and was in the general studies track of the school. Stewart's yearbook quote was "Every artist paints his own nature into a picture." He was selected as the most artistic of the class of 1966. While there have been many Coggers who have completed their mountain careers as weekend warriors, Albert Stewart and Donald Robinson only worked that one weekend.

- Staples interview - Sat, Jul 2, 2022 / Ancestry.com

Barry Scott Stewart 1977 - 1992

Barry Stewart (1977)
- Exeter HS yearbook

16-year old Barry Stewart began his Cog career in the Marshfield kitchen working for Pete Rusinski. "I started working in the kitchen in 1977," wrote Stewart "but as soon as I saw those trains I knew I needed to be on them," told Jitney Jr in January 2021. "Ellen Teague did not want me to leave the kitchen but I worked on (the trains) without pay on every day off and any chance I got." He returned in 1978 for a second summer in the kitchen before finally moving to the trains and qualifying as a brakeman in 1979. "John (Hively) was my first engineer when I became a brakeman," Stewart would write on Facebook. "Rob Maclay was the firemen. We had fun in those days!" How much fun? Colleagues sometimes refer to him as "Beery" Stewart. The brakeman's pay that summer was $2.90 an hour and he worked from August 22nd to October 10th. The 19-year old Stewart moved into the cab in 1980 and began firing for $3.30 an hour. In 1981, 20-year old Stewart was a qualified engineer and was paid $3.70 an hour for running trains up the Mountain. He returned to run in 1982, the final year of Teague ownership of the railway. He stayed on and ran for the new owners. In the winter he worked in a shop in Massachusetts. "I worked at Hodge Boiler Works in East Boston," says Stewart. "I was a welder/fabricator/machinist and we made the new boilers for the Cog." John Rolli says Stewart's background at Hodge made him a natural to work in the Cog shops. "I worked year round for 4 years in the (Cog) shop. I also designed parts such as eccentric straps, the new tenders and coach wheels. I think they have lost most of those blue prints." "My most recent trips to the Cog were for doing fireworks shows. It's a bit boring running the new diesel locomotives." *(2022)* "The Cog family first learned of Barry Stewart's situation through a cryptic post on the *Mount Washington Cog Railway: We Worked There* webpage by Karen Allen late in the afternoon of May 24th. Allen, who is the sister of the Cog's first female fireman, the late Heather Allen posted a link to the video of the Warren Zevon song, "Keep Me in Your Heart" with the words "Please keep Barry Stewart in your heart for a while." A check of Stewart's Facebook page found Steve Comeau had posted a link to Frank Zappa's "Broken Hearts Are for Assholes." Allen's post sparked questions from Cog veterans: ***Robert "Cal" Callahan:*** "What happened?" ***Dave Kurz:*** "Can we get an update of this post?" ***Amy Wentworth:*** "Dave – what is happening?" ***Kurz:*** "I don't know. All we can see is a cryptic message that seems to indicate Barry is not well… Can someone share what's going on please?" ***Karen Allen:*** "Barry is not doing well. He indicated that he doesn't want to be contacted by anyone. He said he wants his privacy, yet I know he has many friends that care for him. And I know he'd love to hear great stories of the good times. He requested no ex girlfriends or people that didn't understand him. So the best I can do is ask for old stories that I can read to him. Feel free to contact him through me. Due to Covid, the hospital is not letting people visit besides family. I'm there every night to sleep by his side and help him with the phone." ***Dave Moody:*** "Karen - Plz tell Barry- Clyde Bf'ed Curly - he will know what it means !" ***Allen:*** "Awesome, Dave! That's the kind of stuff he'll love to heart! Thank you. The chaplain asked him if he had any concerns, and he talked about finances. So, she asked if he had any OTHER concerns. He replied, "Isn't that enough??!!" Lol. Then he said he was very sad and concerned about leaving me. So, we had a ceremony stating that we would love each other forever through this life and the next. I'm so lucky we had the chance to do this." ***Robert "Cal" Callahan:*** "Karen - thanks again for taking time letting us know what's happening. Glad he has you there." ***Tommy Bonnet:*** "Please tell Barry we are all thinking of him - thanks Karen !!!" On May 27th, Allen posted a picture of a black cat in a plastic bag *(left)*. "Baby cat Coal misses his daddy, Barry. As soon as we met him, we knew his name would be Coal. Gotta keep the Cog tradition alive!" Karen Allen posted the following on May 28,2022 with a picture *(right)* of Barry Stewart and her in hard hats at a fireworks show: "All of my love. He said no one else loved him or understood him as I did. A heavy burden to bear, but also a special privilege." ***Maureen Callahan:*** "He will truly be missed by many." ***Dot Newman:*** "Sorry for your loss. Barry was a friend to both of us. He will be missed." ***Susan M. Houck:*** "So sorry for your loss." Tommy Bonnet: "Sorry for your loss – y'all are in my thoughts." ***Karen Allen:*** "He loved you all so much and asked me to let you how much he cherished the times with you." ***Jon Sykes:*** "You can rest now Barry, the

Barry Stewart
- Steven Comeau Collection

No. 8 crew (L-R): fireman John Colarusso, engineer Barry Stewart & brakeman Steve Couture. (1982)
- John Colarusso Collection

Coggers are waiting for you." His sister made his death "official" with this post. ***Terry Flaherty:*** "It is with deep sadness that I report that my brother, Barry Stewart, passed away this weekend. Barry worked at the cog from 1977-1992 (and ran occasional trains beyond those dates). He maintained a lifelong love for the cog, the trains, and all the Coggers he met and worked with over the years. Keep him in your memories… he was one of the good ones!"

- Marshfield Corp / Railway Corp / Bencosky-Desjardins files / John Rolli email / Summer Week - Vol. 20 Issue 1 - May 21, 1992 pg. 1 & 21 / Stewart email – Sat, Jan 30, 2021 / Mt. Washington Cog Railway: We Worked There Facebook page

Darin Jon Stewart 1980 - 1981

The 17-year old younger brother of Barry Stewart was on the grounds crew his two summers at the Mount Washington Cog Railway. Darin Stewart earned $3.35 an hour during the summer of 1981.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com

Frances Stewart 1962 - 1967

Summit House financial records say 70-year old Frances Stewart worked as a chambermaid in the summer of 1962 and was paid $160 a month. A *Union Leader* article about spending a fall night at the Summit House says Stewart was still there as a chambermaid and more in 1965. "Mrs. Frances Stewart, one of the most useful persons you can imagine: snack bar attendant, gift shop saleswoman, chambermaid, fireplace tender, and many other things." / Frances Mary Manice was born on July 5, 1892, in Groton, Connecticut to the English-born 23-year old Ellen Agnes Walsh *(b.1869 d.1959)*, and 27-year old Connecticut-native day laborer Thomas Henry Manice *(b.1865 d.1942)*. She had six sisters: Ellen "Nellie" Madeline *(b.1894 d.1919)*, Mildred Anastasia *(b.1897 d.1916)*, Loretta Virginia *(b.1903 d.1985)*, Winifred Alice *(b.1904 d.1948)*, Catherine Eloise *(b.1905 d.1989)* & Anna Jeanette *(b.1908 d.1908)*; and two brothers: William Albert *(b.1899 d.)* & Thomas Edward *(b.1901 d.1963)*. At 16, Mary F. Manice was working as servant and living with her parents on Eastern Paint Road in Groton. Her father, Thomas was working as farmer, and her mother Ellen working as a washerwoman. 15-year old sister, Nellie was a dressmaker. 24-year old Frances Mary Manice married Ralph Collins Stewart *(b.1887 d.1964)* on March 10, 1917 in Volusia, Florida. The couple settled in Gorham, New Hampshire. Ralph had been born in Kent, Nova Scotia. His family moved to West Milan, N.H. when he was three. The Stewarts then moved to Gorham, Hampshire when Ralph was 16. Ralph worked as a papermill truck driver. He retired as the Brown Company's mechanic and foreman in their trucking department. The couple had two sons and four daughters between 1918 and 1944. Ellen Patricia *(b1918 d.2002)* was born in Groton, Connecticut. Son Ralph Collins Jr. *(b.1919 d.1999)* was born in Gorham, NH. The next three were girls: Veronica *(b.1923 d.2017)*, Jacqueline *(b.1925 d.1991)* & Dorothy Jean *(b.1927 d.1989)* along with Ronald *(b.1944 d.)*. When World War II vet Ralph Stewart retired in 1955, he started driving for the Mt. Washington Summit Road Company, and Mrs. Stewart helped out at the Summit House. She continue d living in their home after her husband's death until she entered the Coös County Nursing home in Berlin. Frances Mary Manice Stewart died on August 15, 1994, in Berlin, New Hampshire, when she was 102 years old. She was buried alongside her husband in the Lary Cemetery in Berlin.

- Summit House / Bencosky-Desjardins files / Manchester Union Leader Sunday News - Sun, Oct 10, 1965 pg. 1 & 24 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Manchester Union Leader - Wed Aug 3, 1966 pg. 14 / Hartford Courant - Tue, Aug 16, 1994 pg. 13

Ronald Stewart (1961)
- Gorham HS yearbook

James Stewart 1966

Dining Room - Summit Waiter from Greensboro, Georgia *(1966)* James Stewart (or Stuart?) appears on the Summit payroll summary for July 1966 as earning $130 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $114.56. Stewart's salary was booked in the Summit House "restaurant" column.

- Summit House / July 1966 Summit Payroll summary / See Vol. 1 Ch. 9 Sec. 2

R. B. Stewart 1951

Marshfield Corp/Cog Railway Cabins

Ronald Stewart 1960 - 1962

16-year old Ronald Stewart came up the Auto Road from Gorham, New Hampshire in 1960 to work in the Summit House kitchen. He received $100 plus $25 a month for his labors. Ronald Stewart appears on the payroll summary for July 1960 as earning $100 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $86.74. Stewart's salary was booked in the Summit House "restaurant" column.. Ron Stewart returned the next summer and worked on counter. Ron Stewart appears on the payroll summary for July 1961 as earning $125 a month. "Free"

room and board was worth $62 a month for tax purposes. His net monthly pay was $106.69. Stewart's salary was booked in the Summit House "restaurant" column. and he worked until September 4th. He also let the management know he could come up on weekends after school started if they needed the help. In 1962, his mother Frances Stewart joined him. She worked as a chambermaid. Ronald appears on the Summit payroll summary for July 1962 as earning $150 a month with "Free" room and board worth $62 a month for tax purposes. His net monthly pay was $126.37. Stewart's salary was booked in the Summit House "repairs & Maintenance" column. / Ronald Stewart was born on July 21, 1944 – the youngest son of 57-year old Brown Co. mechanic and trucker Ralph C. Stewart and his 52-year old wife, Frances Mary (Manice) Stewart. Ronald had four sisters and a brother. He grew up in Gorham and played on the school's very successful baseball team *(previous page)* in 1961. Coach William Marston's boys compiled a 10 and 3 record. However, they missed the state tournament when the eventual champs, Littleton defeated them on the last playing day of the season 3 to nothing. That fall, Ronald T. Stewart of Gorham lost his driver's license for reckless operation. In 1972, Ronald T. Stewart, "Grandson of Mrs. Frances Stewart of Gorham, N.H." married Kathleen Ann Daly at St. Andrews Church in Forest Hills, Massachusetts. The couple went to Florida on their wedding trip and made their home in Westboro. The wedding announcement says Ronald Stewart was a graduate of the University of Hartford and was now the operations manager at Yellow Freight. The "grandson" relationship puzzles Jitney Jr. but this apparently is the Ronald Stewart from Gorham, New Hampshire who worked at the Summit House for three summers and it appears he followed in his father's professional footsteps as part of the trucking industry.

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Hearald - Tue, Nov 28, 1961 pg. 8 / Boston Globe - Sun, Oct 15, 1972 pg. 198

Roxie H. or L. Stiffler 1950 - 1951

She was the railway corporation's typist for two years.

- Railway Ledger

Kristy Stiles (2015)
- Plymouth State yearbook

Kristy Stiles 2011 - 2014

The 19-year old White Mountains Regional High School graduate *(Class of 2010)* came to work at the Cog as she was attending college. In addition to her railroad pay underwriting her post-secondary education, "Kristy Stiles of Whitefield, NH was one of the 2010 recipients (right) of the annual Rena Hood/Bartlett McKinney Memorial Scholarships for higher education. Each year Littleton Coin Company awards two annual $2,000 scholarships to the daughters or sons of company employees. (Samantha Fillion of Littleton was the other). Kristy, daughter of Tracy Lee and Anthony Stiles, is a 2010 graduate of White Mountains Regional High School. She will attend New Hampshire Technical Institute in Concord, and plans to pursue a career in Dance Instruction." Stiles apparently changed her focus as she would graduate from Plymouth State University in 2015 and also receive another award. "A Whitefield student has received the 2015 Powerful Outstanding Woman Advocate (POWA) Award from Plymouth State University. Kristy Stiles, a 2010 graduate of White Mountains Regional High School and a PSU senior, received the recognition for her work in advocating for women's rights, both within the student body and in the community. She is a volunteer at the S.A.G.E. Center and Voices Against Violence, a crisis services agency. She is the daughter of Tracy Lee and Tony Stiles of Whitefield. She will graduate from Plymouth State University next month with a bachelor's in English. Stiles accepted her award *(right)* at an April 2 *(2015)* ceremony." While at Plymouth, she was a volunteer with the 2013 Rise Above Rape project that sought "to give voice to experiences, feelings, and personal truths about a subject that is all too often heard only in whispers and read about only in sensationalized news articles." Stiles penned a piece entitled "Walk of Shame," published in December 2012 in the University's *Centripetal* magazine of Poets & Writers. "Lust: It's a powerful thing when it grabs you by the throat. It throws you down onto bed sheets and tears off your clothes, creating a heap on the floor of lace underwear and cheetah print bras. It can make nails dig into her back, leaving evidence that it arrived. Nothing tastes sweeter than something you've craved for so long. Her body rises and falls like waves lapping the beach. You hear the noises escape from her mouth as you give her what she needs. Think of it as a favor granted. She fulfills your repressed desires in return. Wrinkled sheets and sweat surround you. *Whose bed is this?* Vibrations of the bass from the room over make your heart jump. Alcohol morphs the furniture, making straight lines blurry. Never in your wildest dreams did you picture yourself under the covers with a girl like this, her blonde, curly hair cascaded down her back like water. The gloss that was now on your own lips was so smooth, reminiscent of her skin when it touched yours. You can trace the outline of her hipbones; admire the dark blue inked stars that reside on them. There's a certain uncertainty about this moment, but you don't care, you just want passion that collides with intensity. You don't even remember what color her eyes are *Baby blue, no, denim, no brown?* What does it matter, you'll never do this again. She'll never look at you in daylight and remember the night that you fucked her in some random bed at that sorority party. As you say her name, in different breaths each time, your phone rings on the dresser. You'll swear and quickly pick it up, scan the number and begin to panic. You lost track of time, you're like Cinderella who has just missed her pumpkin coach and now has to embrace that life isn't always perfect. But, you know all about imperfections, *don't you?* You know who that number belonged to, *didn't you?* You know that your girlfriend is waiting at home for you. You know that this girl beside you isn't her. It's all hitting you now. The guilt sinks in like quicksand, you're stuck. You'll shakily stand up, awkwardly pull your tight, black mini skirt up over your hips, half

Tracy Lee & Kristy Stiles (2010)
- Littleton Coin Company PR photo

hook your bra, and throw that crimson top on. Everything is spinning as your try to slip your heels onto your feet. You can't tell if it's more alcohol than shame, or if it's a combination. You'll take just a second to let the night soak into your mind, to make every last detail a memory that you can come back to, yet you want to take back so badly. *Did you get what you wanted?* You close the door to the bedroom, make your way through the booze crazed college kids and their solo cups and let the cold autumn air take your breath just as that girl did hours before. You'll walk the same path home as you did to get there in the first place, retracing your steps in the opposite state of mind. All you want to do is sleep and throw up and drink gallons of water, whatever it takes to make this goddamn headache go away. No matter what though, this night will haunt you. You'll take a few deep breaths before you fall asleep. You know that you did wrong. You know that the only time you can return to those bed sheets, those curls, that night, those inked blue stars, is in your mind."

COURTESY PHOTO

Left to right, Jessica Dutille, Chair, Presidents Commission on the Status of Women, Kristy Stiles and PSU President Sara Jayne Steen.

- Ancestry.com / Newspapers.com / GenealogyBank.com / LinkedIn / Coös County Democrat - Wed, Apr 8, 2015 pg. A13 / Centripetal Volume 14 Issue 1 by PSU Poets and Writers / www.littletoncoin.com/webapp/wcs/stores/servlet/Display%7C10001%7C10001%7C-1%7C%7C%7Cnews060910.html

Harvey Stillings (1965)
- Elvira Murdock photo

Harvey E. Stillings 1963 - 1965

16-year old Harvey Stillings came to Mt. Washington Cog Railway in the summer of 1963 and worked as a Marshfield/Cabin employee, likely in the kitchen with Pete & Grace Rusinski. As his obituary in 2014 would say, "Following the tradition of his father (Hugh W.) and grandfather (Leeman), Harvey began working at the Mt. Washington Cog Railway at age 16. He was a proud third generation railroad man, and worked as an Engineer for many years." However, the records examined for the Jitney Years show Harvey worked around the Base Station, specifically the parking lot and bunker in 1964 for $1 an hour. Brakeman Carlos Berguido says Harvey Stillings fired for engineer Archie MacDonald during the summer of 1965. His name was found on the Cog party list for 1965 the year he graduated from Reading Memorial High School in Massachusetts. His yearbook entry says "Harvey spent an exciting summer working on the Mount Washington Railroad. He has not yet decided what course he will follow after graduation." While there is no indication that Harvey became a Cog Railway engineer, a 32-year old Harvey Stillings of Reading, Massachusetts was the engineer of Boston & Maine Railroad Locomotive 1740 when it struck a tank car loaded with chemicals in Switching Yard No. 8 in East Somerville, Massachusetts on April 3, 1980. The collision "caused the most serious chemical emergency in the history of Massachusetts. Thousands of gallons of phosphorous trichloride flowed from the damaged tank car, spreading a mist-like toxic cloud over a wide are of Somerville and Cambridge. Persons living and working with a 1½ square-mile area were ordered evacuated." The Boston Globe reported "at least five key figures will be interviewed in the investigation to determine if the tank car was moving. They included the yardmaster who directed the switching operation by radio and the engineer and trainman aboard each of the two engines. None of those five was available for comment yesterday *(4/4)*, and the railroad and the State Department of Public Utilities declined to identify them. It was learned, however, that the engineer who operated the engine which struck the tank car was Harvey Stillings of Reading. He was reportedly in his normal position on the left side of the cab, and an unidentified trainman was on the right side of the locomotive that collided with the tank car. As reconstructed by sources who work in the railroad yard, the crash occurred as Stillings was at the controls of Engine 1740, pulling 38 freight cars out of the yard. Most of them were to be hitched to another engine farther down the line for transport to other country. The damaged tank car, with one behind it, was attached to another engine at the time of the impact, the sources said. The engineer reported unhitched his locomotive from the ruptured tank car after the crash and then moved his engine out of the way to avoid exposure to the toxic chemical. When firefighters and rescue units arrive, the engine operated by Stillings was stopped at the point of impact. It appeared to observers that the damaged tank car… had been left near the switching point so that there was not enough clearance for Stillings' engine to pass safely. Both trains were moving before the impact, according to some railroad workers. Under ordinary conditions, according to workers in the yard, Stillings would be at the controls at the left side of the engine and his trainman would be on the right side, watching for signals from another worker engaged in the unhitching operation. Why both trains appeared to be so close together at the switch and whether each engineer received clearance to proceed are questions expected to be answered in the investigation." During the Massachusetts Public Utilities Department hearings in July, Stillings "told the commission he saw nothing moving on the hump lead area of the train yard until he was approximately five car lengths from the hump area. He said at that point he saw engine 806 cutting across in front of his engine at which point he immediately applied the brakes and shut the throttle off. He said he radioed the engineer of 806 to keep moving when he first noticed the train car. (806 Engineer Paul) Lipp testified that he had permission to move up the track and didn't know where the second radio call was coming from." B&M yardmaster Edward M. Margeson had earlier testified that "Stillings had radioed

Harvey Stillings (1965)
- Reading HS yearbook

for permission to come down track R-3 but that he radioed back to "hold up." Yard brakeman Ricahrd S. Caneloro, "who was riding in the fireman's seat inside the cab of (Stillings') engine 1740, told the panel that the engine was noisy and he didn't hear the (radio) call." In October 1981, a Harvey Stillings was working as an official of the Brotherhood of Engineers. Jitney Jr. can confirm that Cogger Harvey Edward Stillings of Reading was on a list of six thousand young people who received the Salk Polio vaccine in the Boston in the spring of 1955 *(2014)* Harvey E. Stillings, a longtime resident of Reading, passed away unexpectedly on March 31, 2014 at home, at age 66. Harvey was born on June 6, 1947 in Stoneham. He was raised in Reading where he graduated from Reading High School. Following the tradition of his father and grandfather, Harvey began working at the Mt. Washington Cog Railway at age 16. He was a proud third generation railroad man, and worked as an Engineer for many years. Harvey was also a member of the National Guard Reserve. Harvey's pride and joy was his home. He found particular comfort in being outside in his well cared for garden, and planting or re-planting his favorite flower, day lilies. He spent hours outside pruning his flowering plants, and watering the hundreds of lilies that surrounded his home. He was also quite happy to climb aboard his riding mower, and trim the grass into perfect patterns. Harvey enjoyed just being in the sun whether on his back deck, or at the beach in Aruba. Harvey had a strong connection and appreciation for his job as an Engineer, and his devotion to the job led him to make several lasting friendships with coworkers. In their free time, they bonded over a burger at Brodie's Pub in Peabody or a lobster roll at Lobstaland in Gloucester. He also enjoyed day trips to Old Orchard Beach with his childhood friend, Jack. Harvey was the cherished son of Rachel H. Stillings of Murrells Inlet, SC, and the late Hugh W. Stillings. Dear brother of Nancy E. O'Connell and her late husband Charles of Melrose, and Robert L. Stillings and his wife Eleanor of MI. Also survived by several nieces, nephews, grandnieces, grandnephews, and longtime friends. Relatives and friends will gather in honor and remembrance of Harvey's life at the First Baptist Church, 561 Main St., Melrose where his Funeral Service will be celebrated on Friday, April 4 at 12:30PM. Gifts in Harvey's memory may be made to the American Heart Association, 300 5th Avenue, Ste. 6, Waltham, MA 02451.

- Marshfield Corporation / Bencosky-Desjardins files / 1965 Cog Party List / Boston Traveler – Wed, Apr 13, 1955 pg. 23 / Boston Globe – Sat, Apr 5, 1980 pg. 1 & 15 / http://robinsonfuneralhome.tributes.com/obituary/read/Harvey-E.-Stillings-101142871 *-/ Boston Herald – Fri, Jun 27, 1980 pg. 2 & Thu, Jul 3, 1980 pg. 2*

Hugh Stilllings (1930s)
- Middleton Family Collection

Hugh W. Stillings 1937 ? - 1940

B&M engineer Harvey E. Stillings *(profiled above)* was Cogger Hugh W. Stillings son. We know Hugh traveled up the Base Road at some point from Fabyan to work for Col. Henry N. Teague in the 1930s. A proud granddaughter, Rachel Middleton said on Facebook her grandfather worked with Pliney Granger *(Sr. started in 1933 / Jr. in 1934)*, and her mother said her father also worked with Arthur Teague *(started at the Cog in 1933)*. Rachel posted photos of Hugh as one of Teague's limo drivers *(left)* who shuttled passengers to the Base after the spur trains from Fabyan stopped running in 1932. We do know for certain Hugh Woodrow Stillings was born on July 31, 1916, in Whitefield, New Hampshire. He was the first-born child of 21-year old Jackson, N.H. native Leaman [sic] Gordon Stillings *(b.1895 d.1956)* and his 21-year old Leona M. Mason *(b.1895 d.1968)* from North Conway. Leman Stillings was working as the railroad's station agent in Whitefield. Young Hugh would be joined by three brothers and a sister: Gordon was born in 1919, Robert in 1920 & Richard *(b.1922 d.2012)* two years later. The family moved from Whitefield to Fabyan in the fall of 1924 as Leman became the station agent there at the summer tourist railroad hub. Hugh's sister Beverly *(b.1931 d.2019)* was born seven years later. Rachel Middleton's family photos shows that Cogger Hugh met his future wife *(right)*, who was working at the grand hotel on the Base Road, while behind the wheel. "My grandmother recently passed away at 99 years young," says Middleton. "My grandfather worked for the Cog, my grandmother at the Mt. Washington hotel. They were married for 67 years! Came across these cool pictures of them from the 1930's, thought I'd share with the group. Check out the suicide doors on the car!" He married Rachel Anne Hicock *(b.1920 d.2019)* on November 5, 1938, in her hometown of Southbury, Connecticut. Those pictures indicate that the couple may have gone south at least one winter to work at Henry Teague's Venetian Hotel *(left)* in Miami which he started running again in 1936 and managed at least through the 1937-38 season. In late April 1940, the US Census makes no mention of Mrs. Stillings and counts Hugh as a garage mechanic living in Carroll with his railroad station father and the rest of the family. Enumerator Eva Mae Long notes Hugh had completed two years of college, had worked all during 1939 and earned $1300. Gordon is selling insurance. Robert and Richard are doing odd jobs at the Mt. Washington hotel. 9-year old Beverly is going to school. Stillings' October 16, 1940 draft card confirms that he was working for Henry N. Teague when the 24-year old registered with the Selective Service. He stood 6-feet 1-inches tall, weighed 145 pounds and had brown

Rachel Hicock & Hugh Stilllings (1930s)
- Middleton Family Collection

Rachel Hicock (2nd from L) & waitresses (1930s)
- Middleton Family Collection

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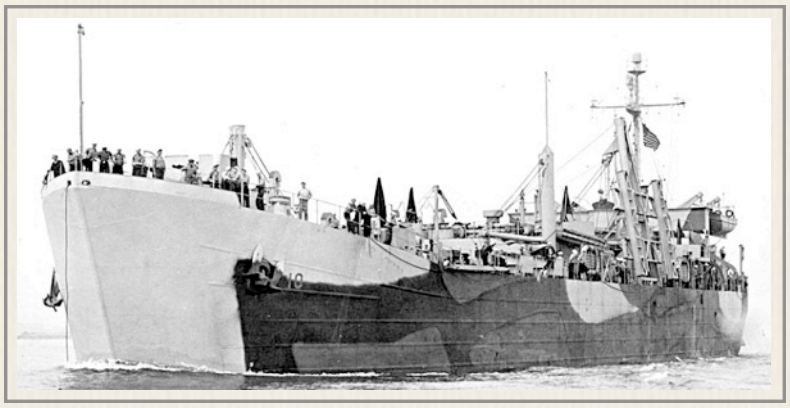


USS Orestes underway in Chesapeake Bay (May 11, 1944)
- U.S. National Archives

hair, brown eyes and a light brown complexion. Hugh's contact on the card is his father, Leman. That winter, Hugh worked as a special apprentice in the Boston & Maine Railroad's Billerica shops. His position was likely assisted by his father's employment as station agent, and Henry Teague's relationship with the railroad. Rather than be drafted into the Army, Hugh Stillings enlisted in the Navy on October 1, 1943. The April 30, 1944 muster roll says the machinist mate third class had been on board the *USS Orestes* for the commissioning *(left)* of the warship just five days prior. The ship was bound for the Pacific where it would provide support to PT boats operating there. The *Orestes* was likely anchored in the Padaido lagoon at Mios Woendi island in the Schouten Islands – the location of the largest PT facility in the Pacific code named "Stinker" – when Stillings' colleagues wrote a letter to his wife on September 28, 1944. "Mrs. Stillings - Please don't be alarmed at this, we are just ship mates of Hugh. You know how it is, a bunch of sailors will do any thing for fun. Your husband is banging ears with an officer. He's making knobs for knife handles, and drinking beer. So we thought we would write for him. I will have to admit that he sure is in loved with your and your son, as he talks about you all nite long, in his sleep. I don't know what I am going to do about it as he keeps me awake all nite. You see I sleep in the next bunk over him. Wow and some of the things he says !!! Guess I'll have to get married myself when I get back. Of all the guys I've met in the Navy he's tops no kidding. You can bet your life that he's a faithful husband.

I know, but remember this, he's going to be a good wife when he gets back. You should see him swab a deck. Whey he makes the best coffee of all the gang. The one thing I don't understand, you know he's the biggest chow hound I ever saw. Whey he goes through the line two or three times. You will never have to worry about going out with women but don't let a locomotive go by. Mrs. Stillings please don't feel bad about this as its all in fun. The gang wishes you and the baby all the luck in the world. Dopes – The Gang - By the way he left this addressed envelope lying on my bunk." Stillings was one of 37 officers and 304 enlisted men on the *USS Orestes* when it participated in Leyte landings in Philipines, and was hit by a Japanese plane a month later: "On 30 December 1944, an Aichi D3A "Val" dive bomber came in low

***A Japanese Kamikaze plane**, shot down by USS Oyster Bay crashes in the water close aboard an LST. The tenders USS Oyster Bay and USS Hilo are at left, **USS Orestes** center. (Nov 24, 1944)*
- US Naval History and Heritage Command photo

on the starboard side and crashed into *Orestes* amidships, causing heavy damage and killing 45 members of her crew. In a series of sweeps by boat PT-350, commanded by Lieutenant Thomas A. Dent (USNR), about 70 men were rescued from the burning *Orestes*. Fifteen more were plucked from the sea. Accompanying landing craft infantry (LCIs) finally brought the resulting fires under control and *Orestes* was beached. Landing ship tank *USS LST-708* later towed *Orestes* back to Leyte on 27 January 1945." Machinist Mate 2nd Class Hugh Stillings was then assigned to the *USS Pontus* – another motor torpedo boat tender. He came home and resumed working for the Boston & Maine. He was working as a mechanical inspector when son Harvey Edwards was born in 1947 in Wakefield, Massachusetts. Son Robert Leman and daughter, Nancy Ellen completed the family. Stillings moved up through the railroad's ranks – assistant foreman in Wesboro, then foreman & acting night general foreman in Boston before becoming general foreman in 1960. After retirement, he and Rachel moved south. He died on October 28, 2005, in Myrtle Beach, South Carolina, at the age of 89. *(2005)* MURRELLS INLET, South Carolina | Hugh W. Stillings, age 89, of Woodlake Village, died Friday, Oct. 28, 2005 at National Healthcare of Garden City. Born July 31, 1916 in Whitefield, N.H., he was the son of the late Leman G. and Leona Mason Stillings. Mr. Stillings was a World War II, U.S. Navy veteran. He had retired from the Boston & Maine Railroad and was a member of the New England Railroad Club. Mr. Stillings was a member of Indian Wells Golf Club and a member of the Masonic Lodge in Reading, Mass. He was a member of Shepherd of the Sea Lutheran Church. He was predeceased by two brothers, Robert Stillings and Gordon Stillings. Surviving are his wife, Rachel Stillings; sons, Robert Lemon Stillings Sr. of Carson City, Nev., and Harvey Edward Stillings of Reading, Mass; daughter, Nancy Ellen Stillings O'Connell of Melrose, Mass; brother, Richard W. Stillings of Conway; sister, Beverly Stillings Kearns of Manchester, N.H.; four grandchildren; two great-grandchildren,

and a number of nieces and nephews. Memorial services will be held at 11 a.m. Tuesday at Shepherd of the Sea Lutheran Church. Memorials may be made to Shepherd of the Sea Lutheran Church, PO Box 1750, Murrells Inlet, SC 29576 or Mercy Hospice, PO Box 50640, Myrtle Beach, SC 29578."

- MWCR: We Worked There FB page / Ancestry.com / Newspapers.com / GenealogyBank.com / Dictionary of American Naval Fighting Ships / http://www.navsource.org/archives/09/09/0910.htm

Leman Stillings

1920 Census: 24-year old Fabyans Station Agent and at 44 is still there for the 1940 Census. Not sure when or if Leeman worked on the Cog or merely stayed at the Fabyan Station from whence the spur line started to carry tourists to the Base Station.

Richard Stillings 1938 - 1939

Summit House employee - *(1938)* "Twin Mountain notes: Richard Stillings is employed at The Summit House, Mount Washington." *(1939)* "Twin Mountain notes: Richard Stillings, who is employed at the Summit House on Mount Washington, spent Sunday *(8/20)* with his parents, Mr. and Mrs. Leman Stillings." *(2012)* CONWAY, S.C. - Richard W. "Dick" Stillings, age 91, of Hickory Drive, died Thursday, Dec. 20, 2012, at his residence following many years of battling cancer. Mr. Stillings was born in Fabyan, New Hampshire, a son of the late Leman G. and Leona Mason Stillings. He was educated in the New Hampshire schools, and was a graduate of Wentworth Institute of Technology in Boston, Mass. He was employed by Sprague Electric Company for 37 years. Mr. Stillings was a World War II Army Veteran, where he served in the European Theater of Operations and the Battle of the Bulge. He was known as a very kind, caring and loving man who loved to read, play golf and enjoy his family. Mr. Stillings was predeceased by his only son, Richard Stillings, Jr. and brothers, Hugh, Gordon and Robert. Surviving are his wife of 71 years, Ruth Stillings; a sister, Beverly Kearns; grandchildren, Richard Stillings III and Steven Stillings; a special great-granddaughter, Michelle Brutkoski; great-grandchildren, James, Carmilla, Rex, Tanner and Jarrod; and several nieces and nephews. Memorial services will be held at 2 p.m. Sunday, Dec. 23, 2012, at Salem United Methodist Church with the Rev. Stan Weber and the Rev. Troy Metzner officiating. The family will receive friends after the service in the Salem United Methodist Church Community Life Center. Memorials may be sent to Salem United Methodist Church, 2376 Highway 90, Conway, SC 29526 or to Embrace Hospice, 140 University Place, Conway, SC 29526.

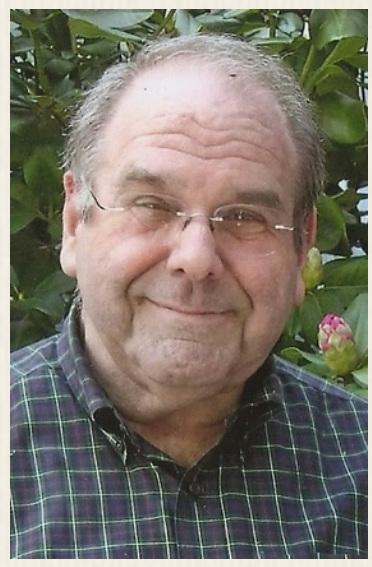
- Littleton Courier - Thu, Jun 23, 1938 pg. 7; Thu, Aug 24, 1939 pg. 5 / Barre-Montpelier (VT) Times Argus - Dec 22, 2012 / www.goldfinchfuneralhome.com/obituaries/Richard-Stillings/#!/Obituary

Robert F. Stillings 1930's

Hugh W. Stillings daughter Beverly told her daughter: "Robert Frances Stillings, Richard W. Stillings, and Robert M. Stillings all worked on the Cog as well - first two in the 1930's, and last one in the 1960's at the weather station (Summit House postmaster). I believe that Hugh, Robert Frances, and Richard all met their lifetime wives there because they were all waitresses/maids working there in the summers." *- email to Jitney Jr. - Fri, Jan 17, 2020 at 10:53 AM*

Robert Mason Stillings 1964

17-year old Robert Stillings spent the summer of 1964 working in the Summit House post office. He earned $150 plus $64 a month. He also apparently developed a love of the White Mountains and would send future summers working for the Appalachian Mountain Club. *(2020)* Stillings, Robert M. (Bob), 73 of Barrington died peacefully at home surrounded by his loving family on August 20, 2020. He was the beloved husband of Anne C. Stillings. Born in Washington, D.C., the son of the late Robert F. and Josephine S. Stillings, he lived in Barrington for 64 years. Bob was a graduate of Barrington High School Class of 1964 where he was a National Merit Scholar and member of the RI Honor Society. He enjoyed his time on the track team. He was a graduate of



Robert M. Stilllings (2020)
- Stillings Family Collection

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Syracuse University Class of 1970 earning a BA and BARCH with honors. While at Syracuse he was a member of the crew team his freshman year. He received his Master's in Architecture from the University of Washington in 1971. Bob was an architect who started his career with Robinson Green Beretta (RGB) in 1971 where he worked his way up to Director of Design. He joined A.I. Designs, LTD. In 1987 where he was VP in charge of design. In 1990 he started his own company, Architectural Resources Incorporated, which he ran up until his passing. Over the years Bob designed many buildings throughout the state including the automotive building and main campus of NEIT, Garrahy Family Court, RDW, Brokers Services, the Newport, Warwick and Woonsocket Police stations, the buildings at Scarborough State Beach and the chapel at the RI Veterans Cemetery to name just a few. Bob also designed homes and buildings for many non-profit organizations throughout the state. Bob was a teaching assistant for the School of Architecture at the University of Washington while he was getting his masters. He was an instructor for evening classes at RISD in the mid 70's. He was an Adjunct Instructor in Design/visiting critic for the School of Architecture at Roger Williams University from 1987 up until his illness. Bob was on many boards and commissions. He was a member and chair of the Barrington Technical Review Committee for 25+ years. He was a commissioner on the R.I. State Building Commission for 9 years. He was a member on the Architectural Review Board for the Providence Preservation Society. Over the years Bob received many awards for his designs including the American Wood Council/AIA First Honor Award for the R.I. Veterans Cemetery Chapel, two Providence Preservation Society Awards for 17 Gordon Avenue and The Gemini Hotel, the R.I. Chapter AIA Design Honor Award for the Warwick Police Station. Bob grew up with a love for the outdoors. As a boy he became an Eagle Scout with Troop 2 in Barrington. His strong family history from the Mt. Washington area of N.H. led him to spend many summers during college working in the AMC hut system throughout the Presidential Range and on Mt. Cardigan. He was an AMC member and an OHA (Old Hutcroo Association). He enjoyed taking his daughter on many hikes throughout N.H. He enjoyed spending time with his grandsons, taking them on day trips, vacationing on Cape Cod with them and attending many soccer games. He also enjoyed golfing with his friends John R. and George, reading, listening to music, times with his friend John S., watching Jeopardy and making his famous chocolate chip cookies. Besides his wife of 50 years, he is survived by a daughter, Sara B. DeBoth and her partner Brooks Cheever of Barrington and Middletown; two grandchildren, Iain M. DeBoth and Everett C. DeBoth of Barrington; a brother and sister-in-law, Thomas J. Stillings and his wife Irene of San Diego, CA; a sister, Jayne Stillings of Encinitas, CA; two nieces, Elizabeth Cameron of Carlisle, MA and Heather Cameron of Bethesda, MD and a former son-in-law, Steven DeBoth of Barrington as well as many cousins. In lieu of flowers donations can be made to the AMC N.H. Chapter in memory of Robert Stillings. Donations will be used to build the new handicapped accessible trail for Mt. Cardigan. Please send donations to Rick Silverberg, 29 Albin Rd, Bow, NH 03304. The family is grateful for any donations, Mt. Cardigan was special to all of us. A celebration of life will be held sometime in the future.

- Summit House / Bencosky-Desjardins files / Providence (RI) Journal - Sun, Aug 23, 2020

Tonya M. Stillings 1984 ?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list

Michael Stinchfield (1965)
- Littleton HS yearbook

Michael W. Stinchfield 1964

15-year old Michael Stinchfield from Littleton, New Hampshire worked as a helper in the Summit House kitchen during the summer of 1964. The high school sophomore was paid $130 plus $20 plus $64 for his labors. / Michael William Stinchfield was born on April 29, 1949, in Worcester, Massachusetts when his mother, Pauline M. Stinchfield *(b.1932 d.2006)* was 17. The Stinchfield Family Tree on *Ancestry.com* is clear that Michael's father is unknown. What is known through web research is Stinchfield liked to drive fast. On Friday, July 15, 1966, Littleton District court Judge Mackmussman ordered 17-year old Michael Stinchfield to pay a $25 fine for speeding. Four years later, 21-year old Michael Stinchfield was fined $125, given a suspended sentence of three months and had his license suspended for 60 days on a charge of operating a motor vehicle under the influence of intoxicating liquor. He also was fined $30 for speeding. Stinchfield had pleaded guilty to both charges. That meant Stinchfield got his license back in time for his marriage on December 19, 1970 to 26-year old Bonnie Lee (Boutin) Graves, who's divorce had been finalized the month before. Bethlehem Justice of the Peace George T. Noyes performed the civil ceremony. The new Mrs. Stinchfield had graduated from high school. Michael had dropped out after his sophomore year. According to the family tree, Stinchfield had one son and two daughters with Bonnie. His daughter Teresa Graves *(b.1965 d.1979)* had been born in January 1965 *(although may have been a step-daughter)*. His son Michael William Jr. was born on May 4, 1970, in Littleton, New Hampshire and died the next day. In February 1977, the 27-year Stinchfield had his license revoked again for DWI. Michael Stinchfield died on November 14, 2010, at the age of 61. *(2010)* Michael W. Stinchfield, 61, of Littleton, died suddenly Sunday, November 14, 2010 at Littleton Regional Hospital. He was born in Worcester, Mass. The family relocated to Littleton where he attended St. Rose of Lima Catholic School and Littleton High School. He resided in the area his whole life. He worked in the construction trades until he started his business, Stinchfield Plumbing and Heating in 1986. He took great pride in the excellent quality of his work and the esteem in which he was held because of this. He recently received the Freddie Award from the AHEAD program for his long and faithful service to them. Mike's biggest enjoyments were cutting gems and casting jewelry, going to Maine and New York rockhounding, riding his Harley, and playing on his computer which he built from scratch. He also loved all animals especially cats, iguanas and lizards. He is predeceased by his grandparents who raised him, Arthur and Anna Stinchfield, *(Ed note: Arthur W. Stinchfield's 1956 obituary listed 7-year old Michael as one of his three sons – Michael's mother as*

one of his six daughters), his mother and step-father, Pauline and Albert Drake, a daughter, Teresa Graves and a baby son, Mike Jr., two special friends, Merit Kelly and Buster Picard. His special buddy (the cat) Butterscotch. He is survived by his wife Bonnie (Boutin) Graves who he married in 1970. A daughter, Melinda Stinchfield, Arlington, Mass., two brothers, Al and Donald, one sister, Debra all of Pennsylvania. A special aunt, Marion Paula "Momma Marion" of Littleton, cousins, nieces, nephews, and many friends. A friends and family gathering was held on Saturday, Nov. 20 at the Ross Funeral Home, Littleton Chapel. Memorial donations may be made in Mike's memory to Second Chance Animal Rescue, P.O. Box 903, Littleton, NH, 03561. For directions or to offer your condolences to the family please visit www.ross- funeral.com.

- Summit House / Bencosky-Desjardins files / Manchester (NH) Union Leader - Mon, Sep 10, 1956 pg. 8; Sat, Jul 16, 1966 pg. 20; Sat, Sep 26, 1970 pg. 7 & Sat, Nov 17, 1973 pg. 11 / Nashua (NH) Thu, Feb 24, 1977 pg. 2B / Littleton Courier - Wed, Nov 24, 2010 pg. A16

John Stinehour (2021)
- thedenverchannel.com

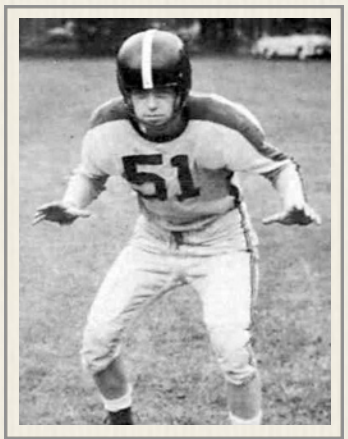
John Stinehour 2017 -2023

Railway employee - A "John" shows up as a trainee with John and Ryan on the M1 on June 22, 2017. John Stinehour was listed on Facebook as a brakeman on the opening day for the 2019 season. In 2020, he was listed on the Cog FB page as an engineer who "shot this beautiful abstract image of rime ice formations on the east facing summit platform on Saturday, with Wildcat and the lakes and mountains of western Maine in the background." In 2021, Stinehour was described as the Waumbek Station Master taking care of the facility during the winter months, and was seen *(left)* in a television story - Conductor John Stinehour calls 'all aboard' for a November run up to Skyline in Denver TV story."

- Dispatch Report - 6-22-17 / Mt. Washington Cog Railway FB page / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Donald A. Stoddard Jr. 1956

Donald A. Stoddard Jr (1956)
- Nutley HS yearbook



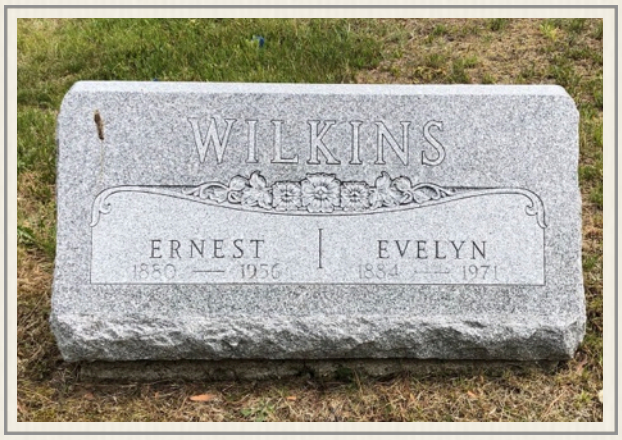
D-back Stoddard (1956)
- Nutley HS yearbook

Donald Stoddard came to work on the Mount Washington Railway from Nutley, New Jersey where had just graduated *(right)* from high school. His classmates called him "Stot" and described him as "obliging, extroverted & mischievous." Stoddard's pet peeve was "no water fountain in the cafeteria" and the Class of 1956 will he left his "football glory to his brother." The 1956 squad had gone 7-2 and ranked fourth in the entire state at the end of the season. Stoddard Jr. was bound for Dartmouth in the fall - the same school his father had graduated from in 1931. Donald Junior would be part of Dartmouth's winter sports division and the ski patrol in 1957. Donald Senior was a senior vice president of the Morgan Guaranty Trust Co. in Manhattan, and commuted from his hometown of Nutley. Donald Senior married Marylyles Smith and the couple had three sons, James P., Capt. H. Sanford and Cogger Donald A. Stoddard Jr who they raised in Nutley. The local paper reported that Dartmouth man Donald Junior visited his parents for Thanksgiving in 1958. After graduating from Dartmouth, Stoddard served with the U.S. Army at Fort Devens, Massachusetts. When he was engaged to marry nurse Mary Elizabeth Grundy in the summer of 1962, Stoddard was working for the Westinghouse Corporation in Pittsburgh, Pennsylvania. After they married in Paterson, New Jersey in January 1963, they spent their honeymoon in Nassau the Bahamas and settled in Metuchen. She was on the staff of New York City hospital and Stoddard was a Westinghouse salesman based out of Newark. In early 1964, Donald and Mary Stoddard went on two-week skiing vacation at Vali, Colorado with Donald's parents. The marriage didn't last. Stoddard married Janet R. Ehrenkranz in Bloomingdale, New Jersey in 1992. The dance therapist who specialized in handicapped and Alzheimer's-afflicted seniors died on Friday, January 22, 1999. She was 58 and had two daughters, Karen and Nancy. Internet resources indicate Donald may have two children, Kelly and Christopher R. and currently lives in Bloomingdale, New Jersey.

- Railway Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / New York Times - Jan 27, 1990 sec 1 pg. 14 / Hackensack (NJ) Record - Sun, Jn 24, 1999 pg. 87 / Paterson (NJ) News - Tue, Apr 7, 1964 pg. 25

Evelyn Stoddard 1900

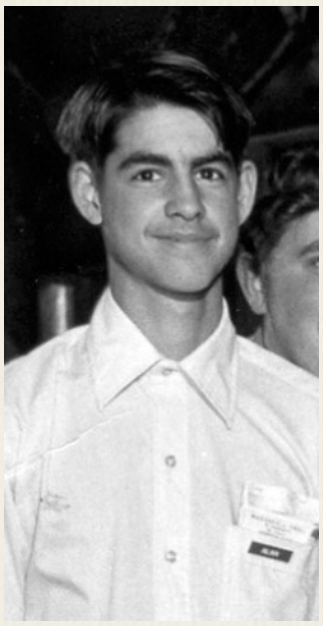
16-year old Evelyn S. Stoddard of Whitefield was one of "about 60 Summit House employees (who) gathered in the large parlor Friday *(7/13)* evening to enjoy themselves. The merry dancers kept it up until midnight, when they voted Miss (Mattie) Clark, the manager of the Summit House, many thanks for her kindness and all went to bed, forgetting for the time being that they were 6,300 feet above the sea level." / Evelyn S. Stoddard was born on May 27, 1884, in Whitefield, New Hampshire, to 20-year old railroad brakeman Elmer Ellsworth Stoddard and 18-year old Anna Emma (Simpson) Stoddard *(b.1866 d,1953)*. The couple had three other girls: Vera S *(b.1885 d.1886)*, Lovina Amy *(b.1887 d.1937)* & Vivian Florence *(b.1890 d.1965)*. At 18, Evelyn married 22-year old box maker Frank Ernest Wilkins *(b.1881 d.1956)* on January 10, 1903, in Lancaster, New Hampshire. It was the first marriage for both. They had one child during their marriage: Lawrence



Sto

Arthur Wilkins *(b.1908 d.1969)* in Haverhill, New Hampshire when Frank now going as F. Ernest Wilkins and was working as an express messenger in the Woodsville railroad office. The couple was still in Woodsville village in the town of Haverhill, New Hampshire, in 1910. Evelyn S Stoddard Wilkins lived in Meredith, New Hampshire, in 1920 & 1930. She died in 1971 at the age of 87, and was buried *(previous page)* in her hometown of Whitefield alongside her husband, Ernest in the Pine Street Cemetery

- Among the Clouds - Jul 16, 1900 pg. 1 & 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / FindaGrave.com

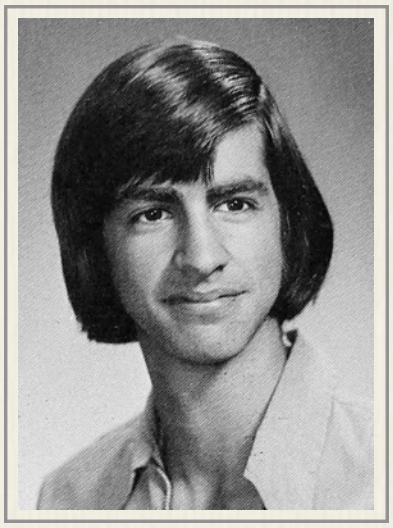


Alan Stone (1970)
- Bev Nash Esson Collection

Alan Stone 1970

Alan Stone was a Burlington, Massachusetts high school freshman who came north to work on the Marshfield counter during the summer of 1970. He earned $150 a month. He would graduate from Burlington High School (right) in 1973. His yearbook entry said Happiness for him was "A good jam; vacation; band rehearsal... Misery is: A bad jam; a bad gig late at night." Stone had memories of: "Water fight; Bedford ice cream; New Hampshire and the beach! (chickendipper); meatball; Lennie's, nudnik; brown ends" His future ambition was to be a "rich mathematician and good musician." During high school his activities were stage band; Marching band and concert band all four years. He played the trombone and was also a member of the National Honor Society.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com



Alan Stone (1973)
- Burlington MA yearbook

Judy May Stone 1968

Marshfield Corp

William Stone 1903

Summit House - Attends Cog Party Masked Ball as "Ballet Girl." Performed floor tumbling during intermission *- Among the Clouds - Aug 31, 1903*

Patrick C. Stong 1982

26-year old Patrick Stong worked on the track crew during the summer of 1982 and earned $3.35 an hour. Born on July 24, 1955, Stong was from Alamosa Colorado. He married 23-year old Susan D. Drosdik on May 28, 1983 in Maine. Stong lived in Denver for a time and the couple settled in Tulsa, Oklahoma although it's not clear whether they are still married.

VoterRecords.com says "Patrick C Stong (age 66) is listed at 9227 S Erie Ave Tulsa, Ok 74137 and is affiliated with the Republican Party. Patrick is registered to vote in Tulsa County, Oklahoma."

- Railway Corp / Bencosky-Desjardins files / Randall paperwork / Ancestry.com / Newspapers.com / GenealogyBank.com

Eunice Fay Story (1910)
- Emerson College yearbook

Eunice Fay Story 1903 - 1906

Summit House employee from Uxbridge, Mass. - Attends Cog Party Masked Ball as an "Angel" - plays right field for the Summit House nine during the 1905 season. Attends 1905 Cog Party Masked Ball as "Little Red Riding Hood" - paired with Glenn Clement for the Cake Walk - Was part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tuckerman's Ravine on Sunday afternoon, July 22, 1906. / Eunice Fay Kline Story was born on July 8, 1888, in Somerville, Massachusetts, to 33-year old Minnie Arabella Johnson Story *(b.1854 d.1932)* and 37-year old photographer Augustus A Johnson Story *(b.1850 d.1907)*. Eunice had an older Brother Chester Bradstreet *(b.1882 d.1965)*. In April 1904 before heading up to the Summit House for another season, Eunice Fay Story won $10 prize in an interscholastic prize speaking contest between pupils of Ashland, Holliston, Milford, Uxbridge and Westboro high schools. She won the first prize for girls. Eunice Story would present the essay, "The Mastery of the Mother Tongue" during the Uxbridge High School graduation on June 28, 1907. She graduated from Emerson College in 1910. Her Emersonian yearbook entry said "Eunice is small of stature and light of step, but a perfect demonstration of vim and vitality. With her almost limitless capacity for work and play, she is well armed for a career. And what an amount of work she can tackle, and master, too. You may be sure she is always up to something, doing it with might and main. Then there is her voice; who would ever imagine that such a little body could produce such deep, vibrating tones? When we stop to recount her many gifts and talents, what can we expect but success in her future work."

We have a little story,
She's sure to come to glory;
When far away, we'll always say
"We went to school with Story."

Story served on the Stunt Committee her first year at Emerson. She was class secretary as a sophomore and worked on the junior prom. She was on the students' council in year three. Her yearbook quote: "to strive, to seek, to find, and not to yield." –

Tennyson. Story had opened the graduate recital of the Emerson College of Oratory on May 2, 1911. "Nearly all the selections chosen were those in which several characters appear, and these brought out the versatility of the young women." After graduation, she became a school teacher. When her engagement was announced in a Bangor, Maine newspaper in 1918, the report said "Miss Story was for several years a teacher of expression at M.C.I. *(Maine Central Institute in Pittsfield, Maine)* and has many friends in town. Mr. Eaton is a graduate of M.C.I, 1913, and was formerly a student at Bowdoin College." In Pittsburgh, her proud brother placed her engagement in the local Society Pages, and further outlined the background of the couple. "Miss Story is a graduate of the Emerson College of Oratory of Boston and the School Education of the University Pittsburg. She is a member of the Delta Zeta and Kappa Pi fraternities. Mr. Eaton recently returned from France, where he spent six months in the Tufts college Red Cross unit and the transport service of the French army. He is stationed at Bath, Me., with the United State navy. He is a graduate of Tufts college and a member of the Zeta Psi fraternity. The wedding will take place… in June."

The Eaton Family: 7-year old Roland Jr., 39-year old Roland Sr., 10-year old Eunice and matriarch Eunice F. S. Eaton (1931)
- Eaton Family Tree / Ancestry.com

Eunice Fay Kline Story married 25-year old Roland L Eaton *(b.1892 d.1969)* in Uxbridge, Massachusetts, on June 29, 1918, when she was 29 years old. Mrs. Story Eaton was a member of the Daughters of the Revolution as a descendant of Capt. Amasa Loomis, who led local troops to the relief of Boston upon news of the Battle of Lexington; Benjamin Fay, a private who marched on the Lexington Alarm as part of Captain Baker's company; Capt Jonathan Birge of the 4th Company 3rd Battalion, Wadsworth's brigade in Connecticut. He died at the Battle of White Plains; and finally, cook Levi Lankton who served as a cook in the Commissary Department of Connecticut. Eunice and Roland had two children during their marriage. Eunice Story Eaton Graham Ullman *(b.1921 d.2006)* & Roland Leonard (Robert) Eaton Jr. *(b.1923 d.2007)* arrived in Philadelphia. The family was living on Dickinson Avenue in Swarthmore, Pennsylvania in 1930. Eunice was taking care of the kids in their owned home worth $15,000. Roland was selling textbooks. 43-year old Elsie Lammey was cooking for the Eatons. Still in Swarthmore in 1940, daughter Eunice was a high school senior – son, Roland Jr. a sophomore. Her marriage to Roland would end. 62-year old Eunice Story Eaton would marry divorced mathematics professor, 59-year old John Robert Kine of Swarthmore on March 21, 1951. The couple sailed for a seven-month tour of Europe on the *SS Mauretania* out of New York on June 17, 1952 bound for Southampton. They would arrive back in New York on January 27, 1952 traveling first class aboard the Holland-American Line's, *SS Ryndam.* Kline would die at little over three years later in May 1955. Her first husband, Roland would die in 1969. The widow Eunice Fay Story Eaton Kline died on December 27, 1983, in Springfield, Pennsylvania, at the age of 95. A service was held at the Swarthmore Presbyterian Church and she was buried in Quakertown, Pennsylvania next to her second husband.

Prof. John R. Kline
- Wikimedia.org

- Among the Clouds - Aug 31, 1903; Aug 10 & Sep 4, 1905 & Jul 24, 1906 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Sat, Apr 16, 1904 pg. 7 & Sat, Jun 29, 1907 pg. 3 / Boston Evening Transcript – Wed, May 3, 1911 pg. 17 / Bangor (ME) Daily News – Mon, Mar 18, 1918 pg. 9 / Pittsburgh (PA) Press – Sun, Mar 3, 1918 pg. 57 / Philadelphia Inquirer – Fri, Dec 30, 1963 pg. 16

Miss Stott 1882

"The waiters at the Summit House gave a concert in the hotel parlor yesterday forenoon *(9/1)*, Miss Young officiating at the piano. The singing of Messrs Hill and Tyson and the misses Stott and Blood, was especially praiseworthy." Jitney Jr. suspects that Misses Stott and Blood are teachers who are spending their summer vacations waiting on tables at the Summit House. However, there are not enough clues to make positive identification of the Cogger Miss Stott. A web search found an "Annie Stott" from Lowell, Massachusetts who got married in 1892. Another "Annie Stott" who taught in the railroad hub of Island Pond, Vermont in 1891. But nothing found closer to the 1882 concert performance described in *Among the Clouds.*

- Among the Clouds - Sep 2, 1882 / Newspapers.com / GenealogyBank.com

Jarvis Stottle 2019

Brakeman - Railway *(2019)* July 16, 2019 – "Jarvis" is being trained by Randy on M4 with Martin in the cab – also July 15. Tom Lane: "Jarvis was a kid who worked hiker parking and grounds for us. Jarvis Stottle from Whitefield."

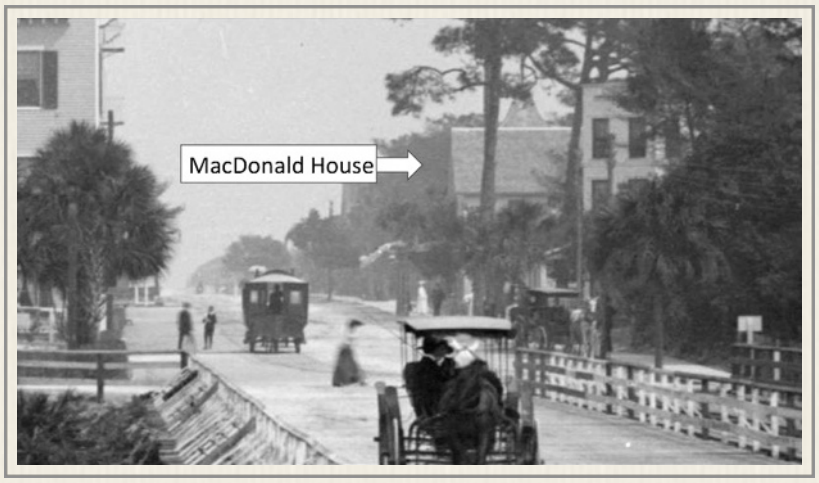
- Dispatch Report - 7-15-19 & 7-16-19 / Tom Lane email - Sun, Jun 25, 2019

Miss M. A. Stout 1889 - 1892

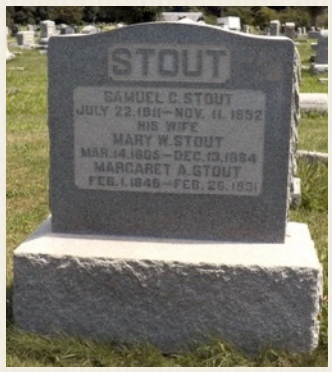
The 47-year old assistant Summit House Housekeeper *(1892)* took a new job in 1893 - "Miss M. A. Stout, who for a number of years past has been a clerk in the bazaar department of the Summit House, is now stenographer and typewriter at the Crawford House." Miss Stout, like her Summit House colleague, Miss Mattie Clarke would head south to Florida to work in and around New Hampshire hotelier John Anderson's new Hotel Ormond *(next page)* in the winter months. *(1903)* "Architect Sumner H. Gove contracts with Miss Margaret A. Stout to construct a large residence and G.P. Ballough contracts to install sanitary plumbing at residence of Miss M.A. Stout." *(Articles outlining the construction contracts were used during a 2017 presentation with historical images on next page to the Ormond City Commission in support of a $1-million to $1.5-million dollar restoration project to rehab Miss M. A. Stout's house – now known as the MacDonald House in order to house the Museum of Ormond Beach History organization on the ground floor with two residential apart-*

Hotel Ormond under construction (circa 1887)

Hotel Ormond in operation (1896)



ments upstairs.) (1912) "Miss M. A. Stout and Miss Anna Owen arrived Sunday *(12/15)* night and are at present at the (Ormond) home of Mrs. J. D. Price." *(wife of the business partner of Hotel Ormond owner John Anderson). (1914)* "Miss Montgomery and Miss M. A. Stout, for some time guests of Mrs. J. D. Price, left (Ormond) for the north on Saturday *(5/9)*." *(1915)* "Mrs. Carroll, of Louisville, (KY) entertained at auction bridge in the Ormond (hotel) grill room on Thursday *(2/18)* afternoon for Mrs. Lenox Sheafe Rose, of New York. The prizes were very beautiful portfolios of pink brocade, and were won by the following ladies: Mrs. Rose, Mrs. Harwood, of Boston, and Miss M. A. Stout, of Ormond (Florida)." *(1916)* "The *Gazette-News* publications are now in full swing for the season. The *Morning Hotel News* appeared for its initial issue for the season New Years; the *Daily News* (evening) is on its second month of the season; the weekly *Gazette-News* is of course almost as old as Daytona itself. The staff of the three publications is made up of trained newspaper makers, probably without equal in any other city the size of Daytona, is now complete and (includes): Miss M. A. Stout, editor Hotel Ormond Department. In addition to the reportorial, business and mechanical forces, the last, but not least, in importance in the publication and distribution of the publications is the efficient force of carrier boys…" *(1917)* "The Baltimore Society of Decorative Art, under the capable management of Mrs. E. H. Cole, will exhibit their beautiful goods at the cottage *(right)* of Miss M. A. Stout, just opposite the Ormond hotel all this week." *(1920)* When John Anderson, the builder of the first hotel at Ormond died, Stout was in his will. "I give and bequeath to Marguerite A. Stout, of Boston, Mass., another whose faithful work I can but remember with gratitude, $200 *(~$2,736 today)*. Not being overly large she can by a little sharp trading and her usual economy, make this pay for one plain dress, gray preferred." *(1924)* The *Daytona Beach City Directory* says Margaret A. Stout is operating a novelty & souvenir shop on Granada Avenue in Ormand Beach. *(1931)* "Miss Margaret A. Stout, formerly of Hamilton, (NJ) died at the… hospital last Thursday night. The funeral was held at Asbury Park on Monday and burial was in Hamilton." / Margaret Ashby Stout was born on February 1, 1846, in Hamilton, New Jersey when her fisherman father, Samuel Corlies Stout *(b.1811 d.1892)*, was 34, and her mother, Mary W. (White) Stout *(b1805 d.1884)*, was 40. She had three brothers; Winchester White *(b.1841 d.1909)*, Charles Packer (b.1843 d.1923) & Richard *(b. 1847 d.1930)*, and two sisters; Rebecca *(b.1839 d.1923)* & Margaret Grace *(b.1845 d.1922)*. She had a half-sister Mary Jane Packer Long *(b.1830 d.1915)*. She died on February 26, 1931, in Long Branch, New Jersey at the age of 85. She was buried in the family plot *(left)* in the Hamilton Cemetery in Neptune Township, New Jersey.



- Among the Clouds - Jul 11, 1892 & Jul 18, 1893 / Daytona Gazette News, June 6, 1903 / Daytona Beach (FL) Daily News – Thu, Dec 19, 1912 pg. 5; Tue, Jan 4, 1916 pg. 6 & Tue, Feb 20, 1917 pg. 2 / New Smyrna (FL) Daily News – Fri, May 15, 1914 pg. 6 / New York Tribune – Sun, Feb 21, 1915 pg. 20 / Daytona Gazette News - Jun 6, 1903 / https://slideplayer.com/slide/12655464/ */ Palm Beach Post – Oct 4, 1920 pg.1 / 1924 Daytona Beach City Directory pg. 372 / Red Bank (NJ) Register – Mar 4, 1931 pg. 7*

Roger H. Stratton 1950

Marshfield Corp Ledger

John Straw 1883

Summit House engineer when lightning struck in July 1883 / "John Straw, had his hand on a water gauge at the time, and found himself unable to let go. The shock was also noticed at the signal station and at the Summit House." / Unfortunately, that was all Jitney Jr knew about John Straw when he began researching a Cogger profile. Here is the leading candidate of "John Straws" for the position of Summit House engineer in 1883. John Woodbury Straw was born on June 11, 1848, in Dalton, New Hampshire, so he would be 35-years old at the time of the Mt. Washington lightning bolt. John Woodbury Straw's father, carpenter Willis *(b.1812 d.1870)* was 36 at the time of his birth, and his mother, Mary (Davis) Straw *(b.1818 d.1892)* was 29. John had three older sisters: Amelia M. *(b.1842 d.1923)*, Angelia Louisa *(b.1843 d.1913)* & Alice A. *(b.1846 d.1921)* and a younger sister Lydia Woodbury *(b.1855 d.1882)*. He married 23-year old horse keeper Rebecca Ann Schoff on June 11, 1871, in Colebrook, New Hampshire. They had two children during their marriage: daughter Anna (Annie) Myrta was born on June 8, 1872, in Pittsburg, New Hamp-

shire. and son Fred Brainard *(b.1881 d.1956)* was born on January 31, 1881, in Pittsburg, New Hampshire. John Straw was elected as a democrat to represent Pittsburg in the NH General Court in March 1876. 44-year old Rebecca Ann (Schoff) Straw passed away in the Maine General Hospital on October 5, 1889, in Portland, Maine, at the age of 44 from blood poisoning. They had been married 18 years. The 44-year old widow then married 34-year old school teacher Minerva "Minnie" C Trask *(b.1858 d.1928)* on June 29, 1892, in Colebrook, New Hampshire. He died on September 2, 1901, in Colebrook, New Hampshire, at the age of 53. Straw "was at work on the A. C. Edwards block, and while attempting to go from a window in the third story to a staging, he made a misstep and fell to the ground… inflicting injuries which caused instant death." Not exactly, his death certificate indicates he was alive for two hours after breaking his spinal column, according to Dr. E. E. Twombly of Colebrook. John Straw was buried in Canaan, Vermont in the Village Cemetery. Again, there is no confirmation at this point that this man was the Summit House engineer, but his is an interesting story.

- Among the Clouds - Tues, July 31, 1883 / Littleton Journal - Fri, Aug 3, 1883 / Essex County (VT) Herald – Sat, Mar 18, 1876 pg. 3 / Vermont Tribune – Fri, Sep 6, 1901 / Hollis (NH) Times – Fri, Sep 6, 1901 pg. 5 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

William Streeter 1951

Marshfield Corp/Cog Railway Cabins

JimBob Strickland 2013 - 2022 & 2023

Railway employee - May 6, 2018 – JimBob Strickland trained as engineer with Joe P. on M6 with Randy braking *(2020)* ***JimBob Strickland:*** "I really miss the old days on the tracks for sure! I know I've only been here for 7 years but I miss the way things used to be and wish I could have been there 30 years ago!" ***Dave Moody:*** "7-8 years on tracks and currently assistant foreman, half brother of Josh Bishop, brakeman and now diesel engineer" Cookie says JimBob moved on early '22 / however he returned as a carpenter to help build the new Waumbek Station

- Mt. Washington Cog Railway: We Worked There FB page / Dispatch Report - 5-3-19 / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

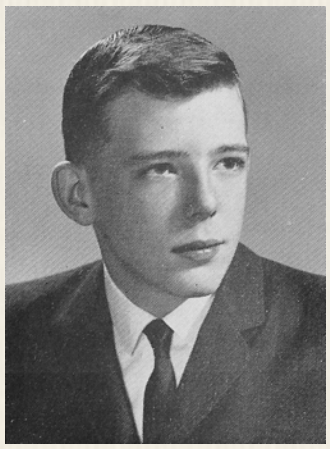
JimBob Strickland (2020)
- Mt. Washington Cog Rwy photo

C. B. Strout 1917

23-year old railway employee - *(1917)* "Woodsville notes: C. B. Strout has gone to the Fabyans, where he will be employed on the Mount Washington railway." *(1919)* "Colin B. Strout is a teacher and rooms at 8 Walnut Street, the home of James F. Leonard." / Colin Bernard Strout was born on August 23, 1893, in Milbridge, Maine, to 36-year old Almeda Foren *(b.1857 d.1922)* and her 37-year old husband, mariner Bernard S Strout (b.1856 d.1920). There were seven other children in the family: Margaret J *(b.1877 d.1965)*, Nellie V. *(b.1884 d.1908)*, Antoinette Odessa *(b.1895 d.1983)*, brother Ambrose Snow *(b.1897 d.1918)*, Inez Almeda *(b.1901 d.1973)*, Mary N. *(b.1882 d.1965)* & Harold E. *(b.1890 d.)*. In 1910, Colin's dad was sailing on a merchant vessel. His 20-year old brother, Harold was a baggage master on a steam boat. 17-year old Colin was still going to school to become a teacher. Strout was teaching school in Milbridge when he married a 19-year old telephone operator from nearby Rockland, Maine on November 12, 1912 in Rockland. Louise Foster Small *(b.1893 d.1975)* had been born in Milbridge. It was the first marriage for both and the couple would have two children. The first, a daughter was stillborn on July 21, 1913. A son, Lloyd Verne *(b.1916 d.1998)* was born on June 11, 1916. In 1915, Strout was living and teaching in West Chesterfield, N.H. for his third term as "schools in this part of the town began their fall term Sept. 7 with the same teachers as last session, C. B. Strout in the grammar department…." At June graduation exercises for six ninth-grade grammar school students, "an excellent address was given by Mr. Strout, teacher. At the close (of the ceremony) Mr. Rice made a presentation to C. B. Strout, teacher, of a gold watch and fob, also a purse of money, given by the pupils and his friends here." In the fall, C. B. Strout was recorded in the local paper as one "of the successful deer hunters (in West Chesterfield)" having shot a doe. On December 24, 1915, "C.B. Strout acted the part of Santa Claus very acceptably" at the school's Christmas tree exercises. In June 1917, when 25-year old Colin (now Colon) Bernard Strout registered for the draft the tall teacher of medium build with brown eyes and dark brown hair was employed by the Woodsville, (N.H.) school board. He said he had no dependents because he was "separated from wife." He was living on Walnut Street in Woodsville. That summer he went to work at the Cog. He was still teaching in Woodsville in 1919, but had now taken a room at 8 Walnut Street. There was apparently a reconciliation. Colin and Louise, both 36, were living with their 14-year old son, Lloyd in Leominster, Massachusetts when the 1930 Census was taken in the spring. Strout was working as a grain salesman to support his family. In March 1936, Louise posted a Lost and Found item in the newspaper looking for a "lady's dark brown kid glove, pull-on style. Saturday *(3/7)* afternoon (on) Pleasant Street, near Main." Ten years later, the family was living on Peterborough Street in Boston. 23-year old son, Lloyd was working 48 hours a week as an engineer at a shoe factory, while his father was working as a supervisor in a department store. Louise was taking care of the house. When 48-year old Colon Bernard Strout registered for the draft again in late April, 1942 he told registrar Edith Keeler his son Lloyd, and not his wife, would be the one would always know his address. The 5-foot 10-inch salesman was working for the H.K. Webster Company in Lawrence. Strout weighed 185 pounds and still had brown hair and eyes. In December 1949, Louise F. Strout was granted a divorce. At the time, she was a patient at the Worcester State Hospital and had charged Colon with "extreme cruelty." Colon then married Fitchburg, Massachusetts native, Gertrude Gorman *(b.1893 d.1977)*. The couple settled in East Hampstead, New Hampshire where son, Lloyd and his wife were living. Colon Bernard Strout died on April 8, 1985, in Derry, New Hampshire, at the age of 91, and was buried in the Mountain View Cemetery in Troy, New Hampshire alongside first wife, Louise to be later joined by Lloyd and his wife. *- Littleton Courier - Thu, Jul 12, 1917 / History of*

Str - Stu

Woodsville, NH: One Name at a Time / Ancestry.com / Newspapers.com / GenealogyBank.com / FindaGrave.com / Brattleboro (VT) Daily Reformer – Tue, Mar 23, 1915 pg. 6; Tue, Jun 22, 1915 pg. 6; Wed, Sep 8, 1915 pg. 5; Tue, Dec 7, 1915 pg. 5 & Thu, Dec 30, 1915 pg. 6 / Worcester (MA) Evening Gazette – Thu, Mar 12, 1936 pg. 28



Roger Strout (1964)
- Berlin HS yearbook

Roger Harwood Strout 1964

17-year old "Roge" Strout had just graduated from Berlin High School when he began working in the Summit House kitchen for $130 plus $20 plus $64 a month in 1964. He had focused on the mechanical arts. / Roger Harwood Strout was born on October 6, 1946 in Maine to Maine-natives Zenas Strout and Pauline (Arsenault) Strout Shevlin *(b.1926 d.2010)* of Mexico. Roger had one brother, T. R. Strout – a step-brother, Michael Shevlin and sister, Geraldine. After his summer at the Cog, Roger enlisted in the U.S. Army and was assigned to the 181st Transportation Battalion in Berman in August 1965. Strout was living on Orange Street in Manchester in June of 1970 when he "pleaded innocent to driving while under the influence of alcohol… his case was continued until June 16, with bail being set at $200." In August, Strout "pleaded guilty to speeding and was fined $25." On September 17, 1970, the 23-year old Strout married 18-year old Jean Lynn Peters of Manchester. She was also born in Maine, the daughter of Ray and Natalie (Lafond) Peters. It was the first marriage for both. She had completed high school. Roger had credit for a year of post-secondary education. In February 1971, Strout was back in court pleading guilty to driving a vehicle without a sticker and paying a $15 fine. He moved back to his hometown in 1985 and continues to live in Groveton, New Hampshire.

- Summit House / Bencosky-Desjardins file / Ancestry.com / GenealogyBank.com / Manchester (NH) Union Leader – Fri, Jun 5, 1970 pg. 13; Wed, Aug 12, 1970 pg. 17 & Sat, Feb 6, 1971 g. 7

Jim Stuart 1966

Summit House waiter

- See Vol. 1 Ch. 9 Sec. 2

L. L. or E. V. Stubbs 1950

Marshfield Corp Ledger

Dene Sturgis 1953

21-year old Air Force veteran Dene R. Sturgis worked in Marshfield at the Cog Railway in the summer of 1953. His sister lived in nearby Littleton, New Hampshire. / Dene Richard "Richard" Sturgis was born on November 12, 1931, in Westwood, Massachusetts, to 40-year old Rachel B. Whipple-Montgomery *(b.1891 d.1979)* and 39-year old Herbert Sinclair Sturgis *(b.1892 d.1970)*. He was eighth of nine children, and the second son of the couple. Dene's siblings were: sister Julia Louise *(b.1918 d.2008)*, sister Evelyn Iola *(b.1921 d.2014)*, sister Margaret Alice *(b.1923 d.2014)*, brother Herbert Sinclair Sturgis Jr. *(b.1925 d.2010)*, sister Phyllis Anne *(b.1928 d.2017)*, sister Miriam Eleanor *(b.1930 d.2008)*, brother Robert Chase *(b.1933 d.2008)* & brother David Edward *(b.1935 d. 2006)*. In 1940, the family was living on Woodland Street in Holliston, Massachusetts. The 48-year old patriarch of the family, who had completed the eighth grade, was working for the W.P.A. 18-year old Evelyn had just joined the workforce as a "domestic" in a private home. 8-year old D. Richard Sturgis was in the second grade. Dene Sturgis' obituary says he served in the U.S. Air Force during the Korean War, and a January 1951 article in an Alaskan newspaper indicates he boxed while stationed at Eielson Air Force Base twenty-six miles south of Fairbanks - home of the 5010th Bomb Wing at that time. "Three preliminary and two exhibition bouts preceded the headliner to round out a full evening of boxing thrills witnessed by a throng of fight fans that near-packed the Eagles (hall). Chico Medina and Dene Sturgis, flyweight performers from Ladd and Eielson AFB respectively, met in the initial match which saw the Laddite *(Medina)* win by KO midway in the third found. Time-keeper Don Byrum said the knockout blow was dealt at one minute 45 seconds in a round which Medina had pounded the game but outclassed Sturgis all about the ring." Staff writer Tom Henry said the fight card that Wednesday evening *(1/3)* was staged by promoter Al Engel and the Fairbanks Boxing Association. After his summer at the Cog, Dene Sturgis may have gone back into the service. The *Caledonian Record* reported "Dene R. Sturgis, 22, brother of Mrs. Arnold *(Miriam Eleanor Sturgis)* Daine, Littleton, has been enlisted in the U.S. Army for a three-year period. Prior to enlistment Sturgis served approximately four years with the Merchant Marine. He has been assigned to Fort Dix, New Jersey for basic training." This hitch in the Army does not jive with Dene Sturgis' obituary but it does have him out in time to get married in 1956. 24-year old Dene R. Sturgis married 21-year old Dolores Ann Quinter *(b.1935 d.2002)* in Dade County, Florida in April 1956. They had four sons; Thomas Dene *(b.1958 d.1974)*, Timothy O., Anthony Harold "Tony" *(b.1963 d.1998)* & John T. - and three daughters; Tina M., Tammy Ann *(b.1966 d.2019)* & Tracy E. Dene Richard Sturgis died on November 11, 2004, in Mendon, Ohio, at the age of 72 and is buried with his wife in the St. Francis Catholic Church cemetery in Cranberry Prairie, Ohio. *(2004)* Dene R. Sturgis, 73, 8371 Deep Cut Road, Mendon, formerly of Cranberry Prairie, died Thursday, Nov. 11, 2004, at 2:05 p.m. at his residence. He was born Nov. 12, 1931, in Westwood, Mass., to Herbert and Rachel (Montgomery) Sturgis. He was married to Dolores (Quinter) Sturgis, who preceded him in death on July 27, 2002. Surviving are two sons, Tim Sturgis and John Sturgis, both of Wabash; three daughters, Tina (Robert) Swain, Celina; Tammy Homan, Wabash; and Tracy (Don) Sawmiller, St. Marys; three brothers, David Sturgis, Milford, Mass.; Bob (Shirley) Sturgis, Jacksonville, Oregon; and Herbert (Janice) Sturgis, Westwood, Mass; five

sisters, Evelyn Ambrose, Landsdale, Pa.; Phyllis Dorr, Westboro, Mass.; Eleanor Daine, Littleton, NH; Julie Dodd, West Roxbury, Mass.; and Margaret Rickings, Arroye Grand, Calif.; four sisters-in-law, Alice Rish, Phoenix, Ariz.; Eda Quinter, LaVergna, Tenn.; Dolores Schwieterman, Maria Stein; and Janet Quinter, Richmond, Ind.; and several grandchildren and great-grandchildren. Preceding him in death were two sons, Tom Sturgis and Tony Sturgis; ten brothers-in-law and a sister-in-law. He had worked for New Idea, Coldwater, and as a security guard for ACRUX at the Honda plant in Anna. He attended Ross Church of the Brethen, was a member of the Fort Recovery American Legion Post #345 and was a US Air Force veteran, serving during the Korean War. Services will be held Monday at 11 a.m. at W.H. Dick & Sons Funeral Home, Mendon. The Rev. Glenn Masser will officiate and burial will be in St. Francis Cemetery, Cranberry. Friends may call at the funeral home on Sunday, 2-5 p.m. Memorials may be directed to Celina Area Visiting Nurses & Hospice.

- Marshfield/Cog Rwy Cabins / Ancestry.com / Newspapers.com / GenealogyBank.com / FindaGrave.com / Fairbanks Daily News-Miner – Thu, Jan 4, 1951 pg. 6 / Caledonian Record – Fri, Nov 13, 1953 pg. 6 / The Daily Standard - Nov. 13, 2004 / Lima (OH) news - Nov 13, 2004

E. Suggs 1950

Mt. Washington Club/Summit House

John Suitor 2013 - 2021

Shop Foreman – "At a special employee-only event in June 2021, our new maintenance shop at Marsh field was officially dedicated to a man who was instrumental in guiding its creation. Shop foreman Johnny Suitor oversaw the design and construction of the new 35,000sf facility while somehow making sure that our fleet of diesel and steam locomotives remained ready for action at all times. President and GM Wayne Presby *(above)* recognized Johnny's extraordinary leadership with the shop's official new name and sign: Suitor's Service Station. The sign is a nod to Johnny's father's garage that served Whitefield for many years." / John Suitor was one of five children born to garage mechanic Daniel Suitor *(d. 2001)* and his wife, nurse Mahleeah "Millie" (Parks) Suitor *(b.1927 d.2014)*; David, Tom, Mary Kay, Elizabeth and John. John Suitor was born on January 8, 1968 and graduated from White Mountain Regional High School in June 1986. He was one of three students to receive an Orman A. Flynn Memorial Scholarship of $150. John would use the money to go to New Hampshire Voc-Tech in Manchester, New Hampshire in the fall. John and wife, Susanne currently live in Dalton and have one child, Amber.

John Suitor (2020)
- MWCR photo

- MWCR Facebook page / Ancestry.com / Newspapers.com / GenealogyBank.com

Jason Sulham (2017)
- Sulham Famiy collection

Jason Sulham

Railway employee – South Ryegate, Vermont resident Jason Sulham's Facebook page says "Worked at Mount Washington Cog Railway - Studied at Northern Vermont University-Lyndon- Married Christy Fenoff Sulham in 2004" however, he doesn't say when he worked there. / Jason Robert Sulham was born just after 4 am on December 3, 1973 at the Northeastern Vermont Regional Hospital in St. Johnsbury, Vermont. He was the son of 26-year old Peggy Ann Campbell of Bath, New Hampshire and 22-year old Robert Henry Sulham. Jason was a three-sport star athlete at Lisbon Regional High School – Scoring on a direct kick to tie a soccer game with Danville in September

Christy & Jason Sulham
- Sulham Family Collection

1999 - pitching in May 1991 against cross-Connecticut River rival Blue Mountain where he "smacked a two-run homer and drove in three runs as Lisbon defeated Blue Mountain" 12-8. He also was on the varsity basketball team as a sophomore. 30-year old Jason married 26-year old Christy Lynn Fenoff on October 16, 2004 in South Ryegate in a service officiated by Rev. M. Catherine Cook. The couple has two children, Trucker "Sully" Sulham, born on September 7, 2001 and Morgan, who graduated from Blue Mountain Union High School in 2016, then earned a psychology/mental health degree at Plymouth State in 2019 and is pursuing a Masters degree at PSU while working as a school counselor at the Burke Town School. Sulham worked on the Ryegate road crew in 2016 *($33,335)* 2017 *($38,928)*, & 2020 *($23,016)*. He helped save a neighbor in 2019 that resulted in an award from the local Grange. "Blue Mountain Grange Master Darryl Perkins said "our recipients did a heroic act here in Ryegate, which I believe is in the true spirit of the award. The award is presented to Jason Sulham and Nelson Elder. After clearing the roads following a late winter/early spring snow fall on his way back to the town shed, Jason decided to check his side roads one last time. As he went down Buchanan Drive, he heard yells for help. He stopped at Rick and Candy Speer's property and found Rick lying in the snow where he had been for a couple of hours. He radioed Nelson Elder, who quickly responded and helped Jason get Rick Speer into the house and warmed up. Meanwhile, they alerted his wife, Candy, who was away at work. Rick and Candy are very sorry that they could not make it to the celebration, but wanted me to convey their sincere appreciation for the help provided by the two Ryegate Road Crew employees. They both conveyed that if Jason had not been passing through, that perhaps Rick would not be with us today. So for this reason, on behalf of the Grange, I present the Grange Community Citizen Award to both of these deserving men." Sulham is now the sole proprietor of a logging company. It received a $3,710 loan for payroll through the Woodsville Guaranty Savings Bank during the first round of the Coronavirus Paycheck Protection Program federal loan program on April 7, 2021. -
Facebook page / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record – Jun 4, 2019 / Burlington (VT) Free Press – Thu, May 23, 1991 pg. 27 /

Fred Sullivan 1971 - 1972

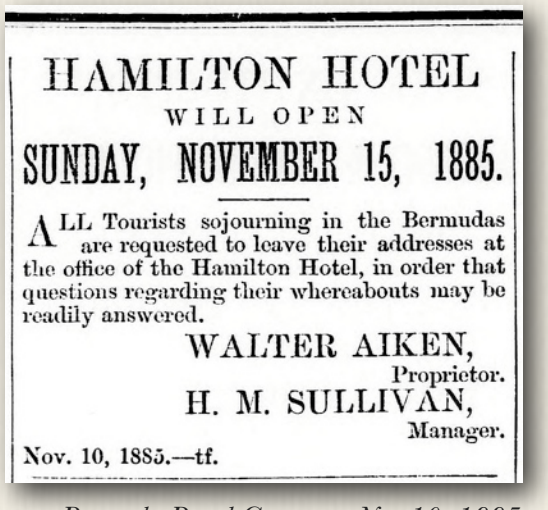
15-year old Frederick D. Sullivan from Lancaster, New Hampshire worked on the Marshfield counter in 1971 for $1.60 an hour. He was still on the Marshfield Corp books in 1972 and was part of the Cog's "Under 24" promotion. / Federick D. Sullivan was born on September 19, 1955. He and his wife, Patti now run Sullivan Greenhouses in his hometown of Lancaster. The "enterprise began with a dream in 1989 and has evolved into a destination for gardeners and plant lovers from miles around." An internet business profile says it generates about $81,500 a year in revenue, and employs two people.
- Marshfield/Cabins Corp / Bencosky-Desjardins files

"Manager" Sullivan 1885

Summit House *(1885)* "The Mount Washington Summit House which gained a deserved reputation for excellence of management last season, under the proprietorship of Charles G. Emmons, is under the same control this summer, and is kept on an equally liberal scale. The hotel is under the immediate management of H. M. Sullivan, for several years at the Rockingham House, Portsmouth, and for the last two years connected with the Hamilton Hotel, Bermuda. The Summit is also fortunate in having the services of Mark L. Page as steward and cook, and there is no better supplied table in the mountains." / "This has been the first really booming week *(8/22)* in the season. The hotels here *(in the Mt. Washington region)* filled up and are now doing a splendid business. The trains are generally quite well loaded and every one feels that at last a touch of the good old times has come. Judge E. H. Rees and wife of Detroit arrived on Mount Washington Thursday night. The judge is a dry joker, and when he arrived he announced that he had spent two weeks at Peak's island, eating swordfish, sleeping between wet sheets, wiping on wet towels and making his own bed. He said it was real fun until he got down to clams, and then he had to pass. Manager Sullivan of the Summit House dried him off, filled him up and then let him go. Seth Ely, a young lad of Windsor, Conn., is a "smart boy." He walked up the Mount Washington railway Thursday *(8/21)* from base to summit in an hour and thirty-five minutes, and if his foot hadn't slipped he would have come in ahead of the train." / Herbert Manning Sullivan was born on November 26, 1847 in Wakefield, Massachusetts, to 28-year old Mary L Wiley *(b.1820 d.1855)* and 32-year old Manning Winchell Sullivan *(b.1816 d.1863)*. He had one brother, the Rev. Frank Louis Sullivan *(b.1854 d.1938)*. Herbert Manning Sullivan lived in Berlin, Vermont, in 1870 and worked on a farm but soon left to pursue a career in the hospitality industry. On April 10th, 1879, Sullivan was a witness to the 2:11 p.m. execution of convicted murderer John P. Phair *(right)* in St. Albans. "The gallows, a plain black structure, with two drops, which had served at several executions, and was once before erected for Phair, was placed in position in the new part of the Prison, where Henry Gravelin was recently hanged. Shortly after 1 p.m on Thursday, April 10, the prison doors were opened, and about 60 spectators entered the corridor. Phair's final statement… contains nothing new… (and) asserts his innocence, which he so stoutly maintained while his fate was undecided…. H. M. Sullivan, Clerk at the American House, Montpelier, who was one of the witnesses at the execution, says that (Phair's) final assertion of his innocence on the scaffold was made in such a man-

JOHN P. PHAIR.

ner that it failed to carry an conviction with it, even causing some to change their minds who had before sympathized with him." Later that summer, the American House clerk had to deal with a so-called dead-beat. "We *(the Vt Watchman)* had a very pleasant interview the other day with the "man and brother" from Patagonia who recently victimized the Caledonian by not paying for his printing. He had written to us asking us to hire a hall for him, but as we are not in the habit of hiring halls for impecunious lecturers, we did not comply with his request. When he called upon us, he conducted himself so that we were obliged to turn him out. The same day he had a slight unpleasantness at the American House, but as the genial and accommodating clerk, H. M. Sullivan, don't scare worth a cent, he had to get out of that. He may be a very accomplished gentleman on his native heath, but here he was a dead-beat of the first magnitude. Pass him around." Clerk Herbert Sullivan was also making his professional rounds with a new position in the spring of 1881. "H.M. Sullivan, who has heretofore held responsible situations at the American House, Montpelier, and Fabyan House, White Mountains, has taken a situation at the Crawford House, Boston." He started for there from Montpelier on Friday, May 13, 1881. The *Portsmouth, NH City Directory* lists Herbert Sullivan as the clerk of the Rockingham House in 1883 and 1884. And he begins his time in Bermuda. "H.M. Sullivan, who is at the Hotel Hamilton, Bermuda Islands, sends the editor *(of the Argus & Patriot)* a box of tomatoes, potatoes and onions, every day articles of diet there. He has our thanks for so generously remembering us. "Herb" says the house is running over with guests, and he is "up to his neck in business." Sullivan's Montpelier connections resulted in bricklayer J.C. Davis leaving Vermont bound for Bermuda on Thursday, April 24, 1884 to help with "an enlargement of the Hotel Hamilton, the only considerable one at that place, where H. M. Sullivan, formerly of Montpelier, is now the steward." Sullivan sends an update to his Vermont friends in the fall. "H.M. Sullivan does not forget the *Argus & Patriot* in his Bermuda home, the latest reminder of that fact being a copy of the *Royal Gazette* of September 9, telling of the very material enlargement and marked improvements being made in the Hotel Hamilton, under the supervision of Mr. Sullivan. In this work 60 men are steadily employed, the carpenters being under the direction of E. D. Dunn, who proves his claim to be a sensible man by heartily favoring the election of Grover Cleveland." The 1884 expansion of Walter Aiken's Bermuda property complete, Sullivan spends the summer of 1885 running the Aiken Summit House. "H.M. Sullivan has closed his engagement as manager of the Summit House on the top of Mount Washington, and was in (Montpelier) this week *(start of October)*. He goes to Bermuda again this winter, as manager of the Hotel Hamilton, sailing from New York, October 29. "Herb" is a model hotel man, and the manner in which he has conducted the Summit House the past season has won the hearty encomiums of the traveling public and the proprietors. Besides being au fait in everything pertaining to hotel business, Mr. Sullivan is a genial gentleman, and deserving of all the good things that may be said of him. The Hotel Hamilton is the finest in the Bermudas, and as a winter resort it cannot be surpassed in all the southern clime. Now 38, Sullivan sailed for Bermuda that fall with his bride. Sullivan married 27-year old Canada (English)-born Christina A. McLane *(b.1858 d.1939)*, the daughter of Scottish immigrants on October 15, 1885, in Boston, Massachusetts. The *Argus & Patriot* reported it this way, "H. M. Sullivan has joined the army of Benedicts. His marriage occurred at Boston last Thursday week, and Miss Christina McLane, of Manchester, N.H., was the fortunate lady. Herbert has hosts of friends all over the country who will join with the *Argus & Patriot* in wishing him a long and pleasant married life. The lady of his choice is spoken of in the highest terms by those so fortunate as to have her acquaintance, and the good fortune in this instance seems to have been mutual. Mrs. Sullivan has had large experience in hotels, and as lady of the Hotel Hamilton, at Bermuda, whither she goes with her husband, she will be a great help to him in the duties devolving upon him as manager. A kindly remembrance was sent us by the happy groom, and he can rest assured it was duly appreciated." The next mention of Sullivan in the *Argus & Patriot* sounds as if a Montpelier correspondent traveled to Bermuda. "The cold blasts of winter cause people in New England to begin to think of some less inclement country in which to pass the next few months. There is probably no more attractive spot in world for winter life than the Island of Bermuda. The air is balmy, without the intense heat of the mainland, and it is free from every kind of insect. In fact, it is a perfect winter resort. The facilities for reaching this favored spot are first-class from New York, and the natural advantages are greatly enhanced to visitors who intend making the famous Hamilton Hotel their headquarters during their stay on this lovely island. This hostelry has every modern improvement for comfort and convenience, and visitors can be assured of the best attention from the proprietor, Walter Aiken, and his manager, H. M. Sullivan, who was for many years connected with the Parker House, Boston, and during the last summer manager of the Summit House, Mount Washington, where he made hosts of friends." It was not "all work and no play" for Manager Sullivan. He and wife, Christina had three children during their marriage – all born in Bermuda: Mary Christina *(b.1886 d.)*, Marion Louise *(b.1890 d.1972)* & Frances Hamilton *(b.1891 d.1952)* in Hamilton. A year after the third child arrived, so did a letter from Bermuda to the editor of the *Argus & Patriot* written by A. A. Deming describing the society scene there. "I have yet to see a more brilliant but soul-stirring and style-satisfying spectacle than that of the second dancing party given at the Hamilton hotel last night *(Feb 9, 1892)*. The ravishing beauty of many of the ladies and the rich elaborate and tasteful toilets of every one of them as they "swung" partners and "balanced" to fine forms in dashing uniforms made up an inspiring scene. The regimental band furnished the music. Nearly 300 people thronged the spacious parlor and canvas covered piazza. To Mr. Walter Aiken, the proprietor, and Mr. H. M. Sullivan, the courteous manager of the Hamilton, are these revelers indebted for these weekly reunions which are open to "guests and their friends." I am forced to break off this hasty scrawl abruptly, but if it finds place in the columns of the *Argus & Patriot*, I shall be glad to send another installment later on. – A.A. Deming" The US Census in June 1900 found 52-year old Herbert and his 39-year old wife living in Eastham, Massachusetts. 13-year old Mary, 10 year old Marion and 8-year old Frances were all at school. Sullivan was listed as a farmer. In 1910, the family was



HAMILTON HOTEL

WILL OPEN

SUNDAY, NOVEMBER 15, 1885.

ALL Tourists sojourning in the Bermudas are requested to leave their addresses at the office of the Hamilton Hotel, in order that questions regarding their whereabouts may be readily answered.

WALTER AIKEN,
Proprietor.

H. M. SULLIVAN,
Manager.

Nov. 10, 1885.—tf.

- Bermuda Royal Gazette - Nov 10, 1885

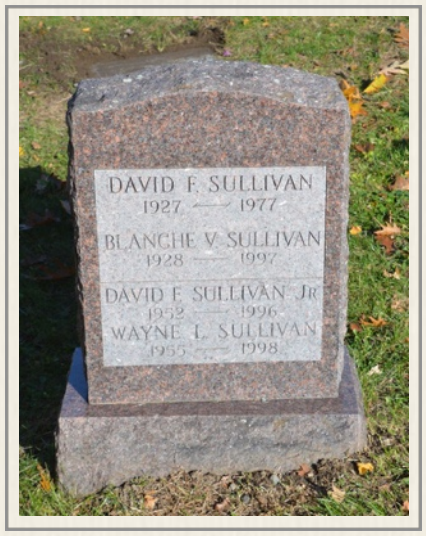
counted at the farm. Herbert, Christina and 20-year old Marion made up the household. Two school teacher Marie Tanner and Florence Keith were boarding with the Sullivans. In 1920, the farm on County Road in Eastham saw only their 26-year old school teacher daughter, Frances living at home with her parents. Manager H.M. Sullivan died in 1921 in Eastham, Massachusetts, at the age of 73, and was buried there in the Congregational and Soldiers Cemetery with his wife and daughter, Frances. *- Among the Clouds - Tue, Jul 14, 1885 pg. 8 / Boston Globe - Sun, Aug 23, 1885 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / Montpelier (VT) Argus & Patriot – Wed, Apr 16, 1879 pg. 2; Wed, May 18, 1881 pg. 2; Wed, Apr 2, 1884 pg. 3; Wed, Apr 30, 1884 pg. 3; Wed, Sep 17, 1884 pg. 3; Wed, Oct 7, 1885 g. 3; Wed, Oct 28, 1885 pg. 4 & Wed, Feb 24, 1892 pg. 1 / Vermont Watchman & State Journal – Wed, Aug 27, 1879 pg. 3 / Vermont Farmer – Fri, May 13, 1881 pg. 3 / https://www.executedtoday.com/2015/04/10/1879-john-phair/*

Katherine Sullivan 1903

Attends Cog Party Masked Ball as "Peasant Girl" *- Among the Clouds - Aug 31, 1903*

Wayne "Gull" Sullivan 1975

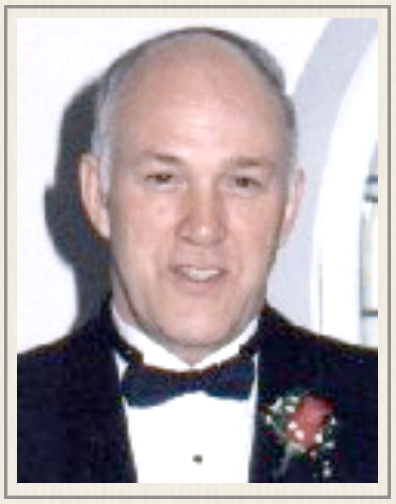
20-year old Wayne Sullivan from Lynn, Massachusetts worked on the track crew in 1975 and was noted in a state inspection report as being a "new" Cog employee. / Wayne Lawrence Sullivan was born on June 18, 1955, in Lynn, Massachusetts, to 27-year old Blanche Valentine Morris *(b.1928 d.1997)* and 28-year old David Francis Sullivan *(b.1927 d.1977)*. He had an older sister, Deborah Ann *(b.1948 d.1997)* and brother, David Francis *(b.1952 d.1996)* and two younger sisters. Not long after returning to Massachusetts from the Cog, Wayne Sullivan was in Lynn District Court on Monday, September 15, 1975 being arraigned on one charge of distributing marijuana. His case was continued until October 21. In 2021, Sullivan was still remembered by his Cog colleagues: ***Robert Cal Callahan:*** "Funny boredom house *(boarding house)* story. I was in my room and heard another Lynn (MA) guy say, "No, no don't shoot." Then I heard a very loud bang. I thought for a second he just got shot. Turned out another individual shot his beer can off the window sill from inside the third floor hall! Right after the shot there was uproarious laughter." ***Dave Moody***: "Cal, remember when Wayne "Gull" Sullivan gave Mike Poché a can of shaving cream to shoot off the window sill? Ten minutes later Gull was looking around the bathroom for his shaving cream, it took him awhile to realize that he had given away his own stuff to get shot !" ***Callahan:*** "Dave, ya now I remember it was shaving cream, Gull did say no no don't shoot! I thought it was beer, usually had some cooling in the sinks and tub with that cold Ammonoosuc river water. We squeezed a lot of fun into those 7 days a week schedule." Wayne Lawrence Sullivan died on August 1, 1998, in Lynn, Massachusetts, when he was 43 years old. He is buried *(right)* in the Pine Grove Cemetery, Lynn with his parents and his older siblings.



- Railway Corp / Desjardins Collection / State Report - Jun 24, 1975 / Railway to the Moon: Mt. Washington Cog RY (NH) & Alumni FB - Apr 27, 2021

Gordon Summers 1960

16-year old Gordon Summers of Lunenburg followed in his father, Ray's footsteps to the Cog Railway. Eight years after 52-year old Ray "The Jumper" Somers had fired for Jitney and calmed some tourists' nerves about the baby-faced engineer with his "older" looks, son Gordon was washing dishes for Pete and Grace Rusinski in Marshfield. He earned $110 plus $20 a month for his efforts. / Gordon James Summers was born in Concord, Vermont on November 19, 1943 to 43-year old Raymond Clinton Summers *(b.1900 d.1970)* of Jefferson, New Hampshire and his Maine-born wife, 37-year old Alice Lauretta (Messer) Summers *(b.1906 d.1997)*. Gordon was the eighth child born to Alice. They had just moved to Concord and Ray was working as a wrapper for "gum tape." At that point, one of Gordon's siblings had died. His siblings included: sister Joyce Elaine *(b.1933 d.1993)*, sister Carolyn Mae *(b.1932 d.2014)*, brother William Warren *(b.1942 d.2017)* and five other sisters. During East Concord Memorial Day services in 1953, 10-year old Gordon Summers recited "I Want to Serve My Country" as part of the 2 p.m. program at the Methodist church. In December 1955, 12-year old Gordon Summers was in the Gilman (VT) Graded School Operetta cast playing "Teddy" in the two act play, "Red Candles" about a Norwegian woman with "two children who came to this country. Upon their arrival, (the mother) left the children to see the man who was to meet them, and she never returned. The children are placed in the care of a guardian. Five years later, an Act two Christmas visit reunites the children with their mother who "had been struck by a car five years before and suffered complete loss of memory" until she recognizes her picture at the children's home. After his time at the Cog Railway, Gordon Summers enlisted in the Air Force and served four years ending in 1965. 21-year old Gordon Summers was living in Concord, N.H. and lost his license in late July 1965 for "operating (a car) so as to endanger." A year later, Summers was working as an attendant at the New Hampshire State Hospital where he met and married a 24-year old psychiatric aide, Marion Ann Champagne of Concord. He then found work as a police officer in Exeter, New Hampshire where selectmen commended Summers and fellow police officer Neal Stone in July 1975 "for their work apprehending intruders at Burnham's Cleaners July 18." In June 1976, Summers' "town police cruiser struck an iron pole in the Lincoln Street school lot Friday *(6/14)* at 10:28 p.m." In late August 1976, Summers appealed a stop-sign and speeding case to Superior Court but did not have to attend the hearing. He "had been charged with a stop sign violation at Linden and Front Streets and speeding on Front (St) on Aug. 21, 1974. The state declined further prosecution in these cases "at "they" request of the (Exeter) police department," according to G. Page Brown Jr., assistant county attorney." In late July 1977, "Patrolman Gordon J. Summers, who has worked for the local (Exe-



ter) police department since August 1971, has submitted his resignation. According to a spokesman for the town manager, summers' resignation will be effective July 29, and his reason for resigning is to "better his position." There would be more jobs for Summers in law enforcement that were outlined in his obituary. *(2006)* Mr. Gordon J. Summers, 62, of Cedar Street, Tilton, N.H., died at Franklin Regional Hospital on March 30, 2006. Gordon was born in Concord, Vt., on Nov. 19, 1943, the son of Raymond Clinton Summers and A. Laurette Messer. He was raised in St. Johnsbury and was a Tilton resident for several years. Mr. Summers served in the U.S. Air Force from 1961-65 and attained the rank of Airman Second Class. Following his military service, he worked in law enforcement for over 20 years, including working with the Franklin Police Department, Exeter Police Department and as a correctional officer for Merrimack County Corrections. He later worked at Tilton School and Polyclad Laminates in Franklin. Mr. Summers was currently employed at Manchester Airport as a security inspector for TSA (Transportation Security Agency). A natural athlete, Gordon enjoyed participating in local sports activities. He was also a member of the Laconia Elks Lodge 876, Laconia VFW Post 1690, Laconia American Legion Post 1, and Laconia Rod and Gun Club. Mr. Summers was a member of St. Mary of the Assumption Church in Tilton.

Family members include three children, Jason J. Summers of Tilton, Robert Summers of Hill, N.H., and Gordon Mobbs of Laconia, N.H.; four grandchildren, Cordell, Socorra, Brittany and Tyler; two brothers, William Summers of Laconia, and Frank Messer of Dracut, Mass.; five sisters, Frances McCrea of Concord, N.H., Raylene Provencher of Northwood, N.H., Carolyn Bruso of Penacook, N.H., Jean Beaule of Alaska, and Janet Gilman of Vermont; and nieces and nephews. He was predeceased by a brother, Bruce James Summers; and a sister, Joyce Metcalf. Visiting hours will be held Monday, April 3, from 6-8 pm at Paquette-Neun Funeral Home, 104 Park St., Northfield, N.H. A Mass of Christian burial will be celebrated Tuesday, April 4, at 10 a.m. in St. Joseph Church, Route 140, Belmont, N.H. Burial with military honors will follow at New Hampshire State Veterans Cemetery, Boscawen, N.H. Tributes also followed on the obituary website: Teacher Scott Willard, Putney: "Gordon was a caretaker at the N.H. State hospital, in the young children's ward, I was ten years old, In 1968 (he) kindest person I had ever met, took me home one time to meet wife, took a couple of us kids in his 1966 red Chevelle convertible. Swimming, probably the best swimmer I ever have seen, such a nice guy, wish I could have spent more time with him. He is one of reasons I try to be as nice to people as I can to this day." TSA colleague Michelle Garceau, Manchester: "As an employee of TSA, I would like to ask you, the family if We could get a nice picture of Gordon to place on our wall here at the airport. Sadly, he wasn't here long enough to receive an actual picture of him. He was well loved here and he will be missed deeply."" Sharon Goupil, Riverside, CA: "My ole pal, Gordie... I just saw you the prior Wednesday in the airport on my way back to California... I hugged and squeezed you and told you I loved ya! You will always be a part of my growing up years in Exeter... us kids called you the "best cop" in town..you crashed our parties and made sure we were safe...thanks for the memories...you are a terrific guy!!"

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Herald – Tue, Jul 27, 1965 pg. 7; Tues, Jul 29, 1975 pg. 11; Wed, Jun 16, 1976 pg. 14; Sat, Aug 28, 1976 pg. 2 & Sat, Jul 23 1977 pg. 2 / St. Johnsbury (VT) Republican –Fri, Jun 5, 1953 pg. 7; Fri, Dec 23, 1955 pg. 5; / https://www.legacy.com/obituaries/name/gordon-summers-obituary?pid=17286349

Nathaniel G. Summers 1954

Summit House

Ray C. "The Jumper" Summers 1951 - 1952

Father of Cogger Gordon J. Summers and fireman for Jitney on the No.1 – 50-year old Ray Summers was assigned to the *Mt. Washington* locomotive because he looked older than the 22-year old engineer. Jitney says Ray was "nervous in the cab - any quick movement, if you opened something he would jump" thus Jitney gave him "the jumper" nickname. However, a 2021 review of his biography suggests Ray Summers nervous condition may have been due to life down the mountain. / Raymond Clinton Summers was born on October 1, 1900, in Jefferson, New Hampshire, to 32-year old Nellie A Ingerson *(b.1867 d.1946)* and 40-year old farmer James Graham Summers *(b.1860 d.1937)*. Ray had three older brothers: Harry Warren *(b.1885 d.1963)*, Leland Riley *(b.1886 d.1914)* & Horace Wright *(b.1891 d.1958)*, and younger sister, Iona E *(b.1903 d.2005)*. In 1920, 19-year old Ray Summers was living on the family farm and providing general hand labor in Jefferson. His father was still farming. 17-year old sister Iona was in the household that included Ray's 27-year old brother Horace, his 19-year old wife, Hyacynth and their two-year old, William J. Summers. Horace was earning a living as an engineer running a portable engine. 23-year old Raymond Summers would need court permission in 1924 to marry 16-year old Hilda Simonds *(b.1909 d.)* of Randolph, New Hampshire on September 13th in his hometown of Jefferson, New Hampshire. The marriage was performed by a justice of the peace J. E. Dorr. It was the first marriage for both, and the marriage would return to court less than five years later. Hilda was living in Milan, New Hampshire when she was granted an uncontested divorce from Raymond on June 21, 1929 because of "abandonment and refusal to cohabit."

A little over a month later on July 31, 1929, the now 28-year old Summers married a 20-year old stenographer Dorothy Ione Myers *(b.1908 d,1995)* from Catskill, New York who was living in Jefferson. She was the daughter of bank cashier. Their first child, James Addison Summers *(b.1929 d.2007)* was born less than a month later on August 27, 1929, in Lancaster. Ray Summers was

Sum

running a toy shop and the new family was living in the Highlands to Valley section of Jefferson when Census worker Arlene G. Kenison came calling on April 5, 1930. Daughter Carolyn Mae *(b.1932 d.2014)* would follow on July 8, 1932 in Groveton, New Hampshire. Ray's third child, daughter Joyce Elaine *(b.1933 d.1993)* was born on July 24, 1933. However mother was 27-year old Lauretta Messer. Dorothy Myers Summers left New Hampshire and was granted an uncontested divorce on June 16, 1934, in Bennington County, Vermont on grounds of "intolerable severity." The 34-year old Summers, now a woodworker, married Joyce's mother 28-year old Alice Lauretta Messer *(b.1905 d.1997)* on April 22, 1935 in Jefferson. It was his third marriage – her first. Over the next twelve years two daughters and three boys would be born: daughter Frances A. *(b.1936 d.)*; sons Bruce James *(b.1940 d.1942)*, William Warren *(b.1942 d.2017)* & Gordon James *(b.1943 d.2006)*. When 41-year old Ray Summers went to register for the draft on February 16, 1942 in Lancaster, he told registrar Harriet C. Allin he was self-employed and manufacturing soap. He and wife, Lauretta were living in Jefferson without a telephone. Summers stood 5-feet 10-inches tall and weighed 200 pounds. His eyes were gray, his hair brown and his complexion was described as "ruddy." Other physical characteristics recorded were a "tattoo of cow girl on left forearm; American flag and initials and 1920 on right." 44-year old Ray Summers was working for a railroad in the spring of 1945, and his wife was living in East Concord, Vermont when she gave birth to their eighth child, daughter Janet Lee *(b.1945 d.)*. Alice Laurette Summers was still living in Essex County, Vermont on April 24, 1947 when she was granted a divorce from Ray Summers for "non-support." This was the first divorce Ray contested. Lauretta told the court nine children were affected by the legal action.

On September 5, 1955, the 54-year old Summers married his fourth wife, 43-year old divorcee Marion Margaret Moulton Dugee *(b.1911 d.)* in Littleton, New Hampshire. She was working as a "tray-girl" *(Ed note: likely at the local hospital)*, while Ray was recorded as a "machinist." Ten years later, the Littleton newspaper profiled Ray. */ (1965)* "Look-Alike: Some people think Raymond C. Summers, 64, of Littleton looks like Ernest Hemingway, with his full beard. Mr. Summers resides at 24 Redington St. where he operates his U.S. Rubber Stamp Co., producing rubber stamps for all purposes and varying in size from ¼-inch to postcard size. A native of Jefferson, he formerly worked at Norton Pike Co., and for two years was an engineer *(officially a fireman but likely was able to run the locomotive)* on the Mt. Washington Cog railroad. He has nine children, 18 grandchildren and several great-grandchildren. He is a familiar figure as he motors about town on his Cushman Truckster powered by a one-cylinder engine, his mode of transportation since 1954." When Summers died in early March 1970, the profile formed the basis of his obituary. *(1970)* "Born in Jefferson Oct. 1, 1900, "Ray" Summers was the son of James and Nellie (Ingerson) Summers. He came to Littleton about 40 years ago. Mr. Summers, was a man with inventive genius. He produced unusual wooden novelties and mechanical pieces in his completely-equipped shop. He is credited with originating the formula for an especially fine wax for dance floors as well as "Magic Soap," a preparation for cleaning woodwork while still preserving the original finish. He was a clock fancier and collected these and other devices with moveable parts. He once played in a dance band, and later was a salesman. He was an engineer on the Mt. Washington Cog railway for two years. More recently he owned and operated the U.S. Rubber Stamp Co. at his home on Redington St., and he was a familiar figure on Main street as he delivered orders with a Chusman Truckster one-cylinder scooter. He was also proficient as an electrician, and at one time was an employee of Norton Pike Co. in Littleton. Besides his wife, the family includes two sons, Gordon Summers of Concord and William Summers of Laconia; seven daughters, Mrs. Joseph Covel of Milford, Mrs. Carolyn Bruso of Bennington, Vt., Mrs. Joyce Wagner of St. Johnsbury, Vt., Mrs. Frances McCrae and Mrs. Raylene Provencher, both of Concord, Mrs. Jean Pond of Exeter, and Mrs. Reginald Simmons of East Haven, Vt.; 23 grandchildren; and a sister, Mrs. Lewis Braimhurst of New Town, Pa. Burial was in Starr King cemetery Jefferson. Summers died in a flash fire in his apartment on Tuesday *(3/3)* morning." Dr. Eugene B. McGregor of Lisbon, Grafton county medical referee, said death was due to smoke inhalation and total body burns. The body was found near an overstuffed chair where it was believed the fire started. The Littleton hospital received a call from a man who could only utter, "Help! Help!, and silence followed on the line before any other information was obtained. The hospital staff immediately contacted the Telephone Co. which was able to trace the call to the Summers' residence as the receiver was left off the hook. The hospital then informed Mr. Summers' wife *(Marion Margaret Summers)*, an employee of the institution, who was on her way home within a few minutes. Meanwhile a telephone alarm was given from Henschel Shoe Co. across the street from the fire scene and a general alarm was sounded from the Littleton Fire Station. Twenty-five me and four pieces of equipment responded and found the fire in two rooms, part of the attic and breaking through the roof and outer wall of the rear upstairs apartment occupied by Mr. and Mrs. Summers. Firemen had the blaze under control within 15 minutes ands and had returned to the fire Station within about an hour and a half. The fire damage was confined to two rooms of the Summers apartment and the attic, with smoke and water damage sustained elsewhere in the building. Firemen had difficulty immediately reaching the victim because of the amount of fire. Chief Douglas Kimball estimated the fire damage at about $10,000. The building is owned by Ruggles Realty corp. Mrs. Summers was hospitalized following the blaze. She was expected to be released in a few days." Summers was buried in Starr King Cemetery in Jefferson, New

THIS WAS THE SCENE TUESDAY MORNING AS AN AMBULANCE was about to remove the body of a Littleton man, Raymond Summers, who lost his life in a flashfire in his apartment shown at the rear of the above residence on Redington St.

- Littleton Courier - Thu, Mar 5, 1970 pg. 1

Hampshire alongside his parents and brother Harry and Horace.

- Railway ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Littleton Courier - Thu, Feb 25, 1965 pg. 7A & Thu, Mar 5, 1970 pg. 1 & 4

William Sutliff Jr. (1965)
- U of Rochester yearbook

William Sutliff Jr. 1961

William Sutliff Jr. was a junior in high school when he came to Mt. Washington to be a Marshfield sales clerk during the summer of 1961. He was the son of Dr. and Mrs. William Sutliff of Ardmore, Pennsylvania. He earned $150 a month and worked through September 4th that season. After graduation, Bill Sutliff Jr enrolled in the University of Rochester in New York. He sang in the men's glee club, ran track, and was a member of the Outing club. A member of the Sigma Chi fraternity he graduated in 1966 with a degree in astrophysics. He then went to graduate school and finally received a master's degree in management frm the University of Pennsylvania. In 1969, he was working as a systems analyst for the Norton Abrasive Co. in Troy, New York when he was engaged to be married to Nadine Bosak of Dongan Hills, New York. She was an alumna of New Dorp High School, and was in her senior year at the State University of New York at Albany where Sutliff had worked on his master's in marketing and finance. They were married on June 14, 1969 in a Saturday afternoon Russian Orthodox ceremony at St. Nicholas Cathedral, Manhatten. A reception followed at the St. Moritz Hotel. They honeymooned in San Juan, Puerto Rico and settled in Albany. Cogger Sutliff left the Norton Company in 1974 to go to work for the Mohasco Corporation in their automatic data processing systems development department. The company promoted him in 1978 to manager of the group data processing services for furniture operations. At that point, Bill and his wife were living in Glenville, New York. They bought a house, a one-family colonial on 11 Starr Avenue for $335,000 in Andover, Massachusetts in 1991.

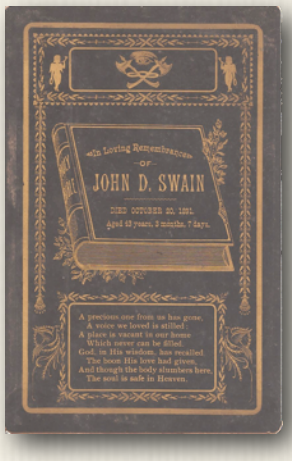
- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Staten Island (NY) Advance – Thu, Jun 19, 1969 pg. 22 / Schenectady (NY) Daily Gazette – Jun 16, 1978 pg. 35 / Boston Herald – Fri, Feb 22, 1991 pg. 125

John Swain 1876

Engineer John D. Swain
- Ward & Munsey photo
- / Swain Family collection

Spur Line Engineer - In 1919, F. W. Lougee wrote to the *Warren News Press*: "In 1876 they built the road between Fabyan and Base of Mt. Washington. I was firing for John Swain at that time. There were four engines doing the work – the *Belknap*, *Pehaungun*, *Winnipesaukee* and *Paugus*. We *(Lougee & Swain)* had the *Pehaungun* and this was the first engine that run a passenger train over that road. Dr. Ordway's party from Lowell. We had only one car and that was all this locomotive could handle. Mr. John E. Lyon and Mr. J. A. Dodge were riding on the engine at that time. They had a new engine built named *Mt. Washington* to run on this road and when they opened it up in July this engine was put onto the train; Geo. A Ferguson was engineer and John F. Marsh, fireman. They run this engine in the summer months and in the winter, it was taken to Lakeport *(then Lake Village)* and stored on account of being too heavy to run on the main line. If this engine was here today *(1919)* it would be stored on account of being so light it could not handle the trains." Later F. S. Whiting wrote to say that he, not John Marsh, fired the *Mount Washington* the first summer of operation to the Base. *(1881)* "The rear crank pin of the engine *Carroll*, attached to the night express up over the Boston, Concord and Montreal railroad, broke, Monday *(1/16)*, when between Laconia and East Tilton, and the parallel rod, crashing up through the cab, utterly demolished the engineer's side of it. The engineer, John Swain, was thrown from his seat onto the snow beside the track, and was quite badly injured in one leg. The fireman, Charles Carleton, and another man, who was on the engine at the time, jumped and both escaped injury. The engine was taken to Laconia for repairs." / John D Swain was born on July 13, 1848, in Meredith, New Hampshire, to 20-year old Sarah A Dockham *(b.1828 d.1863)*, and 24-year old John Langdon Swain. He had three sisters, Almira F *(b.1847 d.)*, Mary E *(b. 1850 d.)* and Annette (Nettie) W. *(b.1851 d.1907)* and a brother, David Langdon *(b.1856 d.1923)*. His mother Sarah A passed away on March 23, 1863 at the age of 35. John's father remarried and John Swain's half-sister Annie L *(b.1865 d.1941)* was born on July 14, 1865 in Lakeport. His father's death on Christmas Day 1867 at the age of 42 became a puzzling news story featured in 2017 post by Janice Brown in her *Cow Hampshire – New Hampshire's History Blog*. "Fatal Accident. We learn from the *Laconia Democrat* that Mr. John L. Swain, of Lake Village, was walking on the railroad track from Laconia to Lake Village, on Tuesday the 25th ult, and just after crossing the bridge near the Messer place, was struck by the engine of the up passenger train and killed instantly. The engineer saw him on the bridge and blew his whistle, and on nearing him commenced tooting it, supposed, of course, he would step off the track in time to avoid the engine, but he paid no attention to whistle, train or anything else, and was struck within about five rods after he left the bridge. The cause for his thus conducting himself seems to be involved in some mystery. Several persons were in sight, and all agree that Mr. Swain paid no attention to the approaching train, not even looking around or altering his gait, thus showing that no blame could be attached to the engineer. The train was immediately stopped and the body taken to Lake Village. He leaves a wife and four or five children." Two years after his father's death, 21-year old John Swain married 18-year old Tamworth, N.H. native Esther Ann Yeaton *(b.1851 d.1936)* on November 2, 1869, in Gilford, New Hampshire. They had one child during their marriage, a daughter Nellie May *(b.1871 d.1908)*. In June of 1870, the newlyweds were living on the Jacob Webster farm in Laconia. John was working on the

farm, while his wife, Esther was working as a domestic. John Swain left the farm and went to work for the railroad in town, and became an engineer who made the first passenger run up the new spur line to the Base Station of the Mt. Washington Railway. In June 1880 railroad engineer Swain and his family were living in Gilford, New Hampshire. His 23-year old brother David and his 20 year old wife, Addie L. were also counted in the household. David was working in the local foundry while Addie was working at the lace mill. John D Swain died of liver cancer in the Laconia City Hospital on October 20, 1891, when he was 43 years old. An obituary card *(left)* "In Loving Remembrance" says:



"A precious one from us has gone,
A voice we loved is stilled;
A place is vacant in our home
Which never can be filled.
God, in His wisdom, has recalled
The boon His love had given,
And though the body slumbers here,
The soul is safe in Heaven."

John D. Swain is buried in Hillside Cemetery in Laconia with his parents and daughter.

- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / NH Patriot & State Gazette - Thu, Jan 20, 1881 pg. 3 / Ancestry.com / Newspapers.com / GenealogyBank.co / CowHampshireBlog.com – Jul 28, 2017

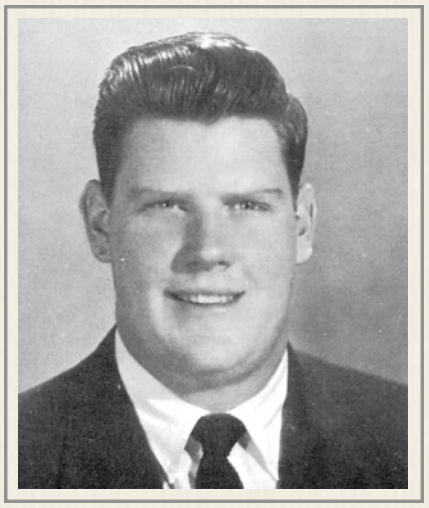
William Swallow 1899

Summit House employee - "Fred E. Richards, William Aldred, William Swallow, Miss Louie Boston, and Miss Ellie Colbath, of the Summit House, made the trip to Tuckerman's Ravine Sunday *(7/30)* and lunched at the foot of the snow arch." / Jitney Jr. strongly suspects William Swallow was an 18-year old brand new high school graduate from Manchester, New Hampshire - William Clarence Swallow was born on June 21, 1880, to 37-year old Mary H Barr *(b.1843 d.1919)*, and 40-year old Clarence Hamilton Swallow, in Nashua, New Hampshire. He had three brothers: James C. *(b.1874 d.1913)*, William E *(b1876 d.1879)* & George Wilson *(b.1878 d.)*. This 19-year old William Swallow spent the summer of 1900 in his hometown of Manchester. He had married Harriet "Hattie" Lavonier Hutchinson *(b.1880 d.1937)* and working as a clerk in local cotton mill while living at home. His 26-year old brother James was working in the cloth room of the cotton mill. 22-year old George was an insurance clerk. The couple had four sons and one daughter with between 1900 and 1916: Richard Barr *(b.1900 d.1980)*, Robert Hutchinson *(b.1907 d.1968)*, Donald H. *(b.1910 d.1987)*, William Clarence Jr. *(b.1914 d.1993)* & Marion *(b.1916 d.1997)*. By 1910 and Donald's birth, William Swallow was now a purchasing agent for the cotton mill. The family was living in a rental home on Linden Street in Manchester. Two stenographers Ethel & M Alma Fracker were rooming with the family and 23-year old Canadian Lizzie Caldwell was living and working for the Swallows. When the 38-year old Swallow registered for the draft on September 9, 1918, he was managing the employment bureau of the Amoskeag Manufacturing Company in Manchester and living at 146 Salmon Street. Swallow was described as tall, of medium build with brown eyes and brown hair. The US Census taken in early April 1930 found Swallow working at the same job, but now living on Harrison Street with wife, Harriet and the three boys and 14-year old Marion. 22-year old Robert was clerking for a milk dealer. A 74-year old cousin, Mary E. Barr was also living with the family. Swallow's wife Harriet would die in 1937, and the 1940 Census found the 59-year old widower Swallow working as a selling securities for W. H. Elmes & Co., and living with his 24-year old daughter Marion, who was a sales clerk in a retail dry goods store. April 25, 1942 saw 61-year old William Swallow re-registering for the draft. Statistically, he was now 5-feet 9 ½ inches tall, weighed 172 pounds. His eyes were hazel, his hair was gray and he was going bald. His complexion was ruddy. / William Clarence Swallow died on October 25, 1963 at age 83 and is buried in the Pine Grove Cemetery in Manchester, New Hampshire along with his wife Harriet, son Robert. (1963) William C. Swallow of 781 Union St., Manchester, (NH) died at Rumford, Me., Hospital Friday *(10/25)* morning. A former state senator, Mr. Swallow was born in Nashua and lived in Manchester for more than 60 years. He was a member of the First Congregational Church and Washington Lodge 61, F&AM. He was an honorary secretary of the Manchester Rotary Club. The family includes his wife, Mrs. Doris (McAuliffe) Swallow; four sons, Richard B. Swallow of Radburn, N.J., Robert H. Swallow of Windham, Me., Dr. Donald W. Swallow of Rumford, and William C. Swallo Jr., of New Canaan, Conn., a daughter, Mrs. Robert Build of Manchester; all children of Mrs. Swallow and the late Harriett (Hutchinson) Swallow; six grandchildren and two great grandchildren. Services will be conducted at the Goodwin Funeral Home, 607 Chestnut St., this afternoon *(10/27)* at 1:30 o'clock." He was buried in the Pine Grove Cemetery in Manchester with his wife & son, Robert.

- Among the Clouds - Aug 1, 1899 / Ancestry.com / Newspapers.com / GenealogyBank.Com / Find-A-Grave.com / Manchester (NH) Sunday News – Sun, Oct 27, 1963 pg. 15

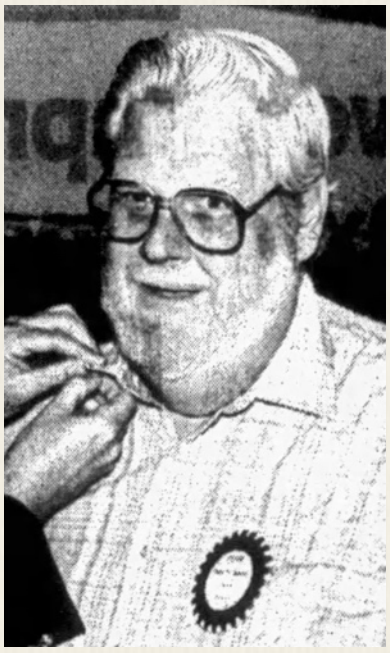
Peter W. "Pete" Swazey 1959 - 1961

20-year old Pete Swazey was from Winchester, Massachusetts – a hometown for many Coggers, and was friends with Linc Handford and Dave Usher. He attended Winchester's Mystic School and sang in the 6th grade choir with Usher in January 1951. He went to high school in St. Louis, Missouri and graduated from Principia in 1958. He played football there. Pete Swazey began work on the railroad (likely as a brakeman) in 1959 and was firing his second summer for $1.10 an hour. Still shoveling coal in his third summer at the same hourly rate, he worked through September 21, 1961. Swazey was now living in Winter Park, Florida where his parents had moved. / Peter Woodman "PW" Swazey was born on May 14, 1939, in Portland, Maine to 30-year old Wellesley graduate Elizabeth A Tomson *(b.1909 d.1985)*, and 36-year old



Peter W. Swazey (1958)
- Principia HS yearbook

insurance claims manager Albert D Swazey *(b.1903 d.1985)*. Pete had an older brother John McArthur *(b.1936 d.1966)*. The family lived on Highland Road in South Portland Maine when the 1940 Census was tallied. 40-year old Elsie G. Shew and her 17-year old daughter, G. Beryl also were living in the house and working as maids. Elsie for the Swazeys. Beryl in another home. Cog colleagues Linc Handford and Dave Usher were both ushers at Pete's wedding to Judith Cogswell Pound in Scarsdale, New York on November 28, 1964. "The bride attended Wellesley College and is presently a teaching fellow at Harvard University where she is studying for doctorate in the History of Science. Mr. Swazey attended Principia, St. Louis, Mo., and is presently studying business administration at Suffolk University, Boston. The couple will live in Cambridge, Mass." Peter earned his master's degree in business administration in September 1969, while his wife was now working at Harvard as a sociologist. In 1974, sociologist Judith Swazey was working at the Boston University Medical School, when she co-wrote a book, The Courage to Fail, about the conflicted life of transplant surgeons at the time. She was on the staff as a professor of socio-medical sciences. The couple would have a son, Peter Jr. and a daughter. In July 1982, Mrs. Swazey became the second president of the College of the Atlantic in Bar Harbor. Dr. Judith Pound Swazey was the former executive director of Medicine in the Public Interest, a health policy research organization in Boston. That year husband Peter was in the local paper in connection with a Bar Harbor innkeeper's plan to start running trolley cars for summertime public transit. Fred Pooler of Summit Street wanted to build a barn on small parking lot next to his Black Friar Inn, next door to the town municipal building, but the lot was too small, so he sought a variance from the minimum setback requirements. The board said no as they had already approved use of the lot for off-street parking for his inn, and the barn would eliminate that. "You don't do what you come to us and say you're going to do," board chair Gerard Haraden told Pooler in the hearing. Peter Swazey, owner of a lot abutting the proposed trolley barn, added his concern that the barn would house volatile chemicals and that noisy maintenance on the trolley would be done at night. "The more I hear of it, the more I think it presents a real hazard to me," Swazey said. Swazey had been living in Bar Harbor on West Street for four years (starting when his wife became the local college's president) when the Town Council tapped him in July 1986 to be the interim town manager for the next three months while they looked for a permanent replacement. Swazey had owned a plastic molding business from 1977 to 1986, and was a manufacturing consultant. He had recently sold that business. "The whole crux of the situation is to keep feathers and fins in place and see that the town ufnctions as it should under the direction of the town council," Swazey said. "I look forward to it. I've always enjoyed the challenge." The new permanent manager, Dana J. Reed took over in November. Swazey became part of Reed's management team as Pete was hired to be Bar Harbor's public works director. As such he oversaw town waste disposal, road construction and snow removal. The former Cog fireman had little patience with shovelers who couldn't hit the right spot. When 73-year old Gordon Young got "perturbed because the town snowplow had a left a wall of snow at the end of his driveway (on Oliver Street). Young apparently decided to give the town back its snow (and) shoveled it into the middle of Oliver Street." Young refused to remove it, and Swazey ordered police to issue a court summons to Young on a charge of "obstructing a public way." When a skateboard park was proposed in 1988 to get local boarders off the streets and reduce Bar Harbor's insurance costs and liability, Swazey told the Parks & Recreation Committee it "really didn't matter whether the boys and girls skateboard in a designated area… the town would be subject to the same liability whether the children were playing in the street or in designated area." Just a month earlier, Swazey's son, 17-year old Peter Jr. had been in court and was fined $50 for fishing without a license. Snow removal became a problem again in January 1989 when the state of Maine banned towns from dumping snow into the ocean. Now Bar Harbor was looking for public land in town to dump it on, and there weren't any good ones. "I stood around and scratched my head," said Swazey, "and wondered what the options are. Maybe somebody has a vialbe option, but I don't know what it is." Swazey did look at the town ballfield, but that was problematic. "If we dump snow there, it won't dry out until July," Swazey said. "It's under water after a rainstorm as it is." Two and a half years into the job, Swazey quit. (1989) "Public Works Director Peter Swazey resigned Monday *(6/19)*, saying that townspeople had insulted him and his family one too many times. 'The case was drivine home this morning when I received another in a long list of phone caslls and was subjected to profanity and name calling, some of which was even new to me (surprising due to his Cog Railway background), and I consider myself to be a master of profanity,'" wrote Swazey in his resignation letter. "Why should my daughter, age 22, be subjected to comments and complaints every time she goes into a coffee shop? It just isn't fair." The next month, Swazey took over as the local Rotary Club's new president. Swazey's popularity was apparently enough in the spring of 1990 to win him a three-year seat on the Bar Harbor Town Council coming in third in a four way contest and defeating an incumbent by 25 votes. Peter was serving on the City Council when he died on July 15, 1992, at the age of 53 years old. *(1992)* "Memorial services for Peter W. Swazey, 53, who died… in Colorado, will be held 10 a.m. Wednesday, Aug. 5, 1992, at the Holiday Inn Regency Hotel, Bar Harbor. In lieu of flowers, contributions may be made to Downeast Horizons, Bar Harbor." He is buried *(right)* in the Silver Lake Cemetery in Bucksport, Maine. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Orlando (FL) Sentinel – Sun, Nov 29, 1964 / Winchester Star – Fri, Jan 26, 1951 pg. 5 & Thu, Oct 2, 1969 pg. 3-B / Bangor Daily News – Thu, Nov. 11, 1982 pg. 20; Thu, Mar 3, 1988 pg. 17; Thu, Apr 28, 1988 pg. 16; Mon, Jan 9, 1989 pg 18; Tue, Jun 20, 1989 pg. 6 & Aug 1, 1992 pg. 4*



Rotary President Swazey (1989)
- Steve Kloehn photo/Bangord Daily News

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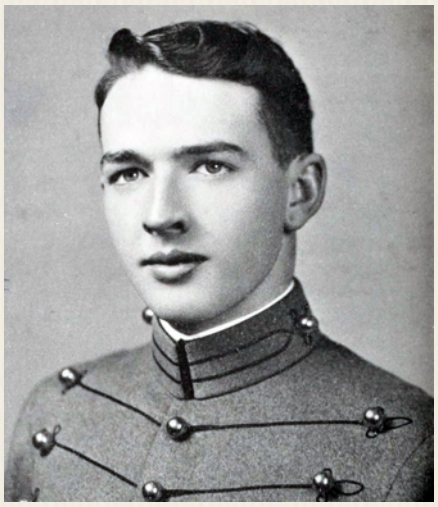


George Swearingen (1944)
- West Point yearbook

George V. Swearingen 1940

Railway employee - *(1940)* "For Women Only column: Ed Atkinson, Dick Conners and George Swearingen, all students at the University of South Carolina, are just hoe after an interesting summer in New Hampshire. These boys have been working on the Mt. Washington Cog railway in New Hampshire. this railway is owned and run by Col. Henry Teague, who often visits Columbia during the winter. Colonel Teague is a great friend of the college boy and for many summers he has employed them to work for him. Among other friends of ours who have spent summers at Mt. Washington with Colonel Teague are Flinn Gilland, Louis Gilland, Dr. J. Gordon Seastrunk, George Bunch, Jr., John Swearingen, Jr., G.G. Dowling and Joab Dowling." *(1949)* "A crater of marshy ooze, bits of metal and dirty water marked the death site today *(12/23)* of an Air Force B-50 Superfortress bomber and 11 airmen, including the aircraft's commander, Capt. George V. Swearingen of 1413 Blanding Street, Columbia, S.C., and a son of baseball's Rogers Hornsby. The flaming plane buried itself in a desolate marsh last night *(12/22)* and lit the area with its funeral pyre. Rogers Hornsby, Jr., 29, of Denison, Texas, was the navigator. Young Hornsby was a veteran of 50 flying missions during the war. The craft mysteriously spouted flame and fell only five minutes after lifting from nearby Chatham field for a final training flight before Christmas. It was headed for El Paso, Texas. Captain Swearingen completed grade and high school in Columbia, then entered the University of South Carolina as a member of the class of 1943. He left the university to attend the United State Military Academy at West Point, N.Y., and was graduated and commissioned in 1944. He was married shortly after being commissioned to the former Miss Sophia Mae Peterson. Captain Swearingen served with bomber squadrons in the Philippines and in Europe. Upon returning to this country, he was stationed at Tuscon, Ariz., before being transferred to Chatham Field. The big bomber had just taken off from Chatham Air Force base here when it went down on the bank of a branch of the muddy Savannah river. The crash was only seven miles above the city, but it was so inaccessible it took rescue parties hours to reach it by boat." Capt. George Van Swearingen was buried in Greenlawn Memorial Park in Columbia, South Carolina. *- The (Columbia, SC) State - Sep 12, 1940 pg. 7 / Ancestry.com / Newspapers.com / Orangeburg (SC) Times & Democrat - Dec 24, 1949 pg. 1 & 5*

John Swearingen (1984)
- Obituary photo

John Swearingen Jr. 1936 - 1937 estimated

Railway employee - *(1940)* "For Women Only column: Ed Atkinson, Dick Conners and George Swearingen, all students at the University of South Carolina, are just home after an interesting summer in New Hampshire. These boys have been working on the Mt. Washington Cog railway in New Hampshire. this railway is owned and run by Col. Henry Teague, who often visits Columbia during the winter. Colonel Teague is a great friend of the college boy and for many summers he has employed them to work for him. Among other friends of ours who have spent summers at Mt. Washington with Colonel Teague are Flinn Gilland, Louis Gilland, Dr. J. Gordon Seastrunk, George Bunch, Jr., John Swearingen, Jr., G.G. Dowling and Joab Dowling." *(2007)* "John E. Swearingen, the most powerful oil executive of his generation and a highly visible defender of the industry in the energy crisis of the 1970s, died on Friday in Birmingham, Ala. He was 89 and lived in Chicago. His death was confirmed by John Bryan, a close friend and former chief executive of Sara Lee, who said Mr. Swearingen had Alzheimer's disease. For two decades, Mr. Swearingen presided over Standard Oil of Indiana, the Midwest energy conglomerate, one of the companies founded after the federal government broke up the Rockefeller oil trust. When he took over in 1960, at the unusually young age of 41, it was a lumbering regional energy company with a big problem: low oil and gas reserves. "In many respects," Mr. Swearingen said in an interview at the time, "this is a second-rate company." Soon enough, though, it was the envy of the industry. Mr. Swearingen pushed the company to expand its fuel exploration aggressively, leasing offshore drilling rights in the United States, Africa and the Middle East. To cut costs, he installed labor-saving technology in refineries, merged 26 regional offices into 8 and reduced the number of employees by thousands. He also pursued new ventures through subsidiaries like roadside restaurants and car insurance. Sales, profits and dividends for investors soared, turning Mr. Swearingen into an oil industry legend. By 1980, the total value of his company's stock was exceeded by that of only five other corporations — Exxon, I.B.M., General Motors, General Electric and Eastman Kodak. "He took this ragtag group of oil companies and built them into a major American oil company," Mr. Bryan said. Standard Oil became widely known as Amoco. It merged at the end of 1998 with British Petroleum and the successor company, BP Amoco, acquired ARCO in 2000. / John Eldred Swearingen was born on Sept. 7, 1918, in Columbia, S.C., where his father was the state's superintendent of schools. He entered the University of South Carolina at 16, graduating in 1938, and earned a master's degree at the Carnegie Institute of Technology the next year. In 1969, he married Bonnie Bolding, a stockbroker and a former beauty queen. They were prominent in Chicago social circles. Mr. Swearingen's salary of more than half a million dollars made him one of the highest-paid executives in the country. In an interview with The New York Times in 1980, Mrs. Swearingen said, half-jokingly, that she loved "the smell of oil, which should be bottled like perfume." Mr. Swearingen is survived by his wife; two daughters from a previous marriage, Marcia Pfleeger and Linda Arnold; seven grandchildren; and four great-grandchildren. Despite his

prominence as an executive, he did not become a household name until fuel shortages gripped the nation in the 1970s. By then, he led the American Petroleum Institute, which vigorously opposed the imposition of federal regulations on gasoline production and costs. When President Jimmy Carter pushed for energy legislation, including a windfall profits tax on oil companies, Mr. Swearingen appeared in television programs and at news conferences to rebut criticism of oil companies as profiteers. He derided the president's plans, telling reporters that "I think we have a bunch of amateurs running the government." He retired from Standard Oil in 1983. But less than a year later, he was recruited, along with the banker William Ogden, to save the Continental Illinois National Bank and Trust Company from insolvency. The plan the two put in place turned the bank around within a year, cutting costs, refocusing its operations on its Midwest customers and recruiting experienced directors. As a boss, Mr. Swearingen "was not warm and fuzzy," said Mr. Bryan, who served with him on the board of Standard Oil and recruited him to serve as a Sara Lee director. "He was decisive, and precise," Mr. Bryan said. "No one ever made a presentation in his boardroom without a script." John Eldred Searingen Jr is buried in Greenlawn Memorial Park in Columbia, South Carolina beneath a marker that says "Think Ahead"

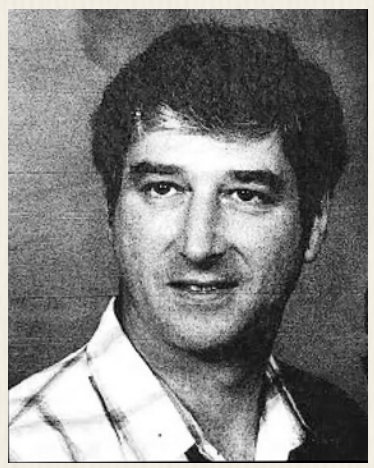
- The (Columbia, SC) State - Sep 12, 1940 pg. 7 / New York Times - Tue, Sep 18, 2007

Cassie Sweeney (2019)
- Facebook photo

Cassie Lee-lyn "Dino" Sweeney 2012 to present

Woodsville High School graduate Cassie Sweeney began selling tickets at Mount Washington Cog Railway on June 29, 2012 and according to her Facebook page continues to do so. She now lives in Carroll, New Hampshire and like many in the North Country has a number of jobs to make ends meet; a line worker at Tender Corp - a pesticide, fertilizer and agriculture chemical manufacturing company located in Littleton doing business as Adventure Ready Brands; a line worker at Genfoot America - also in Littleton making boots, shoes, plastics and rubber products; and Cassie is a beverage and maple trays helper at Polly's Pancake Parlor in Franconia. In the past she worked for Aris Solutions - https://www.facebook.com/cassie.sweeney.5/about_overview

Mark Calen Sweeney 1965 - 1968 & 1974



Mark G. Sweeney (2021)
- Sweeney Family photo

16-year old Mark Sweeney of Jefferson, New Hampshire started working for the railroad in 1965. He was a brakeman in 1966 and became a fireman late that summer. (1966) "Jefferson notes: Miss Lorna Merrill, Mark Sweeney and Charles Kenison have concluded their work at the Mount Washington Cog Railroad. Dwight Merrill worked there the past two weekends." (1967) "Among the young graduates of the area are the following Jefferson youths: At Berlin - Charles Kenison took the electronics course after transferring from Lancaster for his final two years. He is employed at the Mt. Washington Cog Railroad as a brakeman this summer and will go to General dynamics in Quincy, Mass., in the fall. Mark Sweeney, also a transfer student from Lancaster, took electronics and will attend Concord Technical school in the fall. He is employed by Arthur S. Teague." Sweeney was still on the Arthur S. Teague portion of the Cog payroll in 1968, but he was now living in Norwalk, Connecticut. He would return in the summer 1974 to run locomotives for $3 an hour. / Mark Galen Sweeney was born on March 28, 1949 in West Stewartstown, New Hampshire. He grew up in Jefferson and first went to Lancaster High school before transferring and graduating from Berlin in 1967. Working as an electronic technician for Automatic Signal Division in Connecticut, the 21-year old Sweeney met and married a 23-year old secretary, Susan Cherry Wollett on July 25, 1970 in Norwalk. The marriage lasted 20 years but came to an end on December 3, 1990 in Leon County, Florida. Sweeney married Wanda Faye Woods on January 31, 1992. In 1993, the newlyweds were living in Tallahassee, Florida. They moved to Crawfordville, Florida in 1996. Sweeney died in May 2021. (2021) Mark G. Sweeney, of Crawfordville, was born March 28, 1949 in West Stewartstown, N. H., and passed at home from this life to eternal life on May 14, 2021. He is survived by his wife of 29 years, Faye Sweeney, son Scott Sweeney (Michelle), step-son Daniel Dailey (Manya), step-daughter DeAnna Dailey, granddaughters Mia Sweeney & Danielle Dailey, grandsons Ryan Qualls (Myndi), Johnathan Dailey (Chyanne), Christopher Dailey, Caleb Clemons (Chelsea) & Joshua Hawkins (Elizabeth), 11 great grandchildren, and brothers Bradford Sweeney (Donna), Alan Sweeney (Theresa) & Michael Sweeney (Kyong). Mark is predeceased by his parents Mark A. & Irene Sweeney and a brother Stephen Sweeney. For over thirty years Mark worked in the Traffic-Control Signal Industry. He enjoyed many hobbies including competitive shooting, cooking specialty items, (like the best egg rolls ever made) and woodworking, having built many unique items treasured by friends and family. Mark was an accomplished do-it-yourselfer and problem-solver, and he was always quick to help a neighbor or friends with any special project. He will be greatly missed by all who loved and cared for him. Memorial service to be held Friday, June 11, 2021 at 11:00 am, Wakulla United Methodist Church."

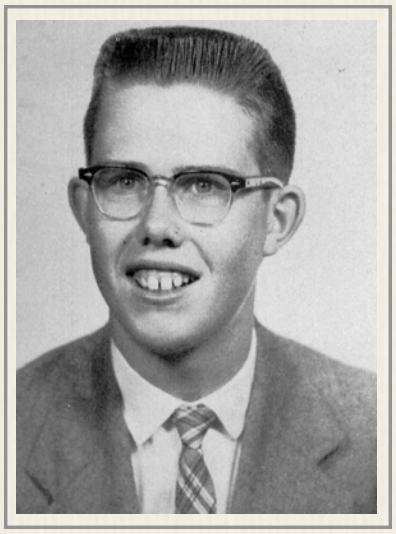
- AST Corp / Railway Corp / Bencosky-Desjardins files / Littleton Courier - Thu, Oct 20, 1966 pg. 6A & Thu, Jun 15, 1967 pg 3B / Ancestry.com / Newspapers.com / GenealogyBank.com / Bridgeport (CT) Post – Thu, Jul 16, 1970 pg. 50 / Tallahassee (FL) Democrat - Tue - May 25, 2021 pg. A5

Richard Sweet 1960

The "Jitney Connection" brought 17-year old Dick Sweet to Mt. Washington from Chester, Vermont where Norman "Jitney" Lewis was a teacher in winter. Sweet worked in Mike Haney's Marshfield gift shop and earned $100 plus $25 a month for his one

Dick Sweet (1958)
- Springfield Reporter photo

summer at the Cog. However, the high school junior was not alone. *(1960)* "Several Chester boys are employed this summer at the base station of the Cog Railway at Mt. Washington, N.H. They are John Adams, Jeff Butler, Bob Knisley, Dickie Sweet, Dick Paige, Alan Willard, and Jon Druhl, formerly of Chester." / Richard Rogers Sweet was born on June 19, 1943 in Springfield, Vermont – the son of 25-year old truck driver Norman Roscoe *(b.1918 d.2005)* and 23-year old Odessa Caroline (Williams) Sweet *(b.1920 d.1984)* after eight hours of labor. Dick was their first child. Dick had a brother, Gary and a sister, Sara. Sweet graduated from Chester High School in 1961 where he played varsity soccer for three years, varsity basketball as a senior. A preseason squad profile said the 5-foot 9-inch "Sweet (needed) consistency on scoring and floor play. Sweet, a senior whose potential has not yet been scratched could surprise and come on fast in his last year." He was on the baseball team as a freshman and sophomore and managed the squad as a junior and senior. His yearbook entry says he was "another of the three sportsmen" in the class. He took shop for two years. He enrolled in Lindsey Wilson College in Columbia, Kentucky. There he met an Ohio woman going to Bethel College in Hopkinsville. Evelyn Susan Gibbons grew up in Middleport. On March 31, 1965 the couple was in Chester so she could meet Dick's parents. They then flew to Middleport to visit her parents. After a honeymoon, the newlyweds made their home in Bellows Falls, Vermont. They were living in Charlestown, NH when a son, Michael Scott was born in November 1968. A daughter, Stacy Lynn was born on the last day of February of 1972 in Gallispolis, Ohio. The 78-year old Sweet now lives in Zephyrhills, Florida.



Richard R. Sweet (1961)
- Chester HS yearbook

- Marshfield Corp / Bencosky files / Ancestry.com / Newspapers.com / GenealogyBank.com / Springfield (VT) Reporter - Thu, Jul 7, 1960 pg. 13; Wed, Nov. 30, 1960 pg. 24

Juliet Morgan Swenson 1967

Julie Swenson worked at the Marshfield restaurant late in the season of 1967. She joined her boyfriend, brakeman Peter Carter to help out and was riding on the train that derailed in September of that year. David Govatski wrote in the 2018 Winter edition of *Appalachia* that Swenson "originally had been sitting in the front right seat but had given up her seat to a couple, both of whom died." Boyfriend Carter told Govatski "on the way down Julie was in the car and gave up her seat to a woman passenger because the car was overcrowded. This woman was sitting in the right front seat and was killed in the accident. Julie was somewhat protected by being surrounded by other people who were standing when the accident occurred." Govatski wrote "(She) was shaken up but not seriously injured. In the midst of the chaos, Swenson and Carter tried to help the injured and dying passengers." *(See also Peter H. Carter roster entry)* Juliet Morgan Swenson was born on April 10, 1948 to Erie Piersen Swenson and Juliet Patricia Swanzey Morgan in Huntington, New York, she went to Milton Academy and Boston University. She married Peter Carter in 1969 at age 21 and was killed in a car accident in Boston on March 21, 1970 when an unlicensed teenager ran a red light.

- Ancestry.com / Carter interviews by D. Govatski (2017) & Jitney Jr. (2018)

Faith Swift 2011 - 2017

60-year old Faith Swift of Lancaster, New Hampshire began work in the Marshfield gift shop in 2011 and staffed the registers through 2016 when she moved to the ticket office. She died in 2017 just as her seventh season at Cog was beginning. / FAITH ANN SWIFT, 66, of Second St., Lancaster died suddenly on Sunday, June 25, 2017 at Weeks Medical Center in Lancaster. Faith was born on January 11, 1951 in Lancaster, N.H. the daughter of Willis and Irene (Fletcher) Swift and has been a lifelong resident of the North Country. She was a graduate of Stratford High School, class of 1969. Faith was currently employed at both the Cog Railway and Bretton Woods. She previously worked for many years at the Campbell Envelope Co. She was a member of the Groveton American Legion Auxiliary. She enjoyed gardening; going to the beach especially Daytona Beach; spending time with her family and friends. Her grandchildren were her pride and joy and will deeply miss her. Faith was a giver, whatever anyone needed, if she had it she gave it. She will be remembered by all who knew her as a "practical jokester." Faith is survived by her daughter Michelle (Swift) DeWitt and husband Kevin of Jefferson, N.H.; two grandsons Severin Robert Swift DeWitt and Sawyer John Swift DeWitt; one aunt Sylvia "Teeter" Swift of Groveton and one uncle Kenneth Swift of Keene, N.H. and many nieces, nephews and cousins. Faith was predeceased by her parents and one brother John Bradley Swift. At Faith's request there will be no calling hours. A Celebration of Faith's Life was held on Saturday, July 22, 2017 at 11:00 at the Armstrong-Charron Funeral Home in Groveton. Debbie C. wrote on Swift's memorial page on Jun 27, 2017: "I never met Faith but I spoke to her on a daily basis during the last 2 seasons when the Cog Railway was open for business. I work at The Mount Washington Resort, Concierge. I reserve seats for our Guests day after day, Spring, Summer and Fall. I would call and if lucky, Faith would answer. If Faith didn't pick up the phone, I would ask for her, sometimes holding on until she was ready for me. She and I connected as friends, just through our daily interactions of her helping me purchase tickets for Guests. I promised her the next time I got up to the Cog Railway, I would

make it a point to see her... put a face with a voice. I just spoke to her last Thursday and as always we would end our conversation with, "I'll talk to you later." Well when I called this morning, I was shocked, deeply saddened and basically heartbroken when I was informed about my dear friend, a friend I never met. I will miss Faith. I'm sorry I never met her, however, I'm thankful that she was my friend! I'm so sorry. To think that the last thing she said to me was, "I'll talk to you later" won't happen. My heart is heavy and I'm sorry that I lost a good friend I never met." https://www.armstrongcharronfuneralhome.com/guestbook/5290639

Wayne Switser 1965 - 1966

Wayne Switser (1954)
- Whitefield HS yearbook

Summit House - from Dalton, N.H. - Born in January 1934. He introduced himself to Jitney Jr. who was doing research at the Littleton Historical Society in 2018. "There's two summers I worked up there and actually through the two years together, I probably had five different jobs," recalled Switser during a 2018 interview. The Cog financial records indicate Wayne Switser was the Summit House watchman in 1965 and earned $150 plus $64 a month. "It depended on the time of the year, and what was going on because a lot of our help was kids having a summer off from college or from high school," says Switser. "Well, when they go back to school... that left us with us old timers who stayed until the middle of October." Switser can't remember exactly how he heard about the job, but he did talk with Ellen Teague. "She says, you wouldn't mind working on top... at the Summit house?" she asked Switser and he said no. "So she sent me to a manager up there. Of course, he's the one that told me what job I had to do. He was a college boy. He was behind the desk, he took care of the lobby desk when people would come in... some of them would want to eat and leave. Some of them were hikers will overnight. We had two rooms for the hikers or anybody else who want to stay overnight. A men's room - ladies' room - And if you were married, we just split them up. The help stayed in the Tip Top. I had the second floor. The crew on top was probably about eight... your manager... cook... cook's help... waiter and... one person taking care of the gift shop. So I did a little bit of this and little bit of that." Switser says the Summit crew got down to two in the fall - the cook and him. "He and I were the only ones there from about the middle of September to the middle of October. And uh, between the two of us we managed it... cook for (the tourists)... waited on them and run the gift shop and kept an eye on the tourists and stuff like that." His only interaction with the owners was through Ellen, not Arthur. "I ain't never met the man," he says. "I did see him from a distance once and mainly his business was at the bottom." / Wayne Clyde Switser was born in Brightlook Hospital in St. Johnsbury, Vermont on January 19, 1934 – the son of 26-year old St. Johnsbury farmer Clyde Burton Switser and his 19-year old wife, housekeeper Edith Inez (Berwick) Switser. Wayne was the couple's first child. At the end of April 1940, the family was living in Whitefield, New Hampshire. 32-year old Clyde was working on a farm, while Inez was bringing up 6-year old Wayne and his 2-year old sister, Jean C. Switser. Switser graduated from Whitefield High School in 1954. He ran track during his first two years in high school and played volleyball as a sophomore and junior. Wayne was the high school's office attendant as a senior and he sold advertising for the Senior Class play. In the class prophecy, Betty Lou Haynes reported that when she "revisited" Whitefield from Paris, France in 1973, she got in a cab driven by classmate ex-hot rod racer Bob Stiles who started driving the taxi at 70 miles per hour that attracted the police. Haynes said "the speed cop (chasing down a taxi) turned out to be rugged Wayne Switser. Wayne had decided that it was better to chase (hot rodders), than to race them." In the Class of '54's last will and testament, "Wayne Switser wills his ability to mimic Jerry Lewis" to Lynn Liestinger. Switser's yearbook entry says, "Wayne, with his will to work and contribution of many ideas has made himself a valuable and popular member of the class. Don't let your interest in space carry you too far away from W.H.S., Wayne." It didn't. He apparently found work in the hotels in and around the area. 24-year old Wayne C. Switser was self-described a "hotel houseman," living in Dalton, New Hampshire when he married 23-year old Caroline J. Hodge of Northumberland, New Hampshire on September 14, 1958 at St. Paul's Church in Lancaster. It was the first marriage for both. It would last eleven years and end shortly after his time at the Summit House. Carolyn Switser was granted a divorce on January 7, 1969 due to Wayne's "willing absence without making suitable provision for (her) although able to do so." They had no children. In June of 1969, 35-year old Wayne Switser married 18-year old Barbara Louise Coy in Gilman, Vermont. In April 1999, the 65-year old Switser was convicted of felonious sexual assault of a victim under 16 years of age. He had been out on bail, but violated his conditions in February and was arrested and jailed. After his conviction his name was placed on the New Hampshire registered sex offenders list.

Wayne Switser (2021)
- NH State Police photo

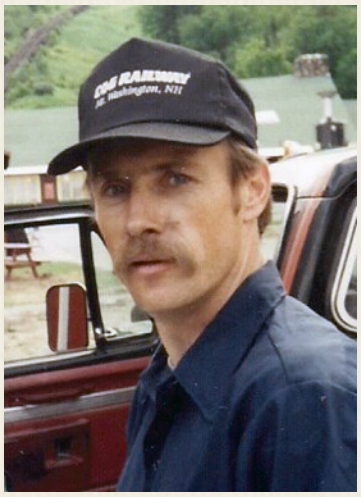
- Intv with Jitney Jr / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Wed, Feb 24, 1999 pg. 8

Dylan Sykes 2022

Railway employee from Salem, N.H. worked in the shop.

- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

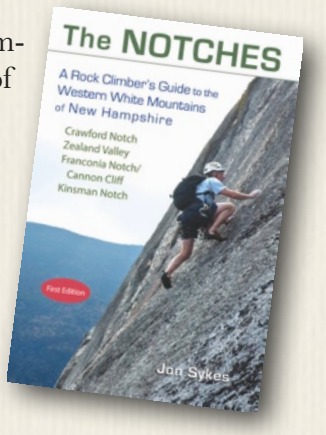
Syk



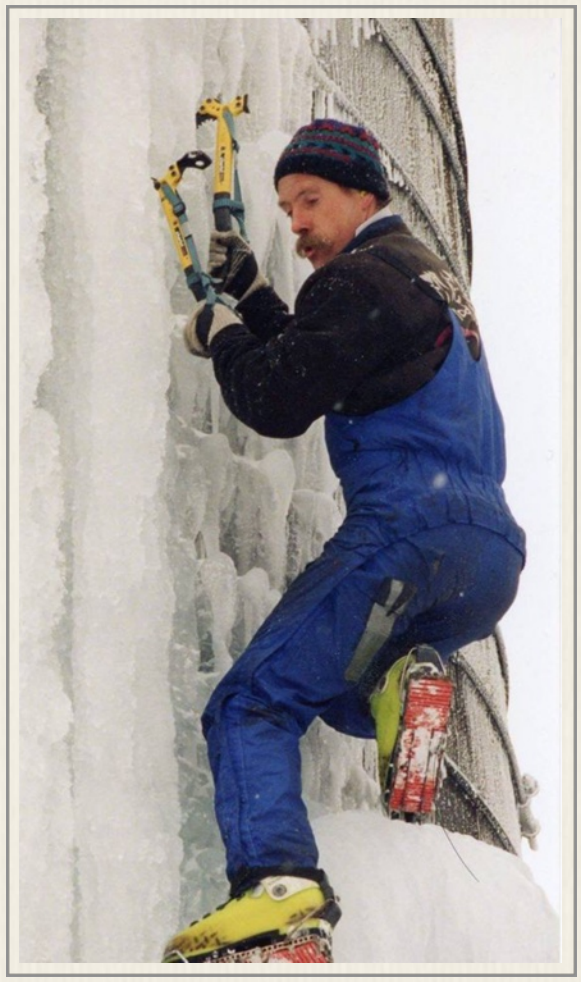
Jon Sykes (1983)
- John Rolli Collection

Jon Sykes 1982 - 2017

Jonathan M. Sykes was working on the Mt. Washington Cog Railway as a fireman in the summer of 1985 and approaching his 27th birthday when a state report on an August 8 accident between passenger train and work train just above Skyline Switch in heavy fog was issued. *(see Vol. 1 Operating Manual –State Documents)*. Sykes was the brakeman on the descending work train. His warning to his engineer when he spotted the ascending passenger train allowed engineer George Walton to stop and head back up towards the summit minimizing damage in the collision between the work train's tender and the front of the Thelma passenger coach. Asked by Jitney Jr, Dave Moody says: "Jon Sykes was a brakeman, fireman and engineer and came and went over the decades." Jitney Jr. contacted Sykes through Facebook in 2021: "Jon - John Rolli tells me you wrote an official brakeman's instruction manual back in the day. Any chance you might still have a copy you would be willing to share for inclusion in the Jitney Years project?" Jon Sykes: "I don't have any copy myself, but Bobby Trask might know if they kept it in the office. I remember writing it so that new brakemen would be able to retain the vast amount of information you had to remember - Best job I ever had. Cog family forever." Sykes Facebook profile says he is a self-employed building contractor, is originally from Sutton, New Hampshire went to Kearsarge Regional High and now lives in Springfield, New Hampshire. / Jonathan M. Sykes is a building contractor, but has left a larger mark on the internet as a well-known rock climber with several published guides to his name. Al Hospers' review of Sykes' *Secrets of the Notch* provided some biographical details of the Cog Railway engineer. "Jon was born an Air Force brat in 1958 in Santa Cruz, California. Living in New Hampshire since 1965 he has spent almost all of his climbing career in the White Mountains. He started climbing in '82, while working for the Cog Railroad on Mt. Washington and just stuck around. Though staying mostly close to home, Jon has climbed in Yosemite and Europe and is a very versatile climber; comfortable on rock, ice, alpine and even big walls. The number of first ascents that Jon has done rope-solo gives you some idea of his character and level of commitment." That commitment to "first ascents" included an ice wall formed at Waumbek Tank. Sykes posted images *(left, below & next page)* of that climb taken by fellow Cogger Paul Forbes on Facebook on February 22, 2017. "I was the engineer of the train that day," Sykes wrote. "I had been watching the ice build-up on Waumbek tank for days. I decided that I was going to solo the tank just for fun. We had extra crew to shovel the drifting snow that covers the tracks in the late fall. So, I asked them to service my engine while I have a go at ice. I believe it was a first ascent and the only ascent it has ever seen. What climber's do for fun." Track foreman Dave Moody confirmed Jon's was the first solo climb of the wall, but said others had gone to the top of the tank via the ladder during cold weather. "Cal (Callahan), Steve Newman and myself skated on (the tank's icy surface) in the fall – in our boots – but no ascents." However, the Waumbek ice route did not make Sykes' 2001 guidebook, *Secrets of the Notch*. The ascent was not missed as Hospers wrote, "One of the more interesting sections of the guide for me was the 35+ pages of ice routes. As someone who has grown tired of Frankenstein and the Black Dike, this is exciting stuff. This gives me a great new place to spend time during the long New England winter, especially with so many climbs and so accessible to the road. Nobody knows the climbing in Franconia Notch better than Jon Sykes and this book shows it. If you climb over in that area, get this book!" But even extensive knowledge can't always prevent an accident when climbing. Sykes and a companion were on Eagle Cliff in October 2002. "Steve Dupuis and Jon Sykes, both experienced climbers, were attempting to free a climb… On October 14, they met at the parking lot to sort gear. They had a 60 meter, 10.2 mm and 60 meter, 9 mm ropes. It was cold and there was a little ice on the cliff as they walked in. Jon led the first pitch and did a slight variation to the original. It was a slow lead and the rock was a little slick. He belayed at a two-bolt anchor about 100 feet up. He fixed the climbing rope and Steve jugged 30–40 feet to a stance at a ledge where he noticed that the sheath of the rope he was jugging on was frayed about ten feet above him. He reset the nut that Jon had placed, clipped in with a sling and Jon threw down an end of the 9 mm. After tying in, Steve free-climbed the remainder of the pitch." They checked the 10.2 mm rope… they looked the entire rope over,



Jon Sykes (2001)
- Al Hospers Collection



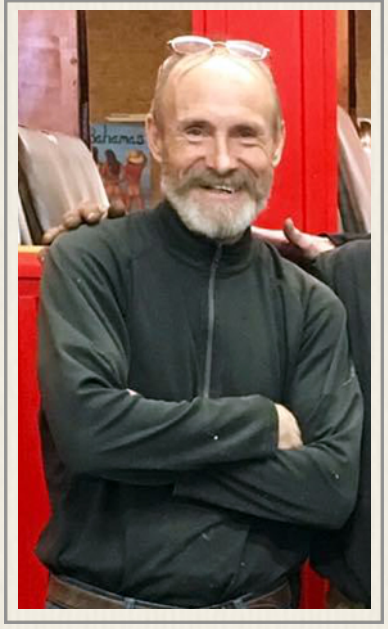
except where Jon was tied in, and it looked like there were no other problems. They cut the 10.2 above the fray and threw it down. Steve tied back into the end of the 10.2 mm. At that time he was still tied into the 9 mm, but was not belayed on it; HOWEVER, the 9 mm was tied off to the anchor! They talked about where the bolt should go. Steve free climbed three or four moves off the belay. He found what looked like a good bolt placement but there was no gear between it and the belay. He was 8-10 feet to the right and about a foot above the belay at a stance on a four to six inch ledge that was leaning out. He got into his aiders using a BD hook on an in-cut ledge about four feet above his feet. He tried to drill a bolt with a small electric hand drill, but couldn't apply enough pressure using only one hand, so he sent the drill back to Jon on the 9 mm. Steve wanted to get a pin in a crack, but he was unable to reach it from his stance. They were talking to each other all the time and Steve was saying that he was going to move back to his left. As he was switching his feet in his aiders, the hook popped. Steve expected only a short fall and he anticipated hitting the ledge. As he pendulumned to his left, he felt a jerk and "saw the rope go white." He knew he was falling. These were two strong climbers with many years of experience but… neither climber noticed that the belay ledge on the second pitch had extremely sharp edges. When Steve fell, his rope remained taut as he pendulumned, and that rope, under tension, scraped along the edge of the belay ledge and was cut as if by a serrated knife. Forgetting to untie from the 9mm rope may have saved Steve's life… (Dupuis) hit a ledge about 30 feet below the belay with his left side, somersaulted and tumbled, continuing another 70–90 feet to the ground, landing on his back. His Ecrin Roc helmet came off on impact and landed 40 feet away. Steve remained conscious both throughout the fall and after. He and Jon called back and forth to confirm that he was still alive. Steve was still tied into the 9 mm rope and had to untie it before Jon could rappel down to help. The rope was under a lot of tension and when Steve let it go, it jerked away. As he had tied into the 9 mm at least 30 feet up during the initial climbing on the first pitch, the stretch in the rope helped lessen his impact on the ground. In addition, he was wearing three layers of clothing, top and bottom, and had an almost-full Camelback HOG on his back containing additional gear. Dupuis has been rock climbing for over 17 years. This was the first time he has fallen this far and this hard. "It's all part of the hazards (of rock climbing)," Dupuis said. "The system was supposed to take the weight of the fall and I guess it's an unlucky catastrophic failure. The rope was under two years old and in mint condition. It was babied." Amazingly enough Steve only had relatively minor injuries and has completely recovered. He has returned to climbing and guiding."

If people notice a flag flying on Cannon Mountain ahead of the September 11th anniversary of the terrorist attacks, there is a good chance climber Jon Sykes is involved. "An American flag is flying atop the rock formation that used to hold New Hampshire's Old Man of the Mountain, placed there as an annual tribute for 9-11. The American flag unfurled in a gentle gust of wind above Franconia Notch Wednesday morning just as the sun peeked over Mount Lafayette, backlighting Old Glory. A group of eight hikers had embarked from the floor of the Notch in the predawn stillness, the stars of Orion's belt shimmering above the silhouetted mountains, to raise the flag at sunrise on the 12th anniversary of 9/11. They make this hike every Sept. 11, Jon Sykes, Garreth Slattery, Amy Swift and others, carrying a flag to an elevation of some 3,400 feet and raising it at the place where the Old Man of the Mountain hung for eons at the edge of Cannon Mountain. "The Old Man represents a certain toughness of New England, the unshaken granite attitude that you see in a lot of the locals up here," said Sykes, who has made this journey each year since 2001,

AP

Jon Sykes looks at his flag in commemoration of the Sept. 11, 2001, attacks, while atop of Cannon Mountain, just above the turnbuckles that held the Old Man of the Mountian rock formation, in Franconia, N.H., on Thursday.

- Brattleboro (VT) Reformer - Sat, Sep 13, 2003 pg. 27



Jon Sykes in Cog car barn (2017)
- Steve Comeau Collection

with the exception of one Sept. 11 when the weather was too horrendous for even the hardiest of climbers to attempt the steep ascent. The annual tradition was born in the aftermath of the terrorist attacks of Sept. 11, 2001, when Sykes, Slattery, and another friend, Jim Lindorff, were struggling for a way to express not only their sorrow, but their patriotism. "Like everyone else, we were looking for something to do," said Slattery Wednesday morning. "After that first year, [raising the flag here] just felt like the right thing to do." That first year, about a month after the attacks, Sykes, who is an avid mountain climber, and five others ascended the challenging Consolation Prize route up the sheer granite of Cannon Cliff to reach the Old Man. One of those who placed the flag for the first time in 2001 was National Guard Medic David Stelmat. He was killed last spring in Iraq *(2008)*. That first year they carried a heavy wooden flag pole and a flag borrowed from VFW Post 816 in Littleton. Since then, people traveling through Franconia Notch look for the flag each Sept. 11. Now the group, whose members vary from year to year, hikes up the steep trail normally used by rock climbers to descend the mountain. It takes about an hour to reach the spot and another hour to erect a stainless steel flag pole, anchor it against whatever winds are blowing through the Notch, and raise the flag. "The winds are pretty snappy up there," said Sykes. "Raising the pole you're right on the edge of an 800-foot drop." The Old Man of the Mountain, of course, crumbled down that drop to the floor of Franconia Notch in 2003. But it still seemed a fitting spot to raise the flag, and to remember those who died in the 9/11 attacks and in the wars since that day. "This place represents a lot to a lot of people," said Sykes. "What a great platform to stand and bellow out. There's no finer spot." - *http://www.neclimbs.com/index.php?PageName=review&ReviewID=20010801,*
"Rope Severed" published 2003 sources Al Hospers, Jed Eliades, and Alexander MacInnes, in The Caledonian Record, October 16, 2002; / Associated Press - Sep 11, 2008 at 11:35 AM / Caledonian Record Sep 12, 2013 - Meghan McCarthy McPhaul

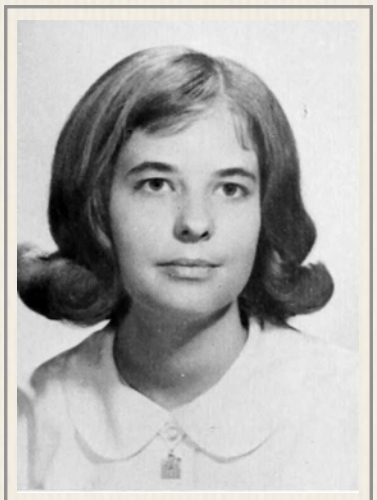
Jean Paul Sylvestre 1953
Summit House

John Szurley 2003 - 2008

17-year old John Szurley from Groveton, New Hampshire started working at the Mt. Washington Cog Railway during the summer of 2003. Track crew foreman Dave Moody says Szurley worked as a brakeman, fireman and track worker (2005) during six seasons at the Mountain. (2008) "(S)ome (attendees of Dartmouth land sale ceremony), including District 1 Executive Councilor Ray Burton, rode on the 11 a.m. Mt. Washington Cog Railway train — pushed by the "Moosilaukee" locomotive with on-board explanations provided by brakeman John Szurley, of Groveton." John S. Szurley is the son of White Mountain Regional High school groundskeeper and Vietnam War Bronze Star recipient James F. Szurley. He was born in June of 1986. When his father died in the spring of 2015, the obituary said Cogger Szurley's significant other was Constance McKearney. Foreman Moody says John has since then become Cogger Martin Maarchesseault's brother-in-law. John Szurley now lives in Jefferson.

- MWCR: We Worked there FB / Littleton Courier – Wed, Jul 9, 2008 pg. A8 / Moody email to Jitney Jr - Sat, Nov 14, 2020 / Ancestry.com / Newspapers.com / GenealobyBank.com

John Szurley (2005)
- Beroney Family Collection



Janet Szynal (1966)
- Mt. St. Mary's Academy yearbook

Janet I. Szynal 1968 - 1969

Stonehill College student Janet Szynal came to Mt. Washington from Cogger Walter Mitchell's hometown of Fall River, Massachusetts. Janet Szynal appears on the payroll summary for July 1968 as earning $125 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $99.77. Szynal's salary was booked in the Summit House "gift" column. She worked at the Summit House gift shop again in 1969 and was paid $140 a month for her services. The payroll summary for July 1969 shows Szynal earning $121.34 a month. "Free" room and board during her second summer was worth $78 a month for tax purposes. Her net monthly pay was $95.47. Szynal's salary was booked in the Summit House "gift" column. Janet I. Szynal was a 1966 graduate of Mount St. Mary Academy where she was active in the French and Science Clubs during her junior and senior years. She lived on Dover Street and was the daughter of Edward and Irene Szynal - born on April 8, 1948. Szynal graduated from Stonehill College in 1970 and married John Koska. From 1981 to 2003, she was a volunteer services coordinator at St. Luke's Hospital in New Bedford. She currently lives in Somerset, Massachusetts.

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com

T-V

Antonio Tanguay 1968

Railway employee - Antonio Tanguay appears on the AST payroll summary for July 1968 as earning $596.88 a month. "Free" room and board was worth $46 a month for tax purposes. His net monthly pay was $492.49. Tanguay's salary was booked in the Arthur S. Teague Corporation "building maintenance" column. *- July 1968 AST Payroll summary*

Terry Tanner 1966

Summit House - Terry Tanner appears on the Summit payroll summary for July 1966 as earning $200 a month. His salary was booked in the Summit House "heat, light & power" column. *- Summit House / July 1966 Summit Payroll summary*

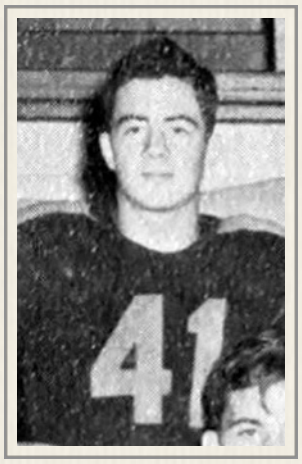
George Tasse 1987

(1987) Twin Mountain Chamber news: "George Tasse and Kathy Bedor of the Cog Railroad spoke on the problem they were having getting Public Service electric power to the Cog and asked the Chamber to write a letter to the Forest Service on their behalf." *- Littleton Courier – Wed, Jun 24, 1987 pg. 3B*

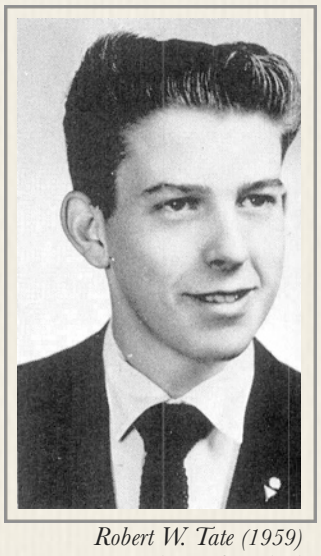
Robert D. Tate (1956)
- Memorial HS yearbook

Robert D. Tate 1956

18-year old Robert Tate of Middleboro came to Mt. Washington after graduating high school in Massachusetts. He worked for the Marshfield Corporation that one summer. / Robert Drew Tate was born on January 29, 1938 - the son of 43-year old embalmer Thomas McCreedy Tate *(b.1894 d.1983)* from Dorchester, and Middleboro native 27-year old Elizabeth Kenney Drew *(b.1907 d.1996)*. He had one sister, Barbara E., who was a year older. He grew up in Middleboro, and attended Memorial High School where he was a singer and a player. From training choir participation his first two years, he went on to sing in the school's A Cappella Choir as a Junior. He was the captain of the football team *(right)* as a senior after having lettered in the sport three times playing in the backfield. Tate was on the student council as a senior, and helped organize the senior play. The Class of '56 polled found him to be the most athletic as well as the cutest. He helped write the class prophecy looking ten years into the future: "Bob Tate, the millionaire yachtsman, left for Bermuda Thursday with Lincoln Maxim, speedboat racer. He had as guests some of the local secretaries; Dorothy and Roberta Archibald, Betsy Gates, Mary Lou Glidden, Joyce Fuller, Eleanor Gayle, Kat Staples, and Judith Nelson." *(Ed. Note: Cute, indeed!)* 43-year old Robert D. Tate was working as a boilermaker when he married Susan Arenberg Caswell in Conway, Massachusetts on May 16, 1981. It was his second marriage, her third. Tate received the Veterans Medal in 2016 for "men who have been Masons for 50 years" from the Grand Lodge of Massachusetts. Master Mason Robert Drew Tate was raised in the organization in 1966 and is a brother in the May Flower Lodge. At 83, he currently lives in Middleboro, and internet profile services indicate he is related to Sandra Tate and Thomas Tate.



- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / 1930 Middleboro Town Report / Masonic Trowel – Summer 2016 pg. 16-17



Robert W. Tate (1959)
- Melrose HS yearbook

R. W. Tate 1958

Two summers after Robert Tate from Middleboro went down the Mountain there was another Bob Tate from Massachusetts working in Marshfield. 16-year old Melrose High School junior Robert Wills Tate was born on October 15, 1941. He was the son of Wills McCready Tate and Phyllis H. (Hodgdon) Tate. He had three sister, Barbara L., Carole P. & Deborah A. Bob Tate would graduate from Melrose High in the Class of 1959. He had played football as a freshman and ran cross country the next three years. Tate played golf and helped manage the basketball team from sophomore to senior years. His yearbook entry reads: "Hockey… pleasant… lobster… '55 Chevrolet convertible… cheerful… red… roast beef… personable… "Thunder Road"… friendly… Wentworth Institute." In the fall of 1960, Tate enrolled in Wentworth, and was one of 10 legacy students highlighted in a local newspaper. However, Robert W. Tate of Melrose joined 27 other young men who joined

Manager Bob Tate (1958)
- Melrose HS yearbook

the Navy and were sworn into the service on October 21, 1961. He was an ensign in the summer of 1963 when he ushered at a friend's wedding. A daughter was born in March 1964 at Malden Hospital to a Mr. and Mrs Robert W. Tate of 7 Park St, Melrose. *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston American - Sun, Jan 15, 1961 pg. 28 / Boston Globe - Sat, Oct 21, 1961 pg. 11*

George Crandall Tatham 1910 - 1920

George Tatham was born May 5, 1890 in Laconia, New Hampshire to a 39-year old B&M Railroad carpenter from Quebec, Mark Orlando Tatham *(b.1851 d.1906)* and his second wife, 31-year old Vermonter Sarah Ann Crandall *(b.1858 d.1936)*. He had an older sister, Frances Georgina *(b.1888 d.1980)* and a younger brother, Wilbur Mark *(b.1894 d.1965)*. All three children were at school in early June 1900 when the family was living on Belvedere Street in Laconia. Father Mark was now doing carpentry in homes. He would die in 1906. Ten years later, his 52-year old widow Sarah Tatham was living with her children on Pearl Street in Laconia. 15-year old Wilbur was working making needles at a needle shop. 19-year old George Tatham of Laconia was reported working as a railroad laborer in the 1910 Census. The Cog brakeman led a swimming/hiking party to the Lake of the Clouds on August 4, 1910 *(see Vol. 3A Timeline)*.

George Tatham (1907)
- Tatham Family collection

Geo Tatham (1917)
- Ancestry.com

While working at the Cog he helped right a passenger coach that had been ham blown onto its side at the summit, and helped haul supplies during the construction of the third Summit House in 1915. When he registered for military service in early June 1917, the tall, grey-eyed black-haired 27-year old listed his occupation as track foreman for the Mount Washington Railway. Tatham was working alongside longtime road master Pat Camden. Tatham would join the Navy *(left)* - one of 586 young men enlisting in the armed forces on one day in Massachusetts. He would serve aboard the *USS Tallahassee* during World War I. The *Tallahassee* originally launched in 1901 as the *USS Florida* and patrolled the coast. During World War I, the *Tallahassee* served as a submarine tender in the Canal Zone, the Virgin Islands and Bermuda. After the war, Tatham's family says Tatham came back to Mt. Washington and "was an engineer of *(the No. 6)* for several years as well as the base camp caretaker during the winter." He is seen *(above)* alongside a Cogger *(center)* his son believes was known as

The Tathams *(L-R) - Frances, Mark, Wilbur, Sara & George. All the Tatham children would spend time at the Cog (circa 1895)*
- Tatham Family Collections

"Old Pat," if so then "Old Pat" is seen in many images of the period. However, Pat Camden would also be old at this point and the man is not Pat Camden. All three of the Tatham children would spend time at Mt. Washington. The family says George's sister, Frances Georgina Tatham Maloon joined brother George to spend the winter of 1914-1915 at the Cog at the Boarding House as the caretaker. In the fall of 1930, the 40-year old Tatham is working in his father's trade - house carpenter - when he marries 21-year old Thelma Whitehouse *(b.1910 d.1975)* in Laconia. They would have one son, Earl Gavin and when George registers for service in World War II, he is working as a machinist for the Crane Manufacturing Company in Lakeport. At the time he stood 5-feet 11½-inches tall, weighed 188 pounds. His hair was now gray - his eyes blue. Like a good sailor he had "tattoo marks on both arms." George C. Tatham died of a heart attack on September 9, 1953, in his hometown at the age of 63, and was buried in Laconia, New Hampshire in the family plot in the Bayside Cemetery.

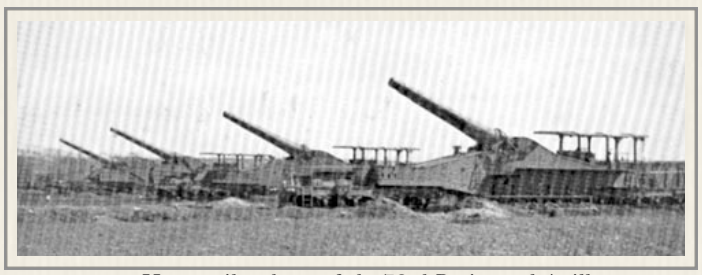
- Among the Clouds - Aug 15, 1910 & Sep 14, 1910 / Littleton Courier - Thu, Mar 11, 1915 & Thu, Apr 22, 1915 / Ancestry.com / Newspapers.com / GenealogyBank.com / FindaGrave.com / Boston Globe - Tue, Dec 11, 1917 pg. 14

Wilbur Mark Tatham 1915 - 1916 & 1920

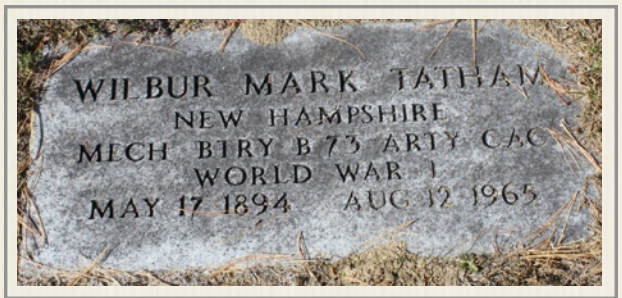
Family members say George Tatham's younger brother, Wilbur Mark *(right)* worked with his brother at the Cog Railway as his fireman on the trains. In the large photo on the previous page, the man on the right smoking a pipe is Wilbur Tatham. Grand-daughter Julie Tatham Howell says grandfather George Crandall Tatham is the man on the left with the white shirt and arm on his hip - "a trademark pose for him!" *(1916)* "W. M. Tatham of Mount Washington was in (Littleton) on Friday *(7/28)*" / Wilbur Mark Tatham was born on May 17, 1894, in New Hampshire, his father, Mark, was 43 and his mother, Sarah, was 35. At 17, Wilbur was apparently working for the Lakeport Water Department. When the granddaughter of the Lakeport postmaster was married in July 1911, Tatham's older sister Frances Tatham was the bridesmaid. Wilbur was an usher for the Sleeper – Buzzell nuptials at the Trinity Methodist church. 20-year old Wilbur Tatham was working for the railroad when he married a 20-year old waitress working in Plymouth, New Hampshire. Mabel Gertrude Baker *(b.1894 d.1986)* was born in East Boothbay, Maine. The May 9, 1915 wedding in Lakeport was the first marriage for both. In June 1917, Wilbur Tatham was working as a "riveter on steel boats" for the Rice Brothers in Boothbay when he went to register for the draft. He was described of medium height & build with light brown hair and blue eyes. Wilbur Mark Tatham went into the US Army on December 11, 1917, when he was 23 years old. He became part of the 73rd Regiment organized in July, 1918 at Fort Banks, Mass. with men from the Coast Defenses of Narragansett Bay. He was part of Battery B in the 73rd's Mechanized Artillery. In September 1918 the Regiment moved to Camp Mills, NY in preparation to sailing to France. That same month Tatham and the Regiment sailed on the 24th of September from Hoboken, New Jersey aboard the British Transport *HMS Scotian* and arrived October 7, 1918 in Liverpool, England. On the 14th of December, 1918 the 73rd Artillery and the 74th Artillery had orders to move out for the trip back home. That day they sailed from Brest, France aboard the transport *USS Mongolia*. On December 22, 1918 they reached New York and on the 23rd went ashore and went to Camp Mills, New York. Tatham was discharged on December 30, 1918. While in France the Regiment was stationed at Haussimont. This was where the AEF based their Railway Artillery *(right)*. The 73rd was part of the Railway Artillery Reserve and was undergoing training when the war ended. He joined his wife in Laconia and in 1919 was working as a clerk. Wilbur & Mabel Tatham had one child during their marriage - Janet Elizabeth *(b.1921 d.2003)* was born on January 26, 1921 in Laconia, New Hampshire. The family was living in Plymouth, New Hampshire by the spring of 1930, and 35-year old Wilbur Tatham was running a grocery store there. When George & Wilbur's mother died in 1936, store manager Wilbur Tatham was living in Center Ossipee, New Hampshire. His daughter, 18-year old Janet married 22-year meat cutter Wilfred Plante in 1939. The 1940 Census says Tatham was still managing a retail grocery store. It also said Wilbur had completed his junior year in high school. Two years later, the Tatham's were in Portsmouth, New Hampshire where Wilbur was working for the N.H. Public Service Company. In 1965, Wilbur Tatham was working on a dairy farm Union, New Hampshire when he went to the V.A. Hospital in Manchester for treatment of lung cancer. He died on August 12, 1965 at the age of 71, and was buried in Laconia, New Hampshire. *(1965)* Wilbur M. Tatham, 71, of Kingsbury Drive, Milton, a former resident of Portsmouth for many years, died Thursday *(8/12)* at the Veterans Hospital in Manchester, where he had been a patient for three weeks. Born in Lakeport on May 17, 1894, he was the son of Mark O. and Sarah (Crandall) Tatham. He was formerly employed at the First National Store in Lakeport, and for 12 years worked

Wilbur Tatham (1907)
- Tatham Family collection

Wilbur Tatham (1917)
- Ancestry.com



Heavy railroad gun of the 73rd Regimental Artillery (1918)
- Tootsweb.com



for the Badger Farms' Creameries in Portsmouth. He was a veteran of World War I, with service in the Coast Artillery. Mr. Tatham was a member of the Trinity Methodist Church in Weirs Beach, St. Andrews Lodge F&AM of Portsmouth, a past noble grand of Chocura Lodge F&AM of Lakeport, and charter member of the Wilkins - Smith American Legion Post of Laconia. Survivors include his widow, Mrs. Mable G. (Barker) Tatham; a daughter, Mrs. Janice Watson of Newport, R.I.; a sister, Mrs. Wesley Maloon of Lakeport; four grandchildren, a nephew and two nieces."

- Ancestry.com / Littleton Courier - Thu, Aug 3, 1916 / Newspapers.com / GenealogyBank.com / FindaGrave.com / Boston Globe – Fri, Jul 21, 1911 pg. 8 / Caledonian Record – Sat, Mar 21, 1936 pg. 5 / Portsmouth (NH) Herald - Fri, Aug 13, 1965 pg. 3

Burton J. Tatro 1954
Summit House

Arthur Tauck Jr (2019)
- Tauck Corporate photo

Arthur C. Tauck Jr. 1949

Railway employee - "It was the summer of 1949, not 1952 as you were told. Col. Henry Teague ran the operation for the owner, which at the time, was either the Boston & Maine RR or Dartmouth College," writes Arthur Tauck in 2019. "(Teague's) adopted son, Arthur Teague, oversaw the day to day details. I started as a switchman stationed at the Gulf Switch located at 5,800 feet. I later became a brakeman. The Engineers and Firemen were older, permanent employees, while the rest of the train staff and gift shop/dining room staff were part-time, mostly college students. I have fond memories of that summer. The Boys from the Cog were a closely bonded group, probably because of the dirty working conditions caused by our being enveloped in an atmosphere of coal dust and cinders all day. No matter how we tried to scrub the soot from our pores we remained a dirty lot compared to the students who worked in the nearby resort hotels. As a result it was hard to find a date during our off hours so we resorted to playing touch football on the 2nd fairway of the Mt Washington Hotel Golf Course in Bretton Woods every evening while the cleaner boys were flirting with the off duty waitresses and chambermaids in the employee spa of the Mt. Wash. Hotel. I was probably never in better physical shape than that summer. A sport of mine at the time was long distance track and cross country. Also at the Cog that summer was Whitey Fluet, an Ivy League Cross Country Champion from Dartmouth College. Together, most mornings, we would run the train trestle to the summit. Whitey would start in front of the first train of the day and beat it to the summit. I would start behind that same train. The passengers rooted us on as Whitey faded away upfront while I faded away behind. Eventually we all shared a morning coffee or juice together at the summit. Today I stumble along with a cane. Thanks for giving me the joy to reminisce about those friendly times." / Arthur Carl Tauck (nee Tauchnitz) is the son of Tauck motor tours group founder Arthur C. Tauck (b.1898 d.1962?) and his second wife, Mary Patricia Farrell (b.1905 d.1938). The couple had two daughters, Patricia and Constance before Arthur Jr. was born. Art Jr's father likely knew Henry Nelson Teague. In 1925, the senior Tauck was a young salesman with "a creative flair" traveling along the Mohawk Trail – the tourist promoted by Williamstown, Massachusetts hotelier Teague. Tauck "stopped for lunch for lunch at Whitcomb Summit, the highest point on the historic trail… met some other travelers and… heard three complaints" – no guided tours in New England, driving was a chore, and it cost too much to travel alone. Tauck "invested in a 16-passenger 'motor coach' and was off and driving. Tauck tours was born." When Henry Teague took over the Cog Railway in 1931, Tauck Tour motor coaches began taking tourists to the mountain railroad. Tauck Tours, like the Cog, shutdown during World War II. While the Cog restarted in 1946, Tauck followed in 1947. At that point, Arthur Jr had finished high school in South Orange, New Jersey, and was set to enter Lehigh University in the fall. He spent summer of 1949 working on Col. Henry N. Teague's railroad. In the summer of 1950, Arthur Jr joined his family's company as a tour escort. At Lehigh, Tauck studied marketing, "played lacrosse and served as president, treasurer and house manager of the Delta Upsilon fraternity. He was also a member of the sophomore and junior class cabinets.... At Lehigh, Tauck took a transportation course that required a paper on railroad loading tariffs. With the family's travel business involved in a case before the Interstate Commerce Commission, he got his professor's permission to research and write about that instead." After graduation in 1953, "Tauck enlisted in the Air Force and spent two-and-a-half years stationed in Germany. He returned to the family business as a tour operator. Shortly before his father retired, the young Tauck came up with the idea of chartering weekly tourist flights to Nova Scotia—then a novel idea because the only way to get to Nova Scotia was by car and only a small percentage of the American public was traveling by plane." When Arthur Sr. retired and Tauck Jr took over the family company. "Over the next several decades, Tauck transformed the company into a world-renowned tour operator, Tauck World Discovery, based in Connecticut. Tauck is credited with many innovations in the travel industry—chartered air and motorcoach tour packages, helicopter sightseeing in Hawaii, heli-hiking in which helicopters transport hikers to remote places and the "Yellow Roads of Europe" series that takes tourists along back roads less traveled." Now

First Air Charter for Leisure Travel, 1958. Although less than 5% of Americans had yet to fly, Arthur Tauck Jr. saw the future was air travel and successfully fought the airline industry and the Civil Aeronautics Board for the right to charter airplanes. Arthur Jr. and Sr. far right, front row.(1958)
-Tauck Family Collection

in his 90s, the retired Cogger now lives on Bluff Point on Long Island Sound in Westport, Connecticut.

- Email to Jitney Jr: Tuesday, October 15, 2019 at 9:25 AM /Ancestry.com / Newspapers.com / GenealogyBank.com / Hartford (CT) Courant – Sun, Jun 19, 1983 pg. 80 & 86 / https://www.tauck.com/the-tauck-story / "The Roads Best Traveled" - Lehigh University News Oct 2020 / https://www.tauck.com/the-tauck-story

Douglas C. "Doug" Taylor 1959 - 1964

Doug Taylor & his Cog fleet (2017)
- Lewis Family Collection

18-year old Dartmouth College student Doug Taylor of Lyme, New Hampshire came to Mt. Washington in 1959. The older son of Dr. George R. and Dr. Frances D. Taylor was Jitney's brakeman on the No. 6 Great Gulf in 1960 and earned $130 plus $20 a week. Taylor qualified as a fireman that summer as well. In 1961, he was again part of Jit's Six crew and worked through September 10th at the $1.10 an hour pay rate before going back to Hanover. In March 1962, Taylor joined his engineer on stage at the Chester, Vermont PTA's fundraising show called "Twenty Steps Behind." Written by Frank Holan, the show "was a series of acts based on a 'sometime' school district meeting to raise funds for what might delicately be termed the addition of inside water closets… The evening's fun and merriment ended with a monologue by Norm Lewis and one by Douglas Taylor, a Dartmouth college senior, both of which kept the audience in gales of laughter." Newly graduated in the summer of 1962, the railfan and model builder Taylor was drafted by Col. Arthur Teague to work in the Cog car shop in order to complete the second 54-passenger Chumley-designed aluminum passenger coach. At Dartmouth, Doug studied anthropology and was the technical director for the Dartmouth Players all four years. Taylor managed the yacht club in his freshman and sophomore years, and worked in the college museum the last three. He had come to Dartmouth from Proctor Academy. Taking over the Cog car shop, Doug's pay rate was boosted to $1.40 an hour. He was now the "car knocker" who inspected the coaches each morning, and could fill-in as an engineer as needed. Taylor's last summer of 1964 saw him earn $1.50 an hour. Doug went on to receive an MFA degree from the Yale School of Drama in 1966. While an assistant professor of speech and theater technology at the University of Wisconsin, he met Mary McClure Milligan of Coshocton, Ohio. "Missy" Milligan was 1966 Ohio State University graduate who was working on her master's degree in theater at Wisconsin and working as a teaching assistant. The pair married on December 21, 1967 in Missy's hometown. Doug's brother, Jeff was the best man. The newlyweds honeymooned in New York City. They would have one son, Darin. Doug's resume included time as an "assistant professor and associate technical director at Dartmouth College; assistant professor and technical director at California State College, Fullerton as well as the University of Wisconsin at Madison; and as a staff technician for the Yale University. An employee of the Smithsonian Institution, Taylor designed and executed lighting for such exhibits as Ice Age mammals, history of ready-to-wear clothing, the railroad hall and folk art in America. In the summer 1978, Taylor – an associate professor and technical director and lighting designer at Ithaca College was named a full professor of theater and technical production director for the University of Missouri-Kansas City and the Missouri Repertory Theater." Doug and Missy settled in Roeland Park, Kansas.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Springfield (VT) Reporter – Wed, Mar 21, 1962 pg. 23 / Wisconsin State Journal – Fri, Dec 22, 1967 pg. 11 / Kansas City (MO) Star – Sun, Aug 27, 1978 pg. 120 & Thu, Oct 24, 2002 pg. 25 / See Vol. 1 Ch. 9 Sec. 4

Mr. Taylor 1877 - 1878

Railway employee - *(1877)* "The employees of the Mount Washington railway for this season are as follows: Brakeman - Elward T. Taylor, Wilbur Morrill or Willson Morrill." *(1878)* Mr. Taylor was thrown out at home when trying to stretch a triple during an August baseball game in the "Cow Pasture" at the summit against the Coach Road employees in August 1878

- Among the Clouds - Tue, Sep 11, 1877 pg. 1 & Thurs, Aug 8, 1878

Jeff Taylor (1966)
- Elvira Murdock photo

Jeffrey G. "Jeff" Taylor 1962 - 1967

Doug's brother, 16-year old Jeff Taylor first came to Mount Washington from Lyme, New Hampshire in 1962. He worked as a brakeman in 1964 for $1.05 an hour. Jeff qualified as a fireman and engineer before going to work with his brother in the car shop. Taylor earned a B.A. in Drama from the University of New Hampshire in 1968, and like a good backstage specialist he did not appear in the UNH yearbook that year. Jeff's M.F.A in lighting design and technical direction was earned from Temple University. After graduate school, he and his wife Sue were on staff with Campus Crusade for Christ for nine years where they founded Crusade's drama ministry. Since 1980 Jeff has been the designer and T.D. for Northwestern College, Orange City, IA, where he holds the rank of Associate Professor." Taylor became a full professor and was at Northwestern for 33 years retiring in 2013. He and his wife currently live in Waterville, Maine. They have two children Daniel and Scott. In a 2016 email to Jitney Jr., Jeff said he wound up chatting with a man who lost his nephew in the Cog accident of 1967. The man "was the equivalent of an older brother to this nephew and loved him dearly," wrote Taylor. "He has a photo of him boarding the train for that ill-fated trip... it was sad and it made me angry all over again... A question I've always wondered, why did Gordon Chase always get rehired when he was such a liability?" Jeff had resigned from the Cog for good a week before the disaster.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / NH Sunday News – Sun, Jun 9, 1968 pg. 36 / See Vol. 1 Ch. 9 Sec. 4 & 6

Teagues of Mt. Washington - Henry

Lawrence Taylor 1954
Summit House

The Teagues of the Mount Washington Railway

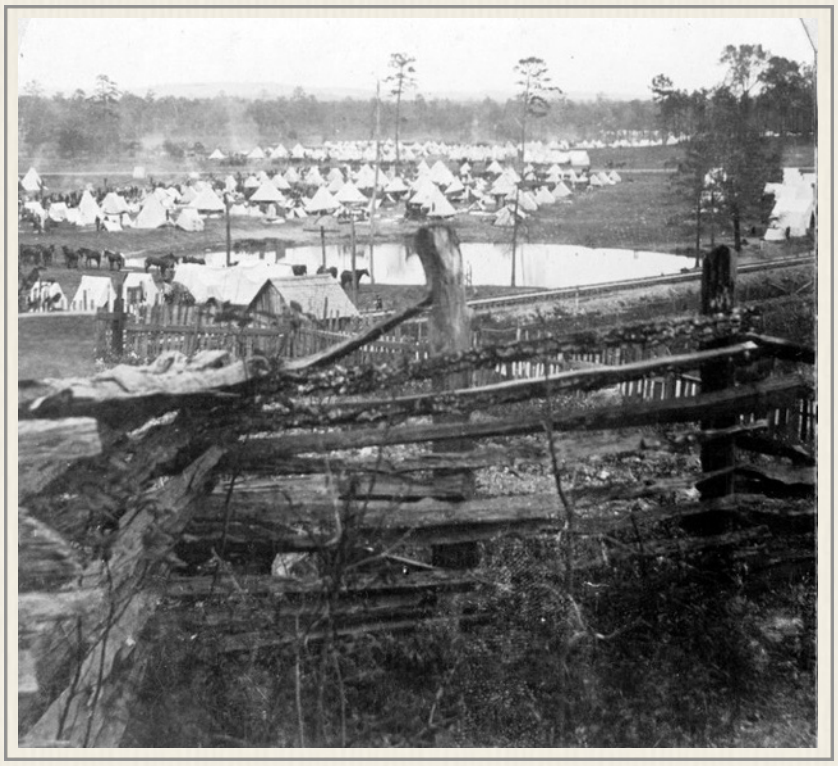
(in order of appearance at the Mountain)

Henry Nelson "The Old Col." Teague 1931 - 1952

Railway Owner - Born on Mt. Desert Island, Maine - the son of George Edward and Martha Cornelia (Dunham) Teague. This biographical entry was going to be short. Research conducted from May 2015 to October 2018 had found numerous stories about the hotelier/promoter/railroad owner. That material was all used in *Volume 1 Chapter 1 – "A Jitney Hired"* and indicated Henry was the only Teague son. There was apparently a daughter, Georgia. But an October 14, 2018 follow-up search of the Old Colonel's name in *Newspapers.com* found Henry Teague listed in the obituary of a brother, Edward Fisher Teague along with two sisters. That opened a whole new line of inquiry that led to the digital newspaper archives of the Friends of Island History at *NewspaperArchive.com* and other Teague references in that database. Now, as Paul Harvey might say, "Here's the rest of the story."

Three articles from the *Boston Daily Globe* gives limited details of Teague's high school career. The Gloucester report on page 16 of the March 24, 1893 newspaper says The K. K. Ke Society of the high school have elected officers and Henry Teague is serving on the executive committee of the group. A year later on March 8th, the same section on page 20 says "The K. K. K., the junior high school class organization, has elected... officers." Henry remains a director of the group. The *Globe's* report on Gloucester High School's June 26, 1896 graduation says the school "Sends out its quota of graduates this afternoon. The graduation exercises of the class of '96 took place at city hall this afternoon before an audience that packed the edifice. The class is somewhat less in numbers from those of the years immediately preceding." His Honor Mayor Robinson presented the diplomas. Henry Nelson Teague, along with four other young men, received his for completion of the "Classical course." The newspaper said the "stage was prettily trimmed with foliage, and the graduates presented a very pleasing appearance. This evening the grand reunion of graduates, entertainment and ball will occur at city hall." Henry will pursue a college degree at Dartmouth in New Hampshire. He would not be part of the K.K.K. organization or the K.K.K. House at the college.

When President William McKinley called for 125,000 volunteers for the Spanish-American War in 1898, Dartmouth college sophomore, Henry N. Teague of Southwest Harbor (ME) "enlisted in Co. E, 1st New Hampshire volunteers, which contains twenty-five men from the college and will be one of the first regiments to be called to the front." The *Bar Harbor Record (May 4, 1898 pg. 5)* reported Teague "is well known in Bar Harbor by his connection, during the summer seasons, with A. W. Bee's newspaper agency." Well known and popular at Dartmouth, Teague is an interested worker in the Young Men's Christian Association. Nearly two hundred men from Dartmouth are drilling daily on the campus, and will hold themselves ready to volunteer." By June 8th, Henry and Company E was in camp *(right)* at Chickamauga, Georgia. But that summer, Henry was "taken ill in camp" and on September 21st, the *Bar Harbor Record* reported Teague was "now home on an extended furlough.



Camp Chickamauga, GA (1898)
- DigitalCommonwealth.org

By The Lords of the Committee of Privy Council for Trade.

Certificate of Competency as MASTER.

To George Edward Teague

Whereas it has been reported to us that you have been found duly qualified to fulfil the duties of Master in the Merchant Service we do hereby in pursuance of the Merchant Shipping Act 1854 grant you this Certificate of Competency

Given under the Seal of The Board of Trade this twelfth day of September 1868

By order of the Board

Registered RSB

Officers of the Marine Department

Entered at the General Register and Record Office of Seamen on the 14th day of September 1868

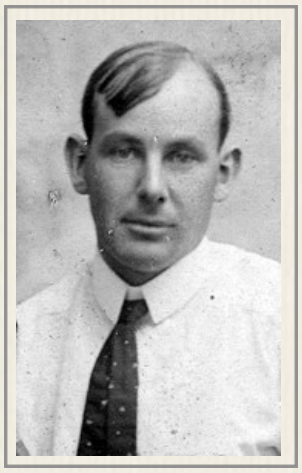
Capt. George Teague's Master certificate (Sep 12, 1868)
- Ancestry.com

While Henry's father, George Edward Teague joined his father Nathaniel's profession of sailing schooners *(left)*, Henry and his brother, Edward Fisher Teague followed in their uncle's footsteps into the hotel trade. Orphaned at age two and four respectively, their uncle Nathaniel Teague Jr. owned and ran hotels in Maine. Nathaniel Teague ran the Ocean House and Cottage in Manset. Edward Teague got into the hospitality industry on the island running the fruit stand on the wharf, and ran hotels in Connecticut. When Edward died he was at the New Dom Hotel.

Henry Nelson Teague would graduate from Dartmouth on June 27, 1900. The senior class history noted that his time in Hanover had changed him. "Henry Teague is fast hastening down the broad way of

destruction, for we actually saw him smoking one of Rankin's cigars! Brave Henry! Not infrequently he is seen with a cigarette." Living in room 20 of Richardson Hall, his biography says he is from Gloucester, Mass. and had enlisted in the 1st New Hampshire Volunteers. He is also listed as a member of the Dartmouth Whist Club. Dartmouth suited Henry. He would do post-graduate work at Dartmouth's new Tuck School. The son of a later Teague business associate Laurence Whittemore talked about "Uncle Henry" with historian Rob Bermudes. "Henry Teague was a crackpot, but we loved him," said Bert Whittemore in 2016. "He was great. He was good to us, and he loved... young men. He was comfortable in the company of men and that's why that railroad business and his Dartmouth boys... I don't mean to imply anything at all, I don't, but it was a part of the scene.... It never occurred to us *(sons of Laurence)* that we would go to anywhere but Dartmouth." Bert's brother, Charlie was the only Whittemore son not to go because the Dartmouth did not allow summer school credits. "Dartmouth is a perpetual disease which sticks with you forever and you think the day you graduate you're rid of it, but hell no. It's a curse we live with, and in New Hampshire it's nice because everybody went to Dartmouth."

Henry Teague left Dartmouth after running the College's dining association to work in New York becoming the manager of the New Weston Hotel by the spring of 1910. He apparently hired help from his old home town. When the power house at Grand Central Station in New York exploded on Monday, December 13, 1910, Henry's brother, Edward Fisher Teague "was in bed at his apartments something less than two blocks from the power house." The *Bar Harbor Record* (Dec 28, 1910) reported "the shock threw him from his bed but being on the opposite side of the house he escaped injury from the falling glass. Simpson Carter and William Cleaves, two Bar Harbor boys employed in the office of (Henry's) New Weston Hotel, came in for their share of the excitement. Cleaves, who is on night duty at the hotel, had an exceedingly narrow escape. Having left the hotel for his room at 7 a.m. going a little out of his regular way to visit Mr. (Edward) Teague *(right)* who has been for a few days confined to his bed, (Cleaves) passed directly over the spot of the accident barely five minutes before the explosion." Two weeks later, the newspaper reported E. Fisher Teague, Wm. Cleaves and Simpson Carter had all been promoted at Henry Teague's New Weston Hotel, while another local boy, John Evans was on his way to a job there.



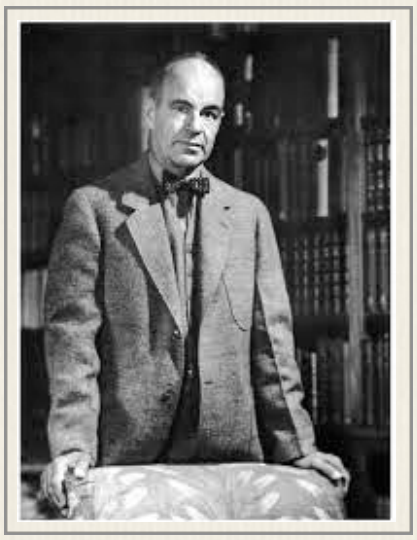
Edward Fisher Teague
- Southwest Harbor Library

When Henry's mother, Cornelia died in 1915 her two daughters; Mrs. Lenora Lunt of Brewer, Mrs. Millicent Donahue of Massachusetts and four sons; Dunham Teague of Boston, Roswell of New York, Henry of Williamstown, Massachusetts and E. Fisher of Manset laid her to rest. Other reports indicate Cornelia and George Teague had three other children as well.

The *Bar Harbor Times (Sat, Aug 26, 1916 pg. 7)* reported that Henry N. Teague, proprietor of the Greylock hotel in Williamstown, "has consented" to have his name put on the Democratic state primary ticket for the office of Massachusetts state treasurer. This would indicate the party picked him, and might help explain his unorthodox campaigning style.

After his loss, the *Bar Harbor Times (Dec 2, 1916)* reported on a New York City conference where "James W. and George Bullock, owners, and Henry N. Teague, lessee of the Greylock hotel, Williamstown, decided to build a new hollow tile hotel on the north side of the present building and to connect the two buildings with a new office. The work decided upon at the conference will begin at once and will be rushed to completion. The owners and lessee plan to have the hotel ready to open at the usual time next spring and also to keep it open the year round in the future. The new hotel will have 60 rooms and a new dining room that will seat 300. A model fireproof kitchen will also be added. The work planned is the most important in the building line in Williamstown recently and will prove to be a source of much satisfaction to the people of this section."

Dartmouth College president Ernest M. Hopkins was part of the Bar Harbor Summer Colony in 1922, spending the summer at the Teague cottage at Manset. The *Bar Harbor Times* reported Hopkins' private secretary, Miss Mabel Seavey was staying at the Ocean House run by Henry's uncle, Nathaniel Teague Jr. On July 19, Hopkins was preparing to sail for Europe "and Mrs. Hopkins and little daughter, Anne, will remain at the Teague cottage until his return." The week before the paper said "Henry Teague… spent a few days at this old home in Manset… accompanied by a friend from Bolton, Colorado, and the two made the trip from Massachusetts in Mr. Teague's car." The blurb does not reveal the name nor gender of the friend from Colorado. Henry's brother Edward Fisher Teague, now in Hartford, CT had also returned for "a fortnight's visit among his old friends here." The sale of the Teague Cottage by Henry to Ernest Martin Hopkins of "land in Southwest Harbor… was recorded November 16, 1922." A *Bar Harbor Time*s story on December 13, 1922 said the Dartmouth College president "buys summer home with magnificent outlook over mountain and sea" specifically, "the Henry Teague cottage at Manset has been lately sold to President Hopkins, who, with his wife and daughter, occupied it last season. The cottage is located in a most beautiful spot, with a magnificent view of mountains and sea and President Hopkins is fortunate in securing such a desirable property. A large tract of land is included in the purchase. Manset people welcome President Hopkins and family as a summer resident among them." *(see Vol. 4 Appendix - Dance Hall to Dartholm)*



Hopkins of Dartmouth
- Dartmouth College

In January 1923, the *Bar Harbor Times* reported Henry's leasing of the Miramar Hotel in Miami with a story from the *New York Hotel Bulletin.* "The hotel is beautifully situated overlooking the blue waters of Biscayne Bay from one of Miami's exclusive resi-

Teagues of Mt. Washington - Henry

Miramar Hotel, Miami
- HipPostcard.com

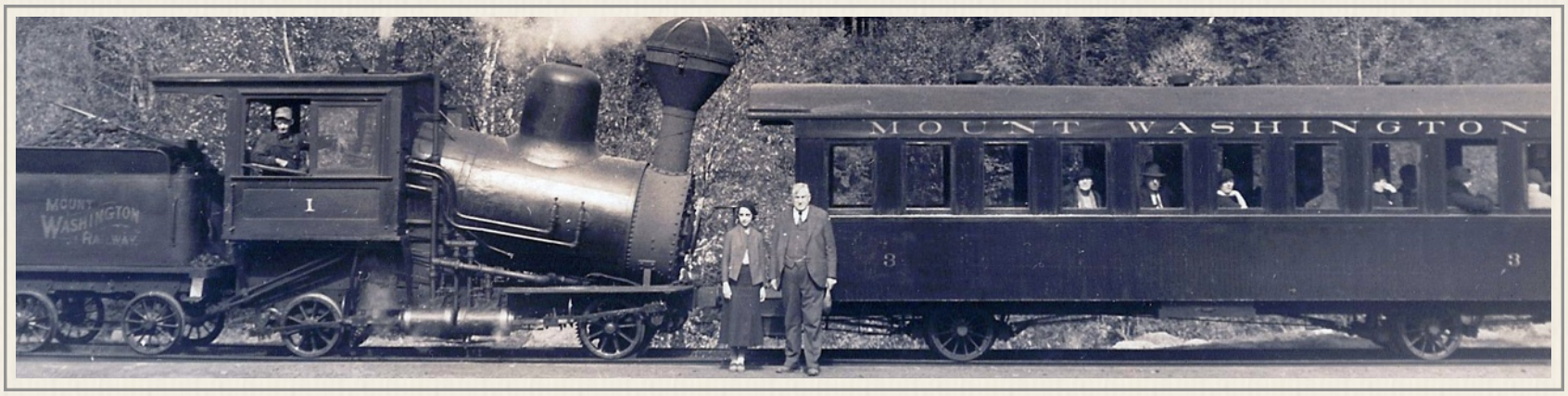
dence sections, Miramar, from which it takes its name. The Miramar contains 96 guest rooms, each with a private bath. A unique feature of this hotel is the three roof-bungalows which have been built on top, containing six, four and three rooms respectively. The roof will furnish spaces for flowers and small gardens. Including site and furnishings, it represents an investment of over $250,000. Music will be brought from the Copley-Plaza hotel in Boston for afternoon tea dances and dancing every evening except Sunday is planned. A large crew of workmen is busy at the Miramar, getting it ready for the formal opening. White servants will be used throughout the hotel, states Mr. Teague *(below)*, who will bring to Miami his entire force from the Greylock. The new lessee is an experienced hotel man and director of the New England Hotel Men's association. For 12 years he has operated the Greylock hotel at Williamstown, and previous to that managed for 10 years the New Weston hotel at the corner of Forty-ninth street and Madison avenue, New York. Mr. Teague is enthusiastic over the possibilities and the development of Miami. He says he is going to do his part by running a modern and up-to-date hotel."

The *Bar Harbor Times* reprinted a Boston newspaper story on June 15, 1932 dealing with Teague's purchase of the Boston & Maine's mountain-climbing railroad. "The many friends in Southwest Harbor of Henry Teague, whose childhood was spent here, should be interested in the following: 'Latest among unusual points of interest to have a 'club' is the summit of Mount Washington. Lowered prices for food and lodging, combined with admission fee to enter the two hostelries on the summit, will be introduced this year when the Summit and Tip-Top Houses open for the season… Among his assistants (Teague) will have some sixteen other Dartmouth men, Myron Witham, '04, being president of the new club. Mr. Teague will have for the first time two uniformed guides at the summit, and two telescopes. Moving pictures of the mountains will be shown in the evenings, and a special attempt will be made to attract the overnight vacationists, who can take a late afternoon train to the summit, and an after-breakfast one down."

A 1940 profile in the *Littleton Courier* attempted to nail down Henry's resume: "From 1901 to 1905 he had charge of the Dartmouth college Dining association, then became manager of the New Weston hotel in New York city. From 1911-28 he was lessee of the Greylock hotel in Williamstown, Mass. From '22-'27 he leased the Miramar hotel at Miami Beach, and from '29-'30 he managed the Landlord's Inn at Templeton, Mass. From 1931... Colonel Teague has managed the Mt. Washington Cog railway and the Mt. Washington club as president of the company. From 1937-38 he managed the Mt. Kineo hotel at Moosehead lake, Me., and the Venetian hotel in Miami. He was a candidate for state treasurer on the Democratic ticket in Massachusetts in 1916, and was associate editor with Roger W. Babson of the Information and Educational Service of the Labor department during the (first) World war. Colonel Teague was personal representative of the Secretary of Labor William B. Wilson on confidence missions to governors and mayors to urge public works on a large scale to handle the unemployment of returning soldiers in 1918, and in March, 1919, he organized the convention of mayors and governors that convened at the White House. He is a Rotarian, a life member of the Elks and an honorary member of the Mohammed Shrine of Peoria, Ill."

But the *Bar Harbor Times'* obituary in 1951 added some additional detail, and a new "How Henry Met Arthur" story. "Col. (Henry) Teague was the first bell-boy employed by the Kimball House in 1887 when he was 11 years old. His interest in hotel management began in that year and before his death he was the owner in nine different hotels. During his lifetime Col. Teague befriended and financed a Dartmouth College education for many young men. Arthur Teague, no relation to the former Manset resident, now General Manager of the Mount Washington Railway, was a hitch-hiking lad some years ago when he was picked up by the late Col. Teague. The older man, fascinated by the similarity in names, became interested in the boy and arranged for his education. Since that time the two have been associated in business."

According to Bert Whittemore, the Dartmouth education of the Whittemore boys was one of four provisions in Henry N. Teague's will that gave his Mount Washington holdings to the College. "He left the whole shebang to Dartmouth College with four



New owner of the Cog, Col. Henry Teague (center) stands with unidentified woman, while veteran engineer Mike Boyce is in the cab of the No. 1. Photo taken before installation of generators and lights for moonlight excursions and before B&M engine paint scheme replaced (~1931-1932)
-Teague Family Collection

provisions... That the Tuck school never be moved off campus to a city... That Theta Delta Chi never be kicked off campus... That (Dartmouth) never go coed and that any son of Laurence Whittemore be educated free." In 1951 Bert was about to be a freshman at Dartmouth - his brother a junior. But their father did not want to accept Teague's gift, so he arranged another scholarship at the school. "He went to the Bursar and he said, 'I want to pay penny for penny what I would pay, and set up a scholarship.' He made a point of not telling us what the name of the recipient was," says Bert until his father became ill in 1960 and he revealed the name to his Dartmouth sons. "It amazed both Fred and me because we knew the guy very well. His name was David McLaughlin and he ended up being president of Dartmouth College. That story I think has a wonderful symmetry to it because Henry was very devoted to Dartmouth." *(1951)* "Funeral rites were held at the Heald Funeral Home in Littleton (NH) yesterday *(10/3)* afternoon, with burial today at South West Harbor, Me., for Col. Henry N. Teague, 76, widely known as owner of the Mt. Washington Cog railroad and as a hotelman. He died at the Morrison hospital in Whitefield Tuesday *(10/2)* afternoon following two years of poor health. Rev. Johnson A. Haines officiated at the Littleton service which was attended by many friends, including several from Hanover. Floral tributes were in profusion. Colonel Teague, whose title was an honorary one bestowed by the late Gov. John G. Winant, was born in South West harbor, on Mount Desert Island, June 2, 1875. His father was a sea captain who met and married his mother, a Georgian, in Jacksonville, Fla. When Col. Teague was two years old his father was lost at sea. His family home on Mount Desert Island is now the summer home of Ernest Martin Hopkins, former president of Dartmouth and a close friend. The Teague family moved to Gloucester, Mass., where Col. Teague was graduated from high school. One of his classmates was Roger Babson later to become a famous economist. Col. Teague was a member of the Class of 1900 at Dartmouth college. He enlisted in the First New Hampshire Regiment in the Spanish-American War, returning to graduate from Dartmouth at the end of hostilities. Col. Teague received his master's degree as one of the four members of the first class at the Amos Tuck School of Business Administration (at Dartmouth). For several years he ran the "Commons" undergraduate eating place at Dartmouth, and then went on to manage the Landlord's inn at Williamstown, Mass. *(Ed note: This was the hotel he was managing just before coming to run the Cog Railway. After leaving Dartmouth there was the Weston in NYC, the Greylock in Williamstown, MA., the Miramar and Venetian hotels in Miami, and Mount Kineo in Maine.)* During World War I Col. Teague and Mr Babson served as "dollar-a-year" men in Washington as co-directors (under the Secretary) of the Department of Labor. While in Williamstown *(Ed note: leasing the Greylock Inn for 20 years)* he was a member of the Massachusetts Democratic state committee and ran for state treasurer in 1918. He also was associate director of the state's Division of Public Works and Conservation. In 1931, Col Teague purchased *(Ed note: more of a rent to own arrangement)* the summit of Mt. Washington and the famous cog railroad from the Boston and Maine railroad. Since then he had operated this major summer attraction in the White Mountains of which he was president and sole owner, being also treasurer of the Mt. Washington Club. Col. Teague was never married and there are no close relatives. Since 1935 his manager for the railroad has been Col. Arthur Teague. "Hen" Teague, as he was known by his closest acquaintances, had one chief interest and that was the successful operation of his unique mountain transportation system which each season attracts thousands of visitors from every corner of the U.S. and Canada as well as abroad. His cabin near the Base Station was as much home to him as any place, for he spent all the summer months there. He returned to his cabin in June of this year after a long siege with illness. But his health failed to improve and he made frequent visits to the hospital before his death. Col. Teague was a member of the Masons and the Shriners."

- Littleton Courier - Thu, Jun 6, 1940 pg. 12 & Thu, Oct 4, 1951 pg. 1 & pg. 4/ Ancestry.com / NewspaperArchive.com / Newspapers.com / GenealogyBank.com / See Vol. 1 Ch. 1

Teagues of Mt. Washington - Arthur

The Arthur S. Teague Family

The Teagues - Anne, Arthur, Charlie, Ellen, Fanny, Jane, Lucy & Margie from 1964-65 Christmas cards
- Lewis & Kent Family Collections

Arthur Simpson "The Colonel" Teague 1933 - 1967

Arthur S. Teague(1932)
- Clemson yearbook

Manager/Owner - *(1949)* Passumpsic Notes: "Supper guests of Mr. and Mrs. Arthur *(Stubby)* Welch *(Cog cook)* on September 13 were Mr. E. Walzer, Mr. Mike Haney, and B. Parks, of Base Station, Mt. Washington, N.H. On September 14 Colonel Arthur S. Teague, of Philadelphia was a breakfast guest." *(1963)* "Twin Mountain notes: Col. Arthur Teague has arrived at the Cog Railway for the summer. His family will join him as soon as school is finished in Philadelphia." *(1966)* Summit House manager, Edmond Griffin, describes Col. Arthur S. Teague in a July *NH Sunday News* profile of the Railway, "as a man of amazing abilities and unlimited resources." Says Griffin: "Mr Teague always meets situations head on. He tackles every problem and finds a solution, one way or another. It's little wonder he has been called the 'most decorated' New Hampshire soldier of World War II. And he is dedicated to his railroad, you may be sure of that." Col. Teague developed a taste for Vermont-made Crowley cheese. His fondness for the flavor led Jitney to stop one spring at the Crowley facility in Mount Holly to buy a block for the Colonel while returning to Chester from a day-long shopping trip to Rutland. When the Jitneys returned to the Base that summer, Jit pulled in to the Hut driveway to deliver the cheese. The Colonel opened the door to welcome back one of his senior engineers, and Jit handed him the cheese. Ellen, who had been watching the exchange, turned to her husband and said, "Art, pay him for the cheese." Jitney quickly said, "No, no - it's a gift." Ellen persisted, "Pay him for the cheese." The Colonel turned to his wife and quietly said, "It's a gift." "Despite the rough language he was around – he never used it around us as girls," recalls daughter Anne in 2018. "He was raised as a Southern boy. He was such a warm, cuddly-like dad. He was to his men, too at the Cog. He always cared about 'My boys' You would never have thought what he had been through (in the war) would've made him so personable. He was very compassionate, where my mother was raised with more of a stiff upper lip – pick yourself up by the bootstraps – tough it out" outlook. /Arthur Simpson Teague was born on May 25, 1910, in Graniteville, South Carolina to 46-year old Dr. Charles Arthur Teague *(b.1863 d.1916)* and 33-year old Margaret Maggie Simpson *(b.1876 d.1961)*. He was the youngest of the couple's three children. Arthur had two sisters: Lucy Elizabeth *(b.192 d.1954)* & Fannie Mae *(b.1904 d.1982)*. Teague graduated from Clemson University in 1932 *(right)* with a degree in electrical engineering. During his four years, Arthur had moved up through the school's Reserve Officers Training Corps (ROTC) structure from Private to Captain. He was a member of A.I.E.E., the First Sergeants Club, the Dancing Clubs, Rho Dammit Rho and spent time at Fort McClellan, Alabama. He worked as an electrical engineer in Columbia, South Carolina before going full-time with Col. Henry Nelson Teague at the Cog Railway. U.S. Immigration records show 26-year old Arthur and his 30-year old sister Fanny traveling back to Miami from Havana on April 11, 1937 aboard the *SS Florida*. In February 1939, 27-year old Arthur and 63-year old Henry were on board the *SS New Northland* sailing to Miami from Nassau in the Bahamas. In December 1939, the pair were on the *SS Florida* returning to Miami from Havana. Then in mid-February 1940, Arthur and Henry were heading from Nassau to Miami aboard the *SS Kent*. That trip coincided with society page reports of Henry and Arthur entertaining millionaire Sir Harry Oakes. The Maine-natives Henry & Harry were reportedly hatching a resort development plan to make Mt. Washington the St. Moritz of North America. Col. Henry Teague played matchmaker for his young

protégé introducing him to a Philadelphia nurse Ellen MacLean Crawford *(b.1913 d.1999)* who Captain Arthur S. Teague would marry on June 6, 1942, in Augusta, Georgia. They would have six children during their marriage: Jane Crawford *(b.1943 d.1973)*, Margaret Ellen *(b.1946)*, Frances Stratton *(b.1947)*, Anne Tillman *(b.1949)*, Lucy Elizabeth *(b.1953 d.1967)* & Charles Arthur *(b.1955)*. Arthur Simpson Teague died at his own hand on August 4, 1967, at the age of 57, and was buried in the Summer Street Cemetery in Lancaster, New Hampshire. *(1967)* "Arthur S. Teague, president and superintendent of the Mt. Washington Railway Co. since 1951, died Friday. Teague, 57, died in his cabin at the railway base station. He was one of the most decorated New Hampshire soldiers of World War II. During his military career, Teague rose from lieutenant to lieutenant colonel in 22 months and received decorations from England, France, Belgium and the United States. The American decorations included the Distinguished Service Cross, the Silver Star, the Bronze Star and two presidential unit citations for the Normandy beachhead and the break-through at St. Lo. Survivors include his wife, five daughters and a son. Services will be held in Lancaster today *(8/6)*."

- Caledonian-Record - Mon, Sep 19, 1949 pg. 6 / Littleton Courier - Thu, Jun 13, 1963 pg. 5A / Jitney Recollection / Ancestry.com / Newspapers.com / GenealorgyBank.com / Boston Globe – Sun, Aug 6, 1967 pg, 83 / See Vol. 1 Ch. 6 for full bio & Appendix 1 - Military Career

Photo by HOLLANDER AND FELDMAN

MISS ELLEN MacLEAN CRAWFORD

Miss Crawford, who is a popular member of the debutante set, is the daughter of Dr. and Mrs. E. Druitt Crawford, of Penllyn.

Ellen Crawford Teague 1942 - 1983

Ellen MacLean Crawford was born on April 23, 1913, in Montgomery, Pennsylvania to 43-year old dentist Edgar Druitt Crawford *(b.1869 d.???)* and 36-year old Frances Josephine Stratton *(b.1877 d.1961)*. Ellen had an older sister, Frances Jane *(b.1912 d.1989)*, and a younger sister, Margaret *(b.1915)*. 18-year old Ellen MacLean Crawford debuted *(left)* in Main Line Philadelphia society in 1931. Her parents hosted a dance at Wissahicken Farms on Thursday, October 29th. Ellen was formally introduced at a debutante tea on Halloween. She married Arthur Simpson Teague *(b.1910 d.1967)* on June 6, 1942, in Augusta, Georgia. They had six children during their marriage. She died on July 13, 1999, in Whitefield, New Hampshire, at the age of 86, and was buried in Lancaster, New Hampshire. *(1999)* Ellen M. (Crawford) Teague, 86, former owner of the Mount Washington Cog Railway and a descendant of the pioneering family that helped settle New Hampshire's White Mountains, died July 13, 1999, in Littleton Hospital after a brief illness. Born in Philadelphia, Pa., on April 23, 1913, she was the daughter of Dr. Druitt and Frances (Stratton) Crawford. In 1930, she graduated from Agnes Irwin School. In 1935, she graduated from Thomas Jefferson University as a registered nurse. In 1942, she married Col. Arthur S. Teague, and helped him run the world-famous Cog Railway tourist attraction for several decades. Colonel Teague had been one of America's most-decorated soldiers in the European theater during World War II. In one devastating summer, 1967, Mrs. Teague suffered the loss of her husband and youngest daughter, Lucy, and a fatal railway accident in which eight passengers were killed. She later suffered a heart attack and the loss of a second daughter, Jane. But she was able to overcome these setbacks, taking over operations of the railway and serving as president and treasurer for 16 years. "She was very strong-willed and defiant," said Wayne Presby, current president of the railway and one of the investors who bought it from her in 1983. "At the same time, she had a steadfast devotion to the Cog Railway, and did a lot to keep it during its turbulent times," Presby said. "She was very, very tough. For that day and age, she really was a pioneer for women, in terms of operating a major tourist attraction in the North Country," he continued. "I always had a lot of admiration for her, for during that period, she had a lot of tragedies hit her all at once." After selling the railroad and retiring, Mrs. Teague continued to serve as Mount Washington's U.S. Postmistress for several years. She later wrote of her life's triumphs and tragedies in a self-published autobiography, *I Conquered My Mountain.* A member of St. Paul's Episcopal Church in Lancaster, she was a spiritual woman of great pride, determination and love of her family, friends and life. She was an active supporter and patron of the arts in the North Country, and was a member of the Newcomen Society and the Daughters of the American Revolution. Family members include three daughters, Margie Baker of Philadelphia, Frances Blaggie of Clearwater, Fla., and Anne T. Koop of Woodstock, Vt.; a son, Charles A. Teague of Whitefield; eight grandchildren; and a sister, Marnie Morgan of Payson, Ariz. A calling hour is Friday from 8:45 to 9:45 a.m. in Bailey Funeral Home, Lancaster. The funeral is Friday at 10 a.m. in St. Paul's Episcopal Church, Lancaster. The Rev. Peter Coffin, pastor, will officiate. Burial will be in Summer Street Cemetery, Lancaster. In lieu of flowers, memorial donations may be made to the Teague Family White Mountains Memorial Horse Fund, in care of Sally and George Carter, 61 Stebbins Hill Road, Lancaster 03584; or St. Paul's Episcopal Church, Lancaster."

- Littleton Courier - Thu, Jul 22, 1965 pg. 5; Thu, Nov 18, 1965 pg. 7B & Wed, Jul 21, 1999 pg. 14A / The (Manchester, NH) Union Leader - Wed, Jul 14, 1999 / Ancestry.com / Newspapers.com / GenealogyBank.com / See Vol. 1 Chap 6

Debutante Jane Teague (1961) - Margery Bargar Collection

Jane Crawford Teague 1947 - 1973

Marshfield Counter-Dining Room manager. / Jane Crawford Teague was born on July 7, 1943, in Philadelphia, Pennsylvania, when her 33-year old father, Arthur Simpson Teague *(b.1910 d.1967)* was serving in the military, and her mother, Ellen MacLean (Crawford) Teague *(b.1913 d.1999)* was 30. Jane was their first child. Jane developed diabetes and began riding horses to help keep the disease under control. *(1959)* "Top honors at the 11th annual horse show at the Mt. Washington Hotel were won by Jane Teague, daughter of Col. and Mrs. Arthur Teague of the Mt Washington Cog Railway. Lucy and Anne Teague also were winners. More than 30 stables partici-

pated in the event." *(Jane rode a horse named Gay Flirtation at that show.)* Jane first appears on the Cog Railway payroll working on the Marshfield counter during the summer of 1961. She was paid $60 a month. *(1961)* "The Horse Show at Plymouth (NH) Fair was marred yesterday *(8/26)* by an accident, when Jane Teague, 17, sustained a broken leg just after she had mounted her horse. The daughter of Col. and Mrs. Arthur Teague, Operators of the Mt. Washington Cog Railway, Jane had just mounted the horse when the animal fell to the ground. She was thrown between the horse's legs, one of which hit her as the animal scrambled to its feet. The girl was taken to Sceva Speare Hospital here (in Plymouth) where officials said her right leg was fractured between the knee and the ankle." The next summer Jane Teague's counter pay was boosted to $100 plus $20 a month. *(1961)* "Miss Jane C. Teague, a debutante of the 1961-62 season, will be presented Sunday, Nov. 26, at a tea-dance to be given by her parents, Mr. and Mrs. Arthur S. Teague, of Chestnut Hill. Mr. and Mrs. Teague will entertain July 7 *(Jane's 18th birthday)* at Mt. Washington, N.H., for their daughter and a group of her classmates at the Agnes Irwin School." *(1963)* Sugar Hill notes: "On Saturday *(7/7)* evening Mr. and Mrs. Arthur Teague of the Mt. Washington Cog Railway gave a dinner party at the Pioneer club in honor of the (20th) birthday of their daughter, Miss Jane Teague." In 1964, Jane was the cashier for the Marshfield dining room. She earned $200 plus $64 a month. In 1969, with her eyesight failing due to her diabetes she was named grill manager for the Marshfield kitchen and was paid $100 a month. In 1970, Teague received $600 for the entire summer. She made $216 a month in 1971 managing the Marshfield Counter. Her mother was at her side when she died at the Hut at the end of the 1973 season. *(1973)* "Miss Jane Teague, 30, daughter of Mrs. Ellen (Crawford) Teague and the late Col. Arthur S. Teague, died at her home at the Mt. Washington Cog Railway Base Station Sunday, Oct. 14, after a long illness. Born in Philadelphia, Pa., July 1, 1943, she was a member of the White Mountain Riding Club Association and St. Martin in the Fields Church of Philadelphia. From her earliest years she looked forward to the Summer when the family moved to the Cog Railway. She was a well-known equestrian, keeping her mounts at the family Summer home. For four years she held the state of New Hampshire Saddle Eat Equitation Championship. Members of the family, besides her mother, include a brother, Charles Teague, a senior at Stoney Brook (N.J.) School; three sisters, Margaret (Mrs. Thomas) Baker of Philadelphia, Pa., Miss Fanny Teague of Lancaster and Anne T. (Mrs. Norman) Koop of Deerfield, N.H.; and nieces, nephews and cousins. Funeral services were conducted at St. Paul's Episcopal Church in Lancaster Tuesday afternoon (10/16) by Rev. Robert Deming, record, assisted by Rev. Alexander Hamilton of Kennebunkport, Me., a friend of the family, and Rev. Norman Koop, brother-in-law of the deceased. Burial was in the family lot in Summer Street Cemetery in Lancaster, bearers being Richard Riff and George Carter of Lancaster, Charles Teague, Thomas Baker, Michael Bencosky and Norman Koop. Special choral numbers during the service were rendered by a group of boys from St. Paul's Cathedral in Boston, directed by James Johnston, assistant director of the Bretton Woods Boy Singers, with Richard Shattuck organist. Memorial contributions may be made to the White Mountain Riding Club Association or to a diabetic fund."

- Ancestry.com / Newspapers.com / GeneralogyBank.com / Littleton Courier – Thu, Jul 11, 1963 pg. 2A; Thu, Oct 18, 1973 pg. 5 / Manchester (NH) Union Leader – Sat, Aug 8, 1959 pg. 2 & Sat, Aug 27, 1960 pg. 18 / See Vol. 1 Ch. 9 Sec. 3

Margaret Ellen "Margie" Teague Baker 1947 - 1969

Second daughter of Art & Ellen Teague - Margaret Ellen "Margie" Teague was born on April 19, 1946 in Philadelphia, Pennsylvania. Margie joined her older sister Jane in showing horses as a youngster. *(1956)* "The 24th annual Sugar Hill Horse Show held Sunday *(8/12)* afternoon was a non-point show with over 70 entries. Thirty-one classes of competition were in the show and several classes saw as many as 30 entered… The Max Schulhofer trophy winner, Margaret Teague…. took the honors in the junior equitation class for youngsters under 12, which group was the largest class of the day. Highlight of the (horse show) was the Colorful Costume Parade, which had a tremendous number of entries, all cleverly costumed… Margaret Teague of Bretton Woods made a striking "Captain Blood" with her costumed stripped to the waist, patch over one eye, and a wooden leg, to win second place (in most original)." *(1957)* "The Max Schulhofer Memorial trophy will be presented for the second year by Mrs. Schulhofer of Bedford. The replica bowl is being given this year by Mr. and Mrs. Bernard Fischer. Jr., of Rydal, Pa. Miss Margaret Teague, daughter of Mr. and Mrs. Arthur Teague of the Mt. Washington Cog Railway, won the coveted honor last year and her name has been inscribed on the permanent memorial bowl which will be on display at the trophy stand during the show. The entire (horse) show will be filmed and the telecast presented over Mt. Washington TV on Tuesday evening, August 13 from 10 to 10:30 p.m." 16-

Margaret, Ellen & Jane Teague (1946)
- Margery Bargar Collection

- Philadelphia Inquirer - Mon, Apr 11, 1949 pg. 16

year old Margie Teague begins "officially" working at the Cog Railway in the summer of 1962 in the Summit House gift shop. She earned $130 plus $20 a month for her time at the top. Teague spent the summer of 1964 at the Base working as a waitress in the Marshfield dining room. Her pay was $80 plus $20 plus $64 a month. Margie and her sister, Fanny came out to Philadelphia Society during the 1965-1966 Debutante season. 21-year old Margie married fellow Cogger, 22-year old Tom Baker at the end of the railroad's horrible year of 1967. *(1967)* "A pre-Christmas wedding took place at St. Paul's Episcopal Church in Concord, (NH) when Miss Margaret Ellen Teague, daughter of Mrs. Arthur Simpson Teague of Oak Road and Northwestern Ave, Philadelphia, Pa. and Mount Washington, N.H., became the bridge of Mr. Thomas James Baker, son of Mr. and Mrs. Kermit Baker, of 2 Crawford St, Littleton, N.H., Saturday (12/23) afternoon at 4:30 o'clock. The bride, daughter of the late Colonel Teague, was given in marriage by Mr. Michael Haney, of Doylestown, Pa. She wore an A-line gown of white satin heavily appliqued with Alencon lace, styled with long satin sleeves ending in points at the wrists edged with lace and detachable train also trimmed with lace. Her headdress was a handmade white lace mantilla from Spain. She carried white roses with bouvardia. Miss Jane Crawford Teague, maid of honor for her sister, wore a gown of jade green chiffon with mini bodice of Copenhagen blue, styled with long puffed sleeves and two tone contrasting satin bands. Miss Frances Stratton Teague and Miss Ann Tillman Teague, sisters of the bride; Miss Rebecca Morgan, of Peterborough, N.H., cousin of the bride; and Miss Katherine French, of Philadelphia, were the bride's other attendants. They wore gowns similar to that worn by the maid of honor and carried bouquet of yellow sweetheart roses. The flower girl was Miss Bernice Baker, daughter of Mr. and Mrs. Richard Baker of Columbia, Ohio. She wore a white lace dress. Jeffrey Stapleton of Lexington, Ky. was ring bearer. Dr. Robert Enderson, of Littleton, was best man and Norman Apel Koop, of Narberth; Mr. Lawrence Andrews, of Littleton; Mr. James Donovan, of Boston; Mr. Roger Normand, of Brookline, Mass. were ushers. Mr. Charles Arthur Teague, brother of the bride, was a junior usher. The Rev. Hobart Heistand performed the ceremony. Immediately following the ceremony 200 guests attended a reception at the New Hampshire Highway Hotel in Concord, N.H. On their return from an eight-day wedding trip to Nassau, Mr. and Mrs. Baker will make their home in Boston. While traveling the bride wore a red and navy A-Line dress, matching contrasting coat, navy blue velour hat and navy accessories. The bride attended Springfield High School, Montgomery County Pa.; Franconia College and studied three months in Europe with the Students Abroad Program. A member of the New Hampshire Horse and Trail Association she has been employed by a well-known store in Philadelphia. She is a debutante of the 1965 season. The bridegroom, a graduate of Littleton High School is a senior at Bentley College, in Boston. An ROTC member he will be commissioned in the United States Army and will serve two years of active duty after graduation and graduate work. He is assistant manager of the Mt. Washington Cog Railway and is a member of the Elks Club, Littleton and the Bethlehem Golf and Country Club, Bethlehem." Margie Teague Baker returned to work at the Mountain in Marshfield during the Cog's Centennial year of 1969. She earned $150 a month.

Debutante Margie Teague (1965)
- Margery Bargar Collection

- Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Thu, Aug 8, 1957 / Philadelphia Inquirer – Sun, Dec 19, 1965 pg. 99; Sun, Dec 24, 1967 pg. 32 / NH Sunday News – Sun, 24, 1967 g. 35 / Caledonian Record – Thu, Aug 16, 1956 pg. 4 / See Vol. 1 Ch. 9 Sec. 1

Fanny Teague at Cog Party (1962)
- Margery Bargar Collection

Frances Stratton "Fanny" Teague Blaggie 1947 - 1974

Third daughter of Art & Ellen Teague / Frances Stratton Teague *(left)* was born on March 29, 1947 in Philadelphia. She started working as a 15-year old Marshfield/Cabin employee in 1962. Fanny was a counter girl in Marshfield in 1964 and earned $110 plus $10 plus $64 a month. She graduated from the Montgomery County Springfield Township high school in Erdenheim, Pennsylvania in June 1965. Her classmates said she had "enthusiasm for equestrian and canine pets… enjoys football games and ice skating" and sang in the mixed chorus. She has a "sense of humor" and her quote was "Does anybody want to hear a joke?" At that point, Fanny planned to "travel in Europe after College." During the winter of 1965-1966, she joined her sister Margie in joining Philadelphia Society as a debutante. She was studying at Concord College in 1967, but finished her degree at Eastern University in 1971. During the Cog Centen-

nial of 1969, Fanny was the assistant manager of Marshfield and was paid $300 a month. Ken Randall credits Fanny with coming up with a practical solution to get rid of a bear that was regularly raiding the "honeybucket" trailer behind the kitchen. The honeybucket was where scraps and garbage were collected before heading to the dump behind the shops. Ken says the next time the deep fat fryer was cleaned in the kitchen, Fanny took the bucket of old grease and put it in the trailer. The next morning the bucket was still there but it was empty and clean as a whistle. Ken says it was also clear that the answer to the age-old question of whether bruins relieve themselves in the woods was "yes." Ken says the retreating trail of the marauding bear could be easily traced by the continuous track of fecal matter heading into the evergreens. Randall says "the bear never returned."

In 1970, Teague was classified a "general worker" in Marshfield and earned $350 a month. Fanny's pay scale continued in 1971. Away from the Mountain, she taught at the Springside Chestnut Hill Academy. In May 1973, "Mrs. Arthur S. Teague, of Chestnut Hill, announces the engagement of her daughter, Miss Frances Stratton Teague, to the Rev. George Robert Hess, son of Mr. and Mrs. Robert Hess, of Pittsburg, Tex. Miss Teague, daughter of the late Col. Teague, is a graduate of Eastern College in St. Davids. Mr. Hess is a graduate of Baylor University and Oxford University, England, and received a master's degree from Berkeley Divinity School, New Haven, Connecticut." A bridal shower card *(above left)* in Margery Bargar's files indicates a wedding date of December 8th was selected, and Sunday, April 29th as the date for a "linen and bathroom" bridal shower given by Linda Bencosky and Margie Baker. Fanny went to the Mountain that summer and worked as "relief help" at $400 a month. The wedding to Rev. Hess was called off in November 1973. In 1974, Fanny Teague took over as a cook in Marshfield for $750 a month. She would marry Robert J. Blaggie from Twin Mountain. They have two daughters, Kelly and Lucy Teague Blaggie. She taught at St. Paul's – Clearwater, Florida's independent school from 1990 to 2013. Franny Blaggie and her husband, Robert now live in Vero Beach, Florida where she has been a registered Republican Party since 1986 and votes in Indian River County, Florida."

Debutante Fanny Teague (1965)
- Margery Bargar Collection

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Facebook.com / Philadelphia Inquirier – Sun, May 13, 1973 pg. 91/
https://voterrecords.com/voter/12749274/frances-blaggie / See Vol. 1 Ch. 9 Sec. 3

Anne Tillman Teague Koop 1949 - 1971

4th daughter Art & Ellen Teague / Anne Tillman Teague was born on August 15, 1949 and like the rest of the family split her time between Philadelphia and Mount Washington. She joined her sisters in their summer activity of riding and showing horses while also spending time working as a clerk in Mike Haney's Marshfield gift shop. As detailed elsewhere in the *Jitney Years Project*, the 13 going on 14-year old Anne set her romantic sights on a young trainman, 18-year old Norman Koop in 1962. Her mother expected Anne would follow her sisters onto the social register of Main Line Philadelphia. *(1968)* "Miss Anne Tillman Teague, daughter of Mrs. Arthur S. Teague, of Chestnut Hill, and the late Col. Teague, will be presented Dec. 21 at a tea-dance given by her mother at home. The debutante is a member of the graduating class at the Stevens School." / "Miss Anne Tillman Teague, debutante daughter of Mrs. Arthur S. Teague, of Chestnut Hill… will leave July 10 to travel in Europe. A member of the graduating class at the Stevens School, Miss Teague will be presented at a tea dance at home Dec. 21. Mrs. Teague and another daughter, Miss Jane Teague, have returned from Palm Beach and Deerfield Beach, Fla." But Anne did not travel to Europe in the summer of 1968, and there was no December tea dance in Chestnut Hill. A summer of negotiation between Ellen and Anne, aided by her boyfriend's mother resulted in this October item: "Mrs. Arthur S. Teague, of Chestnut Hill and Mount Washington, N.H., announces the engagement of her daughter, Miss Anne Tillman Teague, to Mr. Norman Apel Koop, son of Dr. and Mrs. Charles Everett Koop, of Narberth. Miss Teague, daughter also of the late Col. Teague, is a graduate of the Stevens School and is attending Eastern Baptist College in St. Davids, (PA). Her fiancé, who was graduated from the Stony Brook School in Long Island, is a senior at Eastern Baptist College. The wedding will take place Dec. 28 at the Church of St. Martin-in-the-fields, Chestnut Hill." As per society protocol, attendants were named soon after, "Miss Teague and Mr. Koop have chosen the attendants for their wedding which will take place at the Church of St. Martin-in-the-Fields, Chestnut Hill. A reception will be held at Andorra Springs Golf and Tennis Club, Conshohocken. Miss Frances Stratton Teague will be maid of honor for her sister. Bridesmaids will be Miss Jane Crawford Teague, another sister of the bride; Miss Elizabeth

7-year old Anne Teague riding Prince at the Mt. Washington Horse Show. Her dad holds another Teague horse in the background while watching the show ring (1956)
-Koop Family Collection

Koop, sister of the bridegroom; Mrs. Allen Koop, of Hanover, N.H.; Miss Rebecca Morgan, of Peterborough, N.H., cousin of the bride; Miss Patricia Todd Huggins, Miss Lenora Jean Lancey, Miss Joyce Freed and Miss Teresa Barden, all of Chestnut Hill. Mr. Allen Koop will serve as his brother's best man. Users will include Mr. Timothy S. Bemis, Mr. Peter Conlow and Mr. Glen Carlisle Nye, all of Narbeth; Mr. Theodore Klenske, of Philadelphia; Mr. Thomas Baker, of Littleton, N.H., brother-in-law of the bride; Mr. James Griffin Harris, of Lincoln, N.H.; Mr. Joseph McQuaid, of Candia, N.H., and Mr. Gordon Champion, of Rye, N.H." The December wedding announcement provided additional details. "The Rev. Hobart Heisten officiated, assisted by the Rev. Benjamin Holmes. Mr. Gilbert Holt, of Haverford, gave his goddaughter in marriage. The bride wore a white peau de sole Empire gown appliqued with Alencon lace and pearls and a mantilla of matching lace. Miss Elizabeth McCall, daughter of Mr. and Mrs. S. Carter McCall Jr., was flower girl. The attendants wore Empire gowns of burgundy velvet accented with pink satin and satin head bows. The bride's brother, Mr. Charles Arthur Teague, served as junior usher. A debutante of the 1968 season, the bride was graduated from the Stevens School and is attending Eastern Baptist College. After a wedding trip to Puerto Rico, the couple will reside in Narberth. Financial records say the new Mrs. Koop earned $1.60 an hour in 1969, and $1.70 an hour in 1970 working in the gift shop. She would accelerate the pace of her college studies and graduated from Eastern in 1972. Anne T. Koop then taught at Ithan Elementary School in Bryn Mawr, Pennsylvania from 1972 to 1974 while husband, Norm pursued his divinity degree. The couple had three children: daughters Sydney & Tina and son David. The Koops lived in South Jersey for 17 years where Rev. Norm was serving as a pastor. They moved north to Woodstock, Vermont where Norm took the pulpit of the First Congregational Church and Anne began teaching in nearby Barnard. *(2003)* "Barnard Central School's new principal, Anne Koop, is a woman who truly loves what she does. Energetic and enthusiastic, Koop is enjoying what she calls a "seamless transition" from her previous position as a long-time Special Educator at the school, to her new duties as a teaching principal. Koop has been on staff at the Barnard school since 1990, the same year she moved to Vermont from New Jersey when her husband, Norman, became pastor of Woodstock Congregational Church. The mother of three grown children and grandmother of two ("with a third on the way," she notes happily), Koop earned her master's degree in education from St. Joseph's and did her administrative endorsement work at Castleton. Since she knew last December *(2002)* that she would be the new principal, Koop had a golden opportunity to spend the final half of that school year watching and learning from the outgoing principal, Christopher Slayton, who was retiring, before she took over at the beginning of the current school year. "I learned so much from him," she says gratefully. Koop also credits Lynn McMorris, the longtime principal of the Pomfret School, for being "a wonderful mentor, who answers all of my questions." Koop describes her style of administration as "collaborative leadership. We've got great, talented teachers here who have been working together for a long time. They're all child-oriented and willing and eager to help each other out. I really enjoy this place." Great support from the Barnard community is another reason Koop feels her school is blessed. "This town has never voted down a school budget," she notes with pride. Barnard Central School currently has only 56 students in grades K-6 and the kindergartners come to school for four full days. The first and second grades are together in one classroom, as are the fifth and sixth grades, and there are separate third and fourth grade classes. Like all small schools, Barnard has struggled with issues of declining enrollment and escalating costs. "We formed a Futures Committee and brought in an outside consultant to help us deal with all the possibilities," Koop notes. "The committee found that it was cheaper to keep our kids here. Also, if you lose your school, you lose your say in how your kids are educated, and we didn't want that." Koop and other principals from the Windsor Central Supervisory Union (WCSU) have been getting together to coordinate curriculum, and she has high praise for WCSU Supt. Meg Gallagher. A believer in the saying, "It takes a community to raise a child," Koop says her goal is "to have as many people in the community as possible know these kids by name and know their faces, so they don't think of the school as a place that takes their tax money, but a place that holds the future of their town." Taking a visitor on a tour of the school, Koop happily points out the touches she's added, "to make the community and students feel at home." The building, which was extensively renovated in the 1990s, is well equipped and spotlessly clean. Sunlight washes down through a skylight in the central hallway, illuminating a number of flourishing green plants, colorful displays of student work, and an interesting array of framed photographs chronicling the history of the school. A spacious all-purpose room is the setting for assemblies, art and Phys. Ed. Classes. Barnard doesn't have a hot lunch program, so the students brown bag it four days a week, with the parents club bringing in a hot meal every Friday. "I'm having so much fun and I take each day as it comes," says Koop as she pauses under the school motto ("A Community of Partners for Learning") emblazoned on the wall of the entryway. "I could never give up working with kids," she concludes emphatically. "I look forward to coming to school every day!" Anne T. Koop, now a widow and retired, lives year-round in the family's camp turned home on the shores of Lake Mascoma in Enfield, N.H. but still does substitute teaching in the area.

Mr. & Mrs. Koop at the Cog (1969)
- Koop Family Collection

- Ancestry.com / Newspapers.com / GenealogyBank.com / Bencosky-Desjardins files / Philadelphia Inquirer – Thu, Feb 22, 1968 pg. 29; Sat, Mar 16, 1968 pg. 12; Tue, Oct 1, 1968 pg. 23 & Sun, Dec 29, 1968 pg. 42 / The Herald of Randolph (VT) - Oct 16, 2003 / See Vol. 1 Ch. 9 Sec. 3 & Vol. 1 Ch. 16

Teagues of Mt. Washington - Art & Ellen's Children

Lucy Simpson Teague 1953 - 1967

5th daughter Art & Ellen Teague / Lucy Simpson Teague was born on April 16, 1953 in Philadelphia, Pennsylvania to 42-year old Arthur Simpson Teague *(b.1910 d.1967)* and 39-year old Ellen MacLean Crawford Teague *(b.1913 d.1999)*. Her birth was announced in the Philadelphia society pages. Lucy's life revolved around the animals her family owned, particularly the horses, and she joined her old sisters on the show circuit as soon as she could. *(1959)* "Little Lucy Teague on Gay Mannikin of Mt. Washington was winner in the lead line class for children under 8 years of age" at the White Mountain Riding Club fall horse show on Sunday *(9/12)* afternoon at Lafayette Riding Stable in Franconia. "Margaret Teague of Mt. Washington won in the open junior equitation for her superior riding technique." *(1967)* "Lucy Teague, 14, of Fabyan Village, was killed today *(8/18)* when the truck in which she was traveling went off Interstate 93 and rolled over on a ledge, State Police said. She was identified as the daughter of Mrs. Ellen Teague, president of the famous Mt. Washington Cog Railway. She was pinned under the truck which was hauling two horses in a trailer. The operator of the truck, Anne Teague, 18, and passengers Cindy Lewis, 12, of Chester, Vt. and Norman Koop, 20, of Narbeth, Pa., were in satisfactory condition in a Franklin (NH) hospital. One of the horses had to be destroyed. The Teague girls' father, Col. Arthur Teague, was found dead in his cabin at the railway base two weeks ago today. A medical referee that Teague, president of the railway since 1951, died of a self-inflicted gunshot wound in the head. He was one of the most decorated New Hampshire soldiers of World War II." / "The girls *(Anne & Lucy)*, noted North Country equestriennes, were on their way to exhibit the prize horses at a show in Keene. The accident reportedly occurred after the horses broke loose from their moorings in the rear of the van and began thrashing wildly about so as to unbalance the vehicle. The older sister received abrasions to the left knee and side and bump on the head. She was reported to be in "satisfactory" condition at Noon today *(8/18)* at Franklin Hospital. Miss Lewis's father is the operating manager of the Cog Railway on which young Koop is employed as a brakeman. Miss Lewis received lacerations to the scalp, abrasions to an ankle and tendons and a possible back injury, according to State Police. Koop received abrasions to the left shoulder, a bump on the head and rib injuries. Both were reported to be in "satisfactory" condition at Franklin Hospital. State Police said that one of the horses was severely injured and had to be destroyed at the scene. The other, it was reported, was taken to a nearby farm. Just two weeks ago today Colonel Teague was found shot to death in his cabin at the Mt. Washington Base Station. Colonel Teague's body had been discovered by his daughter, Lucy. The automobile accident occurred shortly before 1:30 this morning." / "On Sunday, friends and relatives of the Teague family gathered at St. Paul's Episcopal church, Lancaster, just as they had on August 6. Burial took place beside her father in Summer Street cemetery, Lancaster, bearers being all members of the Cog Railway staff. Lucy Teague was born April 16, 1953 in Philadelphia, Pa., the daughter of Col. Arthur S. and Ellen (Crawford) Teague. She was an Eighth grade student at Stevens school in Philadelphia, and an accomplished equestrian. She was a member of the New Hampshire Horse and Trail association and the White Mountain Riding club. While other members of the family, she was happiest when in the North Country at the Cog Railway, of which her mother is the newly-elected president, or at the family farm in Guildhall, Vt. Among those attending the funeral were next-door neighbors in Philadelphia, Mr. and Mrs. Bencosky and daughter (Faith), the latter being Lucy's best friend. At the Base Station of the Cog Railway a 10-minute period of silence was observed in Lucy's honor at 2 o'clock, and all activity came to a stop, once again marking the esteem felt for the Teague family in its hours of sorrow."

BLUE RIBBON WINNERS in the Pet Pony Pair Class at the Pemiquaney Riding Club Horse Show in Meredith were (left to right) Stephanie (Stevie) Lewis of Bedford on her pony Aloysius and Lucy Teague of Mt. Washington on Monaco's Prince. Both young riders are 9 years old. (Ken Gould Photo)

- Manchester Union Leader - Wed, Jul 24, 1963 pg. 40

Lucy Teague (1964)
- Teague Family Collection

Lucy was buried alongside her father in the Summer Street Cemetery in Lancaster, New Hampshire. Her headstone is inscribed:

"She dwelt unknown and few would know
when Lucy ceased to be
But she is in her grave
And oh, the difference to me"

- Ancestry.com / Newspapers.com / GenealogyBank.com / FindaGrave.com / Philadelphia Inquirer – Tue, Apr 21, 1953 pg. 19 / AP dispatch - Portsmouth (NH) Herald – Fri, Aug 18, 1967 pg. 1 / Manchester (NH) Union Leader – Mon, Sep 14, 1959 pg. 2; Fri, Aug 18, 1967 pg. 1 & 14 / Littleton Courier – Thu, Aug 24, 1967 pg. 1 & 8 / See Vol. 1 Ch. 10 & 14

Teagues of Mt. Washington - Art & Ellen's Children

Charlie Teague (1962)
- Teague Family Collection

Charles Arthur "Charlie" Teague 1955 - 1983

The only living son of Art & Ellen Teague, Charles Arthur Teague was born on February 24, 1955 in Philadelphia, and according to Ellen "completed" their family. In May 1944 as Art Teague was in England preparing for the D-Day landings, the couple's first son was still-born. His body was donated to science. / Like the rest of the Teague Cog kids, Charlie spent winters going to school in Philadelphia and summers at Mt. Washington. Charlie Teague is found on Cog financial records starting in 1969 as a 14-year old dishwasher in the Marshfield kitchen. He earned $165 a month. In 1970, Charlie transferred to the Base crew maintaining the grounds for $1.60 an hour. The next season found 16-year old Charlie on the track crew earning $1.70 an hour. In 1972, Teague was attending the Stony Brook School when returned to the Mountain help roll-out the new No. 10 *Col. Teague* locomotive in September. At 18, Teague qualified as a brakeman and worked the summer of '73 for $1.80 an hour. He moved from the passenger coach to the cab in 1974 when qualified as a fireman. He earned $2.30 an hour. 20-year old Charlie Teague began running engines in 1975 and made 75 trips up Mt. Washington in 1976: nine in June, 17 in July, 29 in August, 7 in September and 13 in October. During a visit to New Jersey to see his sister and brother-in-law, Charlie would meet Melissa Palmer, who lived across the street from Anne and Rev. Norm Koop. Palmer would come to the Mountain to work as a secretary in 1976. The couple would marry in December 1976. The marriage would last through 1978. As detailed in elsewhere in the *Jitney Years*, Charlie's work assignments in the various jobs of the Cog Railway was part of his mother's plan to have Teague take over his father's position as General Manager of the railway. That finally happened in 1979. He would work at the Cog Railway with his mother through its sale in 1983. In July 2016 Charlie *(right)* was living in a Castleton, Vermont home, and working as a carpenter's assistant, building new homes and sugar houses. He frequently spends time with his sister, Anne Koop in Enfield, New Hampshire and told the *Cog Clatter* publisher he plans on maintaining his full head of hair until he is 83. Anne says Charlie continues to take medication that was first prescribed after he suffered a breakdown coinciding with his wife leaving him. "The expectation that you are going to take over this railway put a lot of stress on him," explains Koop. "He grew up thinking that was what he was going to have to do in life which should have never been put on him. At the same time, he loved (the Cog), he was a workaholic. He's in fairly good health and is doing very well," she says.

Charlie Teague (2016)

- See Vol. 1 Ch. 10 / Appendix - Charles in Charge

Arthur Teague's Mother

Margaret S. Teague 1956 - 1958

Arthur S. Teague's mother, Margaret is found on the Cog Railway payroll in 1956, 1957 & 1958 - Granddaughter Anne Teague Koop says she would come up summers to help out with the kids. Margaret S. Teague is seen *(below)* with Arthur and Ellen's children in west end of the large first floor living room in the Hut at Mt. Washington. From L to R: Janie, Margie, Gram mummy Teague holding Lucy, Anne, Fanny and of course, Judy the dog." Margaret Jones "Maggie" Simpson was born on June 4, 1876 in Edgefield County, South Carolina - the third of five girls born to Henry Gordon Simpson and Frances Miller "Fannie" Tillman. She married Dr. Charles Arthur Teague *(b.1863 d.1916)* in November 1901. The couple would have three children, Lucy Elizabeth, Fannie Mae and Arthur Simpson Teague before Dr. Teague died on April 25, 1916. The 40-year old widow was left to care for 13-year old Lucy Elizabeth *(b.1902 d.1954)*, 10-year old Fannie Mae *(b.1904 d.1982))* and 5-year old Arthur Simpson *(b.1910 d.1967)*. Six months after Dr. Teague died, Judge R. W. Memminger ordered the Teague property be sold during a master's sale by J. E. Murray on Monday, December 4, 1916 on the steps of the court house in Aiken, South Carolina. The Bank of Graniteville and its president, James L Quinby had foreclosed on the family. The sale would involve 420 acres known as the Tom Hitt place; 30 acres on the southside of the Graniteville to Bakersville road as well as two and three quarter acres known as the Lutheran Church lot with a "two story frame shingle roof dwelling" in Graniteville on Canal Street. The 1920 Census found Maggie Teague and her children living in a home she owned in Gregg, S.C. Lucy, Fannie and Arthur were going to school. Maggie was supporting the family by working at home as a seamstress. Lucy would marry Dr. Charles T. Bullock and have a son and daughter. Fannie would

Margaret Teague & grandkids (1953)
- Frances Teague Blaggie Collection

marry Earle S. Winter Sr. in Chicago at age 37. Arthur would attend Clemson and go to work for Col. Henry N. Teague. "Mrs. Margaret S. Teague, 85, died Wednesday *(8/31/1961)* morning at a (Rock Hill) hospital after a brief illness. She was a former resident of Greenville, where she attended Second Presbyterian Church. Surviving are a daughter, Mrs. Earl S. (Fannie) Winter of Buffalo, N.Y.; and a son, Arthur S. Teague of Philadelphia, Pa."

- Railway Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Columbia (SC) Record - Aug 31, 1961 pg. 6

James Teasdale or Tisdale 1879

The 1880 census describes James as single, Canadian-born 46-year old railroad track man living at the Base "dwelling house" as a boarder in September 1879.

- 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)

H. M. Tefft 1951

Marshfield Corp/Cog Railway Cabins

Earle A. Temple 1983 - 1984 ?

Earle Temple working on Cog coach (1983)
- John Rolli Collection

32-year old shop machinist described by manager John Rolli as a "superstar." - Dave Moody says Temple was from Twin Mountain and "his father or grandfather owned Temple machine shop back in the day. I almost remember (Earle) being shop foreman for awhile as Mike Kenly had left the Cog due to John Rolli being difficult to work for." / Earle Arnold Temple was born on March 8, 1951 - the son of Milo F. Temple and Aili (Niemi) Temple. Earle had a brother, Martin I. and a sister, Sandra. His father worked as a machinist and his uncle, Wes owned the machine shop in Twin Mountain. At 18, Temple married 17-year old Irene Roxa Fortin from Lancaster, New Hampshire on December 6, 1969 in Groveton. Their marriage certificate indicates they had both completed their junior year in high school and it was the first marriage for both. The couple was living on Garland Road in Lancaster when a daughter, Dawn Irene Temple was born prematurely on May 3, 1970 at Weeks Hospital. She died on May 5th. Background information about Temple is skimpy on the web. Public records indicate he has lived for the last thirty years in Whitefield, Littleton or Twin Mountain. There is a sparse LinkedIn profile for an Earle Temple, manufacturing engineer in Whitefield who works at FCI/ Burndy corporation. A Dun & Bradstreet profile says that company is located in Litttleton is part of the electric equipment and component manufacturing industry. It key principal is Betsy Babcock has six total employees across all of its locations and generates nearly $95,000 in sales.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier - Wed, Sep 21, 1983 pg. 2

M. Temple 1962

Railway Corp - *(Ed. note: only info known however Earle Temple's father was a machinist and could be M. Temple)*

N. P. Tenneson 1950

Mt. Washington Club/Summit House

David Tetreault 1971

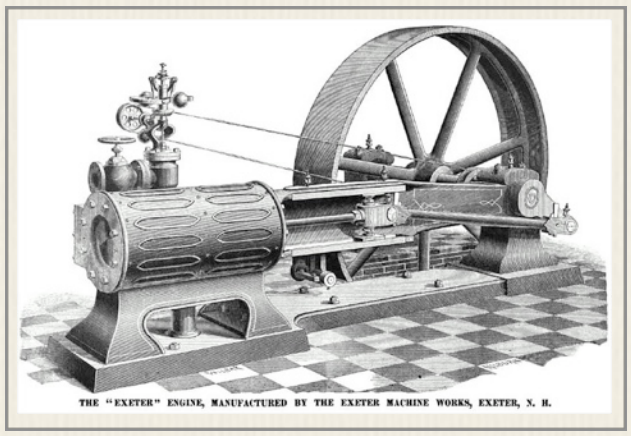
17-year old David Tetreault from North Stratford, New Hampshire worked as a brakeman on the Mt. Washington Railway in 1971. He earned $1.60 an hour. Railway Corp. *(1972)* David Tetreault fired a no-hitter yesterday *(5/16)* as Stratford scored in every inning and took advantage of 15 errors to crush Pittsburgh, 26-0. Teatreault walked eight, struck out 13 and allowed only one ball to be hit out of the infield." U.S. phone and address directories indicate that David and his wife, Lisa Tetreault lived on Grand View Drive in Groveton from 1997 to 2002 where the 67-year old Tetreault continues to reside.

- Railway Corp /Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Manchester (NH) Union Leader - Wed, May 17, 1972 pg. 50

Frances "Fannie" Tewhill 1900 - 1905

(1899) 21-year old Miss Fanny Tewhill first appears in *Among the Clouds* as one of "a party of ten from the Summit House (who) visited Tuckerman's Ravine yesterday *(8/6)*. After a rest and a lunch at the snow drift, late an arch, they returned to the Summit at 2:15 p.m. The snow arch has fallen in but there is considerable snow left and the party walked over it." *(1900)* "The season of social festivities on Mount Washington opened with a progressive whist party in the summit House parlor on Thursday *(7/12)* evening. There were eight tables and the prizes and winners were as follows. First ladies prize a silver vase, Miss Fannie Tewhill, ladies' booby a "coon" doll, Mrs. Lillian Oulds, first gentlemen's prize, a stein, Mr. Eugene Armstrong, gentlemen's booby an "Uncle Sam" doll. Mr. Cornelius McElroy and Mr. Myron Browley acted as master of ceremonies. / "About sixty of the Summit House employees gathered in the large parlor Friday *(7/13)* evening to enjoy themselves. After the march was over Mr. Fred Richards, as master of ceremonies, introduced… Miss Fannie Tewhill and Mr. Willie Wildey, who favored the audience with a duet on the piano and were voted trumps." Tewhill attends the 1903 Cog Party Masked Ball as "Mike - section hand of MWR" with Kit Carol as "Pat" The section hands Pat and Mike, by Mrs. Carroll and Miss Tewhill were a jolly pair." *(1904)* "The employees of the Summit House enjoyed a whist party Saturday *(7/30)* evening in the dining hall. To Miss Fannie Tewhill and Miss Agnes Green,

who superintended the arrangements, is due the success of the affair. There were in all eight tables. Mrs. Howland and Miss Fannie Tewhill were tied in their scope for first prized, which fell by lot to Mrs. Howland. To Misses Wheeler and Green were awarded the consolation gifts." / Miss Frances Tewhill of Exeter, N.H. was part of "a large party of the Summit House employees and several from the office of Among the Clouds chose one of the pleasantest days during the past week to make an excursion to the Lakes of the Clouds, a trip that few of them had ever enjoyed. All voted it a walk worth taking, and they passed a pleasant half hour in examining the surroundings of these remarkable and elevated bodies of water." *(1905)* Fanny Tewhill attends the 1905 Cog Party Masked Ball as "Topsy" – she was paired with Frank J. Prescott for the Cake Walk. / Frances L. Tewhill is one of eight children born to Irish immigrants Timothy and Ellen (Conner) Tewhill *(b. 1842 d.1918)* of Exeter, New Hampshire. Tim Tewhill *(b. 1847 d.1903)* was born in Ireland and came to the U.S. in 1871 and bought land in Exeter for $850 from C. Alfred Connor. He would spend 25 years employed at the iron works *(left)* in Exeter. The 1872 Exeter Directory says laborer Timothy Tewhill is living in a new house on a street near the freight depot. Fannie *(b.1878 d.1954)* had four brothers and three sisters: Margaret *(b.1867 d.1918)*, Michael *(b.1868 d.1876)*, Mary *(b.1870 d.1897)*, Bartholomew *(b.1872 d.1944)*, Ellen *(b.1874 d.1968)*, Daniel *(b.1879 d.1918)* & John *(b.1882 d.1941)*. The 1880 US Census finds the Tewhill family living in Exeter on School street. 38-year old Timothy remains a laborer while 36-year old Ellen is keeping house. 14-year old Margaret, 9-year old Mary and 8-year old Hattie are at school while 5-year old Nellie, 3-year old Fannie and 1-year old Daniel are at home *(1897)* Miss Frances Tewhill graduated from the Robinson Female Seminary *(right)* in 1897, "Class day, toward which for months the seniors of Robinson female seminary have looked eagerly, was loyally observed today *(6/9)*. The town hall was taxed to its utmost seating capacity and was filled with friends of the graduates long before it was time for the exercises to begin. On the platform were the principal, members of the faculty, trustees, together with distinguished guests, and the seats in the front of the hall were occupied by the undergraduates, who, in their light summer dresses, formed a pretty picture. Shortly after 3 o'clock the members of the school filed in and took their places. The member of the senior class followed, and two by two marched to their seats on the platform. After an overture by the orchestra the exercises were opened… After the chorus, "Hail! Smiling Morn," well rendered by the school, came an essay, "The Hero of Two Nations" (substituted for the class will), and read by Miss Frances Tewhill. The exercises closed with the presentation of the diplomas by principal George N. Cross, who made brief but graceful remarks. The last social function of the class of '97 took place this evening in the town hall. It was the seniors' reception, followed by the June ball." The 1900 US Census records the 22 year old Fannie as living with her family on Garfield Street in Exeter on June 1st but has no indication of employment. That summer she would go back to Mt. Washington and the Summit House. Tewhill's father lost his right leg in 1901 when a two-ton casting fell on him at Page's factory on August 13th. In 1903, Timothy Tewhill suffered "a shock" and was confined to his bed and died of a cerebral hemorrhage February 11. The last appearance of Fannie Tewhill on Mt. Washington is recorded in 1905. Her obituary would later write she worked as a milliner. The Tewhill family continued to live at the Garfield Street home in Exeter. The 1920 Census says 46-year old Bartholomew is now head of household and working as shoemaker in a shoe shop. 43-year old Ellen is working as a compositor at the *Exeter News-Letter* office while 41-year old Fannie is keeping house. 37-year old John is a machinist and 23-year old Katherine McEnhill is renting room while she works at the local 5-and-dime store. Ten years later, 54-year old linotype operator Ellen now heads the Tewhill children's household living in a $4000 home on School Street. 52-year old Frances is not working. 49-year old John is working as a mechanic in the Navy Yard. None of the three siblings have married. However, Frances Tewhill is active in the community. *(1949)* She was president of the Knights of Columbus Auxiliary in Exeter. At the May 1949 monthly meeting of the organization at the Exeter Inn, "a humorous reading, "Old Family Album, was offered by a group of club members in costumes, directed by Program Co-chairmen Miss Frances Tewhill and Miss Alice Shinnick, assisted by Mrs. Eva La Bonte and her sister, Mrs. Henry Demers of Dover, a guest." Tewhill was still hosting whist parties in the winter of 1954, but the twelve tables in play in the winter of 1954 were located in Auxiliary members' homes and the play was over the telephone. She would die that summer. *(1954)* Fannie Tewhill was born February 2, 1878 and worked as a milliner before retiring in 1918. A member of St. Michael's Church she died at Parkway Hospital in Brookline, Mass., on June 1, 1954 after a short illness. She was 76. The funeral, a high mass of requiem was celebrated in St. Michael's Church on June 3rd and she was buried in the family lot *(right)* in the Exeter Cemetery.



THE "EXETER" ENGINE, MANUFACTURED BY THE EXETER MACHINE WORKS, EXETER, N. H.

Robinson Female Seminary (~1870-1880)
- Wm. H. Hobbs stereoview - Wikimedia

- Among the Clouds – Aug 7, 1899 pg. 1; Jul 16, 1900 pg.1 & 4; Aug 31, 1903; Aug 1, 1904; Aug 26, 1904 pg. 4 & Sep 4, 1905 / Portsmouth (NH) Herald – Thu, Aug 22, 1901; Fri, May 13, 1949 pg. 7; Sat, Oct 17, 1953 pg. 6; Thu, Feb 4, 1954 pg. 23 & Fri, Jun 4, 1954 pg.3 / Boston Globe – Thu, Jun 10, 1897 pg. 2 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

Tew - Tha

Margaret "Maggie" Tewhill 1900 - 1905 & 1913 - 1917

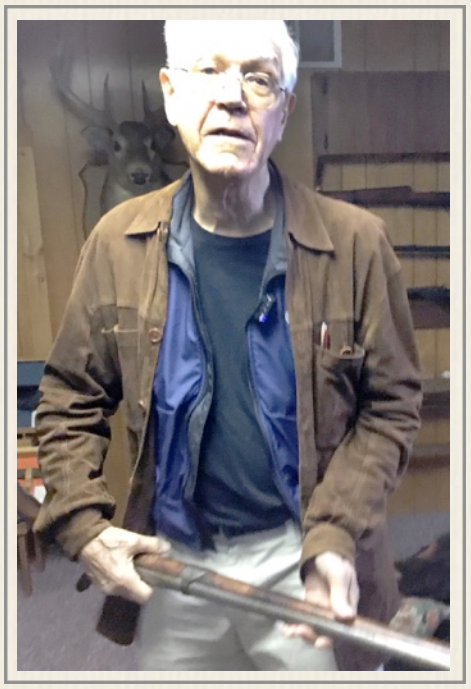
(1900) "About sixty of the Summit House employees gathered in the large parlor Friday *(7/13)* evening to enjoy themselves. The merry dancers kept it up until midnight, when they voted Miss Clarke, the manager of the Summit House, many thanks for her kindness and all went to bed, forgetting for the time being that they were 6,300 feet above the sea level. Those who took part in the festivities were… Maggie Tewhill." 34-year old Magaret "Maggie" Tewhill apparently joined her sister Fannie at the Summit House during Fannie's second summer, and she will continue to work for Miss Clarke. *(1905)* Attends 1905 Cog Party Masked Ball as "Tramper from Madison Hut" Both Maggie and her sister Fannie go down the Mountain in 1905. Maggie would return eight years later. *(1913)* "Miss Margaret Tewhill and Mrs. Browley of the Tip-Top House enjoyed an extended tramp along the carriage road Sunday *(7/27)* evening. Their absence was so prolonged into the evening that the employees of the House rang the bell on the water-tank and instituted a searching party, which discovered them seated, breathless but happy, at the foot of the stage office stairway." From 1908 to 1915, the Tip Top House was the only overnight accommodations on the summit. *(1914)* "The Tip Top House opened on June 20 and is again under the management of Miss Mattie A. Clarke, who has spent so many summers on the Summit. Mr. A. Frank Curtis, Mr. James J. Powers and Miss Margaret Tewhill, familiar faces to old Summit visitors, are again at their accustomed places." *(1917)* 50-year old Margaret Tewhill oversees the dining room in the New Summit House for Miss Clarke. This would be Maggie Tewhill's last summer on top of Mt. Washington. The war would close the railroad and hotel for the summer of 1918, and the Spanish Flu would claim three members of the Tewhill family that fall. / Maggie was another daughter of Timothy and Ellen Tewhill of Exeter, New Hampshire. There's no record of the other Tewhill daughters, Mary or Ellen working at the Mountain. When Margaret and Frances Tewhill's father died in February 1903, his obituary said his son, Bartholomew was in Columbus, Ohio, John was living in Providence, Rhode, Island and Daniel was in Exeter. According to the 1904 *Exeter City Directory* Margaret was living at 27 Garfield Street with her mother, Fannie and Ellen. *(1918)* Exeter was struck by the Spanish flu in mid-September of 1918. By the end of the month, there were hundreds of cases recorded and numerous deaths from the virus. However, the peak of the flu was not until October. Nearly 25% of the total deaths in Exeter in 1918 occurred in that month alone. The Cottage Hospital was overwhelmed by the number of patients and the lack of doctors. The disease was contagious to a degree that even the doctors themselves were contracting the illness, further postponing the progress of helping people become healthy. "The ban will be lifted on Monday *(10/28)* of next week; and the town will again assume its normal conditions after a four weeks quarantine from the influenza epidemic. The local theater opened Friday *(10/25)* evening, and the schools and the Robinson seminary will resume sessions on Monday after having been closed for four weeks or since Sept 27. The public library, however, reopened last week. Probably never before has there been such a large number of deaths during a five weeks period the total being approximately 36, mostly from the influenza which developed into pneumonia." 39-year old Daniel Tewhill died on October 7, 1918. His mother, 72-year old Ellen Tewhill would die three days later on the 10th. 52-year old Margaret Tewhill died on October 12th. They were all buried in the family plot in Exeter.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Among the Clouds – Mon, Jul 16, 1900 pg. 4; Sep 4, 1905 pg. 1; Thu, Jul 30, 1913 pg. 1; Thu, Jul 9, 1914 pg. 1 & Jul 23, 1917 g. 1 / Portsmouth (NH) Herald – Sat, Oct 26, 1918 pg. 2

Charles W. Thayer (1962)
- Springfield HS yearbook

Charles Thayer 1962

18-year old Charles Thayer from Springfield, Vermont worked the summer of 1962 as a dishwasher at the Summit House. He had just graduated from Springfield High School where he had played in the school band all four years and the orchestra for the last three. He participated in the All-State music festival as a sophomore. He won science fair awards as a freshman and junior and was a National Merit Scholarship finalist with classmate Denis Rydjeski. He received the General Motors National Scholarship. He was part of the Debate team. The quote printed with his picture in the yearbook was "Genius, that power which dazzles mortal eyes, is often but perseverance in disguise." After persevering in the Summit House dishroom for a short-time, Thayer entered Dartmouth College. Thayer told Jitney Jr in September 2022 that he had been a dishwasher at Camp Killooleet in Hancock (VT) the summer before. "So next year I decided to do something different and had always, always heard about the White Mountains. My parents in their college days apparently skied Tuckerman's. I think I lasted a week or two *(at the Summit House)*. I was post clerk for a while selling stamps at the post office. Then there was a major flood in the public restroom area… I got assigned the task cleaning up this huge mess, which didn't inspire me greatly. Somewhere along the lines I got exploring the *(Alpine)* flower garden and… discovered that all this *(Summit House)* effluent was being dumped out on the flower garden. I already understood (the garden) was a relic of Arctic flora left over from the ice ages. I was wondering what the environmental impact of this was, and I wasn't too pleased about it. But the crowning indignity, which really shouldn't have bothered me, was when a customer returned a slice of apple pie to the kitchen, because it was moldy and the cook *(Tom Williams)* looked at it and he said to the kitchen staff, "That's no problem." And he took the pie tin that was the source, stuck his finger in, scooped out a moldy chunk *(and put it in his mouth with relish)*. I guess that has plenty of antibiotics and (is) not hurting, but I just didn't wanna be part of this unsanitary process. I packed my trunk and somebody must have helped me haul it out to the parking lot in some sort of cart… but I just got it out to the parking lot, and somebody up on the roof yelled down to



me, "Hey Charlie, where are you going?" And I said, "Home!" <laughs> *(The other summit crew member)* said, "Where's that?" I said, "Springfield, Vermont," you know, yelling back and forth… and a guy standing, two cars away from me says, "I'm going there. Would you like a ride?" (He gave me one) right to downtown Springfield… (he) dropped me off, just on the town side of the Gear Shaper (factory)… and I got picked up (by my folks) and that was it. One ride straight from the top of the summit." /Charles Walter Taylor was born on May 18, 1944 in Springfield Hospital. He was the first born son of a 30-year old mechanical engineer from Amherst, Massachusetts, Charles Vallentine Thayer, and his 27-year old wife from Ludlowville, New York, Jane Adelaide (Fenner) Thayer. Charles W. graduated Dartmouth with a bachelor of arts degree in 1966. He was still a student at 23 when he married a Manchester, Vermont librarian on September 2, 1967 in the United Church Christ in Manchester. 22-year old Julie Ann Jewett had been born in Burlington, Vermont. It was the first marriage for both and the couple had a daughter, Heather. Thayer would earn three degrees from Yale and then teach for 30-years at the University of Pennsylvania, in the Department of Earth & Environmental Science and in the Department of Biology. His research in geology and marine biology spanned the globe, from Arctic to tropics, with diving in the Caribbean, Micronesia, New Zealand, and the Great Barrier Reef. He rowed on the Schuylkill, restored an 18th Century farm in Chester County, and lectured in Penn's historic preservation program. Thayer traces his lineage to the Mayflower, and acquired his first folk-art powder horn at age 14, at the urging of his mother, Jane a painter with a BFA from Syracuse. His company's website, Thayer Americana says that "history, like art, is in Prof. Thayer's genes. Other (Thayer) family members sat on the Boston Massacre jury, marched with Benedict Arnold to Quebec in 1775, founded West Point, and fought on both sides of the Civil War – literally brother against brother. Prof. Thayer's articles have appeared in Man at Arms. He is a member of the Kentucky Rifle Association, Armor and Arms Club of New York, Massachusetts Arms Collectors Association, Honorable Company of Horners, New England Historic and Genealogical Society, Pennsylvania Antique Gun Collectors Association, Museum of the Fur Trade and Friends of Fort Ticonderoga. Listed with Dunn & Bradstreet since 1998, Thayer is available as a consultant and speaker on arms and related historic topics."

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GeneralogyBank.com / https://www.thayeramericana.com/memberhome.html

Raymond A. Theriault 1964

From Berlin, New Hampshire, Ray Theriault worked in the Summit House kitchen and was paid $130 plus $64 a month in the summer of 1964.

- Bencosky-Desjardins files

Joseph Therrien 1916 - 1917 est.

His obituary says Canadian-born blacksmith Joseph Therien *(sometimes Therrien)* "spent two years as engineer at the base of Mt. Washington." Exactly which two years is unknown but is estimated to be 1916-1917. Two of his four children were born in in Whitefield in 1890 and 1898. However, a 1919 newspaper clip said "Joseph Therien returned Saturday *(9/20)* from Fabyans, N.H., where he has been employed during the summer," a hint the engineering at the base of Mt. Washington might have been in connection with the steam water pumping station. / Joseph Therien was born on January 22 *(or 20th)*, 1853 in St. Romnail, Quebec, Canada, the son of Edward Therien and Marie (Provencial) Therien. In 1910, when he declared his intent to become a naturalized U.S. citizen in St. Johnsbury, the 57-year old Therien stood 5-feet 7-inches tall and weighed 212 pounds. His hair was black and his eyes were blue. Therien said he emigrated from Sherbrooke, Quebec to Newport, Vermont on August 20, 1881 on the Boston & Maine railroad and had lived continuously in the United States ever since. His wife of 30 years, Wilhelmena had emigrated in 1886 and was now living with him in St. Johnsbury. The couple had four children: Joseph Jr born August 15, 1879 in Madeline, Canada; Maria born September 22, 1881 at Rimonski, Canada; Ralph Louis born April 18 1890 in Whitefield, N.H. and Jeanne born on November 24, 1989 also at Whitefield. 1910 Census taker Preston E. May found Joseph, Wilhelmena, Ralph and Jeannette living on Clarks Avenue in St. Johnsbury. Joseph was a blacksmith at the American Fork & Hoe Company. Ralph was a salesman at the F. G. Landry drug store. When he became a citizen in 1912, 36-year old Joseph Jr was living in his father's Quebec hometown; 31-year old Maria was in Boston along with 22-year old Ralph, who had switched from the pharmacy business to barbering. 14-year old Jeannette was living with her parents in St. Johnsbury. Therien left the Fork & Hoe company to work for the Boston & Maine, and narrowly escaped serious injury in January 1914. "While Walter Garrison and Joseph Therien, car inspectors for the B&M, were making up an air brake hose Wednesday *(1/14)* morning at Lyndonville when they were caught between the cars. An engine backed onto the train and on account of the icy track the men were caught. Garrison was thrown down and one leg was so badly crushed that it will have to be amputated. Therien escaped with the loss of the heel of one shoe." The 1918 influenza epidemic claimed the life of Therien's son, Ralph on October 11th. Despite being ill, Ralph had come home to St. Johnsbury in September to take charge of his brother-in-law's business, the Bernier barber shop. The local newspaper reported "he exhausted his strength and was unable to resist the disease. (Ralph) was a quiet, courteous young man of high principles, deeply devoted to his family and his work." The summer following his son's death, Joseph found work at the Mount Washington and returned to St. Johnsbury in late September. By January 1920, 66-year old Joseph Therien was an invalid having suffered "a shock." He and Wilhelmena were living on Railroad Street. Their 21-year old daughter Jeanne had "quietly married" 30-year old Alfred Laferriere that fall, and the newlyweds were living with her parents. Laferriere was "a member of the grocery firm of Laferriere and Dutil, one of the successful young businessmen of St. Johnsbury. His bride since completing school at St. Johnsbury

academy, has been employed in the composing room of the Republican office." Joseph Therien's granddaughter came for a visit in August 1922. "Alma Temple, the six year old dancer that is delighting audiences everywhere, and who is to appear at the Globe theatre Wednesday *(8/23)* afternoon and evening… is at the home of her grandparents, coming here from Littleton where she appeared in the "Frolics of 1922." The child dancer appears in jazz and toe numbers. She recently completed an engagement at the Copley-Plaza. (She was) accompanied by her mother, Mrs. Harry (Maria Madeline) Temple of Somerville, Massachusetts." Alma's grandfather Joe would die less than two months later. *(1922)* "Joseph Therrien *[sp]* died Wednesday *(10/4)* afternoon at his home on Railroad street, his death a release from long months of helpless invalidism. Three years ago he suffered a shock and had been practically helpless since. Mt. Therrien was born in St. Romauld, P.Q., in 1853. He came to this locality *(St. J)* in 1881 and for a number of years worked for the Brown Lumber company at Whitefield, N.H. Coming to St. Johnsbury he was employed at the American Fork and Hoe factory for a number of years, a faithful conscientious employee. He also spent two years as engineer at the base of Mt. Washington. He had been a resident of St. Johnsbury 20 years and was highly regarded by a wide circle of friends. Mr. Therrien is survived by his wife, and two daughters, Mrs. H. W. Temple of Boston and Mrs. Alfred J. Laferriere of St. Johnsbury. A son, Ralph Therrien died four years ago. (His other son, Joseph Jr. would not arrive from Quebec until Friday evening missing his father's funeral.) He is survived also by three granddaughters. The funeral will be held Friday morning at 9 o'clock at Notre Dame church. Rev. Edward Marion conducted the funeral mass with Rev. Father Campeaux deacon and the Rev. J. A. LaRoc sub deacon." He is buried in Mount Calvary Cemetery in St. Johnsbury alongside his wife.

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / St. Johnsbury Republican – Wed, Jan 21, 1914 pg. 1; Wed, Oct 16, 1918 pg. 1; Wed, Sep 24, 1919 pg. 5; Wed, Oct 1, 1919 pg. 5 & Thu, Oct 19, 1922 pg, 6/ Caledonian Record – Tue, Aug 22, 1922 pg. 3; Thu, Oct 12, 1922 pg. 8 & Tue, Oct 17, 1922 pg 2

John S. Thibodeau 1951 - 1952 & 1954 - 1957

55-year old John Thibodeau was a Boston & Maine boilermaker from Cambridge, Massachusetts who spent six seasons in the 1950s helping keep the Mt. Washington railway's locomotives safely steaming. / John Silas Thibodeau was born on August 24, 1986 in Yarmouth, Nova Scotia, Canada – the son of carpenter Dosithie "Frank" and Jane (Allain) "Nettie" Thibodeau. In March 1919, the 26-year machinist from Yarmouth left St. John, New Brunswick to the United States. Thibodeau was 5-feet 7-inches tall of medium build with brown hair and blue eyes. He had $80-dollars with him and was going to see his friend Joe Beteau in Wilmington, New Hampshire in hopes of working and living in the States permanently. When he registered for the draft in April 1942, he measured up at 5-feet 10-inches tall, 176-ounds with gray eyes and brown hair. The 45-year old was working for the Boston & Maine and living in Somerville, Massachusetts. He married Stella Miara. The couple had no children. John Silas Thibodeau died on August 2, 1981 in Medford, Massachusetts. He was 84 years old.

- Railway Ledger / Ancestry.com / Newspapers.com / GenealogyBank.com

Alan Thomas 2000 - 2009

Railway employee - Tom Lane: "I think he did grounds."

- Lane email to Jitney Jr - Thu, Jun 23, 2022

Bradley James Thomas 1978

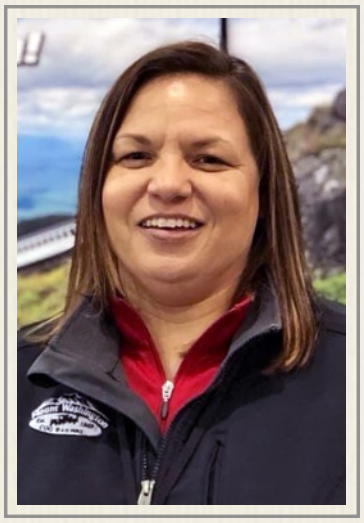
Brad Thomas was living in Littleton, New Hampshire when he worked at the Cog. He was assigned to the bunker and the grounds crew. *- Railway Corp / Bencosky-Desjardins files.*

Paula J. Thomas 1971

14-year old Paula Thomas worked on the Marshfield counter in 1971 for $1.60 an hour. *(2018)* Paula Jane Thomas, aka Hunn, 62 of Littleton, N.H. died peacefully at home on Tuesday Dec. 11, 2018. Paula was born on Oct. 4, 1956 in St. Johnsbury, Vt. to Alton Wheeler Thomas, and Peggy Jean (Williams) Thomas. She attended St. Johnsbury Schools. Paula married Wendell E. Rock in 1972 and they had three children. They lived in St. Johnsbury, Gilman, Concord, and East Concord, Vt. She moved to Littleton in 1994, where she lived the rest of her life. She held many jobs in her life. Her first ever job was going on the Hood milk truck with her Grandfather Charlie Williams, as a kid. That was a highlight in her childhood. Her most notable jobs included Gilman Paper Mill, Echo Ledge Farm in East St. Johnsbury as housekeeper, Hitchiner Manufacturing in Littleton, N.H., McDonalds in Littleton as a cook, Montgomery Wire as a machine operator and most recently she obtained her LNA so she could help people at Morrison Nursing Home and Personal Touch Caregiving Services. She loved riding motorcycles in her younger years, boating on the Connecticut River where she met some dear friends that became family. She loved spending time with family, especially her grandchildren – who started calling her HUNN. The name stuck and everyone she met called her Hunn. Paula is survived by two daughters and a son; grandchildren. She is also survived by two sisters and three brothers. She adopted a very special cat in 2017 named Stormy Weather, because he came home in a rainstorm; he is now living with her daughter and their 4 other cats. She has some very special friends who became family to her. She was predeceased by her Mom Peggy in 1994, and her Dad Alton in 2013. She lost a cat in 2016 named "Uno Gato." He was named that because he was the only cat in the litter. He was also a one person only cat….so the name fit perfectly. Interment at Grove Cemetery in East St. Johnsbury, Vt.

- Marshfield-Cabins Corp /Caledonian Record, May 29, 2019

Elise M. Thompson 2015 - 2018



Elise M. Thompson (2019)
- Mt. Washington Cog Rwy photo

Born in November 1974 and originally from Santa Rosa, California, Elise Thompson was hired at the Cog Railway as group sales manager in September 2015. She also worked at the ticket office and as a brakeman. An "Elise" was the dispatcher from 8 to 10am on Mon, Jul 31, 2017 before Sophie George took over for the rest of the day. Thompson worked most closely with bus tours, mainly folks who have never been up a mountain or ever rode a Cog before! Thompson said her favorite part of the Cog "is getting to see people excited about taking this ride. How many people get to ride a mountain climbing train every day!" She would be group sales manager until July 2019. Elise was one of three children born to Texas-native Carl R. and Marie (Schwirze) Thompson. She grew up with brothers, Erik O. & Alan K. Thompson. A 2010 graduate of Wayland Baptist University, Thompson holds a bachelor of science in criminal justice. She spent nearly 4 years as the superintendent of executive support in the United States Air Force. A year after leaving the Cog where she flew drones, she began working for Casella Waste Systems as their office manager in Bethlehem. As of October 2021, Thompson was a "weighmaster," licensed (#99357) by the New Hampshire Agriculture Department to North Country Environmental Services, Inc. That license is set to expire at the end of March 2023.

- Thomas Lane submission / Ancestry..com / Newspapers.com / LinkedIn.com / Dispatch Report - 7-31-17

E. Lynwood Thompson 1955

Ernest L. Thompson (1956
- UNC Chapel Hill yearbook

Ernest Thompson of Tryon, North Carolina was in his first year at the University of North Carolina – Chapel Hill when he came to the top of Mount Washington to work in the Summit House. / Ernest Lynwood Thompson III was born on April 3, 1936, in Richmond City, Virginia. The son of 30-year old Richmond businessman Ernest Lynwood Thompson Jr *(b.1905 d.1939)*, and 32-year old Molly Ruth Green *(b.1903 d.1979)*. He had a younger sister, Nancy Ruth *(b.1937 d.1992)*. His father died suddenly of a heart attack in Durham, North Carolina at the age of 34. Thompson was only 3. Ernest III graduated with a Bachelors of Arts degree from UNC in the spring of 1958 and married Philadelphia debutante Katherine Brent Faunce of Villanova in early June 1958. She was a graduate of the Shipley School, had attended the Sorbonne in France and was studying at Hollins College as their engagement was announced. The couple was divorced a year later with papers filed in the Bessemer Division of Jefferson County, Alabama. 24-year old Ernest Thompson was living in Hudson, Ohio working as a an assistant trainer at B. F. Goodrich when he and 22-year old Lynn Cameron Steele *(b.1938 d.2019)* applied for a marriage license. They were married on August 27, 1960 in Summit County, Ohio. They had three children during their marriage – two girls and a boy. The family was living in Marin County, California when they divorced in June 1973. Ernest Lynwood Thompson III died nine years later in California on August 19, 1982. He was 46.

- Summit House / Ancestry.com / Newspapers.com / Philadelphia Inquirer - Fri, Nov 29, 1957 pg. 17 & Tue, May 6, 1958 pg. 17

Frank Thompson 1953 - 1971

Frank Thompson's name first appears on the Cog payroll in 1953. When he died suddenly in 1972, he had been an engineer for sixteen years. Most of those years, he was the first in and the last out. He, like Gordon Chase, became the spring and fall stalwarts. "I always thought that Frank had some understanding what the hell was going on as far as the locomotive," says Steve Christy. "Gordy (Chase) was just there, but Frank... Frank was more of a worker and I think he really understood the importance of some of the stuff, and the relationship between certain things that were going on. I don't think Gordon ever did." Engineer Thompson earned $1.40 an hour in 1960, 1961 & 1962. He received a 10-cent an hour increase in 1964. The Cog Centennial year of 1969 he was paid $2.20 an hour. It stayed at that rate through 1971. / Frank Henry Thompson Jr. was born on June 3, 1924, in Jay, Maine to 52-year old blacksmith Frank Henry Thompson Sr. *(b.1872 d.)* and his 26-year old wife, Lucy Margaret (McDonald) Thompson *(b.1897 d.1988)*. Frank Jr. had a younger brother, Carl Valverd *(b.1926 d.1977)* and Annie L. *(b.1929 d.1940)*. In mid-March 1943, 19-year old Frank Thompson went to Portland and joined the war effort as a private. He had completed two years of high school, and was coming to the military after working in Maine's timber industry as a "semi-skilled lumberman, raftsman, and woodchopper." At 21, he married 15-year old Geneva Elizabeth Brown *(b.1931 d.1991)* on April 7, 1946, in Conway, New Hampshire. They had three children: Rockford, Gerald and Elaine. On December 3, 1957, 26-year old Geneva Thompson was granted an uncontested divorce from 33-year old Frank due to "extreme cruelty" after 11 years of marriage. *(1972)* "Frank H. Thompson Jr., 48, died suddenly while at work in Eaton, N.H. yesterday *(9/26)* afternoon. A native of Jay, Maine, he had served with the U.S. Air Force during World War II. He had been an engineer on the Mt. Washington Cog Railway for 16 years. The family includes his mother, Mrs. Lucy Thompson of Norway, Maine; two sons, Rockford Thompson and Gerald Thompson, both of So. Conway; a daughter, Miss Elaine Thompson of So. Conway; and a brother,

Carl Thompson of Denmark, Maine. Services will be held at the White Funeral Home, Conway, Thursday afternoon with the Rev. Samuel Landers officiating. Burial will take place in Center Conway Cemetery."

- AST Corp / Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealoggyBank.com / FindaGrave.com / Manchester Union Leader - Wed, Sep 27, 1972 pg. 20 / See Vol. 1 Ch. 9 Sec. 11

George A. Thompson in sign shop (1973)
- Thompson Family Collection

George A. Thompson 1933 - 1968

Sign painter *(left)* - hired by Col. Henry in 1933 - developed the 1950-1967 paint scheme for engines - did all advertising, billboard and Base sign work. "In 1940, Thompson got a commission from the town of New Hampton to paint a curtain for the renovated Town House. It is likely that he was familiar with the curtain at the New Hampton Grange #123 painted by his friend Arthur Ives in1933. The grand drape scene is an accurate rendition of the building surrounded by sponge painting and simply-painted drapery. It is the only theater curtain *(right)* he ever painted." In 2013, The New Hampton Historical Society and the Town of New Hampton received a grant from the New Hampshire State Council on the Arts and the National Endowment for the Arts to restore George A. Thompson painted curtain found in the Grange Hall

- See Vol. 1 Ch. 9 Sec. 1

Isabel Morrill Thompson (1946)
- Littleton HS yearbook

Isabel Morrill Thompson 1953

Marshfield/Cog Railway Cabins - *(1953)* "The first Methodist church in Littleton was decorated on Saturday, June 27 with white gladioli, carnations and babies-breath for the wedding of Miss Isabel Ann Morrill of Littleton and Robert Edward Thompson of North Haverhill. The bride is the daughter of Mr. and Mrs. George E. Morrill, and Mr. Thompson's parents are Mr. and Mrs. H. L. Thompson of North Haverhill. After the reception Mr. and Mrs. Thompson left on a wedding trip of undisclosed destination, following which they will make their home at Fabyans where they will both be employed at the gift shop at the base of Mt. Washington for the summer. The bride is a graduate of Littleton High school and Plymouth Teachers college and has been teaching in Deerfield. Mr. Thompson is a graduate of Haverhill Academy and earlier in the month was graduated from Plymouth Teachers college." *- Littleton Courier - Thu, Jul 2, 1953 pg. 5*

Robert E. Thompson 1950 - 1953

Marshfield Corp Ledger - *(1950)* "North Haverhill notes: Leslie Kimball, Jr., and Robert Thompson are working at the Mt. Washington Base station. Leslie is selling leather goods and Robert is working in the gift shop and is also secretary and bookkeeper." *(1951)* "North Haverhill notes: Robert Thompson has gone to his work at Mt. Washington." *(1953)* "After the reception Mr. and Mrs. Thompson left on a wedding trip of undisclosed destination, following which they will make their home at Fabyans where they will both be employed at the gift shop at the base of Mt. Washington for the summer. The bride is a graduate of Littleton High school and Plymouth Teachers college and has been teaching in Deerfield. Mr. Thompson is a graduate of Haverhill Academy and earlier in the month was graduated from Plymouth Teachers college."

- Littleton Courier - Thu, Jun 29, 1950 pg. 15; Thu, Jun 28, 1951; Thu, Jul 2, 1953 pg. 5

Robert E. Thompson (1953)
- Plymouth Teachers College

Mike Thompson
- Thompson Family Collection

Michael "Mike" Thompson 1992 - 1994

Michael Thompson was brakeman the No. 4 coach for engineer Steve Giordani in the No. 6 *Great Gulf* on Monday, July 13, 1992 - the summer he made 160 trips up the Mountain. The 3 o'clock train had stopped for water at Waumbek tank, and Thompson delivered his speech to his passengers and then went to set the switch to go on the siding. He then remembered there was no descending train to meet, and threw the switch back for main line traffic. But he forgot to move one piece (top rack). Luckily while flagging the train through the switch he noticed the mistake and signaled for the train stop. When the Six came to a halt the coach wheel had run up on the rack and disengaged the front cog gear. Another train came to take the passengers back to the Base, Thompson received a verbal warning and retraining. Thompson returned the next season *(1993)* and was firing in 1994. Jitney Jr. has found Thompson's Facebook page but the only personal details he has released there was that he "lost his religion." The *Clatter* publisher needs more clues from his colleagues about Thompson, like his hometown to provide a more detailed bio of this Cogger. *- Waumbek derailing report - Jul 15, 1992 / John F. Kurdzionak FB post / Trask Letter to Tom Walker - Aug 8, 1994 / https://www.facebook.com/mjaythompson*

Thompson at Ammo Station (1993)
- Coussons Lennon Collection

Peter A. Thompson 1978

From May 20 to June 10th in 1978, Peter A. Thompson from Centerport, New York could be found working in the Mount Washington Cog Railway car shop. Thompson had graduated from Harborfields High School in Greenlawn, New York in 1977. He was one of 50 seniors who were semi-finalists in the 14th annual high School Honors scholarship competition run by *Newsday*. The 25 girls and 25 boys were selected from 917 applicants. While a copy of his high school yearbook was not found online, Jitney Jr. learned Thompson was a pitcher on the baseball team in 1976. Young Thompson had moved on and gone down the Mountain before the 1978 season got fully underway.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Newsday - Fri, Mar 18, 1977 - pg 30

Peter A. Thompson
Harborfields

R. P. Thompson 1950

Mt. Washington Club/Summit House

George A. T. Thomson (1938)
- Univ of Colorado - Boulder

George T. Thomson 1940

Summit House employee - *(1940)* "Mountain Musings: The shadow of war has touched the peak of Mt. Washington. First of the young college men working there to be called to the colors is George T. Thomson of Colorado U. He holds a second lieutenant's commission in the reserves." / George A. Tupper Thomson was born on August 10, 1913, in Kansas City, Missouri, to 37-year old Cora Elizabeth Tupper *(b.1876 d.1925)* and 36-year old salesman Ralph Lawrence Thomson *(b.1876 d.1925)*. Both parents were born in Iowa. Ralph the son of a Scottish immigrant and New York native. Cora the daughter a Nova Scotia immigrant and Illinois native. George had three sisters: Winifred Lydia *(b.1904 d.1997)*, Martha Eleanor *(b.1906 d.)* & Jeanne Elizabeth *(b.1916 d.2007)*. In January 1920, the Thomson family were living in Kansas City, Missouri where Ralph was running a wholesale flour and feed company. Ralph would die four years later. George was only 11 years old. His mother died when he was 12. In 1931, Thomson, now living in Boulder, Colorado, was promoted from First Lieutenant to Captain at the Pillsbury Military Academy in Owatonna, Minnesota. The school for boys in grades 7 to 12. It had been established as Minnesota Academy by the State Baptist Convention in 1854 and came to Owatonna in 1877. The name changed in 1886 to honor a school donor. It became the Pillsbury Military Academy in 1920. Students like George Tupper Thomson stayed in dormitories on the campus and used a swimming pool and rifle range, among other facilities. The Pillsbury Academy Campus Historic District is now controlled by the Pillsbury Conservative Baptist Bible College. Thomson is next seen in the sophomore class at the University of Colorado in Boulder in 1938 and was apparently working as a hotel bellman. He did not graduate leaving after his junior year. The 26-year old told the US Census he had worked for 58 hours during the last week of March 1940. That summer he worked at the Mount Washington Summit House, and when Thomson registered for the draft on October 21, 1940, he was living in Gorham, New Hampshire, and Henry N. Teague & the Mount Washington Club were listed as his employer. He was 5-feet 8-inches tall with dark complexion, blue eyes and brown hair. He weighed 150 pounds and listed his older sister, Winifred Thomson as his next of kin. Thomson may have worked at the Summit in 1941 and 1942 because he was in New Hampshire when he enlisted on August 4, 1942 in Manchester, although he listed Brown, South Dakota as his residence. When his brother-in-law, P. N. Ekholm of Milwaukee, WI applied for a military marker for George Thomson's grave in December 1962. Thomson's service records said he'd entered the army on August 4, 1942 in Manchester, N.H. while working as an electrician. He served with the 596th Service Squadron achieving the rank of corporal before being honorably discharged on January 8, 1946. That year he married widow Hattie M. Stirling *(b.1918 d.1952)*. They had one son, John L. Thomson *(b.1949 d.2018)*. George A. Tupper Thomson died on December 3, 1962 in Kenosha County Wisconsin at the age of 49. However, the flat bronze marker with a Latin cross ordered by his brother-in-law does not adorn his grave in the Wisconsin Memorial Cemetery in Milwaukee. Rather, the Find-A-Grave.com database says George Thomson lies in an unmarked grave *(right)* in the Wisconsin Memorial Park in Brookfield.

- Littleton Courier - Thu, Sep 19, 1940 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / Minneapolis (MN) Star Tribuen - Sat, May 9, 1931 pg. 3

Gene Thon 1953

Summit House

George E. Thorn(e) 1873 - 1875

Summit House clerk - *(1874)* "A trip to the mountains is said to be more enjoyable always in becoming acquainted with the clerk of the Summit House, Mr. Geo. E. Thorne, whom we are proud to say was formerly a resident of Gorham. He is not only a clever but an honest clerk. He has had about twenty years' experience with mountain travel having been most of the time with Col. J. R. Hitchcock - the king of landlords of the old Alpine House (opened in Gorham after the railroad arrived in 1851 bringing tourists). Prior to the completion of the Summit House, Mr. T. passed several seasons on the mountains as clerk of the "Tip-top House," at present the sleeping apartment for *(2nd Summit House)* help. He has been chief clerk of the Summit House since its

Tip Top House and Mt. Washington tourists (1852)
- White Mountains Remembered FB page

completion *(in 1873)*, Capt. Dodge, the proprietor finding in him all the essentials necessary to fill so arduous a position. Since the death of Capt. D. Mr. Thorne has the entire confidence of the deceased's widow, and to him she entrusts the whole charge of the house. He is worthy of all the honors bestowed." / *Ancestry.com* research indicates George Emerson Thorn was born on August 19, 1833, in Hartford, Maine, to 20-year old Rhoda Washburn (Sparrow) Thorn *(b.1813 d.1888)* and 31-year old Thomas Thorn Jr. *(b.1802 d.1858)*. George had five siblings: Ira *(b. 1837 d.1894)*, Sarah J. *(b.1841 d.)*, Christiana S. *(b.1842 d.1888)*, Rachel Ann *(b.1844 d.1874)* & William Sparrow *(b.1848 d.1918)*. He married Lucinda Royal Goss *(b.1837 d.1890)* in 1858 and they had one son together: Rufus *(b.1859 d.)*. At age 28, George Thorn is noted as a farm laborer in Gorham in 1860 – part of a household of 25 living at the Alpine House run by John R. Hitchcock. George also owns property in Rumford, Maine where he, his wife 23-year old Lucinda; his 10-month old son, Rufus; his 46-year old mother, Rhoda; his sisters, 18-year old Christiana & 15-year old Rachel are also counted in 1860. Thorn spends his first summer at the Summit in 1862 running the Tip Top House for Hitchcock. Thorn is then on-board a sleigh with a colleague that fall. Their ride made the papers. *(1862)* "On Wednesday, Nov. 12th, Mr. George E. Thorn, landlord of the Tip-Top House last summer, and Mr. John Lawson, employee of J. R. Hitchcock, Esq., of the Alpine House, made the ascent of Mt. Washington in a double sleigh; the first who have ever ascended the mountain by sleighing. The day was mild, and the ride pleasant and agreeable. The road was obstructed by several large trees which had fallen across it, but no snow-drifts impeded their progress. They found the *(1st)* Summit House encased in ice, and the frost-king held undisputed sway. The time may not be far distant when the merry jingle of bells will echo among the "Crystal Hills" and the lovers of pleasure will extemporize a polka at Tip-Top," wrote W.A.W., a correspondent of the Coös *Republican*. George Thorn is a 30-year old married hotel waiter living in Gorham, N.H. in June of 1863, when the consolidated list of men subject to military duty in the area is drafted. That same month, Thorn headed back up Mt. Washington to get ready for the summer season. *(1863)* "The carriage road up Mount Washington has been put in complete order this season, and the snow has passed away rapidly in the mountain gorges during the two past weeks. The public houses on the summit were so secured in the autumn that they were not much damaged by the storms of last winter. George E. Thorn, who is so favorably remembered by recent visitors to this elevated spot, will have charge of the premises this season. Mr. John H. Spaulding, whose meteorological observations on Mount Washington have interested men of science the past few years, will again be at his post, and, by the variety and extent of his knowledge of the locality, will interest and instruct the guests of the "Summit" and "Tip-Top" Houses. Mr. John R. Hitchcock, of the Alpine House, Gorham, is the proprietor of these mountain hotels, and the traveling public may be assured that nothing will be wanting on his part of ensure the safety and comfort of tourists." *(1873)* "Mr. George E. Thorne; the gentlemanly clerk at the Summit House, is obliged to be absent from his post for a few days, on account of the illness of his wife, who resides (in Gorham). Mr. T. was a long time connected with the Alpine House, and of his fitness for his present position it is needless to say more than it is what must follow when to natural ability is added the excellent training of Mr. J. R. Hitchcock." The 1880 Census lists the 46-year old Thorn as a hotel keeper living with his 43-year old wife, Lucinda R. Thorn *(b.1837 d.1890 m.1858)* in Gorham, N.H. Lucinda dies in 1890. George Thorn then married widow Mary Thomas *(b.1838 d.1919)* on January 27, 1892, in New Gloucester, Maine. There were two step-children: Chrisman Thorne *(b. 1863 d.)* & Eliza Thorne *(b.1867 d.)*. George Emerson Thorn died on March 25, 1903, in New Gloucester, Maine, at the age of 69. He is buried in the Upper Gloucester Cemetery in that town.

- Boston Globe - Sat, Jul 18, 1874 pg. 3 / Essex County Herald (Guildhall, Vt) - Sat, Sep 4, 1875 pg. 3 / Ancestry.com / Newspapers.com / GenealogyBank.com / Coös Republican – Tue, Nov 18, 1862 pg. 3 / Boston Evening Transcript – Fri, Jun 19, 1863 pg. 2 / Essex County Herald – Sat, Aug 23, 1873 pg. 4

John Charles Thyng 1968

Marshfield employee - 17-year old John Charles Thyng of Somerworth, N. H. appears on the July 1968 Marshfield Payroll summary for a single payment of $20.44 that is not booked in any spreadsheet column.

- Marshfield Corp / July 1968 Marshfield Payroll summary

Frank Tibbits 1954
Summit House

Joan B. Perkins Tibbits 1954
Summit House

John F. Tice 1900 - 1905

Bellman & Waiter - *(1900)* 16-year old John Tice of Waterbury, Vermont was one of "about sixty of the Summit House employees (who) gathered in the large parlor Friday *(7/13)* evening to enjoy themselves. The merry dancers kept it up until midnight, when they voted Miss Clarke, the manager of the Summit House, many thanks for her kindness and all went to bed...." *(1905)* "Nor should mention be omitted of John Tice, bellman, who for several years has been an alert messenger upon the arrival of each train." / "On Wednesday evening, June 28th, the Summit House colony indulged in festivities unique in the history of Mount Washington. The platforms that morning covered with snow and the whole cone of the mountain glistening... someone remarked that "it would be proper to observe Christmas." The idea was a popular one and immediately following breakfast, preparations were continued for an unusual festival. There were about thirty-five employees of the Summit House and Mount Washington Railway... about 8 o'clock the parlor doors were opened. Mr. John Tice presided at the piano and merry company was soon seated." The 21-year old Tice attends that summer's Cog Party "Masked Ball" as Maiden Lady. Provided music for the grand march as a retiring spinster pianist. *Among the Clouds* reported Tice was heading for Dartmouth. / John Farnsworth Tice was born on February 27, 1884, in Mount Vernon, New York, to 34-year old Rachel S Wing *(b.1850 d.1895)* and wounded-in-action Civil War veteran 37-year old John L Tice *(b.1846 d.1884)*. His father died just prior to John's birth. He had one brother, Homer R. *(b.1874 d.1949)* and one sister, Rhoda Bloom *(b.1879 d.1884)*. In June 2, 1900, 16-year old John F. Tice was wrapping up the school year while living with his widowed 56-year old aunt, Abbie Ober and his widowed 35-year old cousin Bertha Miller in the village of Waterbury, Vermont. Mrs. Miller was a music teacher. Shortly after Tice was counted for the US Census, he was off to the Summit House. Tice did not go to Dartmouth, but he did enroll at the University of Vermont and was a member of a fraternity there but left after two years before the Class of 1906 graduated. Instead, 21-year old John Farnsworth Tice married 20-year old Charlotte T Gibson *(b.1886 d.1973)* in her hometown of Gorham, New Hampshire, on October 11, 1905. She was the daughter of Irish immigrant shoemaker James J. Gibson and his English-born wife, Elizabeth. It was the first marriage for both, and Tice said he was working as a clerk. The newlyweds made their home on Lourie Marie Street in Gorham, John worked as a clerk in the general store. They had one child during their marriage. Seymour W. *(b.1911 d.1987)* arrived on May 5, 1911. When 34-year old John Tice registered for the draft in September 1918, the family was living on Mechanic Street and Tice was now the purchasing agent & store clerk at the E. Libby & Sons Co. He was described as of medium height, slender build with grey eyes and brown hair. When the 1920 Census was taken Tice was managing the retail grocery. Ten years later, 18-year Seymour was still living at home. John was still the managing the store. In 1940, John and Charlotte had moved to rental on Glen Street. In April 1942, the 58-year old Tice registered again with the Selective Service. He stood 5-feet 8-inches tall and weighed 160 pounds. His hair was still brown and his eyes were still grey. John Farnsworth Tice died from heart disease and diabetes on October 19, 1961 in Berlin, New Hampshire's St. Louis Hospital. Funeral arrangements were handled by the Fleury Funeral Homes in Gorham. He was 77 years old. Tice was buried with his wife *(right)* in the Forest City Cemetery in South Portland, Maine.

- Among the Clouds - Mon, Jul 16, 1900 pg. 1 & 4; Thu, Jul 13, 1905 pg. 1; Tue, Aug 8, 1905 pg. 4 & Mon, Sep 4, 1905 pg. / Ancestry.com / Newspapers.com / GenealogyBank.com

James C. Tierney 1976

Brakeman from Melrose, Massachusetts - Tierney appears to have had a short summer. He appears on the list of Railway employees for 1976, but a report to the NH Department of Transportation says he made only nine trips up the Mountain. They all occurred in August as a brakeman. He lived at 22 Birch Hill Road in Melrose. James C. Tierney was one of four children born to World War II vet James A. Tierney Jr, and his wife, Virginia M. (Lord) Tierney. He had one brother - William J. and two sisters – Marie L. & Linda A. The number of James Tierneys in the Melrose area about the time he might have graduated from high school made research difficult for Jitney Jr. Tierney was living in Natick, Massachusetts when his father died in September of 1995, and Redwood, California in March, 2010 when his mother passed.

-Bencosky-Desjardins files / NH DOT archives / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Sun, Sep 24, 1995 pg. 51 & Fri, Mar 5, 2010 pg. B13

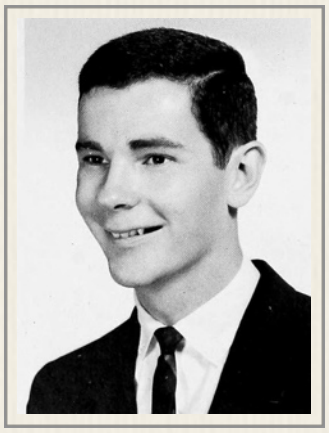
Chris Tilton (1975) - Wiscassett HS

Christopher Luce Tilton 1981

21-year old Chris Tilton from Alna, Maine was on the Cog Railway track crew in 1981. He was paid $3.45 an hour. Tilton ran cross country at Wiscassett High School helping win the state championship in 1975. He would continue running at college. Tilton graduated from Unity College in 1979 with an AS degree. His class' yearbook was the first published since 1975. Unity President Ralph Wendell Conant said the yearbook's reappearance "symbolizes the renewal of the initiative and creativity" of the founders. He said "the students who produced this yearbook undertook the project because… they wanted a lasting record of the College as they experienced it… (and) asked only for the help they needed beyond the resources they had at hand." Apparently, they experienced it without image cutlines and identification. While there are many pictures student identities are known only to their colleagues. Unity was founded in 1965 for those interested in environmental and sustainability science. It's first graduating class in 1969 numbered 24. In August 2020, Unity went completely online, announced it would close and explore the sale of any assets, including the main campus." Chris Tilton ran cross country for the college and led the team for two years. He won the September 22, 1978 race in Machias as the Unity team beat University

Maine at Machias. It was Unity's "first win in three meets" that year. In 1994, 35-year old Christopher was living in Durham, Maine when he married 32-year old Jeanet Mae Weir from Pownal, Maine. They settled in Durham and had a daughter in July 1996, Gabriel. Chris served as a volunteer assistant coach of cross country and indoor track & field at Freeport High School where Daughter Gabby earned seven varsity letters in cross country, indoor track & field, and outdoor track & field. She was on the University of New England 2017 Women's Cross Country team after transferring in from Southern Maine Community College. Gabby majored in applied exercise science, with a minor in coaching and was a Dean's List student. The 62-year old Tilton currently lives in Durham, Maine.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Bangor (ME) Daily News – Sat, Sep 23, 1978 pg. 26



Norm Timberlake (1967)
- SMIT yearbook

Norman E. Timberlake 1966 - 1968 & 1970

Timberlake in kitchen window (1966)
- Tom Norcott photo

21-year old Norm Timberlake of Fall River, Massachusetts began his career at the top of New England in the Summit House kitchen (right). The July 1966 Summit payroll summary says Norm was earning $145 a month. "Free" room and board was worth $52 a month for tax purposes. His net monthly pay was $126.53. Timberlake's salary was booked in the Summit House "restaurant" column. He was a junior at Southeastern Massachusetts Technological Institute in North Dartmouth. Timberlake would graduate the school in 1967 with a B.S. in Business Administration. (His yearbooks are now found grouped with the New Bedford Institute of Technology and the Bradford Durfee College of Technology as those were the college's prior iterations after being started in 1895 as the New Bedford Textile School. Southeastern Mass Tech lasted until 1969 when it morphed again into Southeastern Massachusetts University before finally closing in 1991. Student's seeking transcripts now contact Registrar's office at U-Mass Dartmouth.) In 1967, the new college graduate was still a Summit "restaurant" worker earning $150 a month. Room and board was now worth $66.65 and net monthly pay was recorded as $129.67. In 1968, Timberlake began working in the Summit House gift shop. Monthly pay was $200… room and board was $62 following the 1967 state housing inspections. Timberlake took home $166.07 a month. Timberlake spent the summer of 1969 off the mountain. He returns to the Summit House in 1970 and works again in the gift shop for $1.60 an hour. / Norman E. Timberlake was born on April 4, 1945 to Henry "Tim" Timberlake (b.1921 d.1972) and his wife, Kathleen R. "Kay" (Ward) Timberlake (b.1924 d.2004). Norm had a twin sister, Kathleen. Norm's mom remarried after his dad died in September 1972. Web records are sparse for Cogger Norm Timberlake. He owns and operates Timberlake Imports in Fall River that deals with wholesale nondurable goods, but no records or profile of the company could be found. A listing of local business certificates issued by the town on a webtownhall.com test pages in the 2000's says Timberlake Imports was issued Business Certificate No. 13558 on December 7, 2006 and needed to be renewed four years later. There's no record that it was. Norm Timberlake appears to have never married, and continued to live on the street he grew up on in Fall River. Timberlake died in October 2022. (2022) "Norman E. Timberlake, 77, the son of the late Kathleen R. (Ward) Timberlake and the late Henry N. Timberlake was born in Fall River on April 4, 1945. He was the younger by 3 minutes of his twin sister, Kathleen. Norman lived his entire life in Fall River. Norman graduated from Durfee High School and SMU, currently the University of Massachusetts at Dartmouth. During his college years, Norman was employed at the Cog Railway, Mount Washington, New Hampshire, where he enjoyed hiking its many trails. Norman taught grades 4-9 at Saint Theresa School, Pawtucket, RI primarily teaching mathematics during his 32 year career. In 1986, he established "Timberlake Imports" buying and selling antique and collectibles in group shops throughout New England. He closed his business when he was diagnosed with Alzheimer's Disease. Normand enjoyed his travel throughout New England especially vacations spent in Ogunquit, Maine. He enjoyed trips to England and his many excursions to Texas to visit his sister and brother-in-law where the 3 shopped antique venues in Texas and Arizona. Norman is survived by his sister, Kathleen T. Digits and her husband, Dr. John Digits, of Houston, TX, two nieces, Kristin T. Digits of Houston, TX and Dr. Jennifer A. McAlpine of San Diego, CA and his very close cousin, Sharon Cabral of Fall River among other cousins. Arrangements were private. Donations in Norman's honor may be made to the Alzheimer's Assn."

Norm Timberlake (2022)
- Timberlake Family photo

- Summit House ledger / Bencosky-Desjardins files / July 1966, July 1967 & July 1968 Summit Payroll summary / Ancestry.com / Newspapers.com / GenealogyBank.com / Legacy.com / Fall River (MA) Herald News - Sat, Oct 15, 2022 / See Vol. 1 Ch. 9 Sec. 1

Danny Timson 1965

Marshfield Base employee

- Cog Party list

Terry Tiner 1966

Summit maintenance

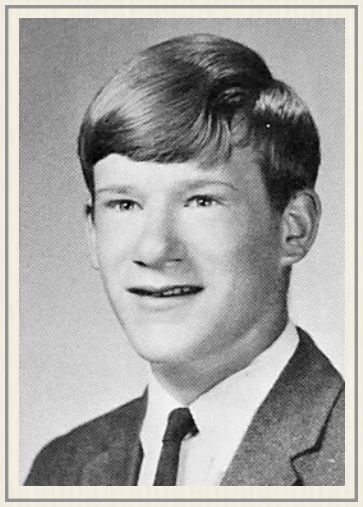
- See Vol. 1 Ch. 9 Sec. 2

Richard Tirrell (1970)
- Cog Party photo

BEST DRAWING made from last week's curlycue wins a $1 award for DICK TIRRELL (10) of So. Weymouth.

Richard S. "Tricky Dick" Tirrell 1966 - 1972 & 1975

Dick Tirrell had just turned 18 and graduated from South Weymouth High School when he came to work at the Mountain. He, like many other future train crew members, started working in the Marshfield kitchen but moved to the railway working first in the bunker. According to his yearbook, the Massachusetts-native was "artistically inclined, Dick enjoys drawing and art… plays the guitar… occupies his spare time swimming and bicycling… poetry and reading are also among his interests." As a sophomore, Tirrell had won a Boston Globe Scholastic Art Award. He had won a prize from another newspaper earlier in his career. At age 10, a sketch *(left)* entered in the CurleyCue contest earned him a dollar. Tirrell spent his senior year in high school working as a library assistant. At the Cog, Tirrell had picked up the nickname "Tricky Dick." It could have easily been "Ringo" if colleagues had learned his middle name. Richard Starkey Tirrell was born on June 5, 1948 at Massachusetts Women's Hospital to Wilbur G. *(b.1914 d.1996)* and Norma (Starkey) Tirrell *(b.1919 d.2005)* of Brookline. His father had spent four years in the South Pacific with the 114th Combat Engineers. Wilbur Tirrell received a Silver Star for a volunteer flamethrower mission behind enemy lines during which he was wounded. He was working at a Boston manufacturer of shoe stamping equipment when Richard was born. Dick had a brother, John P., and three sisters, Deborah, Sarah & Janet. About the time, son Richard was heading to the Cog, Wilbur was leaving industry and dusting off his 1940 degree began practicing law. At the Cog, Dick was shoveling coal as a fireman in 1969 earning $1.80 an hour. He received a ten-cents an hour pay raise for firing in 1970, and qualified as an engineer in 1971. Tirrell was paid $2 an hour. That was his last full-time year. Tirrell is noted as running trains on "weekends" in 1975 in a report to the state of New Hampshire. Richard Tirrell returned to the Mountain for Cog reunion in 2014, and joined a group of colleagues in hiking *(left)* up the Ammonoosuc trail to Gem Pond.



Richard S. Tirrell (1966)
- Weymoth t HS yearbook

Engineer Dick Tirrell, Roddy Hillas & Dave Huber (1972)
- David Huber Collection

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Herald – Sun, Jun 20, 1948 pg. 22; Sun, Oct 5, 1958 pg. 55 / Boston Globe – Mon, Jan 22, 1996 pg. 23 & Fri, Sep 2, 2005 pg. 99 / See Vol. 1 Ch. 9 Sec. 3

Eric H. Tobiassen 1963 - 1964

16-year old Eric Tobiassen was another Cogger from Melrose, Massachusetts. He was assigned to Summit House duty his first season. Tobiassen appears on the Summit payroll summary for July 1963 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $101.40. Tobiassen's salary was booked in the Summit House "restaurant" column. The high school junior worked with the track crew in 1964 and earned $1.00 an hour. When he graduated from Melrose High School *(right)* in June 1965, his yearbook entry said he "remembers the flood which closed school… English with Mr. Cooper… gun collecting… Danvers Fish & Game Club… VW… Reading, Rifle and Revolver Club… Physics with Mr. Gil… NRA." *(2015)* Eric H. Tobiassen, 68, of Haverhill, passed away at the Holy Family Hospital, Methuen on Saturday, October 31, 2015 after a brief illness. Eric was born on May 15, 1947 in Melrose, son of the late Helge Tobiassen and Martha (Howell) Jeffries *(d.1996)*. He was raised in Melrose and educated in Melrose Schools. He is a Veteran of the United States Army, having served during the Vietnam War. Eric worked for Raytheon for many years until his retirement. His surviving family members include his loving wife, Alice Tobiassen of Haverhill; daughters, Erika Tobiassen-Place and husband Brian Place of Durham, NH and Kristen Tobiassen of Dover, NH. Services will be privately held. Arrangements by Driscoll Funeral Home and Cremation Service, 309 So. Main Street, Haverhill. Contributions may be made in Eric's memory to the Wounded Warrior Project, 150 Cambridge Park Drive, Suite 202, Cambridge, MA 02140.

Eric Tobiassen (1965)
- Melrose HS yearbook

Eric Tobiassen (2015)
- Tobiassen Family photo

- Summit House / Bencosky-Desjardins files / July 1963 Payroll / Ancestry.com / Newspapers.com / GenealogyBank.com / Lawrence (MA) Eagle-Tribune - Sun, Nov 1, 2015

Tob - Tod

Raymond V. Tobin II 1971

16-year old Ray Tobin of Essex Junction likely heard about the Mt. Washington Cog Railway from engineer Bob Kent, who taught in the school system there. In 1971, young Tobin traveled to New Hampshire and worked as a dishwasher in the Marshfield kitchen. He earned $180 a month. At the start of the next summer, 17-year old Tobin was driving through Winooski on Friday evening with three friends, Richard A. Rushford, Wayne Harris and David Fanning. The quartet's car stopped in front of the Winooski Post Office for a red light at the Main and Allen Street intersection. Tobin's car was approached by three other teens from another car in line. The trio, from Winooski, Burlington and South Burlington started making threats to the four young men in Tobin's car. Tobin was grabbed and "one of the youths in car was struck by a belt buckle and the windshield was smashed with a chain." A deputy sheriff reportedly witnessed the incident. In court 17-year old James P. Russell of Burlington, 16-year old Joseph Brueckner of South Burlington and 18-year old William H. Ford Sandy Jr of Winooski "pleaded no contest and were found guilty." / Raymond Vincent Tobin II was born on March 26, 1955 to 43-year old carpenter Raymond Vincent Tobin *(b.1911 d.1980)* and his wife, 37-year old Margaret Mary Osborne *(b.1917 d.1964)*. Young Ray was the fourth child born to the couple following Patricia, Rachel & James W. Ray's mom died in 1964 after a prolonged illness. Ray Tobin Jr graduated from Essex Junction High School in 1975. At 26, Ray was pleading no contest in court to a January 28, 1982 DWI charge. Tobin was fined $150. While he was still living in Essex Junction, the Class of 1975 reunion had not located him for the 10-year reunion to be held September 7th at the Marble Island Resort. The internet says Raymond V. Tobin Jr currently lives at 8 Perry Drive in Essex Junction.

- Marshfield Cabins Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Burlington Free Press – Mon, Aug 3, 1964 pg. 13; Mon, Jun 5, 1972 pg. 8; Thu, Jun 15, 1972 pg. 10; Sat, Mar 22, 1980 pg. 16; Fri, Apr 23, 1982 pg. 15 & Sun, Sep 1, 1985 pg. 35

Ethel Todd 1962

59-year old Ethel Todd was one of eight people from Wakefield, Massachusetts working at the Cog in 1962 – seven at the Summit House being managed by the matriarch of the Bird family – Edna M. (Asycough) Bird. Bird's husband, Harry Sr was on the payroll along with sister, Mildred L. (Asycough) Marchant and niece, Lois. John Gibson was running the post office. Ron White was the restaurant cashier. Ethel Todd was paid $160 a month as a chambermaid. Ethel (King) Todd appears on the Summit payroll summary for July 1962 as earning $160 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $133.86. Todd's salary was booked in the Summit House "rooms" column. Edna Bird's son, Eddie was an engineer on the railroad. / Ethel May King was born on September 12, 1893, in Boston, Massachusetts, to 30-year old Eliza Dunne *(b.1863 d.1943)* and 26-year old Canadian-born trackman David Jasper King *(b.1867 d.1940)*. He ran a pile driver. She had two siblings: an older sister, Florence Adelaide *(b.1891 d.1947)* & younger brother, James M. *(b.1895 d.)*. The family was living on Condor Street in Boston when the Census was taken in 1900. Ethel completed two years of high school. 21-year old Ethel M King was working as a bookkeeper when she married 24-year old grocer James A Todd *(b.1890 d.1935)* in Boston, Massachusetts, on September 30, 1914. Todd was born in Beaufort, South Carolina. It was the first marriage for both. The couple would have four children: Florence, John J; Alma E. & Leslie L. In early January 1920, James Todd was running a grocery store while Ethel was at their home on Falcon Street taking care of 4½ year old Florence and 2-year old David. The Todd's moved out of Boston to Wakefield, Massachusetts. They were living on Greenwood Avenue and James was supervising a refrigeration operation. Ethel was taking care of 14-year old Florence, 12-year old John & 10-year old Alma. James' 77-year old father was living with them, and a 24-year old retail grocer counter clerk Charles Gutro was renting a room. James died suddenly in the summer of 1935 in Greenwood, Massachusetts. He was 44. By the time the next Census was taken in May of 1940, the widow Todd had moved the family to Madison Avenue in Wakefield. 22-year old John was working as a water cooler serviceman, and 20-year old Alma was a clerk at an insurance company. Florence was no longer living with the family, but 8-year old Leslie L., born three years before his father's death was in the third grade. Ethel Todd only worked as a Summit House chambermaid that one summer in 1962. It was the only summer Edna Bird managed the facility. In 1963, Philadelphia music teacher Russell G. Montgomery was likely in charge. Ethel May King Todd died on September 20, 1988, in Melrose, Massachusetts at the age of 95.

- Summit House / Bencosky-Desjardins files / July 1962 Summit Payroll summary / Ancestry.com / Newspapers.com / GenealogbyBank.com / Boston Globe – Tue, Aug 13, 1935 pg. 27

LOUIS C. TODD.

Louis C. "L.C." Todd 1896

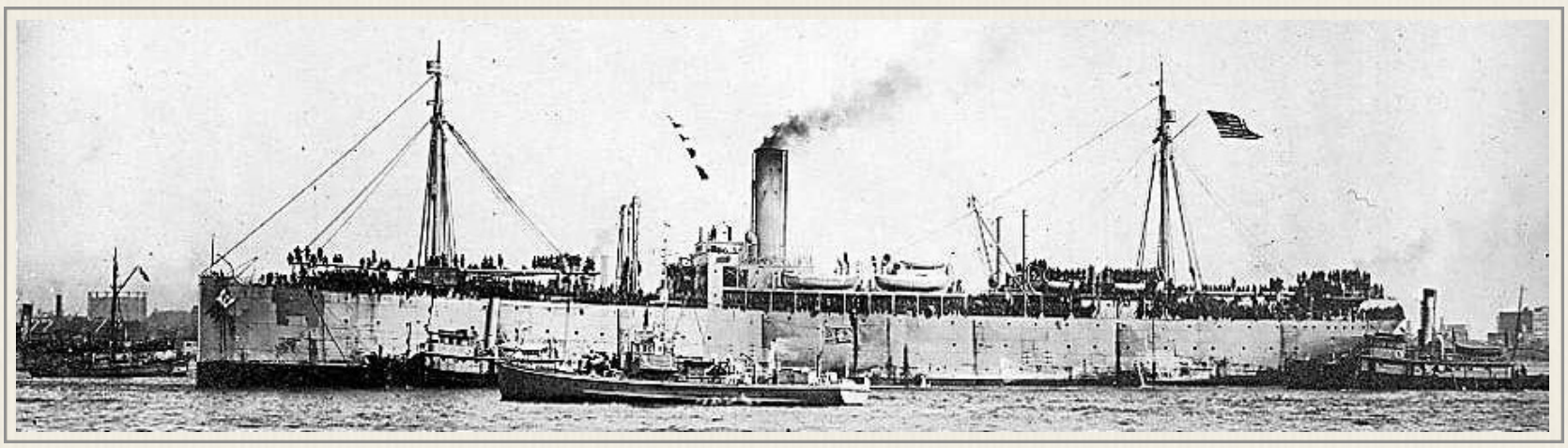
(1896) "Mr. L. C. Todd, master mechanic of the Passumpsic division of the Boston & Maine Railroad, paid his first visit to the Summit last evening *(8/24)*. He had charge of the construction of the engines used on the Mount Washington Railway, and this visit has given him the first opportunity to see them in practical operation." Todd inherited responsibility for the Mount Washington Railway locomotives as the Boston & Maine took control of the corporation from the Concord & Montreal railroad following the devastating 1895 fire that tore through the original Base Station at the Mountain. In July of 1896, the local Lyndonville, Vermont newspaper profiled the 41-year old Massachusetts-born master mechanic who was running the shops in town. *(1896)* "Louis C. (Clifford) Todd, master mechanic of the railroad shops, was born in Rowley, Mass., in 1856. *(Ed Note: Actually, March 18, 1855 to 27-year old carpenter Joseph Scott Todd and his 22-year old wife, Mary. He had two younger sisters – Jennie M. & Isabella)*. His literary education was completed at Dummer Academy, Newbury, Mass. At the age of 17 he entered the works of the Taunton Locomotive Company, where he served a regular apprenticeship of three years. He was then engaged as a fireman two years on the Boston & Maine railroad. He then took up the work for which he had made such a thorough special preparation, and for ten years was a locomotive engineer. His efficiency soon attracted the attention of his superiors, and he was called to

the position of foreman of the Boston engine house. He came to Lyndonville in 1891, as the master mechanic of the Passumpsic division, and soon after was appointed master mechanic of the St. J. & L. C., positions which he still occupies. There is about one fourth more work done in the shops now than when Mr. Todd came here, five years ago. Mr. Todd fills a very important position, alike for the interests of the road and of the town, and his success illustrates the value of thorough training and continuous work in a well chose occupation. He was a member of the committee of three appointed by the village for the purpose of introducing electric lights. *(Ed note: those three created and funded a corporation to purchase an old mill & dam until the village could rewrite its charter to be able have a municipal electric company that would build and own a hydroelectric generating facility at the site)*. Mr. Todd married Miss May A Haskell, of Haverhill, Mass., in 1887. Their home is endeared by the presence of three children, two daughters (Avis M. & Elizabeth) and a son (Henry or Haskell C.). *(Ed. Note: Another son, Clifford H. died of meningitis in January 1892)*. Mr. Todd has assumed Masonic obligations, is a member of the Chapter and Commandery, and a Noble of the Mystic Shrine. He is a member of the American Association of Master Mechanics, and also of the Lyndon Club." *(1899)* L. C. Todd was on the school board when the panel tried to meet state law requiring towns "to furnish high school instruction to pupils whose proficiency will permit thereof if they desire such instruction." The legally declared on Dec. 9, 1899 that "students who habitually absent themselves unnecessarily from classes and fail to do acceptable work, cannot rightfully claim public funds for their tuition," therefore "persistent truancy shall be regarded as prima facie evidence of failure to appreciate the opportunities afforded, and these may be withdrawn." One year later, the B&M transferred Master Mechanic Todd from Lyndonville to Fitchburg, Massachusetts. He would hold that position for 24-years until he was pensioned on March 1, 1924, "on account of physical disability, the result of a severe and serious illness *(that he contracted in December 1923)*. In the Fall of 1924 friends of Todd's in Lyndonville were pleased to read "that he… is pleasantly located at Rowley, Mass., on his ancestral home and settled down to enjoy a well-earned vacation. The story is told of him that friends who recently visited him there found, among other buildings connected with property, a fine new barn. It was suggested that the understand was that there had always been a good barn on the place. Todd's answer was, "We did, but we had to repair it." "Yes," said the friends "but we don't see any of the material of the building around anywhere." Todd's come-back was "I guess that is right, but you see we had the barn cellar and two knot holes, and I wanted a barn, so there was nothing to do but make the necessary repairs." Louis Clifford Todd died on October 18, 1926. He was remembered in Lyndonville as "a man of unquestionable integrity, honor and character. He had a most pleasing personality. Men were attracted to him on brief acquaintance and heartily enjoyed his universal good nature, ready wit and cheerful companionship." L. C. Todd was 71.

- Among the Clouds - Tue, Aug 25, 1896 / Ancestry.com / Newspapers.com / GenealogyBank.com / Lyndonville (VT) Journal – Wed, Jul 1, 1896 pg. 2 / Vermont Union – Fri, Dec 15, 1899 pg. 3 / Caledonian Record – Fri, May 23, 1924 pg. 3; Fri, Nov 7, 1924 pg. 4 & Wed, Nov 19, 1926 pg. 7

Fred Tollen 1910

26-year old Fred Tollen of Groveton, New Hampshire spent the summer of 1910 working at the Cog Railway as a carpenter. He was born on October 23, 1883 – the son of a couple who were born in road master Patrick Camden's hometown of St. Sylvestre, Quebec - John and Ellen (McCaffery) Tollen. Ten years before the 16-year old Tollen was living and working in Stark, New Hampshire in company housing run by George M. Smith. Tollen apparently worked with machinery as well as with wood during his day labors over the years, and continued to work within the Boston & Maine system after the Cog. Tollen was in Barrister's Hall in Boston in June 1917 to enlist in the Military Railway Regiment being formed. He served with the 14th Engineers of the Yankee Division in France and became a private first class. Company "B" of the 14th Engineers (Light Railway) returned from Europe aboard the *USS Dakotan* sailing *(below)* on April 17, 1919 out of Bordeaux, France. Janice Brown wrote about the so-called "Railroad Regiment Daredevils" in the *CowHampshireBlog*. "When war was declared in April of 1917, the United States War Department requested nine regiments to be formed to work specifically with railroads… Heads of Railway corporations were asked to cooperate in order to obtain experienced men. Once in Europe the 14th (and also the 12th) Engineers would maintain and operate narrow gauge railways. The total strength of the 14th was 1,153." Brown quotes a *Portsmouth Herald* profile of the Regiment in February 1919. "The Fourteenth Engineers, who are now in France winding up the work they began in July, 1917… consider themselves a "lost regiment" since they were one of the very earliest regiments to sail for France, and since they are probably destined to be one of the last to return…. (organized) in Barristers' Hall… the regiment went into active service for training at Rockingham Park, Salem, N.H. in June 1917. Following training of four weeks, the regiment sailed on the USS Adriatic for England on July 25. It then trained for four or five days in Aldershot, and had the distinction of being the first combatant troops from a foreign country to parade in London under arms for 325 years! The regiment then crossed the Channel and took up quarters in a



USS Dakotan with homeward-bound troops on board (1919)
- Photo # NH 105501

rest camp situated on top of high, wind-swept hill known as St. Martin's. The journey to the western front was made in box cars and flat cars only three days after the rest at St. Martin's. Eventually, the organization reached Belleau Aumont… They operated light railways there which carried ammunition and rations to the men in the line, and they built other railroads and bridges. For an entire year, they worked without a day of rest. In recognition of their services, they received decorations from the British army." Back in the States in the spring of 1919, Fred Tollen returned to New Hampshire's North Country. The 1920 US Census found him living in Berlin with his sister, Margaret while working as a mechanical engineer at the paper mill. Tollen would continue working there through the 1920's but was apparently let go as the *Berlin City Directory* for 1934 said he was now working as a clerk. In August of that year, he was admitted to St. Louis Hospital in Berlin with lobar pneumonia. Four days later, on August 23, 1934 he died. He was 50 years old. An application for a military headstone was ordered for his unmarked grave in Calvary Cemetary at year later. It was shipped from Proctor, Vermont on October 31, 1935.

- Among the Clouds - Sep 14, 1910 pg. 3 (from Whitefield Historical Society collection) / Ancestry.com / Newspapers.com / Portsmouth (NH) Herald – Wed, Feb 5, 1919 pg. 2 / https://www.cowhampshireblog.com/2018/02/19/new-hampshire-wwi-military-railroad-regiment-dare-devils/

Samuel Tower 1960

Samuel F. Tower (1961)
- Newton HS yearbook

Sam Tower had just completed his junior year at Newton High School in Massachusetts when he came to work as a bellboy at the Summit House in 1960. He earned $100 plus $25 a month for his time at the top of New England. Sam Tower appears on the payroll summary for July 1960 as earning $100 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $86.74. Tower's salary was booked in the Summit House "rooms" column. In school, he had been a part of the so-called "Orange Shield." The group was "devoted to the ideal of a cleaner, better cafeteria, (and) each day of the school week, twenty-five Orange Shield members, aided by five teachers, must cope with an estimated cafeteria attendance of 3,027. Tourists at the Summit House – piece of cake! Tower would graduate in 1961. He lived at 30 Shaw Street in West Newton. He had been part of the school legislature as a freshman, the civics committee as a freshman & sophomore and on the house council as a junior. He played football his first two years, and intramural sports for three. Tower was part of the sailing club, the Tigerama committee and the rally committee in his second and third years. Tower said his "fondest memory of NHS: the umpire whose nose hung over his mouth," and he willed to the school: "A can of paint remover to remove "Soock." / Samuel Francis Tower was born in 1943 – the son of Walter Thorne Tower and Theodora (Albree) Tower. He had three siblings: Theodora, Walter Jr. & Kay. After graduating from Newtown High, Sam went west to attend Colorado State University in Fort Collins seeking a degree in forest recreation. In 1962, he was a member *(left)* of Alpha Phi Omega service club on campus. As former scouts, members aided the Boy Scouts in the Fort Collins area by holding help session for patrol leadership. As a senior, Sam Tower and his "field studies & management" class did a good deed for the city of Fort Collins. The 23 students spent an April Tuesday planting more than 200 shrubs and trees on 30-acres of a newly acquired park that was arranged with playground equipment and garden at the west end. A small stream ran through Avery Park provided the seniors with practical experience in their field. Tower not only came away with a degree from CSU in 1965 but his first wife *(right)*. On August 12, 1964, Tower married fellow CSU student Rebecca Bates in the Danforth Chapel on campus. She was a sophomore art student from Fort Collins, working at the local Big D Food Store. The day before his wedding, Sam Tower was in municipal court. Judge John J. Tobin fined him $5 for running a stop sign, and another $10 for having an expired driver's license. The marriage didn't last long. In April 1969, the divorced Tower was living in San Francisco and he married 22-year old Miss Katrinka Suydam McKay. The bride had made her debut at the New York Infirmary Ball during the 1964 season. This union would last until May 1973. Sam Tower would head north to work for the Washington State University 4-H Extension service, running the Bonnie Lakes ropes course and eventually becoming the program manager of WSU's 4-H youth development program. He would be a 4-H experiential educator for 23 years. After retirement, he became involved in the Play for Peace organization in Tacoma. The group was designed to bring together children, youth, and organizations in communities affected by conflict, using cooperative play to create laughter, compassion, and peace. Along the way, he met Sarah Storm, a science teacher for fifteen years in Washington State, who became Sarah Storm-Tower. By 2016 the pair had been Play for Peace trainers "for well over a decade, they have

APO member Tower (1962)
- Colorado State yearbook

Mr. & Mrs. Samuel F. Tower (1964)
- Fort Collins Coloradoan photo

Play for Peace session underway with trainer Sam Tower (2016)
- Play for Peace photo

spent countless hours sharing our methods and core values. Although they have helped abroad, and continue to do so on a trip-by-trip basis, most of Sam and Sarah's peace work is done at home in Tacoma, Washington. The couple relishes being able to watch their community improve over months and years." As of June 2019 – Sam was Chair of the board of New Connections, a non-profit "dedicated to helping people successfully re-enter the community after incarceration."

- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Fort Collins Coloradoan – Thu, Aug 13 1964 pg. 9 & pg. 26; Fri, Apr 23, 1965 pg. 10 / https://www.playforpeace.org/blog/play-for-peace-blog/sam-sarah-visit-bryant-montessori / guidestar.org /Boston Globe – Sun, Apr 6, 1969 pg. 117 & Sun, Dec 8, 2019 pg. B11

Cathy Towle
- Towle Family Collection

Cathy Towle 2017 - 2019

Railway CFO *(2019)* "Cathy J. Towle, 63, of Jefferson Road, died Friday evening, November 29th, 2019, at the Jack Byrne Center, Lebanon, after a long battle with cancer. Cathy was born in Lancaster on January 9, 1956, the daughter of Emmett and Gail (Allen) Towle. She was raised in Lancaster and Dalton, and was a 1974 graduate of White Mountain Regional High School. After acquiring a degree at Hesser College she dedicated her life to her profession and will be remembered as a devoted employee. She was employed by Joel Bedor and Wayne Presby for many years, originally at Joel Bedor CPA, then moving on to work at Bretton Woods Ski Area and The Mt. Washington Hotel. She worked at Waste Management, AHEAD, and most recently the Mt. Washington Cog Railway. It was deeply important to her to make a difference in the lives of others through her profession and personal endeavors. Cathy tapped into her natural artistic talents at a young age through drawing and in adulthood took up photography, winning awards and selling her work. In her free time she enjoyed making jewelry, crafting, gardening, doing reiki, and most of all, spending time with her grandchildren. She was also an avid concert lover. Cathy was a devoted mother and grandmother, beloved daughter, sister and aunt. She was a loyal friend, who will be remembered for her kindness, optimism, encouragement and steadfast nature. Surviving family members include her daughter Kelly Smith and fiancé James Fuller of Lancaster; grandchildren Madeline and Evan of Lancaster; her father Emmett E. Towle of Whitefield; two brothers, Jeffrey Towle of Whitefield, and John Towle of Brownfield, ME; five sisters, Judy Ramsdell and Jim of Dalton, Penelope Buell and Franklin Skinner of Jupiter, FL, Debby Towle and Mark Howard also of Jupiter, FL, Nancy Washburn and Malcolm of Whitefield, and Beth Kenney and Mike of Franconia; a step-sister Betty Stapleton and Kevin of Clermont, Florida; and many nieces and nephews. She was predeceased by her mother Gail Towle, step-mother Eldeen Towle and step-brother Raynard Dupont of Northumberland. The Celebration of Life for Cathy will be held on Sunday, December 8 from 1-4pm at the McIntyre School Apartment Building Function Room. At 2:00, there will be a time to share stories, memories, or anything you'd like to share about her. Burial will be held at the convenience of the family in Forest Vale Cemetery, Jefferson. In lieu of flowers, we are asking for donations to be made to her Relay for Life Team Heart and Soul Mates in her memory. All proceeds go direct for cancer research with the American Cancer Society. Checks can be made out to Heart and Soul Mates and mailed to Kelly Smith, 96 Prospect St, Lancaster, NH 03584 or you can go directly to Passumpsic Bank and make the donation to their account. Arrangements are under the direction of Bailey Funeral Home, 210 Main Street, Lancaster. For more information or to send an online condolence please go to www.baileyfh.net. *- Facebook.com*

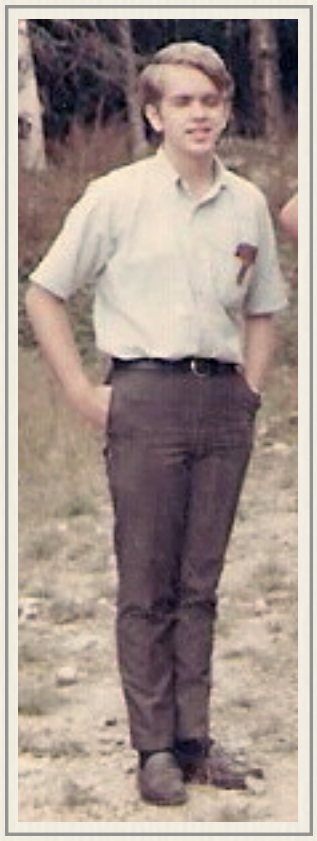
Craig L. Townsend 1968

Railway employee - Craig L Townshend appears on the July 1968 Railway Co Payroll summary for $9.85 payment that was not allocated to any accounting column.

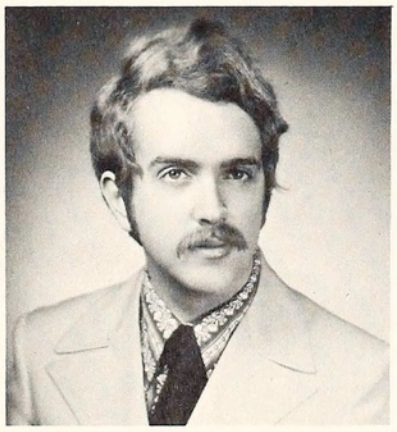
- Railway Corp / July 1968 Railway Co Payroll summary

Stephen L. "The Head" Trainor 1968

Marshfield Corp - 18-year Steve Trainor from Worcester, Massachusetts worked in the Marshfield kitchen alongside Tom Fillion in 1968. Fillion says "I was 16. He was older than the rest of us. He was a friend of Bill 'Lapdog' LaPierre. He was from Worcester. Lapdog was from Worcester. His nickname was 'the Head." The guy was smart! He might have skipped a few grades." Stephen Lawrence Trainor Jr. was the son of customs inspector Stephen Lawrence Trainor and his wife, Charlotte Frances (Murphy) Trainor. He had a sister, Katherine Elizabeth. Whether he skipped a few grades or not, the ninth-grader from St. Stephens Catholic High School in Worcester had won the 1965 high school essay contest run by the Minutemen Chapter of the United States Army out of Fort Devens. In January 1968, before coming to the Cog, Trainor had placed first in the Original Oratory category of a speech contest among high schools from four New England States. Trainor graduated from the College of the Holy Cross *(next page)* in his hometown in 1972. At Holy Cross, Stephen was member of the Young Democrats, and also participated in SPUD on campus. His bio says Trainor was part of the Worcester House Cultural Committee as well as Vigornium and the Cross and Rose. In 2020, Trainor told an oral historian about his career, "I went to Holy Cross as an undergrad and then Notre Dame for graduate school." Without the internet, Trainor's Notre Dame dissertation work led to a research trip to Oxford in the United Kingdom. "That was my introduction to Oxford," says Trainor "and I've been in love with it ever since." With his graduate degree in hand, Trainor found work in the Midwest. "I got my first job out in Indiana… at St. Mary-



Steve Trainor
- Tom Fillion Collection



Stephen L. Trainor, Jr.

of-the-Woods College, which was a small women's college near Terre Haute… I was there for eleven years." He also found a wife. At age 29, Trainor married the Dean of Residence at the college, 28-year old Marynell Steinmiller in Indiana in January 1980. She was from Evanston, Illinois. Trainor says his career then moved east. "I'm from New England. I'm from Worcester, and [I was] always eager to get back east where my family was. I decided there was greater mobility in administration than in teaching. I was lucky to have a teaching job at that point; it was the first real glut of Ph.Ds. I decided to hone my administrative skills, and then I was hired at Lesley College (now Lesley University) in Cambridge. I thought that was… a good place to be… Lesley… is primarily teacher-preparation, although they do have business and they do have social work, but I was in charge of everything else. I was in charge of the humanities… and the sciences… That was kind of fun being in Boston, being in Cambridge… It was also a women's college at the time… From there then [I went on to] a position as Dean up at Rivier College in New Hampshire…" At Rivier, Trainor helped redefine the Catholic college's mission to stress peace and social justice. "We asked ourselves how we could take Marie Rivier's mission, which came out of the search for social justice in the France Revolution, and live it today," he told a *Boston Globe* reporter in 1996. "We wanted to move away from learning that tends to objectify people… instead teach our students how to connect with something larger than themselves, to conned with the community in which they live and not just educate them to satisfy intellectual curiosity and get a job." Trainor was at Rivier for six years. "Then I saw this job, Dean of Undergraduate Studies here at Salve, advertised, and thought, "Oh, that sounds like an up-and-coming place," and so I applied and was hired." Dean Trainor moved to adjust the Salve Regina's faculty's workload. "As Dean I had to chair the Academic Council, which is the meeting of all the department chairs. That's always fun! A bit of a challenge. I've worked on that… one of the things I wanted to do, we had a four-four teaching load, and I thought that that seemed a little hard for people, so I was able to persuade the president to go to a four-three model, which is what we have now." He continued to teach in English Department and was named teacher of the year. One of Trainor's more popular courses is modeled on the informal literary discussion group at the University of Oxford called The Inklings. The group met for nearly two decades between the early 1930s and late 1949. "Of course it's very Oxford oriented… but it's kind of fun because we conduct it not as a class, but as if it were the Inklings, as if it were a literary society. There are no tests, there are no quizzes, there are no exams. I don't get up and lecture. The students come in everyday and there's a report on one of the Inklings *(like J.R.R. Tolkien, C.S. Lewis, Charles Williams and Owen Barfield)* and then somebody reads from the text that we're studying at the time, kind of replicating the idea of [J.R.R] Tolkien reading first drafts of *The Lord of the Rings* to the Inklings. I like to have [the class] at that 3:45-5:00 [p.m.] slot so that we have tea, we have cookies. The students will bake things. I remember one year somebody found a recipe from The Lord of the Rings and replicated it. At the end, instead of having an exam we go to the Fastnet [Pub] downtown to replicate the Eagle and Child. (*note: The Eagle and Child is a pub in downtown Oxford, notable for the Inklings meetings.)* People are required to come up with a toast to the Inklings… Ironically, I think is one of my favorite courses. I say ironically because it's the one where I do the least! After setting it up, the students really just take it and run with it..

- Marshfield Corp / Ancestry.com / Fillion email - Jun 29, 2019 / Fitchburg (MA) Sentinel – Thu, Sep 29, 1966 pg. 16 & Tue, Jan 23, 1968 pg. 9 / Interview Salve Regina Oral History Project – Feb 25, 2020 / Boston Globe – Sun, Jun 30, 1996 pg. 9

The Trasks of the Mount Washington Railway

(in alphabetical order)

Aline L. Trask 1952 - 1956

Aline L. Trask (1949)
- St. Johnsbury Academy

Railway Ledger - Part of the Trask legacy at the Cog - married to George H. - her dad, Thomas Williams was a long time cook at the Summit House. Williams Trask graduated from St. Johnsbury Academy in 1949. The Class of 1949 Will said that "Aline Williams wills all her Barre men for Mr. Bixby to pass on to some other lucky gal." Shirley Kent says Aline worked as the railway's secretary as Shirley took over that job in 1957 when the Trask family stopped living at the Base in the summers and George became a weekend warrior. *(2018)* Aline L. Trask, 87, died on Dec. 25, 2018, at Gifford Memorial Hospital in Randolph, Vermont. She was born on August 14, 1931, in St. Johnsbury, Vt.; the daughter of Thomas H. Williams Sr. and Laura M. (LaChance) Williams. She was raised in St. Johnsbury and graduated from St. Johnsbury Academy in 1949. Aline married George H. Trask II on June 28, 1952. She worked as a Legal Secretary to Attorney Thomas M. Walsh of Colebrook, New Hampshire, for several years. She then moved to Randolph, Vt., and was employed by Vermont Technical College for 13 years. At the time of her retirement she held the position of Executive Assistant to the Dean of the College. Aline enjoyed all kinds of crafts as well as gardening and attend- ing various school events and ballgames in which her children and grandchildren participated in. She will be remembered for her colorful display of Christmas decorations – inside and out of her home during the holiday season. She spent many hours during the summer months in her garden creating a grand array of various flowers and shrubs. She is survived by her husband, George H. Trask II; their children: George H. Trask III and his wife Mary of Colebrook, N.H., Deborah A. Haskins and her husband, Glenn of Johnston, R.I., Robert J. Trask and his wife Kimberly of Gilford, N.H., and Pamela A. Bouffard and her husband Jeffrey of Williston, Vt. She took great enjoyment in her 6 grandchildren and 1 great-grandchild: Kevin Trask

and Corey Trask, both of Colebrook, N.H., Brielle Mathieu of Manchester, N.H., Justin Trask Haskins and Lindsey Trask Haskins, both of Johnston, R.I., and Nicole Bouffard and Jacob Bouffard of Williston, Vt. At her request, there will be no funeral or memorial services. A private graveside service will be held at the convenience of the family at the Veterans Memorial Cemetery in Randolph, Vt. Arrangements were under the direction of the Day Funeral Home of Randolph.

- Railway Ledger / St. Johnsbury Academy yearbook 1949 pg. 24 / See Vol. 1 Ch. 1 & Vol. 1 Ch. 9 Sec. 12 / Caledonian Record - Fri, Dec 28, 2018 pg. A2

George H. Trask Jr. 1943 & 1947 - 1989

George H. Trask Jr. (2019)
- Trask Family Collection

The Rochester, Vermont teenager drove the old Colonel during the summer. He went to the Mount Hermon School, Lyndon Teachers College (where he recruited other Cog help, like his roommate Jitney) and then became an engineer - *(1951)* "Mountain Musing: The engineers who run on one of the shortest lines in the world include: George Trask of Rochester, Vt., five years on the job. One of the record books: the Mt. Washington cog railroad is believed to be the only railroad in the country whose firemen are all college boys, and which has one entire train crew made up of college young men - Trask, junior at Lyndon State Teachers college, engineer; Jimmy O'Rourke of Boston, whose father is general manager of the B&M, junior at Cornell, fireman; David Gates, Melrose, Mass;, sophomore at the U. of Me., brakeman, and Whitey Merrill, Concord, junior at the U. of N H. conductor!" / George worked as a weekend warrior while working in the plywood industry in North Strafford, New Hampshire starting in 1956. Financial records indicate George Trask earned $40 plus $10 a day during the summer of 1969, $30 a day in 1970 & $35 a day in 1973. A report sent to the State of the New Hampshire said George Trask was now a consultant, an engineer with 20-years experience in 1974. He was paid $40 plus $10 a day. In 1975, he was listed as an "on demand" engineer. - George Trask would manage the operation for two years in the 1980s for the new ownership group. *(2019)* George H. Trask II, 93, of Colebrook and formerly of Randolph, Vt., passed away on Friday morning, Nov. 29, 2019, in Colebrook. He was born on May 14, 1926, in Rochester, Vt., the son of the late John C. and Nellie (Foley) Trask. He was raised in Rochester, but graduated from the Mt. Hermon Prep School in Northfield, Mass., in the class of 1944. He served in the U.S. Navy during World War II, from 1944-1946, then attended Lyndon State College and graduated from there in 1952 with a Bachelor of Science Degree in Education. He married Aline Williams on June 28, 1952. George worked for 20 years as a supervisor for the Brown Company in North Stratford, then moved to Randolph, Vt., and worked for Weyerhaeuser Company and Chesapeake Plywood in Hancock, Vt., for 21 years. He retired in 1992. In retirement, he worked for several years at the Mt. Washington Cog Railroad during school vacations and later held the position of General Manager there for 2 years. He was also employed part-time at the Montague Golf Club for 18 years. He served on the North Stratford School Board for 9 years. He was a member of the American Legion Post #009, Montpelier Lodge of Elks #924, and a member of the Montague Golf Club. George enjoyed attending various school events and ballgames in which his children and grandchildren were participating. George is survived by his children and their spouses, George H. Trask III and Mary Trask of Colebrook, NH, Deborah and Glenn Haskins of Johnston, RI, Robert and Kim Trask of Gilford, NH, and Pamela and Jeff Bouffard of Williston, Vt. He took great enjoyment in his grandchildren, Kevin and Corey Trask, Justin and Lindsey Haskins, and Nicole and Jacob Bouffard. He was predeceased by his wife, Aline Trask on Christmas, 2018; by his brothers, John C. Trask, Winslow T. Trask, William Trask; and his sister Caroline Wright. At his request there will be no public calling hours or services. A private graveside service will be held in the spring of 2020 at the Vermont Veterans' Memorial Cemetery in Randolph, Vt. Condolences may be offered to the family on-line by going to www.jenkinsnewman.com / George Trask Jr.'s time at the Cog spanned three eras and was reflected in Facebook reactions to his death. ***David Huber:*** "Bobby, Buddy its sad to say good bye to s great man. I didn't get to meet your Dad until my third year at the Cog during my first fall season and he worked some weekends. I do remember laughing hard when he and Cliff would start telling stories of days gone by. They both used the same colorful language if ya know what I mean. He was proud of all his kids and a good man to work for and with." ***Anne Teague Koop:*** "I'm so glad that (Jitney Jr) and I were able to go and visit him at his home about 1½ years ago. What great memories I have of George as a child growing up at the Cog. He would come to the Hut and would work on Col. Henry Teague's convertible car that my father stored under the house. I would sit there and watch him work on the car and drink Orange Crush that was stored under the house. Sometimes the milkman brought chocolate milk to the Hut and I would go up stairs to the kitchen and get him some. Oh the great memories growing up at the Cog!!" ***Tom Fillion:*** "I think it was my father, Joe Fillion, who introduced George and Jitney to the Cog Railroad. My parents met at Lyndon State and they were all friends. My Dad grew up at the Cog in summers because my grandfather, Allen, worked for Henry Teague and later my Dad worked for Arthur Teague. George worked on the weekends when my brother and I were at the Cog in the late 60s, early 70s." ***Alan Warner:*** "I remember George working as engineer on weekends in the early 70's — some good stories!" ***Dave Moody:*** "I remember the first time I met George. It was the fall of 1972 and I was his brakeman on a fall weekend. The engine had a hole in the bonnet and we were starting fires above Skyline every trip on the way up with constant stops to beat out the fires. On the last trip we never stopped and I was thinking we hadn't started any fires. I poked my head over the edge of the coach from the front platform and was aghast to see fires everywhere and hikers running around trying to put them out. When we got to the summit I asked George why we didn't stop, he started laughing and said the hikers seem to have everything under control and they seemed to have more energy then we had." ***Dave Kurz:*** "Sorry to hear of George's passing. I always enjoyed his hearty laugh, often at my expense, and carefree ways. Sorry for your loss Buddy and Bobby!" *- Littleton Courier - Thu, Sep 20, 1951 pg. 4 / Bencosky-Desjardins files / NH DOT Archives / State Report - Jun 24, 1975 / See Vol. 1 Ch. 1 & Vol. 1 Ch. 9 Sec. 12*

George H. Trask III (~1977)
- Trask Family Collection

George "Buddy" Trask III 1969 - 1979

George's oldest son, Buddy Trask was a Cog toddler and had lived summers at the Mountain with his family in the *Peppersass* House at the top of cabin row until 1956 when his father started commuting to the Base from North Stratford, New Hampshire, and his mom, Aline, happily took care of the kids at home. "She wasn't a Cog person," says Buddy. Trask "officially" went on the Cog payroll in the Centennial year of 1969, but had worked "informally" in the kitchen before that. "I did it in Fall's for a couple years," Trask told Jitney Jr. in late 2020, "then I did a summer there before I graduated to burger boy. (In the fall) I had the full wrath of Pete and Grace (Rusinski). You knew what time Pete went for his daily six *(Budweisers)* before he took a nap and if it was a bad day he had more. It was amazing, you know… You look back and he functioned *(while drunk)* and the food to me was very good. I didn't have any issues with the food at all during the whole time I was there. But boy, there some days.. woo!" Trask then moved to trains. "I was one of the youngest people to be a brakeman, then a fireman and an engineer. When I graduated from high school *(in 1972)*, I was only 17. They made me a brakeman in the fall of 1970." Buddy was a "officially" brakeman in 1971 and earned $1.60 an hour. "I didn't do the aluminums *(Chumley & Thelma)*. You had to go through special (training). I never dealt with that." When he started working at the Cog, Buddy Trask commuted from North Stratford rather than living at the Base. "My mother didn't want me living there," he says. He was firing the Nine for "Jake" (Huston) Jacobs in 1973 for $1.90 an hour. "I ended up firing an awful lot. He didn't let me run very often." *(Ed note: during the Jitney Years engineers would let their firemen run one trip of three a day as part of their training.)* Trask says when Jacobs did fire, he'd start slamming the shovel around, and Buddy would take over. "He didn't have the knack for (firing) and he didn't have the patience. I earned my money that summer." As a commuter Trask stayed out of the labor strife of 1973 *(See Vol. 4 Appendix – The Troubles)*. "I knew the guys, but the guys all knew I was George's kid… I had a middle ground because when it happened, I went home, and I talked to dad. I said "Everybody's going out. I've got to go out on strike.' And he says, 'No, you're not on strike… We don't strike.' I said, 'Fine, I'll go to work.' Jake didn't go out, so he was still there. I went up there the next morning and all the guys are out there. They all had the bandanas on and getting ready to do stuff. Al Warner was… one of the ringleaders and Al liked me, and I liked Al. I said, "Al, I really can't do this because of the teachings of my father.' He said, 'We understand, don't worry about it. Nothing's going to be held against you' which I very much appreciated because I was only like 18 years old." Buddy continued to work on the two trains that ran before a settlement was reached. He qualified as an engineer for the 1974 season. "That was after everybody *(Paul Dunn, Bob Clark et all)* left. Mike Poché was the only one up there. He trained me right off. I started in May. As soon as I got out of Plymouth, like the next week I was there. Poché wanted the Six, so I got the Ten and the Ten was my engine for six or seven years. I loved being in the engines. We always had people who were Shop people or people wanted to be on the mountain. I hated being in the Shop. I wanted to be on the hill." In 1974 engineer Trask made 168 trips to the Summit; 25 in June, 70 in July, 61 in August, 7 in September and one after Labor Day. He made four trips in October. He was paid $2.50 an hour. A railway report to the State in 1975 declared Trask a "veteran" engineer. "The Ed Clark era was an era to behold," recalls Trask in 2020, "Ed Clark was another magical mystery tour all on his own. You had to be around to Ed to understand." Trask said Clark wasn't afraid to try new things which wasn't bad, "but he would have his days where he was off his med… or on his meds… he took some stuff… and he had people moving rocks to one place and the next day moving it back. He came up with all these rules and stuff." Trask says "during the Ed (Clark) era, they would pay me under the table. I'd come up for a couple of days during the week from Plymouth (State) and run for them 'cause they had nobody… and it was big money… I want to say it was like 150, 200 bucks to come up there and take two trips. I did that a lot… I think I was up there at least twice a week." He continued to run in 1976 and 1977. Trask's 1978 season went from June 25 to September 4. Trask was part-time, a "weekend warrior" in 1979 earning $3.50 an hour. Charlie Teague became general manager in 1979. "Charlie and I didn't always get along. I didn't have much use for him, I mean he was all right, but he was just… he was just Charlie. I would just tell him up front, get out of here. I don't want to see you today, stop bugging me. He supposedly got the last laugh because I was planning on coming back and he just called and said, 'Nope, you're not coming back.' I guess he figured, 'I got enough people. I don't need him.' I said, 'Okay' and sometimes you know, things work out better. I actually found a life."

With that firing George H. "Buddy" Trask III achieved a rare Cog milestone. "I was probably the only one (who) was fired by Charlie (Teague), but I was also fired by Ed (Clark). I punched (Ed) out in the back of the ticket office, and that made Cliff (Kenney's) year. (Ed) was always making these rules… the last one was someone had to stay with the engine… of course that was our 20-minute break and we were all in there hustling the summit girls… and no one's going to do that." Trask says he and Clark had not really gotten along all that well, but Clark tolerated Trask because he didn't have any engineers, and Trask tolerated Clark because he needed the job. "Somehow (Ed) found out that the engine wasn't being tended to at the Summit," explains Trask, and when Buddy brought his train back to the Base Ed "comes right up and says 'I want to see you right now.' He hauls me into the ticket office (back room with the time clock) and he stops… He just starts yelling and screaming like he usually does, but he's really close to my face… I'd not had a good day… and he says something to the effect that 'we can get along without you. You're worthless…' I just hauled off and I decked him. He hit the back door there and fell down… his glasses fell off his head, and he says

'Where's my glasses?' He got back up and said, 'You go pack your shit and hit the road.' He went storming out and probably two minutes later, he'd forgotten about it. So Cliff is in the ticket office just rolling. (Cliff) says, 'Hey, you knocked his fuckin' glasses right off his head. I can't believe you hit him. He fell right down, didn't he?' Cliff is going like a thousand miles an hour. And other people come up… whoever was with me… Newman or somebody come up and says 'You deck Ed? You knocked his glasses right off his fuckin' head!' He had 'the glasses off the head' thing down, you know." Buddy packed and went down the road. His parents found out. They went up to talk to Clark and Ellen Teague about their son. Buddy says Clark was over a barrel because he only had only four engineers to run trains. "There was a negotiated thing, and I was back (running) after two days," says Trask. "(Ed) was just like that… and sometimes he could be as nice as hell… He threw some parties for us… a couple of steak and lobster things… (but) Boy, there was some weird stuff going on" and according to Trask that led to 8 o'clock stories at the Boarding House with the crew trying to imitate Ed and holding contests trying to figure out what he was going through that day. When Charlie Teague told Buddy Trask he no longer needed his services it pushed Trask into the rest of his life. "The year I got fired," says Trask, "I discovered softball and I discovered there was life and there was, you know, all kinds of other stuff going on and I didn't have to work 80, 90 hours a week during the summer. And of course, I had my teaching job, so it wasn't like I wasn't getting any time off basically… It all turned out to be good." Buddy would return to the Mountain after the Teagues sold the Cog. "when my father came back (to be manager), he asked me to come back" and thanks to now being a school teacher, Trask could go and run into the 90s. "I worked right up until (son) Kevin started the basketball thing (that) became a reality." (Kevin Trask became a star player at his grandfather's alma mater – Lyndon) "I was there during Presby-Bedor when that first started… Wayne was almost a miniature Charlie." *(2020)* For the first time in 40 years, Buddy Trask won't be pacing the Colebrook sidelines. Diagnosed with prostate cancer a month ago, the 66-year-old Hall of Fame coach will sit out the 2020-21 basketball season to focus on his health. "Like with anything else, I've got to deal with it and move on," said Trask, who will be having surgery on Jan. 15. "Hopefully, by February/March, my health will be back to normal." Trask, who has coached the Mohawks since the 1980-81 season, has 599 wins and three state championships while leading the small New Hampshire North Country school to 12 final fours and six state finals. He plans to return next season. "After 44 years of coaching basketball, I certainly already miss it," Trask said. "All the people are saying, 'if this is going to be the year you miss, this is it.' But if you're a coach, you want to be there when things are bad. I want to be with the kids this season, but unfortunately, I won't be with them.

NH HoF Coach Buddy Trask (2012)
- Trask Family Collection

Life throws you curveballs all the time. I will get through this and I fully intend to be back." Ryan Call will serve as the interim head coach this winter. The 30-year-old former Mohawks three- sport star is the school's athletics director and boys soccer coach. He was the 2008 Class S Player of the Year his senior hoops season, leading the Mohawks to state championships in soccer, basketball and baseball. "Ryan has always been team-first with things and he will keep in place what has been successful," Trask said. "Ryan has handled himself well with the soccer program and it's all the same kids. His basketball knowledge is incredible, and he knows what needs to be done." "Filling in for someone like Buddy is impossible," Ryan Call said. "What he's accomplished in 45 years, nobody matches up to his resume. Coaching basketball is his life. I'll step in for a season and we will do the best we can." *(2021)* "A North Country legend has closed the book on an illustrious career. Longtime Colebrook boys basketball coach Buddy Trask is retiring after 45 seasons and 606 career victories — a decision he said came at the end of the regular season. "It's doesn't seem like it at the time, but when you look back on it, it's a long time," Trask said. The 67-year-old Hall of Fame coach put together a dazzling career. After guiding the Stratford High School boys for four seasons, Trask took over the Colebrook program at the start of the 1980-81 season. He leaves with a career record of 606-368 and three state championships with the Mohawks (1997, 2002, 2008), taking the tiny northern New Hampshire high school to 12 final fours and six state finals. "I enjoyed the practices as much as the games,"said Trask. "I got to go to the gym every day and interact with the kids, joke around, have fun. Those are the types of things I will miss most." A longtime teacher and athletic director for Colebrook, the Stratford High School alum also won over 200 games on the soccer pitch, finishing with a career record of 242-168-28."

Trainmaster Trask (2011)
- TRAINS Magazine

- Bencosky-Desjarinds files / NH DOT archives / State Report – Jun 24, 1975 / Caledonian Record - Fri, Dec 4, 2020 pg. B1 & Thu, Mar 31, 2022 pg. B1 / Interview with Clatter Publisher – Dec 2020 / See Vol. 1 Ch. 9 Sec 12

Robert J. "Bobby" Trask 1972 - 2018

Son of George - Trainmaster in 2011 *(right)* - "My first memory was going to the Cog with my father on weekends when he worked there in the '60s part-time. Hanging out with Charlie Teague, getting in trouble. Charlie had a gift shop slingshot, not good. We both got a talking to from our fathers." On a

Tra

Brakeman Bobby Trask at end of day (1974)
- Schubert Turner Collection

September Sunday in 1967, 9-year old Bobby Trask had gone up to the Summit to visit his grandfather, Tom Williams, the Summit House chef. "He was a great cook," Bobby says 54 years later. "But his restaurants went under because of this, or because of that… he was a great guy, very quiet and never had a gray hair, kind of like me. He was just the opposite of his wife. My mother's mother… was she evil, (Williams) would go down to the cellar all the time, just to hide from her. [laughter]" That Sunday Bobby came back to the Base from Chef Williams' mountaintop hideaway and went into Marshfield for supper. "I was… eating beautiful food from Pete and Grace. [chuckle] It was steak, mashed potatoes and peas. I remember that and then all of a sudden all hell broke loose." It was the Sunday of the accident that saw the first paying passengers on the railroad die when an engine derailed and a passenger coach went off the rails below the Skyline platform. Bobby Trask watched the rescue operations and never forgot. It did not deter him from wanting to work at the Mountain when he got older. "I was delivering newspapers. (The route) passed down from Buddy to my sister to me and my father came home one day and said, there's a job opening at the cog for a dishwasher. It was in June, I think, or July. I was 14." The year was 1972, and Trask took over the dishpan from Dave Moody who moved up to short order cook. The next summer, Trask was still washing dishes for $185 a month, but got $250 a month when he was promoted to short order cook. Trainmaster Bob Kent's son, Jeff worked alongside Trask in the kitchen. At 16, Bobby Trask started working for the railroad at the Base. "I was bunker boy for a year. I became brakeman," says Trask. "I couldn't go anywhere. I ended up being with the kitchen girls all the time… no one would take me anywhere. I was too young, so I was living in the boarding house." Trask was taken to the hospital one time. "I was trying to fix the brakes (on the bunker tractor) and the goddamn thing ran over me. [laughs] Faith (Bencosky) drove me to the hospital and Mrs. Teague was in the car and the cops stopped us in Bethlehem on a big, long hill and Mrs. Teague said just keep going. Don't worry about him. [chuckling] I still have the shirt with the tire marks on it. [laughs]" It would be just start of a number of Cog injuries to Bobby's body. He earned $2 an hour that summer as "bunker boy" and the Cog told the State young Trask qualified as a brakeman in 1974. "I was on the Seven coach - The red one with the brakes that you had to be a giant to actually be able to stop the coach. I qualified in the dark that day." Trask's mother, Aline was not thrilled. "You could say that she detested the Cog. She hated the Cog. Not so much the Cog itself because she'd lived there for them three summers with Buddy… my mother was kind of like a prim and proper type person, that didn't go over well. When I told her I had a full-time job, she wanted me out of there so bad because of the accident, too… She didn't want me up there, but..." Bobby Trask was a full-time brakeman in 1975, working with engineer Dave Moody and fireman Dimitri Savchik. "I was… the low man on the totem pole. I was mostly with Dave. He's the one that taught me." Trask did not return the next summer. "I left, I didn't work in '76. I couldn't work… I couldn't work there under Eddie Clark anymore" says Trask. "He kind of abused me." Older brother, Buddy Trask had punched the General Manager and had been fired. While Buddy got his job running engines back, brakeman Bobby's work details changed. "Buddy punched him, and I was the one that paid the price," says Trask. "(Clark) made me pick up bubble gum on the tar." In the fall of 1976, Clark went down the Mountain and Bobby joined his father working at the Cog after Labor Day. He made a total of 18 trips to the Summit that fall as a brakeman. He qualified as a fireman and shoveled coal into the No. 6 for engineer Moody. Trask became an engineer in 1978 and worked from June 5th to September 4th before going back to Plymouth State where he was studying to be physical education teacher, like his brother. "I was the floater (engineer) pretty much. I ended up being on the 10, No one wanted to be on the Ten" because the composite injectors tended to overheat and stop working, and the firebox door was low. 1978 was the year the former "bunker boy" now Cog engineer was given the title of "Mr. Cog Railway" at the Cog Party *(right)*. Trask's roommate at college, Aaron Whittemore fired for him. Trask remembers Aaron's father or grandfather "was some bigwig down at UNH. We didn't talk. He was kind of a strange cat, but well I was too, so, (we) worked together for that fall 'cause I would bring him up. We would come from Plymouth up." Engineer Bobby Trask earned $3.30 an hour during the summer season of 1979 from May 30th to July 13th. Then he joined his brother as being one of the people, new general manager Charlie Teague, the same Charlie Teague Bobby had hung out with as a kid in the 1960s. "Charlie and I seemed like we got along, but it was the day after the Cog party… I was first out (Ed note: first train to go up each day & later title of Jon Hively's Cog memoir)… I showed up to my engine and… another engineer showed up - Jon Hively, and Hively said, "Charlie told me I'm the engineer." And I said, "What?!" Then Charlie showed up and says, "You're laid off." I said, "Why?" "Because we're slow," replied Teague. "John highly knows that to make fences, and you don't. So you're going to be laid off." [chuckles] You know, that was Charley." Trask went down the Mountain. He was to be a senior at Plymouth in the fall, but

Mr. Cog Railway (1978)
- Bencosky-Desjardins Collection

Engineer Bobby Trask & Harold Lewis (~1983)
- John Rolli Collection

Bobby Trask never graduated. Trask started working in the mill his father ran. Three years later, he got laid off at the mill. "I said, I've got to have a job. So I went up there and started working there, Faith *(Bencosky)* was in charge at that point because Mrs. Teague was just there, you know?" He ran trains for the remainder of the Teague ownership era. His most memorable trip in the early 80s involved high winds. "Everybody's saying, "Oh, it's too windy up there." And I said, "Aww, get out of here!" So me and my fireman, George Walton, we went up and it wasn't blowing like crazy. Rob (Maclay) stopped me at Waumbek and he said better not go up there. Of course, I didn't listen to him being an idiot… (and) on the way down at Long Trestle, the cab roof of the (No. 8) engine blew off and almost hit the coach. Yeah that was scary. It was snowing out. We got down with no roof. From that point on, I learned to listen to people." Engineer Bobby Trask stayed on as the railroad changed hands. "Rolli and Ness were actually running the place," Trask recalls. "Bedor and Presby, they were never there. They had no clue what they were doing, but at least they were there trying… Loxley was one of them guys that just said "Fix it!" And it was always half-assed… the unions would always come loose on the engines, three-inch unions. He would just weld them shut." Frustration with the management-style likely led to "vandalism" at the end of the third season of the Rolli-Ness team when someone who knew engine operations drained the water from the boilers of three locomotives by opening the cylinder cocks on the fireman's side of cab, so the draining water would not be seen by casual passersby. "Yeah. That happened on a Labor Day weekend on a Sunday," recalls Trask. "My day off, I was ready to go to Maine and all the engineers came running up. I was living in Paul Dunn's cabin. I was… ready to get out for my one day a week, day off, all the engineers came up and said the boiler is dry. I ran down there and ended up finding out every boiler was dry. I called Chubb (Kenison) up (and) asked him for his expertise… he told me to do this… do that. We finally got one engine ready and it was Barry Stewart… he got up to Waumbek and found out the hose was caught up and the tank was dry." The State Police were called *(see Vol 1 – State Documents Sep 1, 1985)*, there was an investigation but never any arrests. Trask has his suspicions: "There's one or two people that I think (did it), but until you can prove it, you can't do anything about it. It's a long hike to get up there (to Waumbek), you know?"

Dave Moody, John Bolton, Trask & Dave Brenner in the Dunn cabin (~19)
- Collection

When PSNH powerlines were extended to the Base, Trask started living there year-round. "It sucked working there (at the shop). We didn't have no heat. It was awful, but it was a job. And the road… we had to drive the Clinton road (to let snowmobilers use the snow-covered Base road) and that was even worse." Trask was tasked with using the Trojan bucket loader to clear a single lane the last mile in so snowmobilers could ride in to a bed & breakfast in the new hut now known as the Chalet. "They would get half the road for the Skidooers, and half the road for plowing, but you know how that worked… I was plowing with the Trojan… coming up and (the snowmobilers) were going like a hundred miles an hour down the road. One didn't make it… flew right into the bucket of the Trojan. So from that point on, they said, 'Plow the whole road and there's no snow machiners allowed up there." The woman riding the machine jumped off at the last minute and survived, but Trask said it was a "scary thing." Bobby Trask was trainmaster in 1989 and told a *Yankee Magazine* reporter he still remembered the night of the September 1967 accident. "It's something that sticks in your mind forever," he says. "I get nervous every time I go up. You can't take anything for granted." Today *(1989)*, engineers are thoroughly prepared and tested during several seasons as brakemen and firemen. Nobody becomes an engineer until Trask gives the OK. "If they aren't ready, I don't qualify 'em," he says. And the trains come to a dead stop before they pass through the switches." When general manager Bob Clement left to go run the newly purchased Mount Washington Hotel in 1989, Bobby Trask took over the job. "I'm not a general man-

Bobby Trask (undated)
- Champagne-Bujeaud Collection / MWCR We Worked There FB

Trainmaster Bobby Trask (2015)
- MWCR We Worked There

ager, 'cause everybody was my friend… (firing people) was the hard part 'cause I grew up with all these guys and I was trainmaster… and it wasn't exactly pleasant working with Wayne," says Trask. Then Trask hurt himself on the job. "I blew my back out in '94… putting arch brick in (a firebox). I could hear a pop and then from that point… it's still killing me to this day. In '95 I had enough (as general manager). I told Joel & Wayne, I just want my old job back. Then me and Wayne got into it about some bill. I paid a bill… he didn't want me to pay, but I paid it anyways. (I was) not doing it on purpose…because Wayne said not to, but to protect the Cog from OSHA. It was waste oil from the cleaning of parts… we just can't throw it out in the ground, so I had someone come and get it… someone in Vermont actually. I paid him and (Wayne) got all pissed off at me. And that was the end of it."

Presby called and hired Charlie Kenison to run the railroad. Presby told Jitney Jr he expected that the new general manager would fire the former general manager. He didn't. "It's so funny how that worked out because Joel & Wayne adamantly said, "Yes, we want you to stay here, but it's up to Charlie." And then Charlie said the same thing to me as in, "I want you to stay here, but it's up to Joel and Wayne." I still have the letters that they both wrote to me. Charlie's letter was Wayne doesn't want you here and Wayne's letter was, "Charlie doesn't want you here." So that's the beginning of the lies and I still have them. I kept that to myself. I didn't even tell anybody… except my father." Trask went down the Mountain again, but he would return. "Charlie called me out of the blue… (at) the end of the next year he said, "I want you back." He… tried doing the train master and everything else and he couldn't do it… it was too much for him. So I would come up two days a week when his days off… and take his place. Then it ended up being three days a week and then it ended up being four days a week. And then Wayne was all pissed off 'cause I was up there. So it was… a lot of tension." Trask would work at the Cog another 23 years. He married his wife, Kim in 2001. She had been running a restaurant in Twin Mountain called "The Holy Cow." But the Cog culture was changing as fewer people lived all summer at the Base. "For me what makes it a family is you had to work together… as a family, you always have your disagreements… but when anything… did go wrong, everyone was right there. No questions asked. Days off… it didn't matter. They were there," explains Trask. "The last few years I was up there, you could see the difference… I was there for 47 years. Every generation you saw the difference… now people… just do their job and go home, you know? They don't want to give that little extra… which I understand, but you've still got some that do it. But for me, they were my family. So that's why I call it the family thing. Cause I lived there pretty much since '87 year around. And that was my home." A neck injury in the shop resulted in chronic pain that an operation could not correct, and Bobby Trask's Cog career came to an end. He and his wife, Kim now live in Gilford, New Hampshire.

- Bencosky-Desjardins Collection / NH DOT files / Ancestry.com / Newspapers.com / GenealogyBank.com / Yankee Magazine - "Climbing Jacob's Ladder" - July 1990 / Intv with Clatter publisher – Nov 2021 / See Vol. 1 Ch. 9 Sec 12

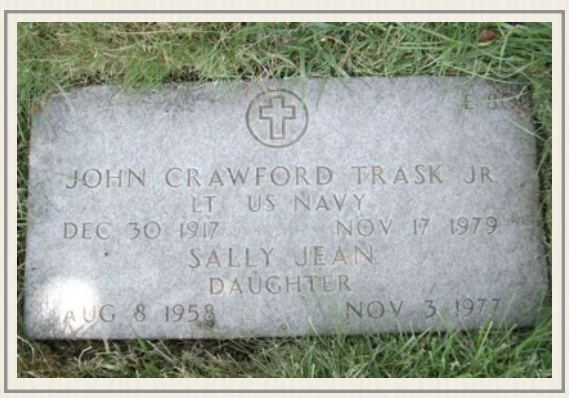
John Crawford Trask Jr. 1935 -1941

John C. Trask (1941)
- Middlebury College

George Trask's brother worked at the information booth at the Summit House and then at the information booth at the Mt. Washington Hotel for several years. John Trask *(right)* was born on December 30, 1917 and was the first Trask to work at the Cog Railway. Exactly what summers he worked for Henry Teague is unclear. / John Crawford Trask Jr. was born on December 30, 1917, in Rochester, Vermont, to 20-year old Nellie Catherine Foley *(b.1897 d.1975)* and 21-year old postal clerk John Crawford Trask *(b.1896 d.1970)*. John Sr. was the son of George Henry Trask and Caroline Maud Crawford. One of Caroline's "distant relatives was Ethan Allen Crawford, surveyor of Crawford Notch in New Hampshire. Family legend has it that he fought a bear and survived." John C. Trask Jr. was the oldest of five children born to the couple. John Jr's sister Caroline *(b.1919 d.1986)* was born nearly two years after he arrived. She was followed by three brothers; Winslow Terry *(b.1928 d.2004)*, George Henry Jr *(b.1926 d.2019) (Ed note: apparently named after his grandfather)* & William Foley *(b.1929 d.2017)*. The young family was living on Main Street in Rochester in 1920. Father John was now delivering mail along a rural free delivery *(RFD)* route. A 16-year old New Hampshire girl, Annabelle Guilmette was living there as well working as a servant. 10 years later, 33-year old John Trask Sr. was running the general store on Main Street in Rochester. His wife, Nellie had her hands full caring for the five children. John Jr. would be off to the Emerson School for Boys in Exeter, N.H. The 15-year old came home for the summer of 1933 with "a school letter for membership on the baseball team." The fall of 1935 saw 17-year old John Trask Jr. enrolled in and living at Cushing Academy in Ashburnham, Massachusetts. John Jr's connection to Mount Washington appears to have been made in the summer of 1935. *(1935)* "The student speaker in chapel (at Cushing Academy) this morning *(10/30)* was John Crawford Trask, Jr., of Rochester, Vt. His subject was "Mount Washington." From Cushing, Trask enrolled at Middlebury College. The April 17, 1940 US Census counted the 22-year old Trask as living at home with his parents on South Main Street in Rochester. 45-year old John Sr was now working as a common laborer. In mid-October 1940, Middlebury College student John C. Trask Jr. registered for the draft. He was described as standing 5-feet 7-inches tall, weighing 156 pounds with hazel eyes, blonde hair and a light complexion. A scar from an operation on his right leg above the knee was noted. John Jr. was a History major at Middlebury and graduated in 1941. He ran cross country his first year at the school and participated in Winter Sports (1, 2, 3) and Track (1, 2, 3) finding a niche as a pole vaulter. *The Kaleidoscope* yearbook noted John's vaulting ability kept Middlebury out of the cellar. "Good, close contests were the watchwords of the 1940 track season," the yearbook reports. "Though the season showed weakness in the distance division,

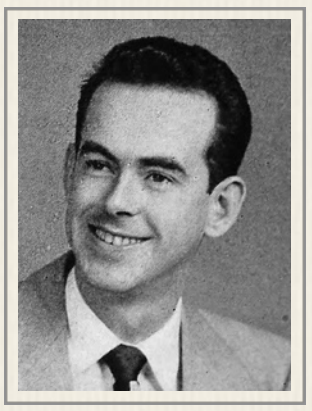
several men produced the goods consistently for Midd in the dashes and in the field events. Midd could always count on some points from the pole vault, with Johnnie Trask and Jim Barclay riding the pole... Middlebury, handicapped by injury and ineligibility, fell into seventh place in the E. I. C. A. A., one-fifth of a point ahead of Massachusetts State's 5 point last. The one-fifth of a point dropped off the pole of Johnny Trask *(previou page)* as he lifted himself 11 feet for a four place tie for fourth." Trask was a member of the Delta Upsilon fraternity. After graduation, John C. Trask Jr. enlisted in the US Navy on July 15, 1941. In November, John Crawford Trask, Jr., "qualified for an appointment as an aviation cadet by completing a month's preliminary flight training at the naval air station at Squantum, Mass., Upon graduation from the seven months' course at Pensacola, Jacksonville or Corpus Christi, he will be commissioned an ensign in the naval reserve or a second lieutenant in the marine corps reserve, and awarded the gold wings of a naval aviator." In December, Trask got engaged to a woman he met at Middlebury. *(1941)* "Mr. and Mrs. George W. Hayden of Winchester, MA announce the engagement of their daughter, Miss Frances-Jane Hayden, to Aviation Cadet John Crawford Trask Jr., son of Mr. and Mrs. John C. Trask of Rochester, Vt. Miss Hayden *(left)* is a graduate of the Womens' College at Middlebury with the class of 1941. She is a member of Kappa Kappa Gamma sorority. Cadet Trask was graduated from Middlebury in the same year. In training for the United States Naval Air Corps he is now stationed in Jacksonville, Fla." The couple married eleven months later. 25-year old Ensign John Crawford Trask married Frances Jane (Jamen) Hayden *(b.1919 d.2016)* in Winchester, Massachusetts, "in a double ring ceremony performed Sept. 26th at 8 p.m. at the home of the bride's parents. The room was decorated with white dahlias and candles. Miss Barbara Hayden, the bride's sister was her attendant. The best man was Allan Andrew Dodge of Newburyport, Mass., a former college classmate of Ensign Trask. The couple will make their home in Jacksonville, Fla., where Ensign Trask is an instructor in the Naval Air corps." John Crawford Trask Jr. was counted in the 1945 Florida Census as living at the Pensacola Naval Air Station in Escambia County, Florida, in 1945 shortly before Lieutenant Trask ended his active-duty military career on October 29, 1945. In 1956, John Trask was the superintendent of the Plainview Water District in New York and oversaw an expansion of the system. John and Frances had five girls during their marriage: Peggy Lee, Patricia, Marion "Rusty" *(b.1951 d.1973)*; daughter Jamen Hayden "Jay" *(b.1956 d.1984)* was born in Glen Cove, New York, Sally Jean *(b.1958 d.1977)* was also born in New York. She died on November 3, 1977, in San Bernardino, California, from injuries in a motorcycle accident at the age of 19. Her parents provided a trophy honoring their daughter's memory to be kept at the Lake Meadow Stables in Laurel Hollow, (NY) where she rode. In the summer of 1979, John C. Trask Jr. was one of dozen new members "sworn into the Coast Guard Auxiliary by the new Port Richey Flotilla 11-6." He died in November 1979 in Florida in a motor scooter accident at the age of 61, and was buried in East Farmingdale, New York in the Long Island National Cemetery with his daughter, Sally Jean - a college student who died after a long illness. *(1979)* "John C. Trask, Jr., 61, 1409 Rainbow Lane, Regency Park, Port Richey, Fl., died Saturday *(11/17)*. Born in Vermont, he lived here one-and-one-half years coming from Old Beth Page, N.Y. He was a World War II Navy veteran and Protestant, a member of the Aripeka Elks Club and the Coast Guard Auxiliary Search and Rescue. Survivors include his wife Frances-Jane; three daughters, Peggy LeVan Zimmerman, Santa Anna, Calif., Patricia White, Bisbee, Ariz., and Jamen H. Trask, Orlando; three brothers, Winslow, Montpelier, Vt, George, Vermont and William, Boyleston, Mass.; a sister Caroline Wright, St. Albans, Vt.; a grandson. Cremation. Thompson Funeral Home, Port Richey, in charge." *- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Bethel (VT) Courier – Thu, Jun 8, 1933 pg. 5 & Thu, Oct 1, 1942 pg. 9 / Fitchburg (MA) Sentinel – Fri, Sep 20, 1935 pg. 10 & Wed, Oct 30, 1935 pg. 12 / Springfield (VT) Reporter – Tue, Nov 11, 1941 pg. 7 / New York Daily News – Sun, Dec 16, 1956 pg. 632 / Tampa Bay (FL) Times – Mon, Nov 19, 1979 pg. 29 / http://ldtm57.pairserver.com/tree/trask.html#laurie1957 / See Vol. 1 Ch. 9 Sec 12*

Frances-Jane Hayden (1941)
- Middlebury College yearbook



William F. Trask 1950 - 1951

Ticket agent *(right)* with Robert "Mother" Varney on July 21 and August 2, 1951 daily reports and for six weeks that summer. Younger brother of George H. Trask Jr. and Middlebury College student. *(2017 annotated)* "William F. Trask, aka Tuna, a fixture at Worcester Polytechnic Institute for nearly 60 years, died at his son's home in Northboro, Massachusetts on Saturday, March 25, 2017 after a brief illness. He was 87. Born in Rochester, Vermont on August 31, 1929, he was the youngest son of John C. Trask and Nellie Foley Trask. "Growing up in Rochester, a town of less than 600 people when I was there," recalled Trask. "(Only) 20 kids in my graduating high school class. Back then, I was the only fortunate one who went on to college. Three of my buddies were farmers, so I grew up almost on a farm even though I didn't live on a farm. Until I moved to Middlebury, going out of town would make the local newspaper. You know if we went to Rutland to the movies we'd be in the paper. I served as a Page Boy for the Vermont Senate during my sophomore year of High School. It was an honor, you know. I had to take off the spring semester of High School to do it." And he came back to Montpelier in September 1946 when the Vermont Legislature held a special session to fund an $850-thousand dollar expansion of dormitories at the University of Vermont. Bill Trask graduated from Rochester High School in 1947 and like his siblings went to college. "I had a brother and sister who both went to UVM, a brother who went to Middlebury, and another brother who went to Lyndon Teacher's College, but I liked the idea of going to Middlebury. In 1941, on the same day, my sister graduated from UVM while my brother graduated from Middlebury. And so the family had to split half-and-half to go to Burlington and to Middlebury.



William Trask (1951)

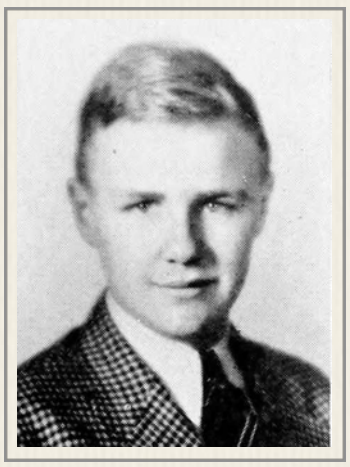
I went to the Middlebury one and was even more impressed, so I applied and was accepted. If I applied today I would never even have been accepted, I'll tell you that right now, any more than I would be at WPI. I was a history major anyhow, so. Made the difference." Trask was a 1952 graduate of Middlebury College. "Actually, I was the class of '51," Trask later admitted. "But because I worked - I had three jobs. I worked the snack bar for four-and-a-half years, three to four times a week. I was a vegetable boy, I was a waiter, I did all kinds of things. What suffered were my grades, so I spent an extra semester at Middlebury. But, it was just one of those things." Even with the three jobs, Trask was active in theater, named a member of the Blue Key, and was a member of the Delta Upsilon fraternity. He was also active on the dating scene and met his future wife, Ruth on a blind double date in 1950. "We dated at Middlebury, but not seriously because there were other girls involved, too," recalled Trask. "When I was in the Marine Corps (for two years), she wrote me just about every single day, particularly on Parris Island which was not the happiest days of my life, but, I survived." Trask did not enlist. "I was drafted... if I had enlisted in anything it would've been in the Army, I'm sure. They didn't know what to do with us (draftees) because they didn't know our backgrounds - I mean we could've been the son of a President, how'd they know? And so they treated us a little differently than those who enlisted on their own. Because they didn't dare harass--I mean we got a lot of punishment, but not as bad as some of the people who were enlisted did. In my platoon, I was the only person who had ever graduated from college, and only one of three who had ever even gone... There were a number of students who couldn't hardly read or write, in fact one guy--I used to write letters for him, so he could let his folks know that he was hanging in there... After Parris Island, I went to Camp Lejuene, North Carolina." William Foley Trask and Ruth Ann Shonyo got engaged in July 1953. She was "a graduate of Lyndon Institute, Colby Junior College and Middlebury, and attended the Katherine Gibbs School in Boston. She was employed as a staff writer on the *Caledonian-Record* in St. Johnsbury." At the time, Bill was serving with the Marines at Camp Lejeune, N.C. A spring wedding is planned." Corporal Trask remembered, "I was lucky in one respect because I had 53 days left to serve when my whole battalion was sent to Korea. Anybody under 60 days was not sent, because they'd just get there to be sent back. So I had 53 days left, so that saved me that." *(He was discharged from the USMC Reserve in 1960)*. Trask and Shonyo were married on May 10, 1954 in Lyndonville. As she was writing for the local paper and was it's society editor, the Monday coverage of the Saturday afternoon event was fairly complete. Here are some highlights: "The (First Congregational) church was decorated with spring flowers for the occasion with two altar vases of white carnations and two baskets of white gladiolus, snapdragons, pastel carnations and rosebuds in the chancel. White altar candles were flanked by two floor candelabras with the pew markers being made of white satin ribbons, single candles and white gladiola spikes. The bride, given in marriage by her father, wore a floor length Chantilly lace redingote gown with a front panel insert of accordian pleated nylon tulle, the dress being fashioned with a scalloped neck line, long pointed sleeves and a full skirt... she carried a white Bible to which was attached a lavender orchid and streamers. Mrs. Beverly Smith of Lunenburg, a classmate of the bride, was matron of honor, with Sybil Shonyo of Lyndonville, her cousin, being made of honor. *(There were five bridesmaids)* Patricia Ann Trask, four-year old niece of the groom, from Plainview, Long Island, New York, served as flower girl. Winslow Trask of Rochester, brother of the groom, served as his best man, with ushers including his brothers, George Trask, Lowell, MA and John C. Trask, Jr. from Plainview, L.I., N.Y. The men in the wedding party wore white dinner jackets, black trousers, maroon ties and red carnation boutonnieres. Following the ceremony a reception was held at the Darling Inn. Dancing follwed in the lobby with music by Sherrer's Orchestra. As the guests left they were handed silver wrapped packages of the groom's cake made by the bride's grandmother. After the reception Mr. and Mrs. Trask left for a wedding trip to Williamsburg, VA., and North Carolina... Following their honeymoon, they will reside at Middlebury College where Mr. Trask has a position with the college administration (Assistant Dean of Men) and Mrs. Trask will be connected with the *Addison Independent*, the Middlebury newspaper. In August 1956, the Trask's got a new Sealy Posturpedic mattress from the Vergennes Furniture Store as Ruth Trask crafted the winning entry in a national contest choosing "a name for the Sealy Posturpedic Girl, widely used in advertising the mattress." Ruth's entry was then "considered for a grand prize of $20,000 in cash or common stocks or an expense-paid vacation for two in Jamaica via Delta Air Lines."

Bill Trask & Ruth Shonyo
- WPI Tuna Files

Mr. & Mrs. William Foley Trask (1953)
- Trask Family collection / Caledonian Record

The mattress apparently quite comfortable as "a daughter, Laurie, was born to the Trasks two months ago (in Feb 1957) and the family makes its home in a new house on Chipman Hill. Rounding out the family is their 100 percent mutt, Lady." The announcement of Laurie's birth was part of a 1957 staff profile of the *Addison County Independent* where Bill had landed a job as the "spark plug and essential advertising manager" after leaving Middlebury College. The profile continued "as a hobby Bill has an absorbing interest in the theater and has been seen in a number of amateur theatricals in Middlebury. He has taken the lead in several of the Lions' Club plays of which he is a member and when not parading the boards is just as busy with tickets, publicity, costuming, stage production or any other job associated with putting on a show. Bill, who is a member of DU fraternity and now active in its national affairs, was named secretary of the Vermont Press Association last June *(1956)*. He is also a busy member of the Cosmos Club and Town & Gown, but he also finds time to bowl." In 1958, he joined Worcester Polytechnic Institute as its Director of Placement, a job he held for most of the next 34 years. He helped run a number of activities at WPI, including Techniquest, the Goat's Head Pub, and the United Way 24-hour Basketball Marathon. He was a member of and advisor to Skull. The class of 1962 dedicated its yearbook, *The Peddlar*, to him. In 1990, Trask was named to the Order of Omega in recognition of his outstanding contributions to fraternity life. He was named the Eastern College Personnel Officers' Outstanding College Member of 1992. Despite retiring officially in 1992, he was on campus frequently, a visitor at ATO and other fraternities, mentoring another generation or two of students, playing cards, attending sporting events and student weddings. In 2010, he was the first person to be awarded the WPI Alumni Association Distinguished Service Award. WPI created an exhibit about him which was displayed in Goddard Library in late 2015. It began by saying "Bill "Tuna" Trask is a true WPI Wonder. He is the human center of an expansive social network of WPI students, alumni, faculty, and staff - five decades in the making. During his working years as Assistant Dean of Men and Director of Placement, Bill held the proverbial keys to campus homes and future careers. The exhibit became online site, "The Tuna Files," covering his life and legacy in 2016: A resident of West Boylston since 1961, he was a member of the First Congregational Church, appeared in plays in various theater groups in Worcester County and volunteered at the WBHS library. He was frequently found at the Country Kettle or Lou Roc's for breakfast during his retirement. His survivors include daughter Carrie of Auburn, MA, daughter Laurie [husband James Mann] of Pittsburgh, PA, two sons, Jeff [wife Rachel] of Silver Spring, MD, and Terry [wife Jessica] of Northboro, MA, and grandchildren Leslie Mann, Luke Trask and Emily Trask. He was predeceased by his former wife Ruth Shonyo Trask, brothers John Crawford Trask, Winslow Trask and sister Caroline Trask Wright, and survived by his brother George Trask of Randolph, VT and many nieces and nephew The Funeral Service will be held Saturday, April 1 at 11AM in the First Congregational Church, 26 Central St. Interment will be at Rochester Cemetery, Rochester, VT, at the convenience of the family." Last thoughts from "Tuna" Trask in his exhibit: "I realize that there are some here who know me only as Tuna, a weirdo wearing laceless shoes, story telling about past alums, card playing Flaming Turkey, and giving various quotes, such as: "If you want to stay young you hang around with young people. If you want to to get old, you hang around with old people." The man who had a bobble head made in his image *(previous page)* concluded, "You only go through life once and you ain't coming back so live your life with all the gusto you've got!"

- Marshfield Corp / Railway ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Newport (VT) Daily Express - Sat, Sep 28, 1946 pg. 7 / http://wpiarchives.omeka.net/exhibits/show/tunafiles / Burlington (VT) Daily News - Mon, Jul 20, 1953 pg. 5 / The Enterprise and Vermonter - Thu, Aug 2, 1956 pg. 1 / Addison County Independent - Fri, Apr 5, 1957 pg. 8 Worcester Telegram & Gazette - Mar 26, 2017



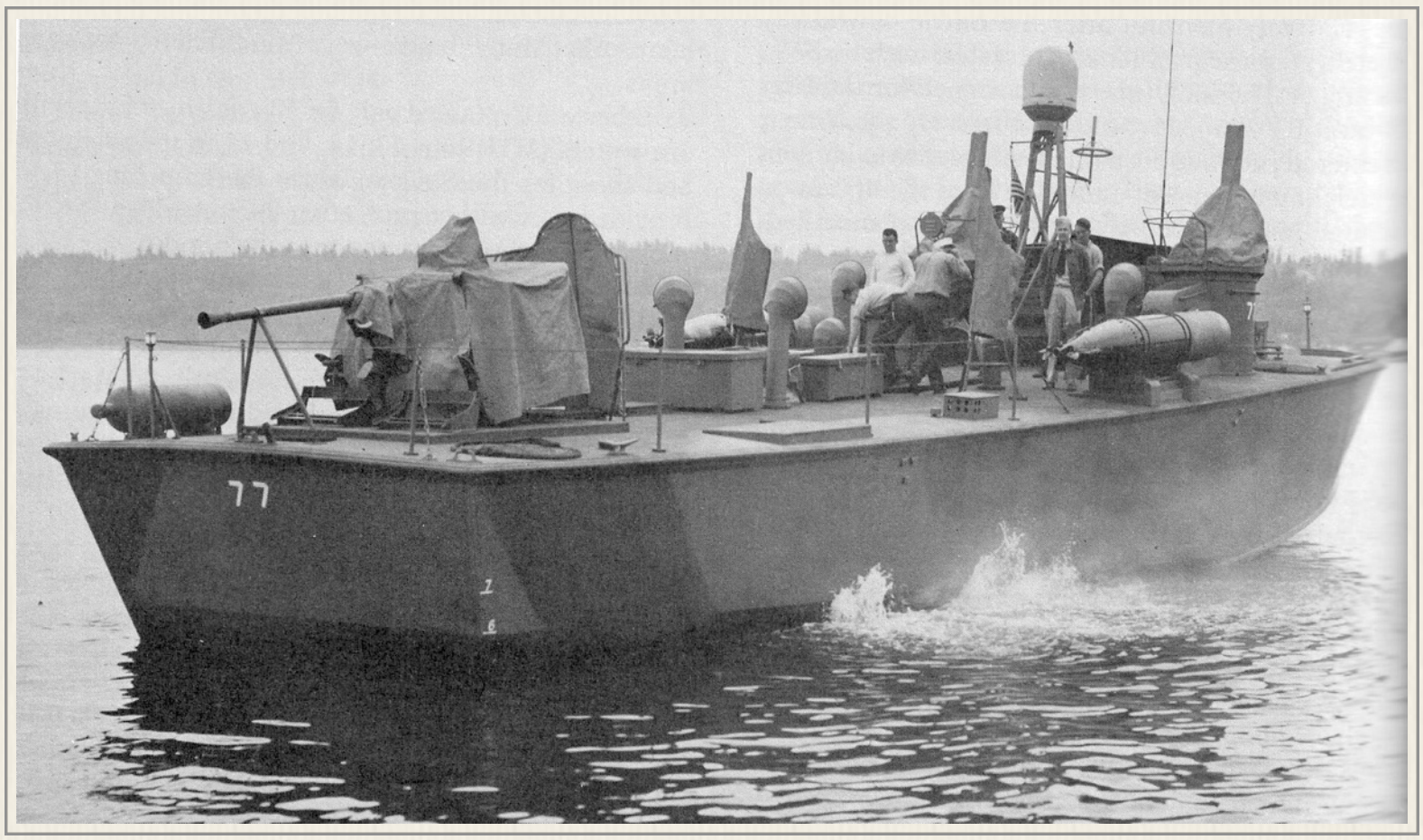
Sandy Tredinnick (1938)
- Wakefield HS yearbook

Sandy Tredinnick 1940

Summit waiter - mentioned in first Mt. Washington Daily News as working with others to create paths for tourists to walk to look-offs. / Frank Alexander "Sandy" Tredinnick Jr. was born on July 26, 1921, in Wakefield, Massachusetts to 28-year old Mary Louise Hutchinson *(b.1892 d.1964)* and 25-year old World War I veteran & manufacturing sales engineer Frank Alexander Tredinnick *(b.1896 d.1967)*. Sandy was the oldest of four Tredinnick children: Barbara *(b.1924)*, John (b.1927) & Cecily *(b.1934)*. In 1930 the family was living on Pleasant Street in Wakefield. Mary Tedinnick's 67-year old sister, Elizabeth was living with them. A 19-year old servant Mildred Mason was also counted in the household. Frank Junior graduated from Wakefield High School in 1938 with plans to go to Middlebury College. His list of achievements included work on the Junior Prom committee; Senior play; Associate Editor of the *Spectator* as a junior before becoming editor-in-chief in his senior year. He took notes for the Hi-Y Club, and reported on Wakefield's sports teams and managed the tennis team as a junior, the hockey team as a senior. He was on the yearbook staff and played interclass basketball and football. His bio said "Sandy is everyone's pal. His success in editing the *Spectator*, his interpretation of the leading part in the Senior Play, his popular manner of writing for the *Item*, and his interest in sports have marked his abilities as being unique; and we have only to count his friends to see that his achievements have been more than material. Wherever he goes and whatever he does, his cheery disposition and pleasing personality will remain in our minds. May your present success ever follow you, Sandy." In early April 1940, 18-year old Tredinnick was living at home on Pleasant Street in Wakefield, but told the US Census taker he had a job as a hotel waiter. *(Ed note: Timing is such that it could be the Summit House job that summer.)* When he registered for the draft on February 16, 1942, Frank A. Tredinnick Jr was 20-years old and in his third year at Tufts College. He

Sandy Tredinnick (1943)
- Tufts yearbook

stood 6-feet 2-inches tall, weighed 175 pounds with blue eyes, blonde hair and a light complexion. At Tufts he won the Freshman Prize Essay contest, served on the Student Council as a senior, wrote for the *Jumbo Book*, the *Tuftonian* and became editor-in-chief as a senior. He also was on the *Weekly* staff and became editor-in-chief of that publication as well. He was part of the Canterbury Club and Club 28 all four years. He graduated in June 1943 with a BA in English, and also with naval commission, as he was part of Tuft's US Naval Reserve group V-7. After graduation, Ensign Sandy Tredinnick entered the Midshipman School at Columbia University in New York City, and then was stationed at the Motor Torpedo Boat Squadron Training Center in Melville, Rhode Island. In the fall of 1943, he got engaged to a New Hampshire graduate of Jackson College, Miss after leaving Middlebury College Emily May Radcliffe Otto. She was working as technical assistant to the dean of Tufts Dental School. 22-year old Frank Alexander Tredinnick married Emily May Radcliffe Otto Tredinnick *(b.1920 d.1999)* in Concord, New Hampshire, on October 15, 1943.



Sandy Tredinnick took command of PT-77 *(above)*, a 78-foot long motor torpedo boat that was part of Squadron 13 and the Aleutian campaign from March 1943 to May 1944 - patrolling the contested waters for Japanese ships or shore installations. Squadron 13 and Lt. JG Frank A Tredinnick's boat known as the *Galloping Ghost* were transferred to the Southwest Pacific. Starting operations in the South Pacific in June 1944, PT-77 and their squadron mates joined the steady advance Northward of American forces towards the Philippine Islands, arriving in theatre in October 1944 supporting the Invasion of Leyte. They saw action at Mios Woendi, Dutch New Guinea; Mindoro, Philippines Islands, and Brunei Bay, Borneo. Squadron 13 was awarded the Navy Unit Commendation for action at Mindoro from 15 - 19 December. The exploits of Squadron 13 at Mindoro were described by author William B. Breuer in his book, *Devil Boats: the PT War Against Japan*, and on page 199 in a chapter called "A Rain of Human Bombs," specifically Lt. Tredinnick's boat. "..the Imperial Air Force - now mainly Kamikazes - reacted to the Mindoro landings, so close to Manila, like an angry colony of wasps whose nest had just been disturbed by an intruder. Eight… suicide planes had pounced on other PT boats that were darting about Mangarin Bay (which was the PT Boat squadron's base). (The boats) dodged, feinted, weaved, and switched speeds to avoid the plunging Kamikazes, like talented halfbacks evading tacklers on broken-field runs. A plane crashed ten yards in front of Lt. Frank A. Tredinnick's PT 77 *Galloping Ghost*, which was nearly capsized by the concussion. Lt. Harry E. Griffin, Jr.'s PT 223 had an even closer call; a Kamikaze hit only ten feet away. And a suicide plane literally scraped the paint off the hull of Lt. J. R. Erickson's PT 298 *Big Time Charlie.*" Lt. JG Tredinnick's next scrape would involve more than a shock wave. *(1945)* "Two United States motor torpedo boats have been sunk in the Philippines by another United States vessel as a result of mistaken identity, the Navy announced today *(3/9)*. Skippers of the two vessels, the PT 77 and PT 79, both were saved. Other casualties were light, the Navy said. Normal complement of a PT boat is from 11 to 15 men. Next of kin of all casualties have been notified. Lieut. (JG) Frank A. Tredinnick, Jr., 129 Pleasant street, Wakefield, Mass., was skipper of the PT 77, and Lieut. (JG) William G. Hartman, Cheektowaga, N.H., was skipper of the PT 79." The Wiki folks posted the following description of the action: "Both PT-77 & PT-79 were assigned to screen the landings at Nasugbu scheduled to take place on January 31st, 1945, and after escorting the American Invasion convoy to its destination took up patrols to protect the landing craft as they landed the 11th Airborne Division on Luzon *(in the Philippines)*. During the night of January 31st, the entire landing formation came under massed attack from Japanese Shin'yō, or Suicide Boats, which wreaked havoc among the tightly grouped ships, sinking one Submarine Chaser and damaging several other ships. PT-77 & PT-79 were ordered to patrol the Luzon Coast and destroy any Shin'yō they encountered the following day *(2/1)*, and after finding none took up position to the South of the landing beaches to act as a picket against further attack as darkness fell on February 1st. While so engaged, both PT-77 & PT-79 were sighted by look-

outs aboard a three-ship surface force, consisting of the Destroyer *USS Conyngham* and Destroyer Escorts *USS Presley* and *USS Lough*. All three ships had been heavily involved in the previous night's action against the Shin'yō boats and immediately went to General Quarters as their lookouts strained to identify the two boats hugging the shoreline in the distance. Shortly before 2300hrs, lookouts aboard the PT boats sighted three large vessels offshore and both boats turned to identify the ships, and if necessary, attack them. As the two groups closed on each other's position, the Captain of the *USS Conyngham* ordered a challenge message flashed from the *USS Lough* to the two boats, hoping to conclusively identify whether they were friend or foe. Aboard the PT Boats, the clearly visible American Challenge message signaled they were approaching US Navy vessels, so both PT Boats took a broadside course to the ships and PT-79 flashed out her reply. Unfortunately for the PT Boats and their crews, their reply was either improper or not properly understood aboard the *Conyngham*, and the assumption was made that the two boats were not friendly. Within seconds, all three American ships opened fire onto the PT-77 & PT-79, which were understandably taken by surprise. Before either boat could begin evasive maneuvering, they were struck and near-missed by several 5 & 3-inch shells which tore through and battered their unarmored wooden hulls. Immediately disabled and set afire by the rain of shells coming down around them, both commanders aboard PT-77 & PT-79 broke radio silence and identified themselves to their attackers, which immediately brought the shelling to an end less than three minutes after it began. Though the action had been short, the damage was done to both PT Boats and their crews. (Tredinnick's) PT-77 quickly floundered and sank at this location while PT-79 attempted to reach shore on her one operational engine, but within minutes she too was overwhelmed by inrushing water and went down. Survivors were quickly pulled from the water by the Destroyer Escorts while the *Conyngham* maintained a screen over the operation, and though both PT Boats were lost in the friendly fire incident, there were no losses to either of their crews."

Frank A. Tredinnick
Vice President for Development

Tredinnick would make it safely home from the war. He and wife, Emily would have two sons during their marriage: Frank Alexander III & John Hutchinson. Tredinnick would find work *(left 1958 & below 1962)* at his alma mater (and other institutions) as Vice President for Development at Tufts University. His wife, Emily May passed away on November 16, 1999, in Wakefield, Massachusetts, at the age of 79. They had been married 56 years. Frank Alexander Tredinnick died on December 4, 2017, in Peabody, Massachusetts, when he was 96 years old. He was buried in the Beacon Street cemetery in Wakefield. *(2017)* Frank A. "Sandy" Tredinnick, Jr., age 96, of Wakefield died Monday, December 4 at the Rosewood Nursing Home in Peabody, MA. Born in Wakefield, MA on July 26, 1921 he was the son of the late Frank A. and Mary Louise (Hutchinson) Tredinnick. Mr. Tredinnick was raised in Wakefield and was a graduate of Wakefield High School. He then went on to receive degrees from Tufts University in 1943 and Columbia University in 1947. He received honorary degrees from Franklin Pierce College, American International College, Northeastern University, Emerson College, Western New England College, and Stonehill College. From 1942 to 1946, Mr. Tredinnick was enlisted in the U.S. Navy and Naval Reserves and served as both a PT (77) boat captain in the Aleutians and South Pacific, as well as an acting Secretary for the Office of Naval History. Mr. Tredinnick's career in education spanned many years and included a variety of roles which led to numerous publications. His career included serving as Vice President of Tufts University, Vice President of Simmons College, and lastly as Executive Vice President and later President of the Association of Independent Colleges and Universities in Massachusetts from which he retired in 1987. After retirement, he spent more than 20 years serving as a director the Davis Educational Foundation, leaving at age 90. Mr. Tredinnick had also served as a Director for the Standard Duplicating Machines Corp. and The Atelier, Inc; was a Trustee of the Civic Education Foundation and The Storck Trusts; and was a Member of Governor's Advisory Committee on Day Care and the Advisory Committee of Boston's Higher Education Information Center. Mr. Tredinnick also maintained memberships in the Appalachian Mountain Club, the American Association for Higher Education, the St. Botolph Club, and the Randolph Mountain Club, among numerous others. He was the beloved husband of the late Emily R. (Otto) Tredinnick. He was the loving father of Frank A. "Alex" Tredinnick, III and his wife Susan of St. Augustine, FL and John H. Tredinnick and his wife Sunant of Salem, MA. He was the brother of John Tredinnick of Peabody, MA, Cecily Meehan of Bellingham, WA and the late Barbara McIlvain. He was the grandfather of Melissa Ross and is also survived by many loving nieces and nephews. A Graveside Service, open to friends and family, will be held Saturday at 10am at Lakeside Cemetery, Beacon St., Wakefield followed by a Memorial Service in the First Parish Congregational Church, 1 Church St., Wakefield at 11am. Visitation for relatives and friends will be held at the McDonald Funeral Home, 19 Yale Ave., Wakefield on Friday from 4-7pm. In lieu of flowers, donations may be made to The Ted Butler Fund at Lawrence Memorial Hospital, 170 Governors Ave, Medford, MA 02155; The Randolph Foundation, PO Box 283, Gorham, NH 03581; or the Randolph Mountain Club, PO Box 279, Gorham, NH.

FRANK A. TREDINNICK, JR.
Vice President for Development

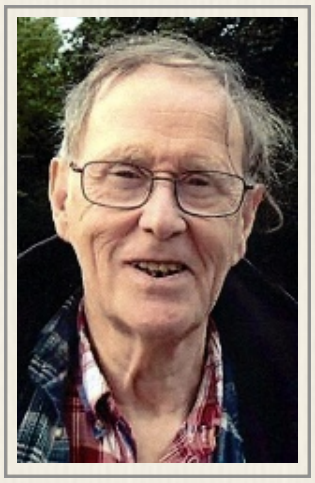
- Mt. Washington Daily News - June 30, 1940 / Ancestry.com / Newspapers.com / Boston Globe - Sun, Sep 5, 1943 pg. 29 & Thu, Dec 7, 2017 pg. B7 / Lowell (MA) Sun – Fri, Mar 9, 1945 pg. 1 / http://wikimapia.org/18796783/Wrecks-of-USS-PT-77-USS-PT-79 / www.navsource.org/archives/12/05077.htm / Devil Boats: The PT War Against Japan by William B. Breuer (1995) pg. 199

George A. Trickett Jr. 1957

18-year old George Trickett of Winchester, Massachusetts worked for one summer on the Mt. Washington Cog Railway. A graduate of the Holderness School, he was heading for Boston University in the fall. / George Albert Trickett Jr. was born on October 1, 1938, in Everett, Massachusetts, to Canadian born parents, 30-year old Lilian Colbourne *(b.1908 d.2000)* and 36-year old carpenter George Albert Trickett *(b.1901 d.1980)* from Newfoundland. Cogger Trickett had an older sister, Margaret Constance

Tri

(b.1926 d.2002). The family was living in a rental on Woodlawn Street in Everett when the Census was taken in 1940. 14-year old Constance was in school while 37-year old Lilian was taking care of one-year old George Jr.. 37-year old George Sr. was busy having worked 40 hours during the week before A. Raymond Bernardi stopped by to count the household. Trickett had earned $2,080 (~$41,094 today) in 1939. After working on the railroad in 1957, George Jr. began his studies at Boston University. In the fall of his senior year, Trickett got engaged to Miss Carole Walker from Wallingford, Pennsylvania and began planning a spring wedding. She was "a graduate of Pembroke College, Brown University, and she attended the Solebury School. She is now *(1961)* taking post-graduate work at Smith College." George Trickett graduated in 1962 with a degree in social work and began working for the state of Massachusetts in the child welfare office. In the early 1990s, George and Carole Trickett moved to Orwell, Vermont where they had purchased a 19th Century brick farmhouse on the apple tree lined Stanford Road. The farmhouse originally housed the owners of the big red barn across the road, but now the barn, its orchard and the attached apple packing sheds was owned by Peter C. and Carla Ochs. As newlyweds, the Ochs bought the Crescent Orchard in 1965 and moved there from New York to begin their lives. The purchase included more than 500 acres of land, a dairy herd and the 1835 homestead. The Ochses' sold 287 acres, the cows and the homestead in 1967 to focus on the apple growing operation. The homestead and 12 acres are resold in 1988. That's the property the Trickett's buy for $110-thousand dollars in September 1992 with an eye towards restoring the farmhouse. Two years later, the Ochs installed mechanical packing equipment in the shed attached to the barn across from the Trickett's. Annual apple production moves up to between 43 to 76-thousand bushels each year. In the fall of 1994, Carole Trickett "tacked a note to the Ochses' barn door asking that their son, Peter W. Ochs, not leave his truck idling beside the road before dawn. The two families' relationship never was friendly after that" Trickett told reporter Candace Page in 2005. It led to eleven years of complaints to the State, and a landmark Supreme Court case that became known as the "Right-to-Farm" decision. In August 1995, the Tricketts told the Agriculture department they feared their drinking water may be contaminated by pesticide use across the road. No contamination is found but the state suggests moving the pesticide mixing areas away from the barn and the Tricketts. In the spring of 1996, the Tricketts convince selectmen to tell the Ochs to make sure their trucks are not blocking Sanford Road. In early August, the Ochs are granted a formal "notice against trespass" against George Trickett. Two weeks later, the Tricketts complain again about the pesticides. The state finds no violation, but the inspector again suggests moving the mixing area. 1997 and the Tricketts file a complaint with the Orwell zoning administrator about the operation of a "light manufacturing plant" across the street and it's excessive noise that violates local zoning ordinances. No violation is found. The Tricketts take their complaints to Agriculture Secretary Leon Graves. Graves rules construction of shipping pallets and apple storage bins is an "acceptable agricultural practice." In mid-November, "Peter Ochs allegedly throws snow at George Trickett, grabs his camera and pulls out the film. Ochs is charged with disorderly conduct and petty larceny." In March 1998, Ochs pleads no contest to a reduced charge, is given a deferred sentence and ordered to make a good-faith effort to only have trucking occur from the packing house between 7 am and 7 pm, and not leave unattended vehicles running. In 2000, the Tricketts take their complaints to the Natural Resources agency. Phil Ochs is found to have violated state water quality laws and is fined $500. He agrees not to do it again. The Tricketts go to court saying the orchard is "a nuisance." In June 2001, the state finds Ochs has not moved the pesticide mixing area, and chemicals are found in a nearby stream. He's fined $500 for pesticide violations. That fall, Tricketts is charged with trespassing onto Ochses' property. The case is dismissed for lack of evidence. 2002 sees Ochs cited for manure run-off into a brook. George Trickett's 76-year old sister Margaret, who had been living at his home, dies of an overdose of venia-faxine at the Rutland Regional Medical Center. On the other side of Sanford Road, Phil and Carla Ochs divorce. In 2003, the Vermont Supreme Court rules Crescent Orchard is not protected by Vermont's right-to-fam law and the nuisance case goes back for a decision in Superior Court. In 2004, Tricketts contacts the District 9 environmental coordinator and an Act 250 review of the apple-packing plant is triggered. The Ochs appeal the ruling. In a letter to the editor, George Trickett says his farmer neighbor "has deprived us of our right to a peaceful and harmonious home." More legal action occurs in 2005. In 2007, George and Carole Trickett move to Farmington, Maine. George Albert Trickett died on March 10, 2015, in Lewiston, Maine, when he was 76 years old. *(2015)* George Albert Trickett, 77, of Farmington died on Oct. 3, 2015, at Central Maine Medical Center due to complications of a hip fracture. George, a strong New Englander throughout his life, had made Farmington his home with his wife, Carole, for the past eight years. He was born on Oct. 1, 1938, in Everett, Mass., to George and Lillian Trickett. He often referred to the 1938 hurricane surrounding his birth. The richness of George's life can be touched on briefly here. He went to the Fay School in Westboro, Mass. as a young boy, followed by his high school education at the Holderness School in Plymouth, N.H. George graduated from Boston University on June 3, 1962. On June 2, 1962, he and Carole Walker were married in Trinity Church, Boston. He held a certificate of attendance from the University of Vienna and the degree of Master of Social Work from Simmons College. George spent many years following the completion of his degree in child welfare as he simultaneously restored an early 18th century house in Lynnfield, Mass. to museum standards. His four daughters: Jennifer, Heather, Hannahlore and Sarah were born to him and Carole during these Lynnfield years. George had been trained as a carpenter by his father. He honed these skills to become a restoration carpenter. He had restored many houses in Massachusetts and Vermont. He received an award from the Andover (Mass.) Historical Society for his work on the society's historic house and barn. He attended to his growing family with many camping trips in New England, Nova Scotia and Newfoundland, the land of his parents. He was proud of growing a generous supply of food for his family as well as participating with his daughters in poultry, sheep and goat 4-H. George had a high level manual of skill which he then applied to the restoration of Lincoln Zephyr V-12 (1936-1948) engines and other mechanical parts of this automobile. In 1997 he traveled with his wife to Tokyo to oversee the installation of the engine he had restored for a 1936 Zephyr sedan. It was a glorious week. George had many strong interests: classical music, especially music composed for the



George Trickett Jr (2015)
- Trickett Family Collection

Truck loading at Crescent Orchards (left) and Trickett homestead (right) on Sanford Road, Orwell, Vermont (2004)
- Vermonters for a Clean Environment website

organ, the instrument itself, social justice and trees. He particularly loved the Tulip Tree which grows in front of the Octagonal House in Farmington. He had taken seedlings and successfully raised them. His great intelligence, humor and compassion is keenly missed by his wife of 53 years and his daughters, and by all who knew him. George is survived by his wife Carole, his daughter Jennifer and her husband Nabeel Khudari, his daughter Heather and her companion Henri Daher, his daughter Hannahlore and her husband Thomas Cummings, and his daughter Patience Sarah and her husband Rob Pierce. He was predeceased by his father, George Trickett, his mother Lillian Trickett, and his sister Margaret Constance Trickett. The Service for George will be held 1 p.m. on Saturday, Oct. 24 at Old South First Congregational Church, Main Street, Farmington. Contributions in George's memory may be made to: Vermonters for a Clean Environment, 789 Baker Brook Road, Danby, VT 05739 which would be a contribution to the protection of the environment in that state which, of course, is connected to us all. Arrangements under the care of Adams-McFarlane Funeral & Cremation Services, 108 Court St., Farmington. Condolences may be sent for the family at www.adamsmcfarlane.com.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Tue, Oct 17, 1961 pg. 42 / Burlington (VT) Free Press – Tue, Feb 3, 2004 pg. 11 & Sun, May 22, 2005 pg. 1 & 4 / https://vce.org/aboutcrescentorchards.html

H. S. Trott Jr. 1950

Mt. Washington Club/Summit House

Everett A. Trousdale 1940

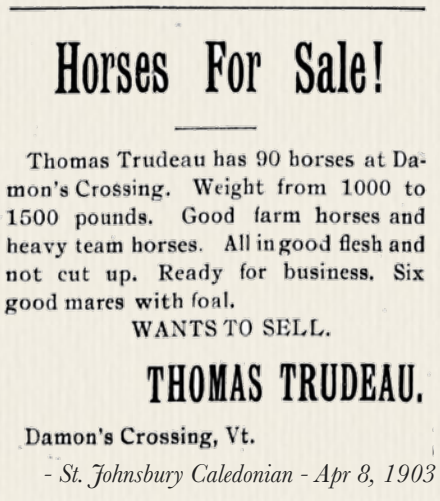
Everettt A. Trousdale (1910)
- Reed College yearbook

Railway employee - *(1940)* "Everett A. Trousdale, publicity agent for the Mount Washington Cog Railway, was in town (Woodsville, N.H.) Saturday *(6/2)*. Some improvements have been made to speed up the service for sightseers, and further modernization is planned. Local residents will be interested to know that the tramway is open." / Everett Atherton Trousdale was born on December 1, 1891, in Marysville, Washington, to 21-year old Helen Spencer *(b.1870 d.1896)* and 33-year old Charles Hill Trousdale *(b. 1858 d.1924)*. He had an older brother, Quinton C. *(b.1889 d.)* who worked as a telegraph operator. Trousdale graduated from Reed College in 1915. His yearbook entry says "Everett Atherton Trousdale prepared for college at Seattle Seminary, stayed out of school for a year, and came to Reed College in September, 1911. Mr. Trousdale was chiefly interested in education during the year Dr. Sisson was here, but since the arrival of Dr. Compton he has made physics his major subject. He has been doing work in special research problems since his second semester in the course, and during the past year has been making experiments to determine the nature of the ultimate magnetic particle. Mr. Trousdale has been active in the journalistic life of the college. He was elected the first editor of the *Quest* in the fall of 1912, and held the position til the end of the year. He was assistant editor in 1913 under the *Quest* Charter, and has been a contributing editor since that time. He has also been the college *Oregonian* correspondent since 1913. In athletics Mr. Trousdale has gone in for baseball, football and track, making his class baseball team in 1913, 1914 and 1915, the all-star team in 1914, and class track team in 1914. Mr Trousdale has been a member of the chorus since its organization. He was a charter member of the Deutsche Verein and of the John Adams Debating Society." His military career included service in the US Marine Corps. He

enlisted on June 6, 1917 and became a 2nd Lieutenant. The 32-year old Trousdale married Elizabeth May "Jess" Willard *(b.1897 d.1984)* from East Angus, Quebec in Bethlehem, New Hampshire, on August 30, 1924. It was a first marriage for both. He listed his occupation as "farmer." They had four children during their marriage: Helen Spencer *(b.1925 d.2018)*, Ilona Willard *(b.1925 d.2014)*, John E. *(b.1927 d.)* & William L. *(b.1929 d.)*. The 38-year old Trousdale was supporting his family by managing a farm. The *Bethlehem Directory* for 1932 says Trousdale was managing the Arthur Zinn property formerly owned by the MacBeths. In 1933, Littleton Rotarian Everett Trousdale was the guest speaker at the St. J club's meeting. "He spoke on the development of the capitalistic idea and the speeding up of national recovery in business and the morale of the people. He was guest-speaker here five years ago *(1928)*, when he spoke along the same general lines, and he had occasion at several points in his address Monday *(12/4)* to say that he was repeating, in substance what he had to say in his former address. In this way he proved himself to be not only a close observer and accurate thinker, but more or less of a philosopher in dealing with the solution of present-day ills. He admitted that since he spoke here five years ago, much water (ed. stocks) as well as bonds, a lot of valuable assets and reputations had gone over the dam. However, he said, we have not lost our actual wealth, only lost control of it, at least for the time being. The profit motive, which was formerly our incentive to business activity, doesn't always work, for we cannot have a profit system unless you can make money in the operation of it. The NRA *(National Recovery Act)*, (Trousdale) said, is our greatest experiment in business leadership, but up to now that leadership has proved more or less of a disappointment, because it has not be outstanding or distinctly successful. Mr. Trousdale turned the session into a class in economics, passing around blanks for each member to fill out as he proceeded, take them home, work them out, think over their meaning and see a way out if possible. He said that when a change came, for the better, if it did come, and he expected that it would… it will be under the leadership of those who have showed themselves dafe and capable leaders and that the recovery will be right and lasting." Trousdale was no longer farming when the Census was taken in 1940. The family was now living in a Bethlehem home that he owned worth $2000 *(~$29,512 today)*, and his occupation was now advertising. He had made $1500 *(~$29,850 today)* in 1939. He had worked 42 hours during the last week of March 1940. His client in the summer of 1940 was apparently Col. Henry Teague and the Mt. Washington Railway. In April 1942, when the 50-year old Trousdale registered for the draft he was working for United Aircraft in Connecticut. His vital statistics were recorded as 5-feet 9-inches tall, 185 pounds with blue eyes, gray hair and a ruddy complexion. The Trousdales were living at 48 Connecticut Boulevard in East Hartford when Elizabeth petitioned for naturalization. She had entered the United States at Island Pond, Vermont via the Grand Trunk Railroad on December 18, 1927. Two neighbors, housewives Fannie E. Arnold and Roberta V. Dent vouched for "Jess" Trousdale saying they had known her since January 1942. Twelve years later 62-year old Everett Trousdale was "in Town Court on Thursday *(10/21)*… charged with risk of injury to a minor child, was fined $250, given a six-month suspended jail sentence and placed on probation for six months." By 1958, Trousdale was back in his home state of Washington and teaching science and mathematics at Naselle High School. He was listed as a returning teacher for the 1958-59 school year. When he filled out his last will and testament on January 20, 1958 all of his children were living back east in Connecticut and Massachusetts. Trousdale left his entire estate to his wife, Elizabeth and designated her the executrix. He would die at his home four years later. *(1962)* Everett A. Trousdale, 70, of Metaline Falls, Wash., formerly of East Hartford (CT), died Saturday *(1/6)* at his home. He was graduated from Reed College, Portland, Ore. in 1911. After serving with the Marines in World War I, he attended Culver Military Academy. He was a teacher for many years and most recently had taught high school science classes at Metaline Falls. He leaves his wife Mrs. Elizabeth Willard Trousdale, two sons, John E. Trousdale of Lexington, Mass., and Dr. William L. Trousdale of Philadelphia, Pa.; two daughters, Mrs. Edwin L. Holland of Glastonbury and Mrs. Joseph J. Mohoney of Norwich, and 15 grandchildren. Memorial contributions may be made to the Harford Heart Assn. of 108 Gilbert St. *- Groton (VT) Times - Fri, Jun 7, 1940 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record – Tue, De 5, 1933 pg. 2 / Hartford Courant – Fri, Oct 22, 1954 pg. 4 & Mon, Jan 8, 1962 pg. 4 / Longview (WA) Daily News – Thu, Aug 14, 1958 pg. 37*

Thomas Trudeau 1911

Fuel Contractor - *(1911)* Bethlehem notes: "T. Trudeau has left the job to load 1000 cords of block wood for the Mt. Washington railroad and to load his pulp wood to Mr. Fleury." / Thomas Trudeau was born on December 23, 1853, in Sherbrooke, Quebec, Canada, to Rosalie Marancy and farmer Demassa Thomas Trudeau. Both were Sherbrooke natives. Thomas had at least two brothers, Oliver & Joseph and two sisters; Malvina & Leah. Tom Trudeau came to the United States in 1875. The 24-year old farmer married 18-year old Sophronia Fillion *(b.1860 d.1915)* of Bethlehem on October 27, 1877, in Littleton, New Hampshire. It was the first marriage for both. They had four daughters during their marriage: Georgianna Alma *(b.1879 d.1960)*, Jennie L *(b. 1883 d.)*, Melvina Rose *(b.1884 d.1960)* & Ida M *(b.1886 d.)*. The 46-year old Trudeau told US Census takers in 1900 that he was still farming, however he may have been harvesting trees. *(1903)* "Thomas Trudeau, of Bethlehem Junction, N.H., one of the largest lumber contractors among the White mountains, who is now engaged on a five-years' lumbering contract in Victory (VT), just north of St. Johnsbury, reports that 3,000 acres have been burned over near Victory, but that the fire is now under control He has had every available man at work for days. Dozens of the men became so exhausted from fighting the fire night and day without rest that they would fall asleep wherever they happened to drop. Mr. Trudeau saved the camps and all that was left of the winter's cut. None of the green spruce was burned, but the fire was wrought sad havoc to the very young growth, and the results will surely be far-reaching in the lumber business of future years." *(Ed note: this story appeared in papers in St. Albans and St. Johnsbury)* In 1910 Trudeau officially listed his occupation as lumberman in the Census. Trudeau's wife Sophronia passed away on September 6, 1915, in Bethlehem, New Hampshire, at the age of 55. They had been married 37 years. Thomas Trudeau suffered a cerebral hemorrhage on



Horses For Sale!

Thomas Trudeau has 90 horses at Damon's Crossing. Weight from 1000 to 1500 pounds. Good farm horses and heavy team horses. All in good flesh and not cut up. Ready for business. Six good mares with foal.

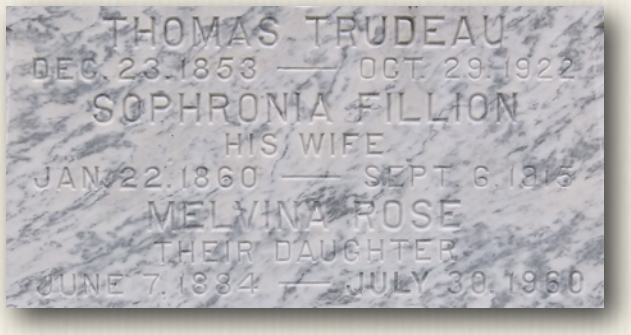
WANTS TO SELL.

THOMAS TRUDEAU.

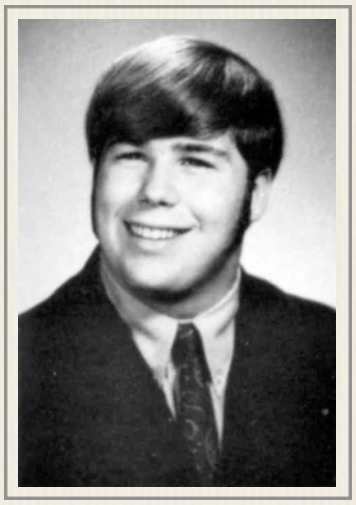
Damon's Crossing, Vt.

- St. Johnsbury Caledonian - Apr 8, 1903

October 27 and died three days later on October 29, 1922, in Wilmot, New Hampshire, at the age of 68. Trudeau was buried in the Saint Rose of Lima New Catholic Cemetery *(left)* in Littleton, New Hampshire with his wife and daughter, Melvina Rose. *(1922)* "North Country people were shocked the first of the week to learn of the death of Thomas Trudeau on Sunday *(10/29)* at Wilmot Center where he owned a lumber camp. Mr. Trudeau went to Wilmot Friday morning and in the afternoon sustained a shock. Doctors and nurses were summoned from Hanover, but he grew steadily worse and died Sunday. The body was brought back to his home by Charles F. Bingham of Littleton and the funeral services were held today *(11/2)*. Mr. Trudeau was born in Sherbrooke on December 23, 1853, and it was there that he received his education and spent his young manhood. He married Miss Sophronia Fillion and for years the family home was at Piercebridge. Mrs. Trudeau a few years since. Mr. Trudeau was a well-known lumberman and in the past years he has been in charge of extensive lumber operations all over northern New England. He also was an expert road builder and the road from Piercebridge to the Gale River road now bears his name. Mr. Trudeau was a most generous man, ready and willing at all times to help those less fortunate than himself. The Red Cross and other organizations received substantial donations from him. He will be greatly missed in his home community where he was a friend to all. He had held many offices of trust and was a fourth-degree member of the Knights of Columbus. He is survived by four daughters, Mrs. Walter Lewis and Miss Malvina Trudeau of Bethlehem. Mrs. H. A. Derby of Woodsville, and Mrs. Henry Marchand of Boston, besides two brothers, Oliver and Joseph and two sisters, Miss Malvina Trudeau and Mrs. Leah Stenson, all of Sherbrooke.



- White Mtn Republic-Journal - Fri, May 5, 1911 / Ancestry.com / Newspapers.com / GenealogyBank.com / St. Albans (VT) Daily Messenger – Sat, May 16, 1903 pg. 3 / St. Johnsbury (VT) Republican – Wed, May 20, 1903 pg. 5 / St. Albans Weekly Messenger – Thu, May 21, 1903 pg. 8 / St. Johnsbury Caledonian – Wed, Apr 8, 1903 pg. 1 /Littleton Courier – Thu, Nov 2, 1922 pg. 1



Jim Trudell (1971)
- Littleton HS yearbook

James M.. Trudell 1973

20-year old James M. Trudell from Littleton spent the summer of 1973 in Marshfield cooking in the kitchen. He was paid $900 a month. Trudell had graduated from Littleton High School in 1971. Born in Quakertown, Rhode Island on April 10, 1953, he had moved to Littleton with his mother, Betty Jane (Warfel) Trudell. His maternal grandparents from Upper Darby, Pennsylvania had spent summers on Lake Winnipesauke and retired to Conway. His mother had worked as a paralegal in Littleton and supported local equestrian events which likely put her in touch with the Teagues, and may have led to James working at the Cog. Trudell played football and baseball at Littleton High. His yearbook entry said Trudell had a "beautiful smile." His favorite quote: "If you can't beat them, square-kick them!" Jim apparently liked "St. J women… Boy Scouts of America… (was) the lineman's dream… Plymouth, 1970… locker room plaything…" Trudell went to New Hampshire Community Technical College and was likely there when he worked at the Cog. He continues to live in and around where he grew up. Trudell's LinkedIn profile says he is now the inventory manager at New England Wire Technologies in Lisbon, N.H. The privately held, employee stock ownership company manufactures multiconductor/coaxial cable, litz wire, flat braided wire and custom cables and assemblies. Over the years, he has served on various boards and commissions in the towns *(Lisbon & Lyman)* he has called home. *(2005)* "In the hope of fending off a potentially costly lawsuit, the Zoning Board of Adjustment voted Thursday to allow UPC Wind Management to withdraw its application for a height variance. The wind energy company had sought the variance to the town's 35-foot height ordinance in order to erect a wind-measuring device on Gardner Mountain. This is the second time UPC has withdrawn an application for a variance. It also reneged an application last summer, after a 4-1 preliminary vote by the board to deny the variance. "I want them to get a message as to how we voted. I don't want them to continue to withdraw their application and resubmit," said board member Jim Trudell, who cast the only vote to disallow UPC's withdrawal request. "I think we need to make a stand. This cat-and-mouse thing eventually is going to come to a head, one way or another, and I'd just as soon it comes to a head now." But other board members said they were concerned that if they denied UPC's request to withdraw the application, then voted against granting a variance, the international company would involve the town in a costly legal battle." Trudell served on both the local selectboard and school board. He was part of the School Tax Rate Stabilization and Quality Education Committee in 2018. He was named chairman of the Lyman Selectmen after running unopposed for another three year term on the panel. Jim and his wife, Donna have one son, Christopher.

Jim Trudell candid (1971)
- Littleton HS yearbook

Jim Trudell (2008)
- Trudell Family Collection

- Bencosky-Desjardins collection / Ancestry.com / Newspapers.com / GenealogyBank.com / LinkedIn / Caledonian Record - Jan 14, 2005 & Feb 3, 2021

Alfred Truedel 1929

Fireman - *(1929)* "Charles LaMora, a garage owner of Concord, (NH) who was requested to run an engine on the road for the (*Peppersas*s Celebration) day because of his five years' experience on the line, was in charge of the (photo) train that followed *Old*

Tsi -

Peppersass down the Mountain, and his was the only train to descend to the base. Alfred Truedel was his fireman."
- Boston Globe - Mon, Jul 22, 1929 pg. 7

A. Tsiantis 1951

Mt. Washington Club/Summit House - May be Angelo Tsiantis from Columbia, SC. - subject to confirmation

Quinton Tule (2021)
- LinkedIn Profile

Quinton Tule 2021 - 2023

IT Specialist at Mount Washington Cog Railway starting full-time in February 2021 where he is responsible for assisting all technology end-users at the Mount Washington Cog Railway as well as collaborating with other departments to implement new IT solutions that will make their work more efficient. In September 2021, he became a data analyst with the Aperture Solutions group that provides contract consulting to help clients with data organization, development and streamlining reporting processes while continuing his position at the Cog. Quinton Tule graduated from Bishop Guertin High School in Nashua, New Hampshire in 2009 with a 3.75 GPA. He then went to the University of Vermont in Burlington and earned a Bachelor of Arts in Mathematics in 2013. While in school he worked as an Inventory Specialist for RGIS in Bedford, NH counting inventory for large retail clients such as Walmart, Babies R' Us & K-Mart. Southern New Hampshire University awarded Tule a Master of Science in Data Analytics in 2018. In January 2018, Tule went to work for the Community Health Services Network as Data Analyst. The Laconia, New Hampshire based organization said "Quinn is working on regional and statewide health information technology and data analytics initiatives and has been critical in assisting partner agencies with outcome metrics and data reporting. He assists in the development of data systems for collecting, tracking, analyzing, and reporting CHSN partner data to the Department of Health and Human Services for performance tracking. Quinn assists the Community Health Improvement Plan (CHIP) evaluation process by analyzing and compiling useful data collected from focus groups and surveys to the CHIP evaluation team." He worked there for a little over three years before joining the Cog team in early 2021 as the new husband of Abigail Marie Presby – daughter of Cog owner, Wayne Presby.
- LinkedIn / Facebook / Ancestry.com / Newspapers.com

Parents of the bride witness the Presby-Tule wedding (Jun27, 2020)
- Presby Family collection

Elzéar Turcotte 1872

22-year old railroad track crew - aka George Tricott? *(1872)* "On Thursday, the 26th (of September), a Frenchman by the name of George Tricott, 20 years of age *(Ed. note: excellent example of the imprecision of English-speaking newspaper reporters when describing French Canadian employees of the railroad*), an employee of the White Mountain Railway, started from the summit station on a slide board or sled, in common use among the boys at that place, fitted to the middle rail or ladder of the track, and furnished with two lever brakes made to press against the side of the ladder. It was raining at the time, and the sides of the mountain were enveloped in fog or mist. The usual time of descending in this manner is said to be about six minutes, distance three miles. With the speed of an arrow he shot down in safety about one half the distance, when he discovered a freight train advancing to meet him It was but the work of an instant, the track being wet and slippery, made his brakes useless, and striking head foremost against the framework of the car, his brains were dashed out in an instant. His remains were taken on board the train and given in charge to his brother, who resides in that vicinity. S.N.J." / The *Genealogie.Quebec* website does not indicate that this Cogger was ever known as "George Tricott" however, it does say Turcotte was also known as Elezar Tourcout. He was baptized Elzéar Turcotte - the son of Joseph Turcot *(b.1809 d.1888)* and Flavie Huppé *(b.1818 d.1896)* and the godson of Marie Burton and Joseph Coté. He was born on February 2, 1850 in Sainte-Marie-de-Beauce, Beauce, Quebec, Canada and baptized that same day in Saint-Sylvestre, Saint-Sylvestre, Chaudière-Appalaches, Quebec by Michael Dowling in the presence of Joseph Coté and Marie Burton. Elezar was seventh of a dozen children born to the couple: Joseph Turcotte *(b.1838 d.)*, Délima Turcotte *(b.1840 d.)*, Frédéric Turcotte *(b.1843 d.)*, François Xavier Turcotte *(b.1846 d.)*, Pierre Turcotte *(b.1847 d.1888)*, Godefroy Turcotte *(b.1847 d.)*, Isile Tourcout *(b.1852 d.)*, Adeline Turcotte *(b.1854 d.)*, Delina Tourcout *(b.1856 d.)*, Philias Turcotte *(b.1860 d.1938)* & Marie Turcotte *(b.1863 d.)*. His slideboard death was merely recorded as "Turcotte died on September 26, 1872 in White Mountain, USA accidentally." He was buried on September 30, 1872 in Saint-Sylvestre, Saint-Sylvestre by Édouard-Séverin Fafard in the presence of his brother Joseph Turcot *(b.1838 d.)*, L'erime Létourneau and another brother, François Xavier Turcotte. An 1852 Canadian Census found mother Flavie Huppé, Elezar Tourcout, Godefroy Turcotte, Pierre Turcotte, François Xavier Turcotte, Frédéric Turcotte, Délima Turcotte, Joseph Turcotte and father Joseph Turcot living in a one-storey room-based house on row 2, on 90 arpents of land *(Ed note: An old French unit of land area equivalent to 3,420 square meters or about one acre, the standard measure of land in areas settled during the French regime and in use until the 1970s)*, including 35 arpents in pasture and 10 arpents in cultivation, of which 2 arpents produced 20 bushels of wheat, 1 arpent, 4 bushels of peas, 1 arpent, 30 bushels of potatoes and the rest 160 bushels of oats, 1000 bales of hay and 1000 pounds of

maple sugar (as recorded) on New Year's Eve in 1852. Nine years later, Philias Turcotte, Delina Tourcout, Adeline Turcotte, Délima Turcotte, Isile Tourcout, Elezar Tourcout, Godefroy Turcotte, Pierre Turcotte, François Xavier Turcotte, Frédéric Turcotte, Joseph Turcotte, Flavie Huppé and Joseph Turcot resided in a one-story wooden house on the Saint-Mary road on land valued at $2000 of 180 arpents of which 85 arpents in pasture and 15 arpents in cultivation, of which 1 arpent produced 20 bushels of wheat, 2 arpents produced 50 bushels of barley, 1 arpent produced 18 bushels of peas, 6 arpents produced 250 bushels of oats, 1 arpent produced 100 bushels of potatoes and the rest 50 pounds of flax, 30 yards of linen, 200 pounds of maple sugar and 5 tons of hay at Saint-Sylvestre, Lotbinière, Canada East, Canada in 1861. Elezar Tourcout was recorded as a farmer in 1871 and was living with Philias Turcotte, Delina Tourcout, Adeline Turcotte, Isile Tourcout, Elezar Tourcout, Godefroy Turcotte, Pierre Turcotte, François Xavier Turcotte, Frédéric Turcotte, Flavie Huppé and Joseph Turcot. In 1871, the family resided on 135 arpents of land with 1 house and 2 farm buildings on rang Sainte-Marie Sud on 135 arpents of land including 30 arpents in pasture, 100 arpents in value having produced 300 minots of oats *(Ed note: old unit of dry volumed, used in France prior to metrication – equivalent to three French bushels – comparable to US bushel)*, 1.5 minots of corn, 20 bushels of peas, 2 bushels of beans, 1 bush of flax, 1800 pounds of maple sugar, 5 arpents in wheat production which produced 50 bushels of spring wheat, 1 acre in potato production having produced 80 bushels and 30 arpents in hay production having produced 3000 bunches on Saint-Sylvestre in 1871. During that year's governmental accounting, Elezar Tourcout was noted as of the Catholic religion and French ethnicity. The following summer the 22-year old would head south along with his neighbors, "Uncle John" Camden and his son, Patrick, to work on the Mt. Washington Railroad and lose his life in late September on a "Devil's Shingle."

- Bellows Falls (VT) Vermont Chronicle - Sat, Oct 5, 1872 pg. 2 / Ancestry.com / Newspapers.com / GenealogyBank.com / Genealogy.Quebec

Rachel M. Turcotte 1973 - 1974

16-year old Rachel Turcotte came to Mt. Washington to work in the Marshfield Gift Shop in 1973 after completing her sophomore year at Biddeford High School in Maine. She returned for a second summer in the gift shop after junior year and earned $1.70 an hour that summer. In that junior year, she was constantly on the honor roll scoring high honors during the first marking period. Born on March 31, 1957, 26-year old Rachel M. Turcotte was living in New Hampshire when she married Laconia-native Marc David Champagne on April 3, 1983 in Maine. In 1984, she was living in Hanover. The Turcotte – Champagne's moved to Newport, NH in 1993 and have spent time in Sunapee. They currently reside in Newport, New Hampshire.

- Marshfield Corp / Bencosky-Desjardins collection / Ancestry.com / Newspapers.com / GenealogyBank.com / Biddeford-Saco (ME) Journal – Mon, Dec 10, 1973 pg. 5; Wed, Feb 14, 1973 pg. 22

Richard Turmil 1953

Summit House - Cog financial records indicate Turmil's check was voided on August 3, 1953.

- Summit House

Charles A Turner (1957)
- Turner Family Collection

Charles A. Turner 1956

18-year old St. Johnsbury Trade School student, Charles A. Turner worked for the Marshfield Corporation at the Mt. Washington Cog Railway in 1956. / Charles Austin Turner was born on March 14, 1938, in the City Hospital in Barre, Vermont, to 25-year old Indiana-born Clara Belle Neff and 27-year old wholesale plumbing salesman Roy William Turner. Charles was their first and only child. The family was living on Garden Street in Barre in April 1940. Clara's 24-year old brother, chiropractor Robert E. Neff was living there, too. The Turner's were living at 2 Warren Avenue, St. Johnsbury when 11-year old Charles came down with the chicken pox. Turner's difficulties with staying within the rules of the road apparently begins in February 1956. "Fifteen men were arraigned in Caledonia Municipal Court before Judge Kyle T. Brown on Valentine's day. Only two respondents entered pleas of not guilty. (One was) Charles A. Turner, 17, a St. Johnsbury schoolboy, who denied that he was speeding. Turner, who appeared in court with his father, Roy W. Turner, denied that a complaint filed by village police was justified when they charged him with exceeding the speed limit early Sunday *(2/11)* morning by driving down Eastern avenue at 35 m.p.h. Earlier, the police stated that Turner was driving while the pavement was covered with freshly-fallen snow, and was slippery. The schoolboy denied the charge and was released until further order to appear to have a jury drawn to hear the case. The boy's father was named as surety in the amount of $25." It appears Turner got some time off at the Cog that summer to return to court in July. "Charles A. Turner, 18-year old service station attendant (at the Cog?), appeared to plead guilty to a speeding charge and was given one week in which to consult an attorney, and released on his own recognizance on $50. Yesterday *(7/6)*, Turner admitted speeding but told Judge Brown he wasn't driving 45 miles an hour as the arresting officer, Cecil Tibbetts, had complained. The judge ordered Turner, on his guilty plea to pay a $15 fine plus $6.80 in costs with one week, or be placed on probation." Turner was set to graduate from the St. Johnsbury Trade School in June 1957, instead he enlisted in the US Army. The family was back in Barre when PFC Charles A. Turner "reported at Fort Dix, N.J., July 17 *(1957)*, for overseas duty in Frankfurt, Germany. Pvt. Turner graduated from the Helicopter Maintenance Division, Army Air School, Fort Rucker, Ala., and served at Fort Benning, Ga., and Fort Belvoir, Va." Turner served two years and returned to Central Vermont to become engaged to 18-year old Barbara Ann Barberi of Barre in September 1959. She had graduated from Spaulding High School the previous June and was working as a secretary at the National Life Insurance Company in Montpelier. The 21-year old Turner was now working at the Warner-Turner Supply Company. The pair were married *(next page)* on October 17, 1959 in a Saturday morning ceremony at St. Monica's Church in Barre with Msgr. William J. Cain officiat-

ing. "A reception was held at the Brown Derby Supper Club in Montpelier, following the wedding ceremony. Served with other refreshments was a three-tiered bridal cake topped with white bells and swans. Following the reception Mr. and Mrs. Turner left for a honeymoon trip through Canada to Montreal, P.Q. Can." Their first Christmas Eve together was marred by a two-car collision. No one was in Charles A. Turner's 1955 automobile that was parked when 25-year old David Woodbury from Cornish Flats, N.H. drove into Melvina's Trailer Park on the Barre-Montpelier Road and collided with Turner's car doing $500 worth of damage. Woodbury's 1959 convertible suffered $350 worth of damage. There were no injuries. Charles and Babara Ann had three children together: The 22-year old Turner was working as a "body & fenderman" at the Hilltop Body Shop in Barre when their first son, Roy Charles was born on September 20, 1960. A second son, Andrew William was born on August 22, 1961. But there may have been trouble in the household. Charles A. Turner gave public notice that as of "October 2, 1963, I will no longer be responsible for any bills contracted by my wife Barbara A. Turner of Barre, Vt." Turner also continued to have problems with his lead foot. *(1964)* "A state police radar trap last Saturday *(10/24)* in South Barre produced six cases. Judge McLeod graded the fines according to the speed in excess of the 40 m.ph. speed limit on the section of Vermont 14. Charles A. Turner, 26, of Barre, $13… (He) pleaded no contest and paid costs of $5.10." While Turner was no longer paying the bills of his wife, he was apparently staying in touch as daughter, Regina Joanne Turner, was born to the couple on March 24, 1965. 27-year old Charles was now working as a plumbing salesman. Barbara Ann was living at 20 Forsythe Place in Barre. Turner was back in court in November 1967 to pay a $15 fine for operating an uninspected vehicle. The couple separated in January and in March 1968, Barbara A. (Barberi) Turner filed for divorce in Washington County Court charging Charles A. Turner with "intolerable severity" and seeking custody of their children. The divorce was granted on May 21, 1969. Charles Austin Turner eventually owned his own auto body repair shop. He died at the Central Vermont Medical Center on June 8, 1997, in Berlin, Vermont, from a heart attack while being treated for pneumonia. Turner was 59 years old. He was cremated and buried with his parents in the Middlebury, Vermont Cemetery.

- Marshfield Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record – Wed, Jan 25, 1950 pg. 6 / St. Johnsbury (VT) Republican – Fri, Jul 13, 1956 pg. 7 / Addison County Independent – Fri, Sep 6, 1957 pg. 12 / Barre (VT) Times Argus – Mon, Sep 14, 1959 pg. 5; Thu, Oct 22, 1959 pg. 20 & Thu, Oct 3, 1963 pg 15 / Burlington (VT) Free Press – Sat, Dec 26, 1959 pg. 3; Wed, Oct 28, 1964 pg. 10 & Mar 11, 1968 pg. 8

J. H. Turner 1951

Ed note: efforts to identify J.H. Turner or Jay Turner, who worked at the Summit House in 1951 have so far proven unsuccessful. Jitney Jr. has determined a John H. Turner was an assistant professor of Naval Science at Dartmouth College in Hanover in 1951, but no links to the Cog railway have turned up.

- Mt. Washington Club/Summit House / Ancestry.com / Newspapers.com / GeneralogyBank.com

Jay W. Turner (1966)
- Wakefield HS yearbook

Jay W. Turner 1965

Summit House employee - Jay Turner spent the summer of '65 working as a bell hop for $130 plus $64 a month. Jay Turner appears on the Summit payroll summary for July 1965 as earning $194 a month. "Free" room and board was worth $64 a month for tax purposes. His net monthly pay was $104.77. Turner's salary was booked in the Summit House "rooms" column. He would return to his home at 71 Madison Ave in Wakefield to complete his senior year and graduate from high school – Class of 1966. His yearbook entry said Turner had "Terrific W.H.S. spirit… works hard at studies…" and was "Wild cafeteria." / Jay Wilbur Turner was born on June 28, 1947, in Stoneham, Massachusetts, to 28-year old Kenneth Raymond Turner and Janice (Grover) Turner. He had two sisters: Judith A. & Joyce D. Turner. After graduating from Wakefield High School, he would go to Wentworth Institute of Technology and serve in the US Army during the Vietnam era completing his tour of duty with a rank of SP4. He may been in Missouri in 1969 as a "Jay W. Turner" applied for a marriage license in Kansas City with a Connie L. Morgan. However, there is no indication a ceremony took place. Jay W. Turner did marry Susan A. Trainor in 1971 and raised two boys and girl with her. He died on May 4, 2014, in Malden, Massachusetts, at the age of 66, and was buried there. *(2014)* "Jay W. Turner, of Malden, died unexpectedly on May 4, 2014 at the age of 66. Jay was born in Stoneham, raised in Wakefield and a graduate of Wakefield High School, Class of 1966. He went on to earn his de-

gree from Wentworth Institute of Technology in Boston and worked as an Electrician for Stone & Webster for 23 years & Fidelity Investments in Boston for 15 years before his retirement last July. Jay resided in Wakefield until 1971, Melrose for several years and Malden since 1983. He was a member of the Malden American Legion Post #69 and the Melrose V.F.W. for many years. Jay loved camping, fishing, climbing, skiing and spending his summers with his family in York, ME. He was a very hard worker and enjoyed time with his children & grandchildren. Jay was the beloved husband of Susan A. (Trainor) Turner for 43 years. Devoted son of Janice (Grover) & the late Kenneth R. Turner. Loving father of Pamela Jones & her husband Christopher of Saugus, Jeffrey Turner & his wife Jennifer of Reading, Kevin Turner & his wife Julie of Malden. Cherished grandfather of Kyra, Caroline, Avery, Aidan, Jay, Kevin Jr., and Cole. Caring brother of Judy Cabral & her husband Art and Joyce Pfeil & her husband Fred, all of Wakefield. Also survived by several nieces & nephews. Funeral from the Gately Funeral Home 79 W. Foster St., Melrose on Thursday, May 8th at 8:45 A.M., followed by a Mass of Christian Burial in the Church of the Incarnation, 425 Upham St., Melrose at 10:00 A.M. Relatives & friends respectfully invited to attend. Visiting hours on Wednesday from 4:00-8:00 P.M. Burial in Forest Dale Cemetery, Malden. In lieu of flowers, contributions may be made to New England Center for Homeless Veteran, 17 Court St., Boston, MA 02108."

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Kansas City (MO) Star – Sun, Apr 6, 1969 pg. 18 / Boston Herald (MA) - Wed, May 7, 2014 / Boston Globe - Tue, May 6, 2014 pg. B11

Julia C. Turner 1958

Turner from Lancaster, NH worked either in Marshfield or in the Cabins.

- Marshfield Corp

G. Nelson Twombly 1903

48-year old Summit House employee - *(1903)* "G. Nelson Twombley returned Monday *(6/15)* from the Mt. Washington house and has gone to the Tip Top house on Mt. Washington to work." / George Nelson Twombly was born in January 1865 in Jefferson, New Hampshire, to 18-year old Angie Appleby aka Angeline Miller *(b.1846 d.1906)* and 31-year old farmer Joseph S Twombly *(b.1833 d.1919)*. By early June 1880, 16-year old G. Nelson was at school while his 34-year old mother was keeping house, and his 47-year old father was now a physician. The family welcomed fraternal twins the following February: daughter Alice M *(b.1881 d.)* & brother Alford Ray *(b.1881 d.1960)*. The 1886 *Gazetteer of Grafton County, N.H.* lists Nelson Twombly as a "dealer in musical instruments" living with his chiropodist father, Joseph in Littleton. In March 1890, son George N. Twombly was living at 781 Parker Street in Roxbury, Mass. A *Boston Globe* reporter called at the residence *(3/26)* in hopes of learning where Nelson's father might be. Dr. Joseph Twombly "had been last seen in Keene, N.H., April 19, 1889... after having spent a few weeks at Brockton (MA)." A cousin told the paper "Dr. Twombly was about 57 years old… for 25 years he had practiced the profession of chiropodist *(aka podiatry)*, and his method of business was to journey from town to town staying from one to three weeks in different places." The paper explained that "more than a year ago, (Dr. Twombly) started on one of his usual trips, and for three months corresponded regularly with his family and sent remittances several times. But suddenly all communication ceased, and since last April his family have been unable to find any trace of him. He was in Keene in April, 1889, and since then he has dropped completely from sight. He has a wife and several children in Littleton, N.H., and they are distracted at the long absence of the head of the family." Three days later the *Globe* reported the missing Dr. Twombly apparently "left Keene by the Ashuelot railroad on Oct 1, (1899), to go to Hoosac Falls, as he said. When he got to South Vernon he left the train, saying to some one he was going to Brattleboro. This is the last seen of him" the paper said. On June 11, 1890, a *Globe* reporter actually found Dr. Joseph Twombly in Greenfield, Mass. "I am going to write my Boston friends today. Please don't print anything until I have had time to write them," he said. "The Twombly's are dilatory in the correspondence," said the doctor, "and I am no exception to the rule. I occasionally forget to write home, but the folks ought not to worry on that account. The truth is my so-called disappearance was owing simply to the grip. It laid me up for a dozen weeks in Albany (NY) hospital, and then it took me many weeks more to straighten up financially, but my friends know where I am now," and to bear out this statement the doctor exhibited a way bill, showing that certain household goods had been shipped from Littleton, N.H., where his family were, to Boston." The doctor's 30-year old son, George Nelson Twombly was selling life insurance in Massachusetts when he married 27-year old Theodata T. Holbrook *(b.1867 d.1897)* in Milton, Massachusetts on April 14, 1894. Three years later & back in Littleton, the 33-year old shoemaker George Nelson Twombly and his wife, Theodata welcomed their first child, Harry Nelson into the world on February 22, 1897. Unfortunately, the baby boy was premature and died the same day. His body was placed in a tomb for burial in the spring. G. Nelson Twombly's wife died twenty-seven days later in March. *(1897)* "Theodata Holbrook, wife of Nelson Twombly, died after an extended and painful illness, at her home on Pleasant street on Saturday, March 20, aged 30 years. She was a native of Stratford, Vt., and had lived in Littleton about nine years. In this town she is survived by a husband and a sister, Miss Lilla Holbrook. She was a much-esteemed member of the Congregational church and will be much missed by many. Funeral services occurred on Tuesday *(3/23)*, Reb. J. H. Hoffman, officiating." / Littleton Congregational Church notes: "Mr. Twombly desires to thank all who ministered unto and assisted in the last sad services relative to his wife, Theodata Twombly, especially to the singers and to those who furnished flowers. Mrs. Twombly was a worthy member of the church, a noble woman. 'He giveth his beloved sleep.'" When

the 1900 US Census – Twombly was a 35-year old widow living on Pleasant street in Littleton, New Hampshire with his parents and his 19-year old twin siblings – Alice was making dresses like her mother and Alfred was working in a shoe shop. George's occupation was "hotel valet." The 1903 *Littleton City Directory* records that George N. as still living with his family in the Eastman Block where his father is a practicing chiropodist. Alfred is a student in Hartford, Connecticut and George is listed as a painter. The internet trail for Cogger G. Nelson Twombly goes cold after that. Exact date of his death is unclear, but he was buried in Glenwood Cemetery in Littleton, Grafton County, New Hampshire, USA

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Littleton Courier – Wed, Mar 24, 1897 pg. 1; Thu, Jun 18, 1903 / White Mountain Republic-Journal – Fri, Mar 26, 1897 pg. 4 Boston Globe – Thu, Mar 27, 1890 pg.1; Sun, Mar 30, 1890 pg.1 & Thu, Jun 12, 1890 pg. 5

Jerry Twomey 1948

Railway employee - *(1948)* "The (Cog) crew is mainly made up of local men, including Albert Dennis and Pliney Granger, Jr., of Littleton, Pliney Granger, Sr., of Lisbon, Clifford Kenney and Joseph Galarneau of Fabyan, Gordon Chase of Lincoln, Jerry Twomey of Franconia, Earnest King of Lancaster and Alfred LaFrance of Woodsville."

- Littleton Courier - Thu, May 27, 1948

Annie Tyler 1900

Summit House employee

- Among the Clouds - July 16, 1900 pg. 1 & 4

W. D. Tyler between 1869 to 1873

Tip Top House clerk - *(1891)* "W. D. Tyler, formerly clerk on Tip Top, Mount Washington, is keeping Hotel Tacoma, at Tacoma, Washington." *(Ed note: Based on biographical materials found below, Jitney Jr. believes W. D. Tyler worked on the summit of Mount Washington when he was"drifting into the hotel business" between 1869 and 1873.)* / William Dowling Tyler was born on January 10, 1849, in Port Huron, Michigan, to 40-year old Margaret McDowell *(b.1808 d.1877)* and 44-year old shoemaker later station agent and finally Rev. Joseph Calkin Tyler *(b.1804 d.1882)*. William Tyler had two sisters and two brothers: Gertrude *(b.1838 d.)*, a 12-year shoemaker who later became a schoolteacher & Evelyn H. "Alice" Tyler *(b.1840 d.1918)*; James DeMott *(b.1842 d.1927)* & Joseph Calkins *(b.1846 d.)*. He married Josephine Ruth Eaton on January 15, 1878. The couple had four children during their marriage: son Edward Roger *(b.1878 d.)*, daughter Margaret Sherwin *(b.1879 d.1973)*, son Percival Seymour *(b.1881 d.)* & daughter Jeanie Faye *(b.1882 d.)*. William D. Tyler died in Tacoma, Washington and was buried in the city's cemetery. *(1916)* "William Dowling Tyler, prominent Tacoma citizen, who was widely known throughout the state of Washington, died yesterday afternoon at 1 o'clock at the Hotel Bonneville. Mr. Tyler, who was 67 years old, came to Tacoma from Pennsylvania in 1883, and at the time of his death was president of the Tyler Investment company. He had been ill for more than a year, and his death had been expected momentarily for several days. Mr. Tyler was born January 10, 1849, at Port Huron, Mich., moving with his father's family to Northern Pennsylvania. Here he began as a telegraph operator during the Civil war with the Pennsylvania Railway company. In 1869 he drifted into the hotel business and in 1873 he became manager of the Logan house, (Altoona) and also the Mountain house at Cresson. He built the latter house and remained here *(Altoona)* for ten years in charge of these hotels. (Tyler) acquired a national reputation as a hotelman and buyer for the dining car service of the Pennsylvania company. While a resident of Altoona he was a member of the First Methodist church. In 1883 he went to Tacoma to build a hotel *(right)* there for the Northern Pacific Railroad, being selected by C. B. Write, of Philadelphia, then president of the road, for that duty. He managed the Tacoma hotel and remained in that position for several years. While in charge of the hotel, Mr. Tyler was active in convincing visitors of the opportunities offered here, with the result that many of them are now prominent residents of Tacoma. When he severed his relations with the hotel, he went to Walla Walla (WA) as receiver of the Hunt system of railroads until they were taken over by the Northern Pacific. During the last few years, he has been connected with banks and other enterprises in (Tacoma). He became interested in the civic affairs of the western coast city and lent valuable assistance in its upbuilding. He was also active in the founding of the Puget Sound university. He was also identified with numerous railroad and industrial enterprises and a member of the Masonic fraternity and numerous clubs. His wife died in Vancouver, Wash., 10 years ago *(1906)*. He is survived by a son, Percy S. Tyler, a Portland advertising man, and two daughters. Interment was made at Tacoma." He was 67. - *Littleton Courier - Wed, Mar 18, 1891 pg. 3 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Tacoma (WA)*

Northern Pacific photographer F.J.Haynes recorded this portrait of the Tacoma Hotel before its 1890 extension. (pre-1890)
- Courtesy, Tacoma Public Library

Daily Ledger – Mon, Mar 20, 1916 pg. 1 / Portland (OR) Morning Oregonian – Mon, Mar 20, 1916 pg. 6 / Altoona (A) Tribune - Sat, Apr 1, 1916 pg. 16 (Buckley-King Mortuary record) / Altoona (PA) Times – Mon, Apr 3, 19156 pg. 7

Louis J. Tyson 1882

Summit House employee - *(1882)* "The waiters at the Summit House gave a concert in the hotel parlor yesterday forenoon *(9/1)*, Miss Young officiating at the piano. The singing of Messrs Hill and Tyson and the Misses Stott and Blood, was especially praiseworthy." / "Louis J. Tyson, the assistant clerk at the Summit House, and Harry T. Lord, also connected with the hotel the past season, will 'paddle their own canoe,' on their homeward trip. Going from the Summit to Weirs by rail they will launch their canoe in Lake Winnipesaukee, thence by the Winnipesaukee and Merrimac rivers to Manchester, N.H., visiting the principal places along the route."

- Among the Clouds - Sat, Sep 2, 1882 & Thurs Sept 7, 1882

- Steve Christy Collection

Ulm - Ush

R. A. Ulmer 1951

Mt. Washington Club/Summit House

Derek Underwood 2000

Derek Underwood X-C (1980)
- Concord HS yearbook

Railway employee - The 38-year old brakeman from Sugar Hill, New Hampshire boarded 16 passengers on Coach 8 on Monday, September 4, 2000 for the 9 o'clock train. The No. 6 locomotive pushed out of Marshfield at 9:02 am. with engineer Cowter*(Coulter?)* at the throttle and fireman Jack Watkins maintaining the steam pressure. They met the first train of the day at Skyline. Engineer Larry Barrett, fireman Brian McMinn and brakeman Al Laprade had carried 20 passengers to the summit with the No. 9 Waumbek. It was the first of three trips that crew would make that day. Their 3 o'clock run would be the subject of an accident report in the state archives where the dispatcher's daily report was found with Underwood's name (See Vol. 1 – State Documents for accident synopsis). The No. 6 and Underwood made only one trip that day arriving back at the Base just after 11:30am. Dave Moody says: "Derek Underwood was from Sugar Hill, NH and was a brakeman, fireman and track worker for 3-4 seasons." / Derek G. Underwood was born on June 10, 1964 – the son of Concord, New Hampshire Dr. David Gleason Underwood II, and his wife, Barbara Jane (Brown) Underwood – a Middlebury College graduate from Lancaster, Pennsylvania. She had been working on the staff of the Sports Illustrated Magazine in New York when she met the young intern doing his residency at the New York Hospital. Married on September 3, 1960, their honeymoon trip was aboard the SS Queen Elizabeth to London where Dr. Underwood would work on a Fulbright grant at Central Middlesex Hospital, London. Derek had two brothers, D. Geoffrey and Chester A. "Chip" Underwood. His father was active in Democratic politics in New Hampshire. Dr. Underwood was the Merrimack County Chairman for Eugene McCarthy's presidential campaign and a member of New Hampshire delegation to the Democratic National Convention in Chicago. That and Dr. Underwood's interest in skiing and the Appalachian Mountain 4000-club like led to three-year-old Derek Underwood meeting "Clean Gene's" daughter, Mary *(left)* on the ski slopes of Franconia Notch in February 1968. Derek's parent's marriage did not last. His father would marry nurse Ruth (Evanson) Murray in 1989. As a sophomore Derek would run cross country for the Concord High School "Crimson Tide" in 1980 when they won the state championship. He would graduate in 1982. Other than 2000, Underwood's total time working at the Cog has yet to be determined. Internet records indicate that in addition to his Sugar Hill residence, Derek G. Underwood lived in Bethel Vermont between 2008 and 2019. Both addresses came into play in two newspaper items that surfaced during research. (2012) Derek G. Underwood, 47, of Sugar Hill, was fined $310 for driving with a suspended license on Route 302 in Lisbon at 4:11 p.m. Jan. 30. Littleton District Court. (2018) "State Trooper Stacia Geno responded to a property dispute on Avon Drive in Bethel, in the late afternoon of May 23. Investigation revealed that Derek Underwood, 53, of Bethel, had physically assaulted a minor during an altercation, police alleged. Underwood was arrested and taken to the Royalton barracks for processing. He was released and ordered to appear in Windsor Criminal Court on May 29 on a charge of simple assault.

MARY McCARTHY, daughter of Democratic presidential hopeful Sen. Eugene J. McCarthy, visited the slopes of Mittersill in Franconia Notch yesterday as she stumped the area for her father. Here she pins a campaign button on three-year-old Derek Underwood, son of Dr. and Mrs. David Underwood of Concord.

- NH DOT Archives – Sep 4, 2000 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Fri, Aug 5, 1960 pg. 5 / Lancaster (PA) Sunday News – Sun, Sep 4, 1960 pg. 14 / Manchester (NH) Union Leader – Wed, Feb 28, 1968 pg. 34 / Caledonian Record – Mar 19, 2012 / The (Randolph, Vt) Herald – May 31, 2018

Scott Unsworth 2022

Railway employee from Lincoln, N.H.

- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

William David Usher (1957)
- Winchester HS yearbook

William David Usher 1957 - 1960

17-year old high school junior Dave Usher began working on the Base crew in 1956 pumping gas and keeping the bunker filled up for the trains to refuel. He would return in 1957 after graduating from Winchester High School in his Massachusetts hometown. William David Usher's yearbook said "Dave" is frequently seen sauntering about WHS accompanied by a certain tall blonde… while Mr. Finigan and pizza ate tops with him, Monday mornings and mid-year exams are at the head of his blacklist… after graduation "Dave" would like to attend either Amherst or Bowdoin College and then undertake a career of engineering. He was part of the school's Curtain and Cue *(and was named the senior class Best Actor)*; Math Club; French Club; Philosophy Club and played varsity tennis" *(as a junior he was part of the team that fell one point short of winning the state title)*. William David Usher was born on September 28, 1939, in Boston,

Davey Usher (1958)
- Lewis Family Collection

Massachusetts, to Massachusetts natives, 29-year old Virginia Sprague Donald *(b.1909 d.1989)* and her 30-year old insurance claims adjuster husband, William Lawrence Usher *(b.1909 d.1974)*. Dave was six-months old and the family was living Newton, Massachusetts when Census taker Rita JaneRyan stopped on April 10, 1940 to count the household. Dave Usher went to Bowdoin in the fall of 1957 and came back to Mt. Washington to qualify as a brakeman in 1958 working on Jitney's No. 6 engine. Dave moved into the cab of the *Great Gulf* in 1959 as a fireman. He earned $1.10 an hour firing during his final summer of 1960. Usher left college and enlisted in the U.S. Navy in February 1961 where he became a pilot until diabetes grounded him. He was discharged on September 13, 1963. While serving in Texas, 22-year old William David Usher and 20-year old Connecticut-native Susan Lowell were married on May 4, 1962 by Nueces County Justice of the Peace W. A. Gilleland. At the time, Usher was flying out of the Naval Air Station in Corpus Christie, Texas. After Dave's discharge they would living in Torrington, Connecticut where Usher was in industrial sales. The couple had three children: Lisa Ann *(b.1963 d.)*, William James *(b.1965 d.)* and Kari(n). They would separate in October 1970. Susan was granted an uncontested divorce and custody of the children. The grounds for divorce was "cruelty." David's second wife Torrington-native Marilyn Ann (Rondoe) Usher *(B.1931 d.1996)* passed away on February 6, 1996, in Burlington, Vermont. William David Usher married 37-year old Linda Stoddard *(b.1959 d.2008)* of Craftsbury, Vermont in Clark, Nevada, on July 18, 1996, when he was 56 years old. In 2006, they retired from farming and "traveled the country in an RV, enjoying the deserts of the Southwest and exploring ghost towns on their ATVs." Linda passed away in March 2008. They had been married 11 years. William David Usher died on April 26, 2009, in Quartzsite, Arizona, when he was 69 years old. *(2009)* "W. David Usher, 69, a longtime resident of Craftsbury, died at his home in Quartzsite, Arizona, on Sunday, April 26, 2009. Mr. Usher was born in Boston, Massachusetts, on September 28, 1939, a son of W. Lawrence and Virginia (Donald) Usher. He completed three years at Bowdoin College in Bowdoin, Maine. He served his country in the U.S. Navy until discharged because of his diabetes. He owned and operated the Tillotson farm on the Morey Road in Craftsbury for many years while working as a salesman in various lines of business, whatever it took to keep his farm going. He later sold the farm and helped his wife work her family dairy farm. He was a mentor for students at Craftsbury Academy for several years. He enjoyed shooting guns, riding ATVs in the Arizona desert, visiting national parks, and traveling across the country. He leaves his three children: Lisa Jakob of Bernex, Switzerland, William "Bill" Usher of Hampton, Virginia, and Kari Usher of Flagstaff, Arizona; two sisters, Deb Palmer of Afton, Wyoming, and Leslie Anderson of Bowdoinham, Maine; four grandsons: Connor and Taylor Usher and William and Cyprien Jakob; his former wife and mother of his children, Susan Lowell Usher, of Hampton; and his late wife's family, Neil and Mavis (Morey) Stoddard, as well as their extended family and all his friends. He was predeceased by his wives, Marilyn Rondoe Usher, who died in February 1996, and Linda Stoddard Usher, who died in March 2008. A summer memorial service is being planned for July with an announcement to be made at a future date. Contributions in Mr. Usher's memory may be made to the Craftsbury Academy Trustees, scholarship fund, in care of Val Adams, treasurer, 686 Town Highway 19, Craftsbury Common, Vermont 05827. The MalcolmR. Davis Funeral Home is in charge of arrangements."

Dave Usher (2003)
- Lewis Family Collection

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record - Mar 27, 2008 / http://w.bartonchronicle.com/index.php/obituaries/obituaries-may-6-2009.html / See Vol. 1 Ch. 8 Sec. 9

A. L. Vachon 1950 - 1952

Vachon worked in Marshfield for two summers then moved up to Summit in 1952.

- Marshfield Corp Ledger

Arcade Vachon (1890)
- Lucien Fournier collection

Arcade Vachon 1892 - 1895

26-year old trackman and brother to fellow slide rider, Dorvigne Vachon - *(1892)* "Our tried and experienced Slide Board Express service is called into action as usual. The expert coasters of the Mount Washington Railway force are kindly put at our disposal. John Boyce, Philip Camden, Arcade Vachon and Derveni Vachon are the four plucky coasters who understood the responsible task." *(1893)* "The two trusty riders, employees of the Mount Washington railway, Samuel Gingras and Arcade Vachon left the Summit at 3 o'clock, Wednesday morning." Arcade and Zed Gaudette slid in 1894. The next year *(1895)*, the riders were Eugene Marcotte, Arcade Vachon, and Eddie Camden, and in less than a minute they were not only out of sight but beyond hearing." / Joseph Arcade Vachon was born on June 9, 1866, in St-Elzéar de Beauce, Québec, Canada to 23-year old Adèle Heloise Lessard *(b.1843 d.1906)* and 25-year old Jean Damase Vachon *(b.1841 d.1923)*. Arcade Vachon had ten brothers: Cedicias *(b.1863 d.)*, Cyrille *(b.1864 d.1893)*, Areade *(b.1866 d.)*, Elzear *(b.1867 d.)*, Albert *(b.1871 d.1940)*, Dorvigny "David" Joseph *(b.1873 d.1949)*, Clodomire *(b.1876 d.)*, Louis *(b.1878 d.)* & Naromé *(b.1885 d.)*; and five sisters: Aurelie *(b.1865 d.1901)*, Eleonore *(b.1866 d.)*, Marie Eugenie Alice *(b.1872 d.1955)*, Cedelic *(b.1875 d.)* & Dianna *(b.1888 d.)*. Joseph Arcade

Vachon married Rose Anna Giroux *(b.1878 d.1948)* on July 13, 1897 in St Elzear de Beauce, Quebec, Canada. They had ten children in 17 years. Their first, daughter Marie-Anne *(b.1898 d.1922)* was born in 1898 in St-Patrice, Quebec. During the 1900 Census, 33-yr old Joseph Vachon was found renting a room in Barre, Vermont and working in the granite quarries on June 5, but his home & growing family remained in Canada in Saint-Patrice, Lotbinière, Quebec. His first son, Dominateur *(b.1902 d.1918)* was born on February 23, 1902 in Quebec, followed by five more sons: Louis *(b.1902 d.1973)*, Joseph *(b.1906 d.1967)*, Amédée *(b.1907 d.)*, Jean-Paul *(b.1914 d.)* & Benoit *(b.1915 d.2003)*; and three daughters: Béatrice *(b.1903 d.)*, Jeanne *(b.1910 d.1927)* & Simonne *(b.1911 d.)*. Cogger and fearless Devil's Shingle rider Joseph Arcade Vachon *(left)* died on January 15, 1938, in Ste-Marie, Quebec, Canada, at the age of 71. He was remembered as a businessman and entrepreneur. Vachon was buried in the cemetery in Sainte-Marie, Chaudiere-Appalaches Region, Quebec. His brother Dorvigny "David" Joseph Vachon was 64 years old.

- Among the Clouds - Sep 1, 1892; Aug 24, 1893; Aug 23, 1894 & Aug 23, 1895 / Ancestry.com / See Appendix Sec. 8

Dorvigny "David" Joseph Vachon 1891 - 1892

Trackman - In August 1891, 18-year old "Devene" is listed as a member of a four-board, early morning slide to deliver freshly printed copies of *Among the Clouds* with coverage of the Bethlehem coaching parade to the Base. The first slideboard piloted by John Boyce carried an ATC reporter and Dartmouth student Almon O. Caswell '93, who was to help deliver the papers and later wrote about his ride down the mountain. *(see Appendix Sec. 8)* "Devene," Sam and Joseph Gingras followed, the paper reported "their boards hugged closely to the track, and as they rounded the water station near the Lizzie Bourne monument, there was a long fiery light shooting out behind them, sparks from the track, caused by the rapid speed that the slide-boards were making." Just before 2:30 am the next morning, "Devene" Vachon was part of the newspaper train delivering the *Among the Clouds* issue with coverage of the North Conway coach parade. They were under orders to slow down. "They had been specially charged not to make rapid time, but they managed to reach the base of the mountain in less than five minutes." According to a wall plaque in the Marshfield Station museum in 2017, Dorvigny Vachon was well-known for being fast and loose on a slide board - almost as fast and loose as writers have been with his first name over the years. "As a teenager David Vachon worked on the construction of the Mt. Washington Cog Railway. He had a dog as a companion all of his life and would actually take his pet with him down the mountain on the Devil's Shingle. He also set the record of two minutes & 45 seconds from the Summit to the Roundhouse. His crosscut saw would literally bend in a "U" around his body during the descent. On the day of the record run his fellow workers set him off from the Summit at 4:57 pm. He had placed his Devil's Shingle on the rack in the Roundhouse at the bottom as the 5:00 whistle blew. He would not touch the breaks *(brakes)* until he could see the Roundhouse and once the brake was applied a ploom *(plume)* of fire would spray out behind the shingle with sparks flying into the Roundhouse as he stopped." In August 1892, 19-year old "Derveni" Vachon, his 18-year old brother, Arcade along with John Boyce and Philip Camden start sliding papers down to the Base four minutes before 3 am. By 3:15 am, the newspapers are loaded and on their way down the Base road by horse. Arcade would help bring the papers down in 1893, 1894 and 1895.

Dorvigny "David" Joseph Vachon was born on April 12, 1873 to 32-year old Jean Pre Damasse Vachon and his 30-year old wife Adelaide (Lessard) Vachon in St. Elzear, Quebec. Dorvigny was one of eleven boys and seven sisters born to the couple over the years. The 23-year old Dorvigny married 22-year old Susan Adeline Gagne in St. Marys City, Maryland on September 7, 1896. The couple lived for a time in Milan, New Hampshire before moving to West Virginia in 1900. According to *Ancestry.com*, David and Susan would have 23 children together before her death in February 1943. Dorvigny also had five sons and three daughters with Lucia Vachon. The first son was born in 1899 in New Hampshire. Lucia apparently followed David to West Virginia where he worked as a machinist in lumber mill. He died on August 31, 1949 in Hambleton, West Virginia at the age of 76, and was buried in Thomas, West Virginia.

- Among the Clouds - Aug 28, 1891 - See Appendix Sec. 8

David Vachon & friend (1891-1892?)
- Marshfield Station Museum

R. Vaichus 1975

"New" to the Base crew - "can do lettering"

- State Report - Jun 24, 1975

George H. Vallie (or Vallee) 1935

17-year old Summit House employee - *(1935)* Mount Washington Club register notes that Vallie will be rooming for the summer in Tip Top House rooms 44-45 with three other employees - Dan Gore, Joab Dowling and Johnny (Pat) Maybower. / George Henry Vallee was born on March 27, 1918, in East Templeton, Massachusetts, to 20-year old Mary Lillian "Edith" Riley *(b.1898 d.1978)* and 21-year old Ephriam Vallee *(b.1896 d.1976)*. In mid-January 1920, the young family was living on Abbott Street in Gardner. 23-year old "Ephrem" was working as an office clerk in chair shop, while 21-year old Mary was taking care of toddler George. Ten years later, the Vallee's were living in Templeton, Massachusetts rental on Sawyer Street. Ephriam was a fiber worker at a local carriage shop. 12-year old George was in school (although he would only complete the eighth grade). George H's 60-year old grandfather, George W. Vallie and his 11-year-old aunt, Gladys E. Vallie was living with the Vallee's. 17-year old

George H. Vallee spent the summer on the top of Mt. Washington, likely using his budding carpentry skills maintaining the Summit House. In early May 1940, the Vallee family was back in Gardner living in a $20 a month rental at 113 Ash Street. 44-year old Ephram was still working fiber to support his family earning $650 a year, while 42-year old Mary was making $900 a year working between 40-50 hours a week as a stitcher. 22-year old George made $400 a year as wood worker for the Brown Brothers on Mechanic Street. In October 1940, George Henry Vallee registered with his Local Draft board #70 at the police station in Gardner. He was 6-feet tall and weighed 165 pounds. He had brown hair, blue eyes and wore glasses. On December 30, 1941, George H. Vallee enlisted in the US Army Air Corps at Fort Devens. He now weighed 160 and his height was listed as 5-feet 10-inches tall. His civil occupation was "unskilled molder." He would end his hitch as a Technician Fifth Grade – a soldier who the Army said "possessed specialized skills that was rewarded with a higher pay grade, but had no command authority." It was equivalent to a corporal. Vallee was discharged on October 22, 1945. Vallee married Lucille (Houle) Vallee *(b.1922 d.2021)* on May 18, 1946. Lucille was born in Montreal, Canada, attended Holy Rosary School and graduated from Gardner High School in 1940. After graduation she went to work as a secretary in the law office of Hoban & Moore. She started raising her family in 1948 with birth of son, Laurence P. *(b.1948 d.)* and Terrence *(b.1952 d.2002)*. Once Larry and Terry were in college, she went to work for the City of Gardner as the Vision and Hearing tester for all of the city's schoolchildren. Lucille Vallee was always an active community volunteer working for years in the city voting polls, and co-chairing GHS Class of 1940 reunions. When son Terrence, the catering sales manager at the Park Plaza Hotel died in 2002, George H. Vallee was living with Lucille, in Gardner. Internet records about George's later years are sparse, including his obituary. He died on April 24, 2005, in Gardner, Massachusetts, at the age of 87. This was all that appeared in *Worcester Telegram & Gazette*: "Calling hours, 2-4 and 7-9 pm Wednesday, April 27, 2005, at the funeral home; funeral service 10 am Thursday, April 28, 2005, Holy Rosary Church, 135 Nichols St., Gardner. Died Sunday, April 24, 2005. Funeral Home: Lamoureux-Fletcher Community Funeral Home, 105 Central St, Gardner, MA." The list of US Veterans' Gravesites, ca. 1775-2019 says George H. Vallee was buried in St. John's Cemetery in Gardner. However, a *Find-a-Grave.com* search found no record of that internment.

- 1935 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Boston Globe on Oct. 14, 2002 / www.mackfamilyfh.com/obituaries/Lucille-Vallee/#!/Obituary / Worcester (MA) Telegram & Gazette - Tue, Apr 26, 2005

Ronald F. Valliere 1963

Summit House employee - Ronald Valliere appears on the Summit payroll summary for July 1963 as earning $8 a month. "Free" room and board was worth $4 a month for tax purposes. His net monthly pay was $6.76. Valliere's salary was booked in the Summit House "restaurant" column.

- Summit House / July 1963 Summit Payroll summary

Becks Van Heusen 1905

Railway employee - *(1905)* "Becks Van Heusen, who is employed as fireman on the Boston and Maine railroad from the Fabyans to the base of Mount Washington, has been discharged from the Morrison hospital (in Whitefield), where he was taken as a sufferer from acute appendicitis." / Beckx Van Heusen was born on August 31, 1881, in New Hampshire to 24-year old Olive May Ingram *(b.1857 d.1938)* and 35-year old Henry Clay Van Heusen *(b.1846 d.1912)*. Beckx had one brother, Roscoe C *(b.1878 d.1939)* and two sisters: Agatha *(b.1880 d.)* & Olea Catherine *(b.1884 d.1957)*. At the start of the 20th Century, the Van Heusen's were living on the Jefferson Road in Whitefield, but Beckx' mom, 44-year old Olive was the head of the household. 21-year-old Roscoe was working as a hostler taking care of the horses of the visitors at a local inn, 18-year old Beckx and 16-year old Olea were going to school when they were counted for the 1900 Census on June 1st by Elwood H. Colby. 24-year old Beckx was working as fireman on the railroad when he married domestic worker Edith Hildreth Wallace *(b.1885 d.1978)* in Concord, Vermont, on July 6, 1906. Their daughter arrived a little over a month later. Olive *(b.1906 d.1960)* was born on August 14, 1906, in Dalton, New Hampshire. Olive Van Heusen would become a kindergarten teacher, marry chauffeur, William Youngs in January 1924 and die on August 10, 1960, in Attica, New York, at the age of 53. Beckx Van Heusen and Olive's mother Edith Hildreth Wallace were divorced on April 2, 1908. Edith had charged her husband of two years with "extreme cruelty." Six weeks later, 26-year old divorcee Beckx Van Heusen married 21-year old Edith Madeline Carbee *(b.1887 d.1954)* in Haverhill, New Hampshire, on May 18, 1908. She had been born in Haverhill to domestic Mabel Carbee and didn't know who her father was. The new Mrs. Van Heusen also worked as a domestic. It was her first marriage. Two years later, the railroad fireman and his new wife were living on Ammonoosuc Street in Woodsville. 37-year old Beckx Van Heusen was a Boston & Maine locomotive engineer in September 1918, when he went to register for draft. Registrar H. G. Spaulding said Van Heusen was of medium height and build with black hair and brown eyes. He and Edith were living at 39 Ammonoosuc Street. Beckx bought land and buildings in Woodsville from John A. Longstaff in October 1923. In April 1925, Edith returned home after being "confined to the Cottage hospital for several weeks following a surgical operation" by Dr. Ricker of St. Johnsbury on March 13th. In late 1929, Engineer Van Heusen of the Connecticut River Division of the Boston & Maine RR attended the American Railroad Association meeting in Buffalo and in the spring was a B&M delegate to the Chicago Fuel Convention. The 1930 US Census says the Van Heusen's now owned their home on Ammonoosuc Street that was worth $5,000. *(1942)* "The many friends of Becks[sp] Van Heusen are pleased to see him out of doors again *(in mid-August)* after an illness of four months." The 60-year old engineer had apparently fell ill about the time he went to register again for the draft in April 1942. His eyes were still brown, but his hair had turned grey. He stood 5-feet 8-inches tall and

weighed 175 pounds. *(1954)* "Woodsville: Sympathy is extended to Retired Locomotive Engineer B. Van Heusen, whose wife died at Woodsville on Jan. 11, 1954." About that time, Van Heusen was diagnosed with heart disease. A heart attack felled him on September 23, 1966 at the New Hampshire Hospital in Concord. Van Heusen was buried alongside his second wife in the Pine Grove Cemetery in Wooosville. *(1966)* "Beckx Van Heusen, 85, a native of Whitefield and a resident of Woodsville for the past 60 years, died Friday *(9/23)* night at a Concord hospital. He was a retired railroad engineer and is survived by one niece, Mrs. Fred W. Solley of Ridgefield, Conn. Funeral services will be held at the Ricker Funeral Home, Woodsville, Tuesday *(9/27)* morning. Friends may call at the funeral home Monday from 7 to 9 p.m."

- Littleton Courier - Fri, Jul 21, 1905 & Sep 29, 1966 pg. 8A / B&M Employees magazine - Jan 1930 pg. 13; Jun 1930 pg. 13 & Mar-Apr 1954 pg. 30 / Ancestry.com / Newspapers.com / GenealogyBank.com / Groton (VT) Times – Fri, Oct 12, 1923 pg. 4; Fri, Mar 20, 1925 pg. 8; Fri, Apr 24, 1925 pg. 8 & Fri, Aug 14, 1942 pg. 5 / History of Woodsville: One Name at a Time / NH Sunday News – Sun, Sep 25, 1966 pg. 44

Fred. Varney 1934

Summit House *(1934)* One of seven "Boys of the Summit" listed in the Mount Washington Club guest registry for Sept 2, 1934 on a page that appears to list Club personnel on the same page. *Ancestry.com* bio: "When Fred Maurice Varney Jr. was born on November 8, 1913, in Newmarket, New Hampshire, his father, Fred, was 29 and his mother, Mary, was 29. He had one brother and two sisters. He died in 2002 in North Conway, New Hampshire, at the age of 89."

- 1934 Mount Washington Club Guest Register

Henry A. Varney 1959

23-year old Henry Varney from Lisbon, New Hampshire worked on the Cog Railroad during the summer of 1959. / New Hampshire native Henry Arthur Varney was born on August 2, 1936 in Littleton, New Hampshire to Henry Holland Varney and his wife, Eva (Parent) Varney. By late April 1940, father Henry Holland Varney was out of the picture. 21-year old Eva Varney, her 4-year old son Henry and his sibling, Gene were living with 46-year old Frances & 50-year old Mary LeMay on Water Street in Lisbon. It was a crowded rental house with ten people under the roof. LeMay was teamster at the sawmill. Eva's 27-year old brother Frederick Parent was a brush handler at the mill. 26-year old Edward Parent was working as a painter. Eva Varney was working as a painter at the peg mill. 24-year brother Henry Parent was part of the household as well as 15-year old Ozer Parent. 11-year old Lena LeMay was in the fourth grade. Henry Varney would complete the eighth grade. 20-year old Henry Arthur Varney was living and working in Twin Mountain as hotel "houseman" when he married a 23-year old chambermaid from Mahone, West Virginia on September 3, 1956 in Whitefield. Pearl Anna Lemon was born in Pennsylvania, Rev. Willis McLaughlin performed the ceremony. It was the first marriage for both. Henry's mother, Eva was still living in Lisbon, N.H. Father Henry H. Varney was reportedly living in Thomaston, Conn. The young couple was living at 21 South Main St. in Lisbon when welcomed their first child, Duaine Dale into the world on January 24, 1958 at Littleton Hospital. But there was trouble beyond the baby's congenital heart defect. Henry had stolen a gun two days before the birth. *(1958)* "In Littleton Municipal court Saturday *(1/25)* morning, Henry Arthur Varney, 21, of Lisbon, pleaded guilty to the theft of a .38 special Smith and Wesson revolver from the Saranac Glove Shop on Wednesday, January 22. Judge Willard Wright found him guilty and he was fined $25, and given a 60-day sentence in the House of Correction; $10 of his fine and the 60-day sentence were suspended on his good behavior." And the child died the day after his father had been in court. Public notice of the boy's death appeared in the same paper as his father's court appearance - printed just four pages apart. *(1958)* "Duaine D. Varney, three-day-old son of Mr. and Mrs Henry A. Varney of Lisbon, died at the Littleton hospital on January 26. The baby was the only child of the Varneys. Before her marriage Mrs. Varney was Pearl Ann Lemon. Grandparents include Mrs. Clarence Tichett of Lisbon, H. Holland Varney of Thomaston, Ct., Phillip Cairo of West Virginia and Mrs. Bessie Sampson of Pittsbury, Pa." The following year, Henry Varney spent the summer working at the Mt. Washington Cog Railway. When the couple divorced in June 1963, both Henry & Pearl were living in Lisbon and there were two other children. Pearl Lemon Varney was granted an uncontested divorce from Henry due to "extreme cruelty" on June 4, 1963. Between the 1963 divorce and his July 4, 1969 marriage to 25-year old German-born divorcee Gisela (Seib) Davis, the 32-year old Henry Varney had married twice more. His April 1967 union was ended by annulment. Gisela Davis had been married just once before in May 1968. The couple were living together at 66 Water Street in Lisbon before they went before Justice of the Peace Charlotte Derosia to tie the knot on the national holiday. Varney's fourth marriage to Gisela Davis ended and he moved to Groton, Vermont sometime before he married divorcee Marion (Dexter) Records of Groton in their hometown on January 17, 1978. Marion was ten years older than 42-year old Henry Varney. The marriage ended in May 1982 in Polk County, Florida. On July 16, 1982, 45-year old Henry Varney was living in Colchester, Vermont and marrying 38-year old Vermont divorcee Christina (Dahlberg) Streeter. The fifth marriage was not a charm. Henry A. Varney and Christina D. Dahlberg divorced on April 11, 1983 in Vermont. Internet records indicate Cogger Henry A. has been living in and around Silver Springs, Florida from 2008 to 2019.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Littleton Courier – Thu, Jan 30, 1958 pg. 6 & Thu, Jan 30, 1958 pg. 2

John Varney 1874

Base Road Toll Collector - Boston, Concord & Montreal railroad conductor Fred C. Sanborn recalls in 1919 that "The 'Grand Old Man' John Varney of Tilton, used to collect toll at the toll gate on the turnpike from Fabyans to the base of Mt. Washington." / John H. Varney was 49-years old and living in Tilton when the Census was taken in 1870. His occupation was "retired broker." Twenty years before the 29-year old Varney was living with manufacturer Alexander H. Tilton and his family in Sanbornton. His occupation was listed as "laborer." In 1860, Varney was still living in Sanbornton while working as a grocer. He rented a room from Martha Pilsbury. His personal estate was valued at $1000. Varney's will filed with probate on January 15, 1879 left his

estate to his three sisters, Joann Fugells, Margaret Ockington, Mary V. Lyford and his brother, Benjamin F. Varney. Joann now living in Lowell, Massachusetts (or her legal heir) was to receive $2,000 (~$55,300 today) dollars. Margaret, also living in Lowell. Would receive the same amount. Mary was to receive $1,000 dollars. Brother Benjamin, now in California, was assigned $500. David L. Clifforce of Tilton was assigned "any horse harness, sleigh robes, horse blankets, (Varney's) sleigh and buggy." Varney set aside $150 to cover any costs the executor might incur. Should additional monies or real property remain it was to go to sisters, Joann and Margaret. While John Henry Varney's precise date of birth is unknown it was during 1821. He died on March 4, 1879 and is buried *(right)* in Park Cemetery in Tilton.

- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell pg. 146 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

Bob Varney (1950s)
- Lewis Family Collection

Robert "Mother" Varney 1940 - 1942 & 1946 -1953

Arthur Teague's assistant - Assistant manager of railway / Robert Jackson Varney was born on January 2, 1921 the son of Littleton, New Hampshire-native, 32-year old private secretary Elizabeth (Jackson) Varney *(b.1888 d.1962)* and her New York City-born husband, 35-year old auditor Thomas Zelno Varney *(b.1885 d.)*. It was Elizabeth's first marriage and Bob was her first child. Thomas was a widow – his first wife dying during the 1918 Flu pandemic. There was a 5-year old boy, Thomas Zelno Varney Jr *(b.1916 d.1982)* from Varney's first marriage. When the Census was taken in mid-April 1930, Elizabeth Varney was the head of the household at the 80 South Street in Littleton. She owned the home that was worth $5,000 *(~$82,800 today)*. 9-year old Bob Varney was in school. Bob Varney attended and graduated from St. Paul's School in Concord, New Hampshire. St. Paul's is a highly selective college-preparatory boarding school affiliated with the Episcopal Church. 19-year old Bob Varney and his mom *(now officially divorced and working as the local postmistress)* were living at 80 Loudon Street in Littleton. Bob had worked the summer of 1939 as an announcer at the new aerial tramway in Franconia Notch. On Monday, September 18, 1939, Varney left Littleton "for Hanover where he will enter Dartmouth College." Varney worked at the Mt. Washington Railway for Col. Henry Teague while attending Dartmouth College. His time there and interviews with his co-workers became the basis of his History 102 class paper in August 1942 outlining Mt. Washington Railway's story. Earlier that same year, in mid-February 1942, the 21-year old Dartmouth College student had gone to nearby Lebanon, New Hampshire to register for the draft. Varney was described as 6-feet tall, weighing 190 pounds with brown hair and eyes. Rather than be drafted he became involved in the US Navy's Reserve Officer Corps in July 1942. It would lead to a commission and service as a pilot in the aviation branch of the Navy during World War II. Bob Varney "officially" graduated from Dartmouth in the Class of 1943, but his final credits may have been earned after the war. In January 1943, Varney began his training in Williamstown, Massachusetts – his mentor Col. Henry N. Teague's old stomping grounds. *(1943)* "First New England Naval aviation cadets have been assigned to flight preparatory training at Williams College, Lt. Comdr. E. S. Brewer, officer in charge of the Navy's Flight Selection Board, announced yesterday *(1/10)*." Lt. Varney was released to inactive duty in the reserves on May 1, 1945. According to the *Dartmouth Alumni Magazine*, Varney was instrumental in putting the college's student radio station WDCR back on the air. It had shutdown in 1943 due to staffing shortage due to World War II. "Returning senior and former Navy pilot Robert Varney '43 revived (the station) in the spring of 1946." From there it was back to the Mountain. *(1946)* "Littleton notes: Robert J. Varney is employed at the Mount Washington Cog railway for the summer season." In 1946 and 1947, he was director of advertising, publicity and exploitation at Paramount Pictures Theaters Corp's Western Division, located in San Francisco. *(1948)* "Lt. (jg) Robert J. Varney of Littleton has been recalled to active duty in the Navy, and reports to Naval Air Training Base, Pensacola, Fla., on August 30 where he will work in the Public Information Section of the Naval Air Training Command in connection with the Navy's new Aviation Cadet Training program. Lt. Varney was formerly publicity director for the western division, Paramount Pictures Theatres corporation (in San Francisco), and has recently been working as publicity director for the Mount Washington Cog railway. Lieutenant Varney is the son of Postmaster E. J. Varney of Littleton." Varney did graduate work at Boston University where he was an instructor in public relations and economics beginning in the fall of 1952. *(1952)* "Littleton notes: Robert J. Varney, who has completed his summer work as assistant general manager of the Mount Washington Cog Railway and the Summit House, returned this week to Boston university where he is an instructor in the School of Public Relations and Communications." Varney's work for the Cog had him making frequent promotional trips to northern Vermont communities, and "had spent his vacations (in Vermont) for many years." He moved to Montpelier, Vermont in January 1954 and began working for the Greater Vermont Association as a field representative to serve and build the membership of the promotional group. He combined "the duties of field representative… with promotion work." (Monies from increased membership) will be "used for the national advertising and development programs. He will serve as secretary to the association's standing committees that now include an industrial development committee and a committee on vocational industrial education." It is unclear how long Varney may have worked for the G.V.A. as that summer he was once again hustling the Cog. *(1954)* "Robert J. Varney of the Mt. Washington Cog Railway Company addressed the Montpelier (VT) Rotary Club at their luncheon meeting Monday *(8/2)* noon…. He told us how their track creeps down the mountain at about eight inches per year, the only remedy they have is to cut off the eight inches and weld it back on at the summit, that being the reason for the bumpy ride. Still another hazard are the hedgehogs who seem to like the creosote that is on all the wooden structures, and the weather also is more severed

than what we have at our level. There is an artesian well 1200 feet deep on the summit, but all the water used by the Summit House is pumped to the top from the base house. The Cog Railway uses about a ton of coal per one way trip. Old Peppersass, the railroad's first locomotive is on display at the Base Station." Historian Rob Bermudes found "in 1954 (there) are some letters between Bob Monahan, the Dartmouth College Forester, and Robert J. Varney at the Cog Railway. In these letters they discuss donating a slide board from the Cog Railway to the Dartmouth College Museum. Bob Monahan's reply to Robert Varney is dated August 18, 1954. These letters are found in the White Mountain collection at Dartmouth under TF 688 .M68." Varney eventually "worked at the Univac division of Sperry Univac." He died on May 19, 1982 and is buried in the Glenwood Cemetery in Littleton. *(1982)* "Robert J. Varney died May 19 in Nashua, NH after a long illness. A Memorial Service will be held at the Unitarian Universalist Church, Washington St. Wellesley Hills, on Sun, Jun 13, at 3 p.m. Donations in lieu of flowers may be made C/O Robert J. Varney Fund, Strawberry Bank, Inc., Portsmouth, NH"

- Railway Ledger / Littleton Courier – Thu, Sep 21, 1939 pg. 5; Thu, Jul 11, 1946 pg. 7; Thu, Aug 26, 1948 pg. 8; Thu, Sep 11, 1952 pg 7 / Boston Herald – Mon, Jan 11, 1943 pg. 10 & Sun, Oct 26, 1952 pg. 69 / Montpelier (VT) Evening Argus – Thu, Jan 21, 1954 pg. 4 & Tue, Aug 3, 1954 pg. 3 / Dartmouth Alumni magazine - March 1983 / Boston Globe – Tue, May 25, 1982 pg. 57 / See Vol. 1 Ch. 9 Sec. 1

Emanuel M. Vasquez 1889 - 1890

Member of the Summit House Orchestra – *(1889)* "The Summit House Orchestra arrived on Saturday *(7/20)* and gave their first concert in the evening. The members are all artists of exceptional fine abilities, and their concerted performances show great executive ability, combined with remarkably fine ensemble interpretation. Mr. (Emanuel) Vasquez, the flute soloist, is well known in Boston music circles as a talented young musician." Vasquez came to the top of New England after participating in the celebration of the corner stone being laid for the new Catholic Church of St. Celcilia in the Back Bay of Boston on May 19th. The celebration/fundraiser was held in Mechanic's Hall. "The musical services were under the direction of Mr. Frank Carr (organist), and in keeping with the solemnities of the impressive occasion… There was a chorus of 40 voices and orchestra of 20 pieces from the Boston Symphony orchestra… Mr. Emanuel M. Vasquez, flautist." Three thousand people attended the evening performance. *(1889)* "Emanuel Vasquez, a member of the Summit House orchestra, walked to the Glen House on Sunday *(8/20)*. He made the return trip in two hours and a half. Mr. Vasquez has been in the mountains but a short time, but during his stay he has become quite a mountaineer." / "The event on the Summit to-day will be a pedestrian match from the Glen House to the Summit House, which has kept the residents at starting point and terminal at a high pitch of excitement since a few days ago, when Francis B. Blake, inventor of the Blake telephone transmitter, and a guest at the Glen House, offered $40 for making the distance of eight miles on the carriage road from the Glen to the Summit in 1:50 (the best previous time being 1:55), the dwellers and guests of the Summit House adding to the stake an extra or second-best prize. The two entries are Ewald Weiss *(who would disappear on Mt Washington the following summer)* and E. M. Vasquez, the male members of the Summit House Orchestra, whose trainers are Richard J. Lane and A. B. (Asa Barron) Rice of the Summit House, who have kept the athletes in practice on the summit platform quite sharply for several days. The colors of the contestants are to be yellow and red, and orange and green, and their tally-ho cry will be, "B-flat-of-feet! C-sharp-of-eye!! The-Summit's-nigh !!!" / "Emanuel Vasquez, the flutist of the Summit House, will walk against the best time ever made up the carriage road from Glen to Summit, on Monday *(9/9)*, for $50 and "costs." *(1890)* "E. M. Vasquez, the popular flutist of the Summit House orchestra, has returned from a tour through the Eastern states with Waite's Comedy Company. Mr. Vasquez will have charge of the (Summit House) orchestra for the season of 1890 and will render some very fine selections." Vasquez's time with the Waite's Comedy Company may have pushed his professional career towards being more of a Vaudeville actor and a musician. *(1894)* "Emanuel M. Vasquez, the actor, who was found unconscious in his room in the Central house, Salem (MA) yesterday *(10/23)* morning and removed to the hospital, was found to be suffering from a slight mental trouble, and it was not a case of attempted suicide as at first rumored. Mr. Vasquez was until recently a member of the 1492 company. His leaving the company, together with the death of his mother, is thought to have been too much for him. He arrived at Salem Monday *(10/22)* night and registered at the Central house. Yesterday morning it was found necessary to force an entrance into his chamber. His condition yesterday afternoon was greatly improved."

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COMEDY COMPANY
Premium Band and Orchestra.
For Laughing Purposes Only.
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NEW COMEDIES, FUNNY COMEDIANS, CHARMING SOUBRETTES.
The finest Orchestra ever seen in your city
The Greatest 10c and 20c Show on Earth.
Popular Dime Matinees.
Change of Play Every Performance.
EVENING PRICES, 10, 20 and 30c

- Among the Clouds – Mon, Jul 22, 1889 pg. 4; Tue, Aug 20, 1889 pg. 4; Mon, Aug 26, 1889 pg. 4; Fri, Sep 6, 1899 pg. 4 & Sat, Jul 26, 1890 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Herald – Mon, May 20, 1889 pg. 8 / Boston Globe – Mon, May 20, 1889 pg. 2 & Wed, Oct 24, 1894 pg. 3

Laurie Veasaw (1977)
- SUNY Plattsburgh

Hugh A. Vaughn 1963 - 1964

Railway employee from Winchester, Massachusetts - Hugh A. Vaughn worked at the Cog for two summers and in 1964 was a brakeman who earned $1.05 an hour.

- Railway ledger / Bencosky-Desjardins files

Laurie Janet Veasaw 1978

21-year Laurie Veasaw worked in the Marshfield Gift Shop in 1978. She had graduated from Central High School in New Hartford, New York in 1975 and gone on to college at the State University of New York in Plattsburgh, where she was the Dorm Council treasurer for Harrington Hall in 1977. Ten years after her Mt. Washington summer, Veasaw was living in Bethel, Massachusetts when she married Wesley D. Simpson on October 1, 1988. Internet records indicate Veasaw-Simpson has lived in Utica, New York; Milford, Connecticut; Boston, Massachusetts; Rochester, New York & currently in Orange, Connecticut. *- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com*

Laurie Veasaw (1974)
- Central HS yearbook

Trainman Veilleux 1992

According to a Cog printout, a train crew member named "Veilleux" made 17 trips up the mountain this season.

- Kurdzionak Image - MWCR: We Worked There FB page

Kathryn C. Veilleux 1984?

Railway employee - Noted on Rob Maclay's Cog Railway Mailing list - actually Villeaux, Ken Chadwick's spouse

May Venn 1900

Summit House employee

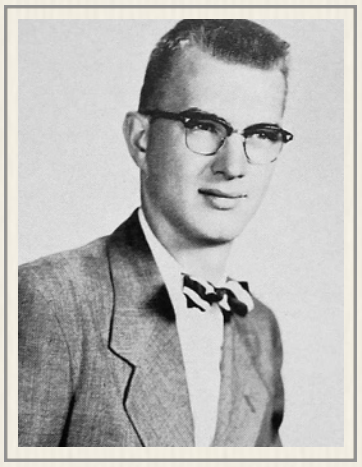
- Among the Clouds - Jul 16, 1900 p.g 1 & 4

Leo A. Venne 1959

56-year old Leo Venne of Concord, New Hampshire was on the Marshfield Corporation payroll in 1959. He did not return in 1960. / Leo Albert Venne born on July 11, 1903, in Concord, New Hampshire was the third child of 22-year old Delia M Smith and her railroad blacksmith husband, 27-year old Arthur George Venne *(b.1875 d.1943)*. Leo had two brothers: Raymond R *(b.1913 d.)* & Maurice Anthony *(b.1914 d.1944)*, and four sisters: Irene Mary *(b.1900 d.1987)*, Albertine M. *(b.1902 d.)*, Edna Helen *(b.1907 d.1969)* & Florence Marie Olida *(b.1908 d.1985)*. In 1910, the family was living on Allison Street in Concord. They were still there in 1920. 16-year old Leo had completed the eighth grade and was now working with 18-year old Albertine in the cotton mill. Father Arthur was still blacksmithing for the steam railroad. 19-year old Irene was working as a servant for a private family. The remaining children were in school. In 1940, 65-year old Arthur was retired from the B&M railroad. He had bought a $3,500 *(~$69,100 today)* house on Holly Street in Concord. 60-year old Delia's 78-year old mother, Ozite Smith was living there along with most the Venne children. Leo was working at the ice company and made $1100 in 1939. 27-year old Raymond was a pressman at a dry cleaners. 25-year old Maurice was working at a bowling alley. 19-year old Edwina E. *(likely Edna)* was a clerk at a surplus commodities company. Married daughter Florence Walsh was also in the household. 38-year old Leo Venne was out-of-work and living at 20 Holly Street in Concord when he went to register for the draft on February 15, 1942. He was described as 5-feet 6-inches tall and weighing 150 pounds. Venne had brown hair and brown eyes with a light complexion. Leo Venne's history of "varied" occupations continued with a summer working at the Base of Mt. Washington in 1959. He died ten years later on September 22, 1969 at the Merrimack County Home & Hospital. Venne had never married and had been suffering from heart disease for five years, but it was kidney cancer that caused his death. It had been diagnosed in June. Venne was buried in Calvary Cemetery in Concord. He was 66.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com

Francis L. "Tony" Venturini 1953



"Tony" Venturini (1957)
- Lyndon Institute yearbook

14-year old Tony Venturini worked in the Summit House the summer that Jitney and Mrs. Jitney started their family. From Lyndonville, Tony would be attending Lyndon Institute in the fall. / Francis Lee "Tony" Venturini was born on March 31, 1939, in Woodsville, New Hampshire, to 20-year old Thelma Jean (Douse) Venturini *(b.1919 d.)* and 23-year old paper finisher Guido Venturini *(b.1915 d.1989)*. The family moved into housing on Street No. 6 near the papermill in East Ryegate, Vermont and were living there when the Census was taken on April 11, 1940. A short while later, young Tony went into the Cottage hospital in Woodsville for an operation and was reported as in recovery there during the week of May 10th. Four-year old Tony was confined to his home in February 1943 due to whooping cough. The family would move north to Lyndonville where Tony scored 100% in the Grade Two written spelling tests through the first part of the 1946-1947 school year. *(1949)* "Francis Venturini entertained on his 10th birthday, several of his classmates. Games were played and each boy brought a gift for Francis to open, which proved to be very entertaining. Sandwiches, birthday cake, ice cream and cold drinks were served by Francis' other, Mrs. Venturini." That summer he went to spend a week with his grandparents, Mr. and Mrs. Danti Venturini in East Ryegate. He went back to spend part of his 1949-1950 winter break with them as well. *(1950)* "*(Den mother)* Mrs. Olivine Ducham entertained a group of cub scouts (in Lyndonville) at a Valentine party Monday *(2/13)* evening. Cub Francis Venturini conducted the weekly meeting, "How to Fold the Flag," was demonstrated by him. After the meeting games were played. Sandwiches, frosted chocolate, assorted valentine cakes and ice cream were served. The table was decorated with red and white streamers and red and white hearts. Before leaving, the cubs presented their den mother with a box of valentine candies." Francis transferred to the St. Johnsbury schools at some point as in October of 1951, Lyndonville notes reported "Grade seven has two new pupils, Kermit Hartwell returned from Lyndon Corner and Francis Venturini from St. Johnsbury." *(1953)* Venturini's grandparents "Mr. and Mrs. Dante Venturini attended the eighth-grade graduation of their grandson, Francis Venturini, at Lyndonville Wednesday *(6/10)* evening." Tony Venturini spent that summer working at the Summit House. Two summers later, Tony Venturini was in court. *(1955)* "Francis Lee Venturini, 16-year old laborer of Lyndonville pleaded guilty to a complaint that he stole from the actual or constructive possession of James Cunningham four hub caps valued at less than $50. (Caledonia Municipal Court) Judge Kyle T. Brown continued the case to July 11 pending a pre-sentence investigation." / "Francis Lee Venturini, 16, of Lyndonville, who had pleaded guilty on June 27 to a charge of petit larceny, was judged to be a delinquent minor by the court Monday *(7/11)*. Judge Brown suspended a sentence imposed, which would have caused the boy to be confined to Weeks School in Vergennes for the remainder of his minority and placed him on probation until further notice. He was ordered to pay $8.15 in

costs while on probation. Venturini admitted that he had stolen four hubcaps from James Cunningham at his arraignment in June but the court had postponed sentence until Monday." The Weeks School avoided, Venturini returned to Lyndon Institute where he received a band award in 1956 for his trumpet playing. He graduated from Lyndon Institute in 1957 after taking "college" track courses. Tony Venturini was living at 63 Main Street in Lyndonville. He had played football and basketball his first three-years and was in the band all four. He went to the Northeastern Music Festival and the Vermont State Music Festival his junior and senior years. His yearbook quote was "But for studying I'd be free" and his colleagues noted his "Chevvy… St. Jay… Gloria… perfect school attendance??... Art… and the Darling Inn." He enlisted in the Air Force following graduation. Venturini boxed as a middleweight at Keesler Air Force Base in Biloxi, Missisippi. *(1957)* "159-pound Tony Venturini of Keesler stopped *(by knockout)* Eglin's 151-pound Frank Rotz at a minute and 50 seconds of the first round." The local paper said "A split decision for Keesler's All-Service champion, Elwood 'Beau Jack' Thornton, and a general scuffle between belligerant fans and visiting boxer highlighted an evening which saw Keesler fighters cop six of nine bouts in a return match with Eglin AFB, Fla. A gathering of 500 filled gymnasium number two at Keesler almost to capacity to witness the boxing matches and to participate in the evening-ending free-for-all as both fans' and boxers' tempers flared during the hotly contested matches over the weekend." Airman Venturini got a two week furlough a year later. *(1958)* Tony's aunt, uncle and cousin from Woodsville had dinner with "Mr. And Mrs. Dante Venturini (in East Ryegate) Sunday after dinner they drove to Lyndonville see Guido Venturini and while there got a surprise to have Guido's son, Francis "Tony" Venturini, arrive home from his base in Mississippi for a two weeks' furlough." 19-year old Tony Venturini married 21-year old Peggy Lynn Hedgepeth *(b.1937 d.2012)* in June 1958 at the Central Baptist Church in Cheverly, Maryland. In late July 1962, the couple brought their three children north from their home in Dover, Delaware to visit now great-grandparents, "the Dante Venturinis, and (then) enjoyed a trip through the White mountains. Guido Venturini, Lyndonville, spent several days at the Venturini home (in East Ryegate), and with his son, "Tony," and family." Tony would eventually have four children - two girls and two boys. His marriage to Peggy was "preliminarily" dissolved sixteen years later in November 1972 in Alameda County, California and finalized on Dec 18, 1980 in Durham, North Carolina. He married Sylvia Goodwin Lacy on April 18, 1981 in Durham, North Carolina. Son Dave Allen Venturini married Susan Lynn Childers on January 2, 1993. His brother, Joe Venturini was best man. Sister Kristen Venturini was a bridesmaid. Francis Lee "Tony" Venturini died on the Fourth of July, 2006, in Roxboro, North Carolina, at the age of 67. He was cremated and in the Mount Sylvan Methodist Church cemetery's columbarium *(left)* in Durham, North Carolina.

- Summit House ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Groton (VT) Times – Fri, May 17, 1940 pg. 3 & Fri, Feb 5, 1943 pg. 3 / Caledonian-Record – Mon, Dec 16, 1946 pg. 5; Sat, Feb 18, 1950 pg. 6; Thu, Oct 25, 1951 pg. 4; Wed, Jun 29, 1955 pg. 6 & Wed, Jun 13, 1956 pg. 8 / St. Johnsbury Republican – Fri, Apr 8, 1949 pg. 2 & Fri, Jan 6, 1950 pg. 6 / Burlington (VT) Free Press – Thu, Jul 14, 1955 pg. 8 & Sat, Dec 22, 1956 pg. 4 / Biloxi (MS) Sun Herald – Mon, Jan 14, 1957 pg. 22 / Woodsville (NH) River News & Twin State News-Times – Thu, Jan 23, 1958 pg. 8; Thu, Jun 12, 1958 pg. 10 & Thu, Aug 2, 1962 pg. 4 / Charlotte (NC) Observer – Sun, Jan 10, 1993 pg. 84

Gary Vermeersch 2017

Railway employee - "Gary" shows up as a trainee with Cookie and Ken on the M1 on June 25, 2017. Tom Lane: "Gary Vermeersch (?) , from Whitefield. Was a brakeman. Nice guy."

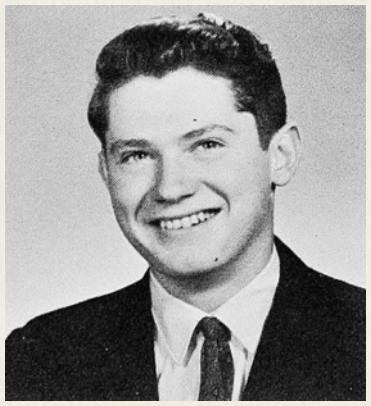
- Dispatch Report - 6-25-17

Beatrice Belle (Gardner) Vetter 1950

Al Newman "worked briefly with 54-year old Beatrice (Gardner) Vetter during the summer of 1950 in the Summit House Hotel (now gone) atop Mt. Washington in NH. Al was an apprentice cook under his great-uncle, Warren Holmes. Beatrice Vetter and Sylvia Holmes, Al's great-aunt, were chambermaids there." / Beatrice Belle Gardner was born on January 9, 1896, in Smyrna Mills, Maine, to 35-year old Ella Jane (Garland) Gardner *(b.1860 d.1935)* and 35-year old carpenter Ernest Leslie Gardner *(b.1860 d.1950)*. She had a half-brother Charles Martin Blaisdell *(b.1882 d.1930)*; two brothers Seth E *(b.1897 d.1963)* & Leslie Hayes *(b.1891 d.1968)* as well as a sister, Beaulah Maud *(b.1893 d.1978)*. Beatrice Belle Gardner graduated from Portsmouth High School *(right)* in 1913. The 21-year old Gardner was working as a clerk when married 24-year old driver Charles Frederick Vetter Jr. *(b.1892 d.1961)* from Dunkirk, New York on June 20, 1916, in Portsmouth, New Hampshire. It was the first marriage for both. They had three children during their marriage: Charles Frederick III *(b.1917 d.2002)*, Edward H *(b.1920 d.2013)* & Lora Estella *(b.1925 d.)*. She died from a stroke on May 7, 1956, in Portsmouth, New Hampshire, at the age of 60. She is buried in the Newington, New Hampshire Cemetery with her husband and parents.

Beatrice Vetter (1913)
- Portsmouth HS graduation

- Mt. Washington Club/Summit House / Ancestry.com / Find-a-Grave.com

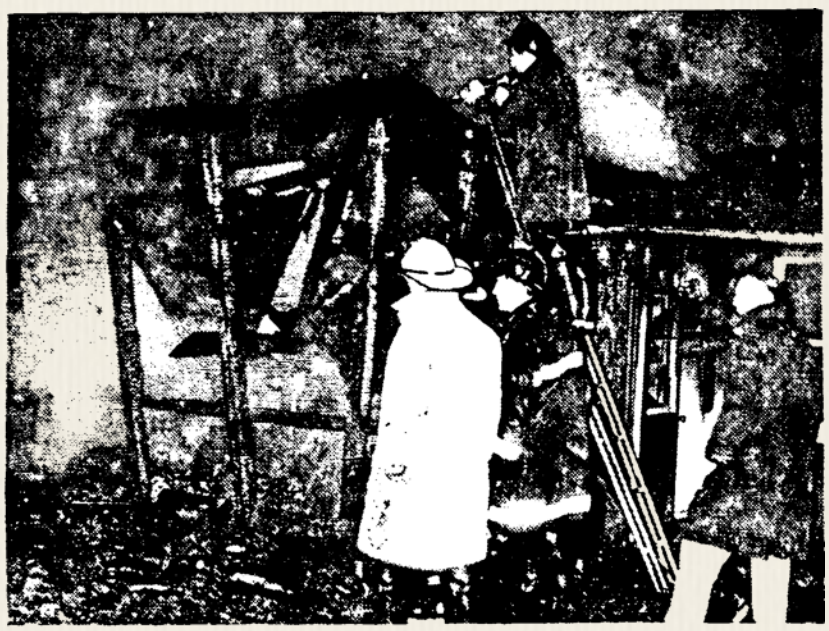


Dennis C. Vickery (1962)
- Portsmouth HS yearbook

Dennis Vickery 1960 - 1961

16-year old Denny Vickery traveled from Portsmouth, New Hampshire to work in the Summit House kitchen in 1960 for $100 plus $25 a month. He came back the following summer after completing his junior year in high school and worked the Summit counter for $120 plus $20. He worked until September 9th that year. In 1962, Dennis Craig Vickery graduated from Portsmouth High School where he had been taking "college" courses. He was part of the new German Club at Portsmouth HS and played basketball. As far as his future plans, he told yearbook staff he was "undecided." In November 1962, his plans involved trying to find out who stole his "four hubcaps, valued at $80… from his car while it was parked on Sagamore Avenue" in Portsmouth. / Dennis Craig Vickery was born in Kittery, Maine on September 20, 1944 to New Hampshire-natives Warren Jeness Vickery and his wife, Loyce (Craig) Vickery. In the summer of 1963, the 18-year old Vickery and his 18-year old girlfriend, Linda Louise Cox decided to marry picking up a license on July 18th. When they married *(right)* on August 24, 1963 in Pease Air Force Base chapel, Denny's father, Warren was living in Tripoli, Libya while his mom was still in Portsmouth. His bride was the daughter of Scottish-born USAF Lt Col. George Page Cox and his Ohio-born wife, Louise Eleanor James. Dennis Vickery was working as a mechanic. "After a reception held at the Officer's Club of the Pease Air Force Base, the couple left on a wedding trip to the White Mountains and Quebec." In mid-January 1964, Vickery's car collided with one driven by 21-year old John G. Grover of Kittery, Maine on Islington Street in Portsmouth. The couple welcomed a son, Steven, into the household on August 24, 1965. Dennis and Linda Vickery (and Steven) were living "in a one-story house at 888 Elwyn road" in September 1969 when "they were awakened by smoke… shortly after 2 o'clock this *(9/25)* morning… (they) reported the blaze from a neighbor's phone when they were unable to reach their phone located in the burning kitchen. The (Portsmouth) fire department dispatched two truck, but damage already was heavy when firefighters arrived. Cause of the blaze is under investigation, firemen said. The fire was completely extinguished shortly after 4." The house would burn again *(left)* six months later. *(1970)* "A dwelling that had been severely damaged by fire and vacant since Sept. 25 was hit by another blaze Saturday *(3/28)* evening and practically leveled to the ground. Chief Ernest Weeks of the Portsmouth Fire Dept. said the house at 888 Elwyn Rd. was being torn. "There's not much left to be torn down" the chief said adding that the house is owned by Dennis Vicker of the Elwyn Street address. Vickery's present address is not known" He may have been in Manchester as later that year the Union Leader found Dennis C. and Linda L. Vickery of 407 Belmont Street in Manchester failed to cast ballots at the Ward 6 polls in the November 3, 1970 general election. Dennis was also back in school seeking a degree at the University of New Hampshire. He was reported on the Dean's list in March 1970 and April 1971. Vickery graduated in 1972. It appears that Linda and Dennis divorced in 1974. She currently lives in Temple Terrace, Florida. 34-year old Dennis C. Vickery married divorcee and 30-year old Portsmouth-native Cheryl L. (Fagerquist) Dadah on September 23, 1978 in Rindge, New Hampshire. That marriage also didn't last. 42-year old Dennis Craig Vickery was living in Seattle when he married 47-year old Montana-bon Lila Marie Stone in King County. Web records indicate that Dennis and Lila Vickery lived in Reston, Virginia from 1995-1997 and then for two years in Edmond, Oklahoma. Lila filed for divorce and was granted one in King County, Washington on July 15, 2003. They had no children. Dennis had residences in Seattle and Portsmouth from 2003 to 2008 when he finally settled in Stratham where he currently lives.

Jeeves Photo
MR. AND MRS. VICKERY



FEAR FOR POSSIBLE occupants of this building, ablaze when Portsmouth firemen arrived, at Elwyn Road near the Portsmouth-Rye town line, about 8:30 p. m. Saturday evening, spurred the men in extinguishing the fire. An earlier fire had damaged the building and the owner was razing it to make way for a new one. Officials reported Dennis Vickery, 888 Elwyn Road, owned the structure.

(Photo by Paul Marston)

- Summit House ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Herald – Mon, Nov 19, 1962 pg. 2; Sat, Aug 31, 1963 pg. 8; Fri, Jan 17, 1964 pg. 16; Thu, Sep 25, 1969 pg. 3; Sat, Mar 28, 1970 pg. 5; Fri, Apr 23, 1971 pg. 18; Wed, Jun 7, 1972 pg. 15; / NH Sunday News – Sun Sep 8, 1963 pg. 53; Sun, Mar 29, 1970 pg. 21; / Manchester (NH) Union Leader – Wed, Nov 18, 1970 pg. 49; Mon, Mar 30, 1970 pg. 2 / 1978 Town Report of Merrimack, New Hampshire pg. 153

Leonard James Viens 1936

The 21-year old Dartmouth College student from Haverhill, MA was part of Col. Henry N. Teague's 1936 All Collegiate Cog Railway Crew promotional picture *(next page)* in the *Boston Globe.* A member of the Haverhill High football team *(right)*, Len was part of Coach Blaik's football team as a sophomore in college, and was on the Dartmouth baseball team in 1937. A member of Psi Upsilon, Viens would graduate from

Leonard Viens (1936)

Dartmouth in 1939. So far no records have been found indicating Viens *(who would later use Vines as his last name)* worked more than one summer at the Cog – but the possibility exists that he did. / Leonard J Vines *(née Viens)* was born on July 30, 1915, in Haverhill, Massachusetts, to 19-year old Canadian-born Marie Flore "Flora" LaTourneau *(b.1896 d.)* and 20-year old Vermonter Charles J Viens *(b.1895 d.1971)*. The French-speaking Flora had come to the United States in 1910 and was naturalized in 1917. Leonard had a younger sister, Rolande A. *(b.1916 d.)*. The family was living on Lafayette Street in Haverhill in 1920. Charles was working as a heel cutter at the local shoe factory. Ten years later, the Viens were living in Lawrence, Massachusetts in a rental on Lowell Street. They had a radio set and 34-year old Charles was still cutting heels in a shoe factory, and 34-year old Flora was working as a shoe stitcher. 14-year old Leonard and 13-year old Rolande were in school. *(1932)* Leonard Viens represented Haverhill (MA) High School on the *Boston Globe's* 1932 All-District Eleven football squad as a quarterback. *(1933)* "Leonard Viens decided not to graduate at Haverhill (MA) High this term and instead has enrolled at Phillips Andover, where he will try out for the academy eleven as quarterback." He apparently made the team during the two years he was there. The 1935 Phillips Andover *Potpourri* yearbook outlined the 1934 campaign and Len Viens efforts. "Among the large squad which reported for football practice last fall, there were twelve returning letter-men. Captain Sears, Burdick, Hite, Chaney, Viens, Moody, Cahners, Graham, Miller, Sharretts, Kellogg, and Gardner. The now-famous Viens to Moody combination was the factor that vanquished the yearlings from Eli Yale, 6-0, during another mud contest in which the whole team performed creditably. In by far the most exciting game of the season before the finale with Exeter, the Blue fell before the Brown Frosh, 21-20, on the last play of the game. Sadly depleted by the temporary loss of Burdick, signal caller, and of Sharretts, the team's strongest punter, who was forced out for the remainder of the season, the Andover team was further weakened by a severe ankle injury to Kellogg. The Blue was leading 20-7 toward the end of the encounter, largely through the efforts of Viens. Then, against a

Back: C. E. Rockwell, Sharretts, Henry, Swartwood, Cochran, Pullen, E. Kellogg
Middle: Cushman (*Mgr.*), Burnam, Dempsey, Chase, C. Wilson, C. Miller, Chaney, Dyess
Front: Moody, Hite, Graham, Sears (*Capt.*), Viens, Burdick, Cahners

FOOTBALL TEAM

Leonard James Viens (1935)
- Phillips Andover Academy yearbook

team containing many subs. Brown scored twice, the last touchdown being made simultaneously with the gun. The winning point was kicked after the game had properly finished. Due to their superior season record, Exeter was generally rated the favorite before the annual clash over a Blue eleven riddled by injuries and unfortunate breaks throughout the season. The game was as close and hard-fought as predicted, with Andover winning 7-6, a reversal of last year's score. A pass from Viens to Chaney and a conversion by Burdick brought the score in one of the most exciting and tense games ever played between the two rivals." Viens also was the catcher on the baseball team, and lettered in basketball as a guard. His home address while at Phillips Andover was 1724 Bridge Street in Philadelphia, where his married sister lived. *(1935)* "Thirty-two Phillips Andover Academy senior class lettermen are planning to enter Yale in the Fall, while nine are going to Harvard, six to Princeton, five to Dartmouth, three to Amherst, two to Williams and one each to West Point, Cornell, Pomona, Michigan and M. I. T. Leonard Viens of Philadelphia… a member of the football, baseball and basket-ball teams and considered the second-best athlete (in the class), goes to Dartmouth." *(1935)* "Incidentally, they've several good-looking freshmen on the Dartmouth first-year eleven," writes Globe sportswriter Jerry Nason in October. "Not the least is Leonard Viens, a big boy from Haverhill who didn't live up to his school-boy promise while at Andover." *(1936)* "The badly tamed Princeton Tigers deserted the jungle for the air today, came from the rear and topped off a so-so football season by holding a highly favored Dartmouth team to a 13-13 tie. Princeton was starting to buck its way out (of a deficit) when Bill Lynch

fumbled a pass from center and Henry Whitaker, Green fullback, recovered. Leonard Viens, a substitute back, promptly passed to Macleod on the Princeton's 3. Joe Kiernan, another sub, hurled himself across the line to score." Writing in the 1937 Dartmouth College yearbook about the 1936 football season, Robert P. Fuller '37 wrote "when Coach Blaik desired a running threat or passing accuracy he had at his beck and call sophomores Gordon Clark and Len Viens and one of the most spectacular running backs Dartmouth has ever had, junior Warren King." *(1938)* "Dartmouth's three secret senior societies, Sphinx, Dragon & Casque, and Gauntlet, pledged to members of the class of 1939 tonight *(3/5)*, many of whom are prominent athletes. Dragon, with the largest delegation, numbering 27 claimed Gus Zitrides, football star, and Joe Batchelder, regular guard on the basket-ball team. Also number in the group were Dave Walsh, leading hockey scorer; Len Viens, football halfback, and Reese Clifford, who is counted upon as a pitcher for the baseball team this Spring." The Dragon group's membership and organizational structure are unknown, with notable exceptions. Dragon has been in continuous operation since its founding in 1898. Dragon members do not carry identifying canes at commencement, nor do they identify themselves in Dartmouth's yearbook, *The Aegis*. Members of Dartmouth's other secret societies identify themselves in either or both ways. After graduation from Dartmouth, Viens went to work as a salesclerk in Boston for W. J Carter. He was working there and living at 91 Trowbridge Street in Cambridge when he signed up for the draft on October 16, 1940. He stood 5-feet 10½ -inches tall and weighed 170 pounds. His complexion was noted as ruddy, his eyes and hair were brown. In Feb 1941, Viens '39 was living in Middlesex, Massachusetts and was elected to the executive committee of the Dartmouth Alumni Association of Boston. One month later, Leonard James Viens enlisted in the Army Air Corps as an aviation cadet on March 17, 1941, in Boston, Massachusetts. He was 25 years old. He worked on the B-29 Superfortress, and left active duty as a Lt. Colonel but continued in the reserves. Leonard James Viens married Martha Albright Billings *(b.1917 d.2002)* in Andover, Massachusetts, in 1942 when he was 27 years old. They had two sons: Richard & Jonathan. In 1947, Leonard and Martha lived in Andover, Massachusetts where he was working as a sales clerk, but the family soon headed west to California and he started using "Vines" for his last name. *(1950)* "Formation of the 9359th Volunteer Air Reserve Training Squadron in the East Bay was announced yesterday *(1/21)* by the Fourth Air Force. Designed to afford Air Reserve officers, who are at present unassigned, and opportunity to maintain their commissions and to qualify in part for promotion and retirement pay, the squadron will meet twice a month for a period of two hours. Col. Russell T. Sharpe of Orignda has been named commanding officer. The squadron will consider of two flights… Lieut. Col. Leonard J. Vines of Berkeley (commands) the Berkeley flight. The Berkeley flight will hold its organization meeting in Room 003, Life Sciences Building, University of California, at 7:30 p.m. Thursday *(1/26)*." The 1962 *Glendale, California City Directory* says Leonard and Martha were living on Ridgeway Drive while Len was working selling insurance for the American Employer's Group Ins. Ltd. In 1964, Viens/Vines was the insurance company's northern California manager. His wife, Martha Albright Viens/Vines passed away on January 13, 2002, in Orinda, California, at the age of 84. They had been married *(almost)* 60 years. Leonard James Vines died on September 16, 2009, in Orinda, California, when he was 94 years old *(2009)* LEONARD J. VINES - Born in Haverhill, Massachusetts on July 30, 1915, he lived for 94 good years. He was a life-long student and an athlete in his youth. He received a valued education at Phillips Andover Academy and Dartmouth College thanks to hard work and his athletic ability. He appreciated the helping hand of both institutions and numerous mentors who helped him overcome his humble beginnings. He sang school songs during his last week. He married his high school sweetheart, Martha Billings, in 1942. She passed away in 2002 one month before their 60th anniversary removing a joy never to be replaced. He spent his working career in the insurance industry and enjoyed success and the respect of his clients and peers. Equally valued was his service in the Air Force during WW II, a highlight being his charge to organize the B-29 remote gun turret program for gunners and mechanics. He left the military with the rank of Lieutenant Colonel and countless exciting memories. He always valued his books. He took great pleasure in a trip to the library, a hot chocolate at Starbucks, seeing children play, and watching football or baseball on TV. The simpler things in life made him happiest. He always had something interesting to talk about and was not concerned about the workaday things that worry many seniors. When his family visited him in at Bayberry Care Center in his last weeks, he only talked about something he had read or current events - never his health. He spent his last 47 years in Orinda, California where he and Martha raised two sons, Richard and Jonathan. He also leaves behind a grandson, Buchanan. Leonard's only regret was not seeing Buck finish his education and fulfill his potential. He asked his family to watch over Buck in his absence. His family loved him. Services will be private at his request. *(2010)* "Leonard James Vines '39 of Orinda, California, died September 28, 2009. At Dartmouth Len majored in English and was a member of Psi Upsilon, Green Key, Dragon and the football squad. During WW II he joined the Army Air Corps and after special training at Lowery Field in Denver, Colorado, and a two-month school at General Electric, was put in charge of training men in the operation of the complex gun turrets *(right)* of the B-29 Superfortress bombers. Len ran this important program for four years until war's end, when he was demobilized as lieutenant colonel. Len's postwar career was spent in the property and casualty insurance business as Pacific Coast manager for Employers' Insurance Group. In the 10 years before retiring at age 68, he worked with a San Francisco insurance agency. He enjoyed success and the respect of clients and peers throughout his career. Len met Martha Billings when he was in prep school at Phillips Andover. Those of us in the Psi U house came to know Martha and realized that she and Len were meant for each other. They were married in 1942 and, when Martha died in 2002, Len said he "was torn up for two years." They leave sons Richard and

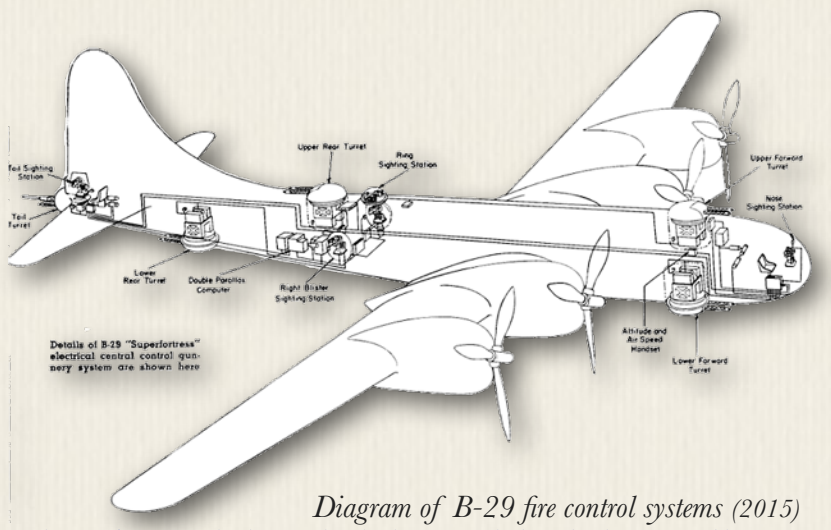


Diagram of B-29 fire control systems (2015)
https://forums.spacebattles.com/threads/the-guns-on-the-b-29-bomber-were-a-mid-century-engineering-masterpiece.369612/

Vil

Jonathan and grandson Buchanan. Len enjoyed the simple things in life. He loved to read, see children playing, and watch football or baseball on TV. He was a truly fine person." *- Ancestry.com/ Newspapers.com / Boston Globe – Mon, Nov 28, 1932 pg. 8; Thurs, Sep 14, 1933 pg. 18; Thu, Jun 20, 1935 pg. 21; Wed, Sept 9, 1936 pg.7; Sat. Mar 5, 1938 pg. 13; Wed, Feb 5, 1941 pg. 22; / Los Angeles Times – Sun, Nov 22, 1936 pg. 29; / San Francisco Examiner - Sun, Jan 22, 1950 pg. 5; / Oakdale (CA) Leader – Thu, Nov 19, 1964 pg. 10 / San Francisco Chronicle – Oct 3, 2009 /*
https://dartmouthalumnimagazine.com/leonard-james-vines-%E2%80%9939

Andy Villaine (2018)
- Villaine Family collection

Andrew Villaine 2015 to present

32-year old Andy Villaine began working at Mt. Washington in April 2015. He was from Hingham, Massachusetts and graduated from Hingham High school. At the Cog he has filled a number of roles. Cog colleague Dave Moody says, "Andy worked (on the) track (crew) with me for a few seasons. He goes by "Andy Vanguard" on Facebook… He is a steamer brakeman, steamer fireman, track man, diesel engineer and part time trainmaster (off and on employment for 5-6 years). Villaine's FB profile says he's also been part of the shop crew. That same profile says that in addition to Hingham High, he studied at Hampshire College and Northeastern University. He worked as a paraprofessional educator at Somerville High School in Massachusetts from 2007 to 2011 as a vocational and technical education aide. Summer employment included working as a white water/ wilderness guide and outdoor educator for North Country rivers in 2009 and 2010. The following summer he headed security and was "bouncer extraodinaire" at the Middle East Restaurant and Nightclub in Cambridge, Massachusetts – an "enduring rock venue fearing underground & indie bands." From there he worked at The Sinclair, a gastropub & music venue featuring New American fare and live acts, with an open kitchen & patio. His jobs were head of security, loader, stage worker from November 2012 to May 2015. At the same time, during the day he crafted as a "cupcake guru" gluten-free, vegan and other types of cupcakes at the "cheerful dessert shop" the Treat Cupcake Bar in Needham, Massachusetts. After four summers at Mt. Washington, Villaine got hired by CSX, the Class I freight railroad. He was there until June 2020. Andy Villaine continues to work at the Mt. Washington Cog Railway. He's seen *(left)* in Cog employee group shot at Waumbek Station in November 2021.

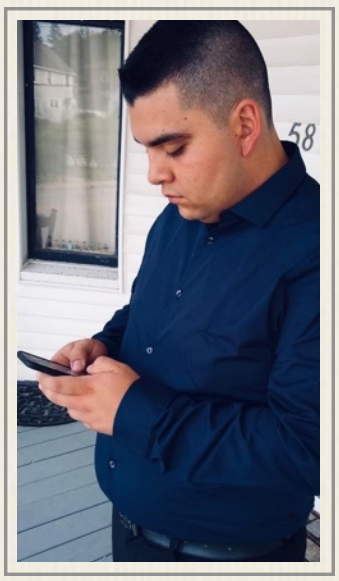
- Facebook Roster for 2019 Opening Day on FB / Facebook profile / Ancestry.com / Newspapers.com

Andy Villaine (2021)
- MWCR photo

Inti Villalobos (2019)
- Villalobos Family Collection

Inti Villalobos 2017 - 2018

24-year old Inti Villalobos worked at the Mount Washington Cog Railway from 2017 to the end of November in 2018. He was born in June 1983 to 32-year old street musician Cesar Villalobos and his 23-year old wife, Tania. At two years old Inti was playing percussion in his fathers Andean-music group. Cesar "composes the music and plays panpipes made of bamboo; his wife, Tania, plays violin; the couple's son, Inti, plays percussion." A 1995 *Boston Globe* profile of the group said "Inca Son is a high-profile group and part of the vibrant Latin American street music scene. Its brilliantly costume dancers and unusual percussion instruments - from shakes assembled from antlers, deerskin, and corn to a large rattling rain stick - make for a dazzling sight. Cesar Villalobos, who came to the United States from Peru in 1985, started the group six years ago, building his following through almost daily performances in subway stations and on the streets." Inti's parents separated and in May 1997, Cambridge police officer Ronald Mason investigated complaints that Cesar had "violated a restraining order against his estranged wife, Tania." Cesar Villalobos complained to the civilian Cambridge Police Review and Advisory Board in 1999 saying "he had been a victim of harassment and other unlawful conduct by Mason. He alleged that Masson 'harassed, threatened, intimidated and used racial slurs against him on several occasions and arrested him under false pretenses in 1997." In July 200, the board recommended Mason be fired because Officer Mason had "engaged in a pattern of harrassing and intimidating Mr. Vaillalobos as a direct result of (an) inappropriate relationship with Mrs. Villalbos. Mas has vehemently denied all allegations of misconduct and impropriety..." His attorney, James W. Simpson told the Globe in July 2000, he believed that when an official internal affairs review was completed, "I believe the officer will be exonerated." Cogger Inti Villalobos says he grew up in Lyndeborough, New Hampshire, studied at the University of New Hampshire and continues to live in Nashua, New Hampshire. He plays guitar and was forced out of his home by a fire in September 2021. "My building got hit but all of us are safe," he wrote next to a Facebook photo of the fire. "This is when we first caught it 3 hours ago!! I am so thankful for the Red Cross, they really made sure we all aren't stranded." *(2021)* A four-alarm blaze in Nashua burned an auto repair shop and several apartments on Fri-



Inti Villalobos (2021)
- Villalobos Family Collection

September fire in Nashua (2021)
- Villalobos Family Collection

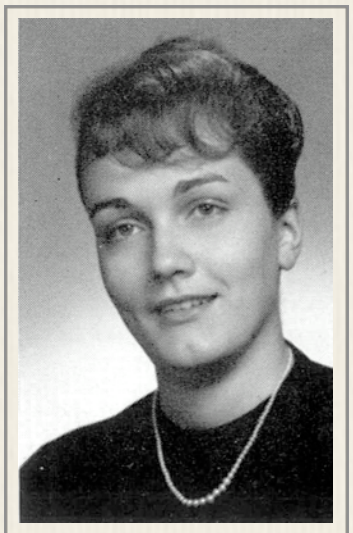
day *(9/3)* morning, but firefighters stopped the fire before it damaged more homes. The fire started around 10 a.m. in State Auto Repair, a small shop on Harbor Avenue in Nashua, according to the Nashua Fire Department. It is not yet clear how the fire started, but it quickly spread to an apartment above the shop — and threatened to engulf a larger wood-framed apartment building next door, where about 20 people lived. The residents of the apartments escaped before the fire spread. No one was hurt, according to the Nashua Fire Department."

- Railway employee / Facebook / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe - Sun, Aug 27, 1995 pg. 281 & Sun, Jul 23, 2000 pg. 270-271 / https://www.facebook.com/inti.villalobos.10/about / New Hampshire Union Leader - Sep 3, 2021 /

Kathy "K.C." Villeaux 1983

Villeaux *(right)* worked in the Cog Railway ticket office in the summer of 1983.

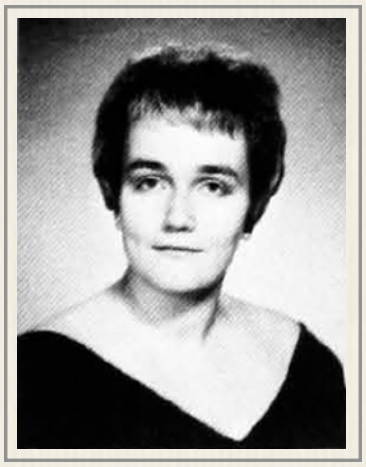
- Railway employee / John Rolli - Class of 1983 photo id list



Anne F. Vincent (1963)
- Edward Little HS yearbook

Anne Vincent 1960 - 1961

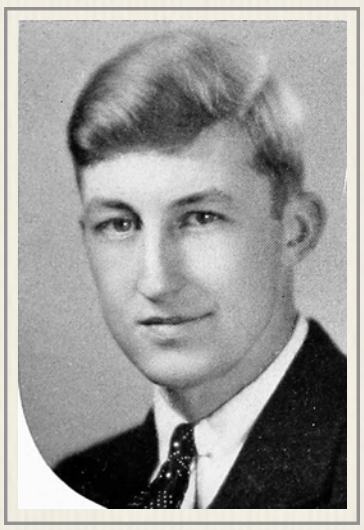
15-year old Anne Vincent *(left)* from Auburn, Maine worked at the Summit House gift shop during the summer of 1960 earning $120 plus $20 a month. 19-year old Chas Bickel worked with the daughter of the mountaintop television station's chief engineer in the gift shop. "I recall no interaction with the TV crew," wrote Bickel, "but Chief Engineer Parker Vincent was not liked. He affected superiority but rarely visited *(the transmitter)*. His daughter Anne worked with me at the Summit House. She was summit princess by birth and perhaps the most interesting girl who worked there. Anne was hired through Parker's connection with Arthur S. Teague, who owned the railroad. She did not play the role of Daddy's girl. Anne was rebellious. One might have expected enmity between princess Anne and coal man Calleja *(32-year old fireman Roger "Calijah" Nickerson)*. But their relationship was quite the opposite." Bickel says, "Anne kept watch for trains coaled by Calleja, strived to greet him at the summit platform, and chatted while he lingered. They became friends. I don't recall Anne as libidinous except when with Calleja. Anne often wore white. One day I witnessed Calleja place his coal-dusted hands upon Anne's breasts, or rather the white blouse that covered them. She was graced with the unmistakable badge of his affection. One might have predicted that Anne would be furious. But she seemed to appreciate Calleja's touch. I recall that she sported his handprints proudly at least long enough for us to behold. I speculated how Mr. Vincent would have reacted if he became aware of the offense. My guess is that the Cog Railway Company would have terminated Calleja prematurely. As it was, both he and Anne persevered. What if Anne had been fussed? Today that would precipitate a #MeToo Moment. The handprints gracing Anne's blouse were incontrovertible evidence of Calleja's misdeed. The best he could expect would be propagation of his perfidy and likeness through social media. Prosecution would forever end his coal-shoveling days." 16-year old Anne Vincent returned to the Summit House in 1961 and served customers at the gift counter for the same rate of pay before returning to Maine on September 4th for her junior year at Edward Little High School. Anne Vincent appears on the payroll summary for July 1961 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $102.54. Vincent's salary was booked in the Summit House "gift" column. / Anne Frances Vincent was born in Lowell, Massachusetts on April 19, 1945 to broadcast engineer Parker H. Vincent *(b.1916 d.1999)* and his wife, Madelyn L. "Pal" (Bassett) Vincent. She had an older brother, Lee *(b.1935 d.)* and two sisters Madelyn M *(b.1939 d.)* & Valerie S. Anne France Vincent graduated from Edward Little High in 1963, and according to her yearbook, classmates found her "a lively girl who will go far, Especially in her little sports car." She sang in the Chorus and was a Latin Club member as a sophomore. In her senior year, she was part of the G.A.A., the International Relations Club and was the student director for the Senior Drama presentation of Moss Hart & George Kaufman's three-act comedy – "You Can't take It with You." She worked alongside Mrs. Douglas Fosdick. Vincent enrolled at the University of Maine – Orono and pursued an English degree. She also met her first husband, Malcom Zane Pittman, a philosophy major. *(1965)* "Mr. and Mrs. Parker H. Vincent of 118 Allen Avenue, Auburn and Poland Spring are announcing the marriage of their daughter, Anne Frances Vincent to M. Zane Pittman, son of Mr. and Mrs. Winfred Pait Pittman of Portland. The Rev. Paul Q. Brooks officiated at the double ring ceremony which took place on the terrace of the Vincents' summer home and attending the couple were the bride's sister, Mrs. Joseph Field Gibbs of Lewiston and her brother, Lee Vincent of Gorham, New Hampshire. After a wedding trip to Nova Scotia the Pittmans are residing at Portland where they are students at the University of Maine. Mrs. Pittman was graduated from Edward Little High School and for the past two years has attended Ripon College at Ripon, Wisconsin. Mr. Pittman prepared for college at Deering High School at South Portland." While the wedding was announced in early October, the couple had married on August 1, 1965. Anne F. V. Pittman was on the Dean's List and would graduate in January 1968. He would finish his degree in June 1969. Web searches indicate Cogger Anne Vincent would live in Westbrook, Maine then head south to locations in Maryland. Along the way, she divorced Malcom Pittman and remarried such that her last name became Durand. An Anne Durand is the owner of Durand Enterprises in Arlington, Virginia – a management consulting company that was started in 1995 and is part of the motion picture and video production industry generating over $132,000 in sales. In February 2021, received a Coronavirus-related Paycheck Protection loan from the SBA of $6,250 through the Burke & Herbert Bank & Trust Company. As November 2021, the loan has not yet been fully repaid or forgiven.



Anne F. V. Pittman (1968)
- UMaine Orono yearbook

Vin

- Summit House / Bencosky-Desjardins files / July 1960 & July 1961 Summit Payroll summary / Chas Bickel email to Jitney Jr / Ancestry.com / Newspapers.com / GenealogyBank.com / Bangor (ME) Daily News - Mon, Mar 11, 1960 pg. 24; Sat, Jan 20, 1968 pg. 4; Fri, Jun 6, 1969 pg. 19 / Lewiston (ME) Sun-Journal – Wed, Cct 6, 1965 pg. 3 / https://www.federalpay.org/paycheck-protection-program/durand-enterprises-inc-arlington-va

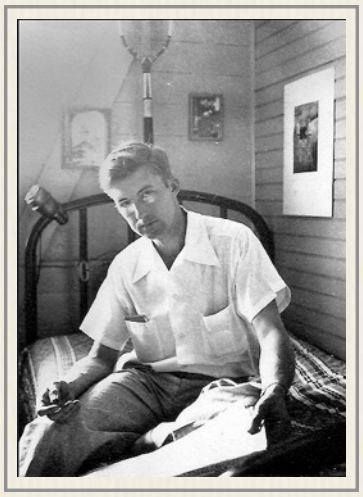


Cyril Vincent (1937)
- Boston College yearbook

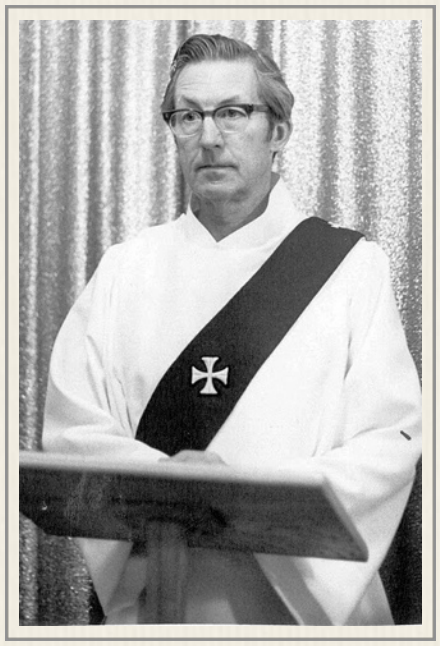
Cyril Vincent 1935

Summit House dining room *(1935)* Mt. Washington Club register notes that Cyril Vincent was one of three waiters to handle the 22-member party from Camp Fernwood in Poland, Maine on August 14, 1935. / Cyril Frederick Vincent was born on July 24, 1915, in Concord, New Hampshire, to 26-year old Milton, Vermont native Marie A Laramay *(b.1888 d.1948)* and 29-year old Canadian-born, railroad clerk Joseph Henry Vincent *(b.1886 d.1951)*. He was the oldest of five children born to the Concord couple: Virginia *(b.1917 d.2006)*, Jerome Henry *(b.1919 d.1966)*, Esther *(b.1923 d.2017)* & Anne *(right)*. At the start of 1920, the family lived on Clinton Street in Concord. In 1929, Cyril graduated from the Sacred Heart School in the city. In April 1930, Cyril was still living with the family on Clinton Street. Cyril Vincent had just completed his sophomore year at Boston College when he went to work at the Summit House for Col. Henry Teague. He likely heard about the job from his father who was still working for the Boston & Maine. Cyril Vincent became a member of the new senior honorary society at Boston College known as the Order of the Cross and Crown during his last semester. Students admitted to the Order "are outstanding scholars and prominent in extracurricular activities. Vincent graduated in 1937, however his opportunity to participate in extracurricular activities may have been limited. His yearbook entry says he was a "commuter from Concord, N.H. – comrades call him "Cy" – B.S. Chemist – good orator – but is kept from debating circles by his long lab. Hours – has a longing for aviation – reading his hobby – ardent football fan – and quite a grid start – at least, in those games behind the Science Building – pals with Egan and J. Driscoll." Vincent's noted quotes: "Down with you A. B. men"… "had sixteen inches of snow up home, Monday"…. "Wal-l-l…" In April 1940, 24-year old government inspector Cyril Vincent was renting a room with two colleagues from 59-year old widow Minnie Caldwell in a $3,000 home on Bohemia Avenue in Chesapeake City, Maryland. His government work took him to Panama that year and his finance from Concord followed him there in the fall. *(October 1940)* "Miss Eileen Couture, daughter of Mrs. Lena Couture, 74 Allison street, sailed from New York City Saturday aboard the Telamanca for Diablo Heights, Panama Canal zone. Upon arrival she will be married to Cyril F. Vincent, son of Mr. and Mrs. J. Henri Vincent, 63 Clinton street. Miss Couture was formerly connected with the Public Service Commission and Mr. Vincent is in Panama with the Army Engineers." 25-year old Cyril Frederick Vincent married Eileen Margaret Couture in Panama in October 1940. They had five children in 11 years. Mary Ann *(b.1941 d.2012)* was born in the Canal Zone, Panama; Nancy Eileen *(b.1943 d.)*; son John Henry *(b.1945 d.2007)* was born in Bridgeport, Connecticut, and James Thomas *(b.1952 d.2001)* in Dallas. One year after Pearl Harbor was bombed, 27-year old Cyril Vincent registered for the draft in Concord. He was still working for the Special Engineering Division of The Panama Canal. The registrar recorded that Vincent stood 5-feet 10-inches tall and weighed 160-pounds. His hair was blonde, his eyes were hazel and he wore glasses. When the Vincents returned from Panama, they lived for a time at 51 Birch street in Stratford, Connecticut. While there at the end of September 1948, 33-year old Cyril F. Vincent struck a pedestrian at Broad and State Streets in Bridgeport. Mrs. John Lubach, 26, of 237 South avenue suffered scrapes to her left knee. Vincent was not arrested. In 1968, Vincent is working as a contract administrator and living on Timbergrove Drive in Dallas. He had also become a Deacon of Catholic Church. In September 1977, the former Canal Zone hand weighed in on the debate over a new Panama Canal Treaty on the editorial pages of the *Dallas Morning News*. "The debate over the new treaty," wrote Vincent "is laced with such phrases as 'It's not the Panama Canal but the American Canal in Panama,' 'We bought the Canal Zone and we can no more give it back than Alaska or Hawaii,' and 'If we give up the canal, the whole continent will go over to the Communists.' The Panamanians see their case as an issue of simple justice which any nation has a right to receive in international dealings. Their claim is difficult to refute. This is a test case that will affect the entire spectrum of U.S. relations with Latin America for some time. It is also a test of how large and small nations can relate to each other with mutual respect in a new non-colonial international context. President Carter deserves more vocal support in his effort to put the U.S. on the side of morality and justice in international affairs." Cyril Frederick Vincent died on August 31, 1979, in Dallas, Texas, when he was 64 years old. He was buried along with his wife in the Calvalry Cemetery in Concord, NH. In 1980, the will of Cyril Frederick Vincent, "late of Laconia, New Hampshire but a resident of Dallas at the time of his death," was certified by the Pro-

Jerome, Anne, Esther, Virginia & Cyril
- Vincent Family Collection



Cyril in Panama (1940s)
- Vincent Family Collection



Deacon Cyril Vincent
- Vincent Family Collection

bate Court of Belknap County, New Hampshire."

- 1935 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Boston Globe – Wed, Jan 6, 1937 pg. 17 /Bridgeport (CT) Post – Fri, Oct 1, 1948 pg. 13 / Dallas (TX) Morning News – Sat, Sep 10, 1977

Madelyn M. Vincent (1937)
- Edward Little HS yearbook

Madelyn M. Vincent 1957 - 1958

19-year old Madelyn M. Vincent from Auburn, Maine worked two summers at the Summit House. / Madelyn Miriam Vincent was born on October 7, 1938 in West Dennis, Massachusetts – the daughter of 22-year old carpenter and building contractor, Parker H. Vincent and his 21-year old wife, Madelyn L. (Bassett) Vincent. In May, 1940 the young family was living on Center Street in Dennis in a $2,000 home the couple owned. Madelyn was soon joined by two sisters, Anne F. *(who would also work at the Cog Railway)* and Valerie S. Vincent. Madelyn Vincent graduated from Edward Little High School in Auburn, Maine in 1956. Her yearbook says "Muffie" Vincent's "concentration on her studies has made her an excellent student. In her senior year she was one of the managers of the Junior Town Meeting, a nine-year old student produced radio broadcast featuring discussion of topic of interest to the nation, state and community on station WLAM. *(This was in her wheelhouse as her father had since moved from carpentry to becoming an electronics engineer in broadcasting, first in radio and later in television.)* Madelyn Vincent also participated in debating and was in the cast of the Senior play. She was voted "most studious" by her colleagues. In 1960, Madelyn Vincent was a college student living in Lewiston according to the *1960 City Directory*. She married fellow Edward Little High School alum, and Bates College student Joseph F. Gibbs on June 1, 1960 in Maine. Gibbs would graduate, and go on to pursue a doctorate in physics while a teaching assistant at Tufts University. In April 1965 he was named an assistant professor in Physics at his alma mater, Bates. Web gleanings (including her father's 1999 obituary) indicate that Madelyn and Joseph's marriage did not last. She married a Donald Huffmire and became a lawyer who practiced for many years in Storrs, Connecticut. Attorney Madelyn M. Huffmire graduated from Mount Holyoke College and became a juris doctor by completing University of Maine School of Law. Finally, this General Practice lawyer was admitted to the Connecticut Bar in 1980. Vincent focused on multiple areas of law including: family law, automobile accidents and personal injury law, criminal law, real estate, bankruptcy and tax law. She has since retired and lives in Rochester, New Hampshire. *- Summit House / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Herald - Tue, Apr 20, 1965 pg. 6 / Tampa Bay (FL) Times - Thu, Oct 21, 1999 pg. 83 / Ask4Justice.com*

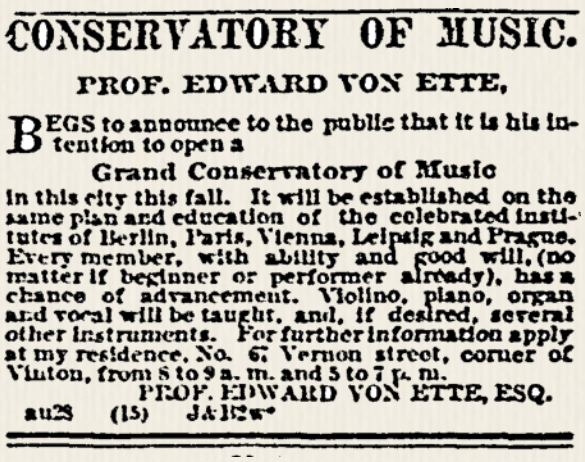
Ida Virgin 1900

Summit House employee

- Among the Clouds - Jul 16, 1900

Edward von Ette 1892

Summit House Orchestra - second violin *(1892)* "The Summit House orchestra for the season will include Mr. Arthur L. Poole of Boston as first violin, Mr. Edward von Ette of Jamaica Plain, Mass., second violin, and Miss Rosina J. Kickham as pianist. Mr. Poole and Miss Kickham arrived Saturday *(7/16)* evening and Mr. Edward von Ette will come today. The heavy clouds which covered the Summit Saturday and Sunday disappointed the many who came here for a view of the surrounding country. Those who passed Saturday night on the Summit, however, were treated to a peculiar mid-summer scene. About six o'clock in the evening it began to grow intensely cold and during the night the mercury dropped to 29. Frost and ice gathered upon the platform and the various buildings, and the early riser was favored with a realistic mid-winter scene." / *Among the Clouds'* lack of specificity about violinist "Edward von Ette" has Jitney Jr having to choose between two candidates from the Boston area. 52-year old music teacher Edward Robert von Ette and his son, Edward Robert von Ette Jr. The senior Von Ette was born on September 16, 1839 in Bavaria, Germany, and was in the music field throughout his life. The violinist/pianist/music teacher married Bavarian-born Maria Bittner *(b.1845 d.1910)* likely in New York City. Her parents had brought her to New York as an eleven-month old baby in July 1846. Edward and Maria would have six children starting with a daughter, Thekla M. *(b.1867 d.1930)*, and then a boy - Edward Robert Jr. *(b.1870 d.1955)*. The confusion over the exact identity of the Summit House violinist stems from Junior's declaration at 29 in the 1900 US Census that he was a musician living in Boston. That would make him 21-years old at the time of the Summit House gig, however by 1910 Junior had left music behind and would support his burgeoning family as a house painter. Edward von Ette Jr's youth argues in favor of him playing as the Summit House orchestra's second violin. However, his father, Edward Sr. was just four years away from his death in 1896, and four years removed from his chair in the Boston Symphony Orchestra. Jitney Jr. gives Edward Sr. the edge. Edward von Ette Sr. was a founding member of Boston Symphony Orchestra and played viola in the orchestra from 1881 through 1888. He started writing music. Boston's Blair & Lydon published *"Minna,"* mazurka, for violin or violin and piano, by Professor Edward Von Ette, with Rosebud polka, both arrangements by the same" in Sep-



CONSERVATORY OF MUSIC.

PROF. EDWARD VON ETTE,

BEGS to announce to the public that it is his intention to open a

Grand Conservatory of Music

in this city this fall. It will be established on the same plan and education of the celebrated institutes of Berlin, Paris, Vienna, Leipsig and Prague. Every member, with ability and good will, (no matter if beginner or performer already), has a chance of advancement. Violino, piano, organ and vocal will be taught, and, if desired, several other instruments. For further information apply at my residence, No. 67 Vernon street, corner of Vinton, from 8 to 9 a. m. and 5 to 7 p. m.

PROF. EDWARD VON ETTE, ESQ.

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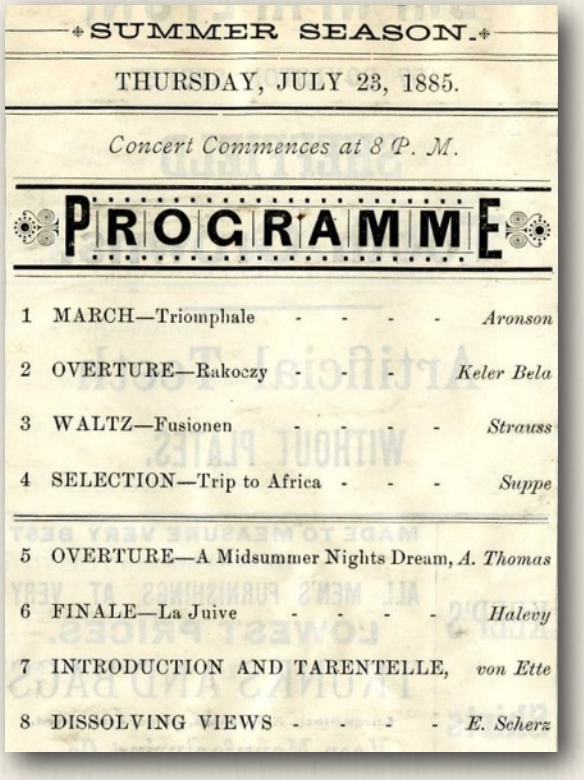


SUMMER SEASON.

THURSDAY, JULY 23, 1885.

Concert Commences at 8 P. M.

PROGRAMME

1 MARCH—Triomphale - - - - *Aronson*

2 OVERTURE—Rakoczy - - - *Keler Bela*

3 WALTZ—Fusionen - - - - *Strauss*

4 SELECTION—Trip to Africa - - - *Suppe*

5 OVERTURE—A Midsummer Nights Dream, *A. Thomas*

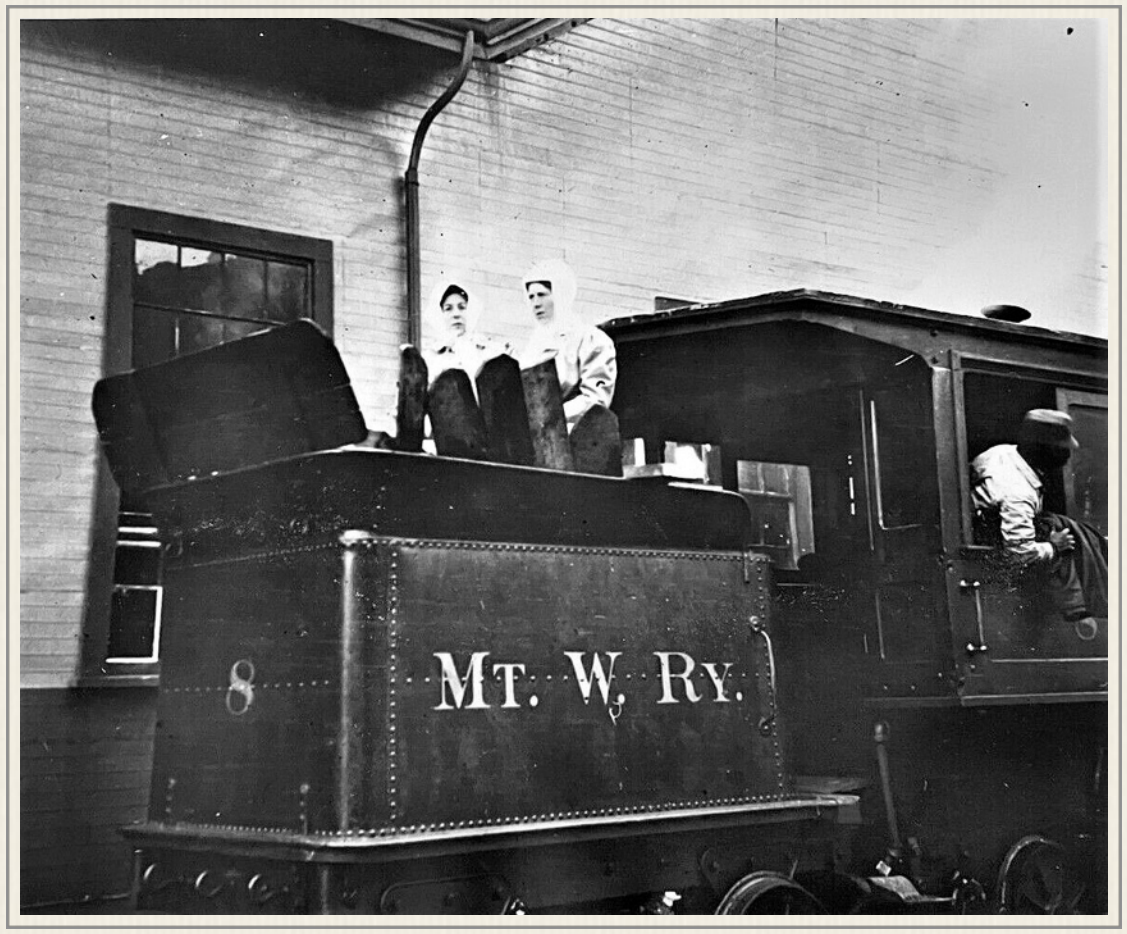
6 FINALE—La Juive - - - - *Halevy*

7 INTRODUCTION AND TARENTELLE, *von Ette*

8 DISSOLVING VIEWS - - - - *E. Scherz*

tember 1882. "'*Die Windsbraut Galop,*' for violin and piano, by Professor Edward von Ette" in the fall of 1883. Several of the pieces he wrote were played by Boston Symphony Orchestra at the Boston Music Hall *(left)* in the summer of 1885 *(Introduction, Tarantelle, Toni Galop, March Militaire & Polonaise de Concert)* and 1886 *(Will o' the Wisp)*. *Tarantelle* made a return to the BSO playlist under the baton of Adolpf Neuendorff in August 1888. With Arthur Poole in the 1892 Summit House, it makes more sense the older von Ette would be there, too. The two musicians were playing together in something called the "Boston Concert Company" in the spring five years before. *(1887)* "Messrs. Paul Listemann, Edward von Ette, Arthur Poole, alexander Heindl and J. L. Joyce, Miss T. *(Thekla)* von Ette and Miss Belle Bartlett will appear… (in) an enjoyable entertainment in (Portland, Maine) City Hall Wednesday evening *(5/2)*. The concert should be remembered by lovers of good music." Edward Sr's day job *(like fellow Summit House player, Rosina Kickham)* involved education in order to support his family. In the fall of 1872, Eduard [sp] von Ette Sr. took his five-member family back to his homeland for a visit. They returned from Hamburg on October 9, 1872 – bound for New York on board the *SS Frisia* with Captain Meier at the helm. Other children would join Thekla and Edward Jr. in the von Ette family: George C.P. *(b.1874 d.)*, Aribert Max *(b.1877 d.1880) (Ed note: Aribert came down with diphtheria and suffered from croupe for six days before he died one month short of his third birthday)*, Harold Emanuel *(b.1882 d.1947)* as well as a Baby Girl (premature) who died on January 7, 1904. Edward Sr. had even tried to launch a "Conservatory of Music" in Providence, Rhode Island in late 1876. *(see notice)*. He continued to play for the rest of his life. *(1896)* "Odd Fellow hall (in Boston) was the scene of grand festivities last evening *(4/14)*, the occasion being a concert and ball under the auspices of Stone's military band. The program was a very fine one. Among the artists were Louis Sigilman, John Staab, Edward von Ette and Wm. Dwyer, string quartet, and a number of selections were given by (Stone's military band)." Edward Robert von Ette Senior died on October 23, 1896 at the age of 57 in his hometown of Jamaica Plain. He is buried with his wife, Maria and oldest daughter, Thekla *(right)* in the Gardens Cemetery in West Roxbury, Massachusetts.

- Among the Clouds - Jul 18, 1892 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Boston Daily Advertiser – Mon, Oct 26, 1896 pg. 8 / Portland (ME) Daily Press – Tue, May 3, 1887 pg. 5 / Boston Globe – Sun, Sep 24, 1882 pg. 4 & Sun, Nov 25, 1883 pg. 10 / https://www.stokowski.org/Boston_Symphony_Musicians_List.htm#V / https://archives.bso.org/Search.aspx?searchType=Performance&Composer=Edward%20von%20Ette



Two ladies in the No. 8 wood-burning tender at the Base Station before 1910 after 1896 (undated)
- RBS Collection via Conrad Ekstrom Jr.

W-Z

Veronica Waggoner (1964)
- Middlebury College

Veronica E. "Ronny" Waggoner 1963

Marshfield Corp - From West Barrington, Rhode Island, Veronica Waggoner's grandparents lived in Rochester, Vermont. That could explain how she became friends with Dennis "Stretch" Buss, wound up working at the Cog Railway, and singing in Stretch's washtub band at the Cog party. A 1964 graduate of Middlebury College, Veronica met and married a U.S. Army veteran and Harvard grad, Edward D. "Ted" Johnson in 1967 in Providence, Rhode Island. The couple became freelance book editors and made Brattleboro, Vermont their home to raise a son, Christopher. Veronica Waggoner Johnson was active in local government as chair of the planning commission, and serving on the Brattleboro school board eventually as its chair. Her husband died on September 15, 2002. "Veronica "Ronny" Elizabeth Johnson, 76, died Tuesday morning, December 25, 2018 at Brattleboro Memorial Hospital surrounded by family and friends. Ronny was born on October 14, 1942 in Kansas City, Missouri, the daughter of Hyatt Howe and Louise Feather Waggoner. Her family moved to Barrington, Rhode Island in 1956 where her father taught at Brown University. The family spent every summer at Red House, their grandparents' 19th century farmhouse in Rochester, Vermont. Ronny graduated from Middlebury College in 1964 and moved to New York City to attend NYU, receiving an MA in English Literature. After graduate school, she worked as a copy editor in New York. She met Edward Darlington "Ted" Johnson, whom she married in 1967. Their son Christopher Bradford Johnson was born in 1972. Her family moved to Brattleboro in 1984 where Ted and Ronny pursued freelance editing careers. Ronny was very active in the town of Brattleboro. She was a member of the Brattleboro School Board, served as a Library Trustee, was on the Charter Review Commission, the Planning Commission, and the Development Review Board. She was also a Justice of the Peace and a longtime Town Meeting member. As a member of St. Michael's Episcopal Church, she served on many parish committees, including the Vestry. Gardening gave Ronny much joy. Her exquisite garden on Wantastiquet Drive was on the Southern Vermont Garden Tour. Her love of music led her to become a committed member of the Brattleboro Community Chorus. She also served as Trustee of the Brattleboro Music Center. Ronny was a loving companion to her cats and dogs, including most recently Fergus, Mitzie and Dusty. She will be remembered by many as an avid reader and a member of several book groups. She was a complicated person with strong opinions about many matters, public and private, which she was unafraid to express. She was a loyal friend and loving mother. Ronny was predeceased by her husband, Ted, in 2002 and her son, Christopher, in 2017. She is survived by her sister, Jane LoMonaco, her niece, Marcia LoMonaco, and good friends, Jane Southworth, Nancy Barber, Peggy Outcalt, Naida McSherry and Diana Bingham, among many others. A memorial service was held at St. Michael's Episcopal Church in Brattleboro on February 16th at 11:00 a.m. Burial took place in the spring in the family plot in Rochester, Vt. In lieu of flowers, contributions can be sent in her name to Windham County Humane Society, Brooks Memorial Library, or to St. Michael's Episcopal Church, 16 Bradley Ave., Brattleboro, VT 05301.

- Rutland (VT) Daily Herald - Wed, Sep 18, 2002 pg. 14 / Brattleboro Reformer - Jan. 5, 2019

V. Waggoner (1957)
- Barrington RI Arrow

Emily Wagner Mattis 1983

Bookkeeper - *(2010)* "CHESHIRE, Conn. – Emily (Hotchkiss) Wagner Mattis, 92, passed away TuesEmalie Hotchkiss was born on February 22, 1919 in Connecticut to 31-year old Ethel B Joy *(b.1888 d.1950)* and 36-year old Arthur Loveland Hotchkiss *(b.1883 d.1951)*. She had two brothers: Herbert *(b.1914 d.2004)* & William Swan *(b.1924 d.1989)*. At 19, Emalie Hotchkiss married Albert E Wagner *(b.1909 d.1961)* in Stratford, Connecticut, on November 12, 1938. They had one son, Albert Jr. *(b.1947 d.2001)*. Her husband, Albert passed away on May 22, 1961, in Milford, Connecticut, at the age of 51. They had been married 22 years. Six months later, 43-year old Emalie (Hotchkiss) Wagner married Daniel Leo Mattis *(b.1927 d.2008)* in Milford, Connecticut, on January 12, 1962. She came north to own and operate the Valley View Inn in Bethlehem that used to be owned by Edith and Fred Stevenson. She was living in Bethlehem, New Hampshire, in 1983, and may have come to work at the Cog after selling the Inn. Her second husband, Danie Wagner passed away on March 2,

Emily Wagner Mattis (1983)
- John Rolli Collection

Cog Crew group shot (1970s)
- Jon Hively Collection

2008, at the age of 81. They had been married 46 years. Emalie (Hotchkiss) Wagner Mattis died on October 12, 2010, in Cheshire, Connecticut, when she was 91 years old. She is buried in the Union Cemetery in Stratford, Connnecticut between her first and second husbands. *(2010)* CHESHIRE, Conn. – Emily (Hotchkiss) Wagner Mattis, 92, passed away Tuesday October 12, 2010 at Mid-State Medical Center in Meriden. She was the wife of the late Albert Wagner Sr. and the late Daniel Mattis. Mrs. Mattis was born February 22, 1918 in Bridgeport, the daughter of the late Arthur and Ethel (Joy) Hotchkiss. She was the owner of the Valley View Inn in Bethlehem, NH and had been a Cheshire resident for the last three years. Mrs. Mattis is survived by her daughter Dale Cuomo of Cheshire; her four grandsons Michael Cuomo, Bryan Wagner, Chris Wagner and Gary Hamel; and eight great grandchildren. She is predeceased by her son Albert Wagner. Arrangements – A graveside service will be held on Saturday at 10 a.m. at Union Cemetery in Stratford. There are no calling hours. The Alderson Funeral Home of Cheshire, 615 S. Main St. is assisting with arrangements. Memorial contributions may be made to the Audubon Society of CT, 613 Riversville Rd., Greenwich, CT or to the American Heart Association, 5 Brookside Dr., P.O. Box 5022, Wallingford, CT.

- John Rolli recollection / https://obittree.com/obituary/us/connecticut/waterbury/alderson-funeral-homes-inc/emily-mattis/566993/ Ancestry.com / Newspapers.com / Find-a-Grave.com

Robert Wagner 1966
Marshfield Corp

Derek Waite (1979)
- Bencosky-Desjardins photo

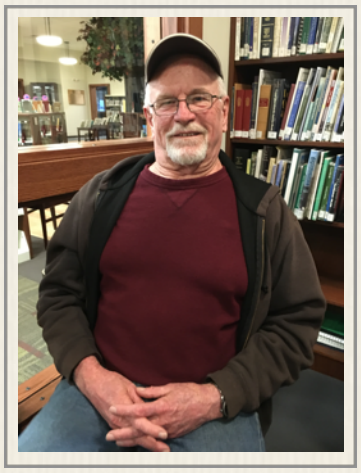
Derek Andrew Waite 1979 - 1980

20-year old Derek Waite was going to the University of Maine in Orono when he started working for the Cog on the track crew in 1979. He celebrated his 21st birthday just before the Fourth of July weekend. Waite would return in the summer of 1980 and qualify as a brakeman. The son of Dr. and Mrs. John Waite of Norway, Maine would graduate from college and become engaged to Barbara Ann Di Viao of Boston in early 1989. The couple now live in West Roxbury. Barbara Di Vaio-Waite works at Brigham & Women's Hospital. Cogger Derek is a certified residential property appraiser. Contacted by Jitney Jr in early December 2021, Waite said, "I will tell you my stories and why I would never ride that train again in a few weeks. I made 119 trips to the top. One day when we were coming down the mountain, an axle in the engine sheared and the engine took off leaving me/the coach behind. I let off the break to catch up when the engineer dropped his ratchet and the engine stopped instantly on the track. We hit the engine with a big thud. The engine and the coach stayed on the track which was a miracle, but a passenger had his head halfway out the window and hit his forehead pretty hard. He was bleeding but stayed conscious. We didn't have any first aid kit for him. We were up there for hours while another engine and coach came up to get us. There are other stories that you probably know about. One day we brought down two dead hikers. They died of exposure up there. We wrapped them up in their sleeping bags. One woman from NJ had a bet with her husband. The husband said the white on the mountain was snow. *(It was June)* the wife said we painted the mountain top because we were in the "White Mountain's." *- Railway Corp / Bencosky-Desjardins files / E-mails with Jitney Jr - Sun, Dec 5, 2021*

Derek Waite braking (1980)
- Nat Putnam photo / Waite Family collection

Barbara (Wilkey) Waites ????
Railway employee from Bethlehem, N.H.

Doug Waites 1999-2014



Doug Waites (2019)
- Lewis Family photo

Brakeman / Public Affairs Officer – *(2003)* "Doug Waites is a brakeman on the Cog Railway. "I'm on the front platform of the car as the train climbs up and down Mount Washington," he is quoted in a *Boston Globe* article. "I really enjoy the view." That is, when he's not nudging the brake wheel to help manage the car's descent and to keep it from racing down the steep grades, which reach an impressive 37.41 percent at Jacob's Ladder, roughly halfway up the 6,288-foot mountain. When the weather is poor, the three-hour trip can be dismal and foggy. But on a clear autumn day a series of spectacular views rewards riders. "At the Waumbek water tank, which is your first good sweeping view, you can see the Franconia and Kilkenny ranges, including Mount Lafayette," says Waites. "In the fall there's a sea of red leaves everywhere." At the top, views extend to New York state and Quebec from an observation platform and restaurant." / "While the Chamber guests enjoyed a buffet dinner at the Marshfield Base Station, Doug Waites, the public affairs officer for the railway, encouraged them to take part in the Cog's latest initiative. "You are the messengers for our train," he said. "For us who work here, the Cog is a passion; it gets in your blood. The Cog is part of our national heritage." / Doug Waites told Jitney Jr in 2019 he wanted to work at the Cog earlier in his life, like his distant cousin, but his mother wouldn't let him. "You'll never work on the Cog as long as you live in this house, because there's nothing but hooligans, drunks and blah, blah, blah," said Waites. "Well, she was partly right [laughs]... and (cousin) David (T. Dewhurst) was there and fell off the train, broke his arm." Waites says his Cog employment occurred "long after (his mother) had passed away" and after he had other careers. He started in Berlin and worked for Converse until they closed. Came down to Littleton and work for Burndy for twenty years. Then he worked for White Mountain Publishing and the Littleton Courier for eight years. When the paper was bought out by Salmon Press, Waites left and went to work at the Cog. "It was in June. I told my wife, I said, you know, I'm gonna go up to the Cog. They're looking for a brakeman. I went up and talked to Charlie (Kenison)… Then he sent me down to Bobby Trask. Next day I was working. I started on the old coaches, outside. Fortunately for me, there was only two (old) coaches left… Then they took one off the tracks, put on a new coach… (and) I got to go on the new coach. Okay - and indoors, not out in the elements… easier… a whole lot easier." His initial training was rough. "This kid from Lyndonville was trying to teach me, Jeremy (Hartshorn)… He hated me. He was like 18 and I'm 58. So, you know, no respect… he refused to teach me. For weeks and weeks, I'd get up there and he goes, 'Nope, you're not ready.' He wouldn't talk to me going up, coming down. So I just said, 'What the heck… I'm liking the ride and… this kid's leaving anyway.' He's going to college. He went to Lyndon State. Al (LaPrade) actually taught me how to break, not Jeremy." Waites says brakemen still gave "the speech" at Waumbek when he started, but would also brief tourists at Skyline while waiting for a meet, and at the Summit time permitting. There were also breakdowns. "My second day breaking on my own. We were coming down… Long Trestle and we broke a shaft. This loud (thump)… everything shudders… come to a screeching stop… half an hour later, they send up the work train. What they would do is they'd take the engine… they leaned (it)… put the (engine) up against the flatbed (work car)… And what I had to do… this is my second trip going down (solo)… I have (a) full coach... I had to take (the car) down probably four or five feet away from the engine, just taking it down and going, 'Oh man, here we go.' Got down to Waumbek and they sent up another engine, picked me up. I got broken in real quick [laughs]. I broke three years, probably took… over 3000 trips to the summit as a brakeman… I qualified as a fireman, but… I didn't like being in the cab… I like being with the people. See, I could talk to the people and get tips [laughs] there was a method to my madness. I loved telling stories." And he likes telling stories about the Mountain and its visitors. "I worked at the Cog from June 1999 to 2013 had many experiences but one sticks out above all of them. Eggy, Brian McMinn and myself were at the summit I was telling them of this weird guy on the coach who was trying to find the missiles planted on the side of Mount Washington. He was also convinced we were putting gas in the engine and not water in the tender. He started yelling as we crossed over Jacobs and jumped up in his seat and was yelling at a woman telling her she was evil. This weird stuff continued to the summit. As he left the train, he informed me he was 'the King.' At the time to leave all were accounted for except 'the King,' I gave the "all set" and we began to roll down the tracks. Loud banging and kicking (at) the rear door could be heard, I motioned to Eggy to stop the train. Went back to the door and opened it and he cold-cocked me in the mouth. Brian jumped out of the cab and ran into the Summit building to report the altercation. 'The King' jumped off the train and ran inside to hide. He was soon found hiding in the first aid room. Mike and Joe - the rangers on duty held him until they sent up another train to take 'the King' to the Base. State police were waiting and took him into Twin Mountain." Waite's wife, Barbara (Wilkey) Waites had taken over as Summit postmistress when Walter Mitchell died in March 2010. She was there when the "the King" altercation occurred. Doug says, "that day at the summit, my wife is getting inspected by the post office service. She's interviewing with this gentleman up there and he goes, 'Oh, I recognize that guy ('the King') that goes running in.' Come to find out, he'd been hanging out (and) around in Twin Mountain (at) the post office, stalking people." After being kicked off the Mountain, the "missile guy" goes back to Twin Mountain. Waites says the police chief got this guy move on. "And he moved on and… went down to Lisbon and confronted the police in Lisbon and told him that… he wanted his sword, and if he didn't give him his sword, he was gonna kill him. Well, you don't tell that to a police chief. They arrested him, sent him back to Massachusetts… and we've never seen him since. But that was probably the weirdest thing that ever happened (while I was there.)" There were also mountain rescues. "There was an eight o'clock train," says Waites. "We got a call from the summit that there was a doctor and his son that were stranded on the mountain. They were supposed to go to the Lake of the Clouds hut, never got there. It was October. It was cold, probably 20 degrees. I'm looking under the tracks for somebody. Get to Waumbek – nothing… Go on up… get to Skyline. I see two guys huddled under the trestle… right by the hiker crossing… I jump off the train… I go down and I talked to this guy… I could see they were suffering from hypothermia and the doctor goes, 'No, I'm fine.' I said, 'No, you're not fine.' I talked to the son, he says, 'Whatever my dad wants, we're doing it.' I said, you guys are both shivering… They were in the early stages of hypo-

thermia… They were trembling. They wouldn't get in the train. I can't make 'em. So we go to the Summit… Mike Pelchat and a couple of other guys went down… they went with blankets and stretcher and brought 'em back up. So that was probably one of the weirdest things… these guys were too proud to accept help.. and this guy's a doctor and he, but he was old…" As the Cog's marketing person, Waites organized a Base visit by a group of military personnel. "They were doing maneuvers on Mount Washington... They do that every now and again. Long story short… we arranged to serve them lunch. There was about 200 guys who we're gonna serve… and we had the worst storm. It was August… horrible rain. Six inches of rain. It was just horrible." Waites contacted the military "and this major said, 'Yeah, I know exactly where you guys are.' Well, he didn't, he was in Pinkham Notch" on the other side of the mountain. "They're supposed to show up at lunch. Nobody shows… nobody shows. (Marshfield cook) Joel LaCroix… a nice guy, but he was retired Air Force... So he goes, 'I'm shutting this down.' I said, 'They're coming. They're in the military. They're doing maneuvers… don't shut it down. Well, (LaCroix) gets Charlie (Kenison) all wound up. Charlie comes up. 'What the hell's going on?' I said, 'They're coming.'" Kenison continued to bluster and Waites said, "Well, good. You do it. You take these keys. I'm done. I'm all done. See you later. I don't need to work for you. So I get in my car, drive down the mountain. And then all of a sudden, this convoy is riding up the the mountain two and a half hours late… Oh, that was funny. I get down to the bottom, I call up… the (Cog) office, Marsha. I said, 'Marcia, you better tell 'em that the convoy's on the way up... buses, you know, they're all coming.' She did, but I said, 'It still stands. I'm not coming back to work. You won't see me there again.' Well, next year I'm back there (at the Cog)."

- https://www.facebook.com/Mt-Washington-Cog-Railway-Alumni-112081380885 / NH DOT archives - Sep 4, 2000 / Littleton Courier - Wed, Jun 18, 2003 pg. 9B / Boston Globe – Sun, Sep 7, 2003 pg. 224 / Jitney Jr Interview – Feb 4, 2019 / Ancestry.com / Newspapers.com

J. H. Waldman 1952

Railway Ledger

Brandon Walker 2022

Railway employee from Lyman, New Hampshire

- Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

Dorothy Walker (1969)
- Helen Merrill photo

Dorothy A. Walker 1967 - 1969

Marshfield counter worker from Jefferson, New Hampshire - She earned $150 a month during the Centennial. *(1969)* "Jefferson Notes: Miss Dorothy Walker was guest of honor at a bridal shower held at the Mt. Washington Cog Railroad Base Station Monday *(8/11)* evening, attended by her associates at the Marshfield House. Miss Walker received a variety of gifts. The shower cake was made by Mrs. Peter (Grace) Rusinski. Miss Jane Teague and Mrs. Rusinski were hosts." *(Ed note: The paper spelled Rusinski - Rysinski) (1969)* "Miss Dorothy Walker and Miss Lorna Merrill have concluded their summer's work at the Mt. Washington Cog Railroad Base Station." Dorothy Walker graduated from Freewill Baptist Bible College with a masters degree in 1970. *(1970)* "In a setting of evergreen boughs and baskets of white gladioli and carnations, with red and white roses at the windows of Free Will Baptist Church of Carroll, Miss Dorothy Anne Walker, daughter of Mr. and Mrs. Richard Walker of Jefferson, and Gary Wayne Wright, son of Rev. and Mrs. Oscar Wright of Salinas, Calif., were married on Saturday, June 6. Mr. Wright's father officiated at the double-ring ceremony. At the conclusion of the wedding ceremony, Rev. John DePriest officiated at a special service as Mr. and Mrs. Wright dedicated their lives to the service of God. A wedding reception was held at the home of the bride's parents following the ceremony. Mrs. Wright is a graduate of Lancaster High School and a 1970 graduate of Free Will Baptist Bible College in Nashville, Tenn. She has employment at the Jewish Community Center in Nashville. Mr. Wright is a graduate of Jonesboro (Ark.) High School and served 3 ½ years in the U.S. Air Force, seeing duty for a year in Vietnam. He will be a senior at Free Will Baptist Bible College in the fall. Following a wedding trip of undisclosed destination, the couple will leave today *(6/11)* for Nashville."

—Photo by Helen Merrill

MR. AND MRS. GARY W. WRIGHT

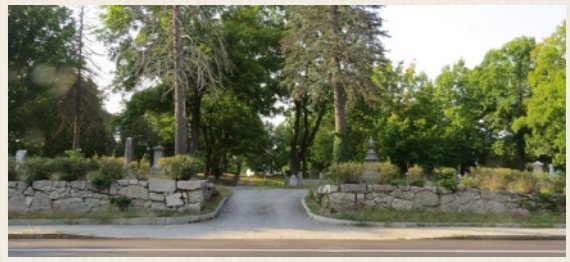
- Bencoky-Desjardins files / July 1968 Marshfield Payroll summary /Littleton Courier - Thu, Aug 14, 1969 pg. 6B; Thu, Aug 21, 1969 pg. 7A & Thu, Jun 11, 1970 pg. 7A

Mrs. Ellen Druscilla Walker 1883

A 1956 profile of the 89 year old widow in the *Nashua Telegraph* says she recalls "working as a waitress on Mount Washington when she was 16 years old and the day she rode a slideboard down the cog railway from the Summit to the 'Gulf of Mexico' *(aka Great Gulf)* the halfway point - seated in a conductor's lap. "It took the engine a hour or more to come up the mountain," she said. "On the slideboard we went down in just a few minutes." She told how she almost lost her waitress job. It seems after waiting on a man and his family at the restaurant, the customer left her a five cent tip. "I brought it back to him," she relates. "I figured he needed it more than I." She lived at 14 Amherst St, Nashua at the time of the profile. Born in Groton, Mass - moved to Nashua in 1884 - She and her husband lived in Hudson, N.H. He died in 1951. She was born in 1867. *Ancestry.com* summary: "Ellen Drusilla Bundy was born in July 1867 in Groton, Massachusetts, when her father, Amasa T. Bundy, was 42, and her mother, Ellen Fran-

ces (Worcester) Bundy, was 24. Working as a 22-year old bookkeeper in Hudson, she married 25-year old mechanic and New York City native Gerry Walker on May 31, 1890, in Hudson, New Hampshire. She died of heart failure on April 28, 1960 in Hudson, New Hampshire, at the age of 93, and was buried there in Sunnyside Cemetery *(right)* alongside her parents, her brother and her spouse.

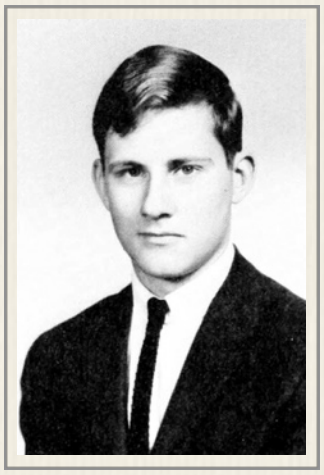
- Nashua Telegram - Fri Jul 27, 1956 pg. 2/ Ancestry.com



Fred S. Walker

Machinist - Machinist – Shop / Fred Smith Walker was born on January 29, 1871, in Freeman, Maine, to 14-year old Letitia A Norton *(b.1856 d.1900)* and 21-year old farmer Orin P Walker *(b.1849 d.1934)*. Orin Walker had married Angelia M. Burbank *(b.1846 d.1882)* on September 7, 1869. Fred Smith Walker had three half-brothers: Herbert Austin *(b.1876 d.1957)*, William Wallace *(b.1878 d.1959)* & Charles Lynds *(b.1894 d.1986)*; and three sisters: Elizabeth "Lizzie" M. *(b.1873 d.1947)*, Anna B *(b.1893 d.1987)* & half-sister Etta Marie *(b.1880 d.1954)*. Fred Smith Walker married Mabel Augusta Clark *(b.1874 d.1945)* on December 27, 1892, in Whitefield, New Hampshire. They would have three children during their marriage. 23-year old Fred was working as a trainman, and living in Lancaster with his 19-year old wife when they had their first child - Bessie Mona *(b.1894 d.1991)*. By June 1900, the Walkers had moved to Woodsville, New Hampshire and were living in a rental on Ammonoosuc Street while Fred was working as a railroad watchman. Mabel was taking care of their second child, Maurice Clark *(b.1898 d.1987)* who was the first to be born in Woodsville. Fred's 21-year brother, Will was also living in the house while working as a car inspector, and 16-year old Marion Ramsey was renting a rom while she was at school. The Walker's third child Hazel Hortense *(b.1901 d.1996)* would be born a year later. 39-year old Fred Walker was working as a machinist in the spring of 1910. They family was renting a house on Nelson Street. Ten years later, the Walker's owned their home, free and clear, at 14 Nelson Street. 48-year old Fred was still a B&M machinist. 21-year old Morris and 18-year old Hazel were still at home. Morris was working as a clerk at a "wholesale house." The 1930 Census found the Walkers living in owned home at 12 Nelson Street. The house's estimated worth was $6,000. 31-year old Maurice and his 30-year old wife, Ruth were living in the house as well as 22-year old daughter, Elizabeth. They were renting a room to 22-year old stenographer Elizabeth A. Nelson. 59-year old Fred was now a freight handler, Maurice was a plumber, his wife a nurse, and Elizabeth was a variety store saleslady. By 1940, there were just three people living there. 69-year old Fred had retired. 65-year old Mabel was taking care of the home and 38-year old Hazel was still clerking at the store. Wife Mabel Augusta (Clark) Walker passed away on July 10, 1945, in Hanover, New Hampshire, at the age of 70. They had been married 52 years. In mid-September of 1960, Fred Walker fell while he was getting out of bed and broke his hip. He was taken to Cottage Hospital in Haverhill. Fred Smith Walker was there for five weeks before a coronary embolism ended his life at 9 am on October 24, 1960. He was 89. *(1960)* "Woodsville notes: Fred S. Walker, 89, died at the Cottage hospital Monday *(10/24)* morning after a long illness. He was born in Freeman, Me., January 29, 1871 but had lived here (in Woodsville) most of his life. He was a retired locomotive machinist of the Boston & Maine Railroad, being widely known on the White Mts. Division. He made frequent trips to Bretton Woods to repair Cog R.R. locomotives. He was several times elected president of the Walker Family Union in Maine. He was a frequent visitor to the Augusta, Farmington and strong areas of Maine. Members of the family are a son, Maurice C. Walker of Lebanon; two daughters, Mrs. Edward Donn of Augusta, Me., and Mrs. Lloyd A. Mounton of Woodsville; one grandchild and two great-grandchildren; a brother, Charles Walker of Elizabethsville, Pa., and a sister, Miss Anna Walker of Portland, Me. Burial *(left)* was in Pine Grove cemetery in Woodsville.

- Littleton Courier – Thu, Oct 27, 1960 pg. 5A & Thu, Nov 3, 1960 pg. 11 / Ancestry.com / Newspapers.com



Peter Walker (1965)
- Melrose HS yearbook

Peter Ralph Walker 1964

18-year old Peter Walker earned $140 a month plus $10 plus $64 for his work in Marshfield during the summer of 1964. He would return to his hometown in Massachusetts in the fall to complete his senior year at Melrose High School. He was a member of the DECA Club and ran cross country. His classmates him called him "Skip" and said he "good-natured." Walker's yearbook entry says he "remembers

Wal

Mrs. Fish and Psychology with Mr. Croston… works with funs… bang… always seen at wild places… checkin' in the halls… helpful… B.Y.F…. (and a) successful bluffer." / Peter Ralph Walker was born on June 9, 1946, in Massachusetts. After graduating from high school, Walker enlisted in the Air Force on June 11, 1965, when he was 19 years old. He was discharged eighteen months later onDecember 15, 1966. Walker had three children with Delores Marie Clark (b.1940 d.2009) and one other child – all girls. Peter Ralph Walker died on August 16, 2010, in Clearwater, Florida, at the age of 64.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com

Ray A. Walker 1952

Railway Ledger

William B. Walker 1892 - 1907

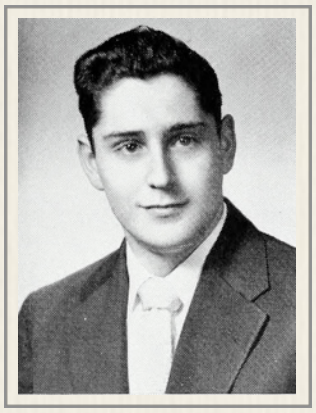
Summit House employee from Whitefield - *(1895)* Head Porter - "William B. Walker, who has occupied the position of head porter at the Summit House for three seasons is again on duty at his former postAttends 1905 Cog Party Masked Ball as "Clown" *(1907)* "William B. Walker, who has filled various positions at the Summit House in past years, returns as engineer to take the place of the lamented William S. Colby, who died at his home in Franklin, N.H., last winter."

- Among the Clouds - Tue, Jul 16, 1895 pg. 1Sep 4, 1905 & Jul 13, 1907

Fred Wallace 1947

Marshfield Kitchen Cook r - *(1947)* "The famous Mount Washington Cog railway opened for the 1947 season at noon yesterday *(5/28)*, with frequent train service available for the public throughout the holiday week end. The cabins and the restaurant at the Base Station are open for business, the latter under the direction of Fred Wallace, who was assistant chef at the Mount Washington hotel in Bretton Woods last summer."

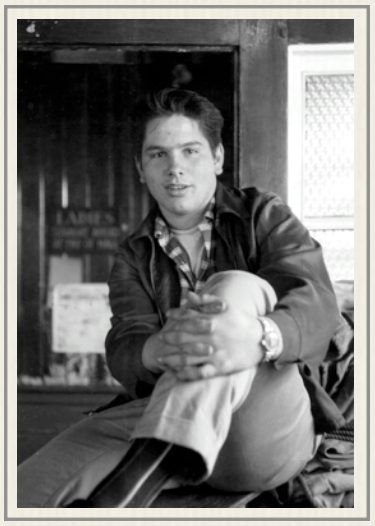
- Littleton Courier - Thu, May 29, 1947 pg. 1; Thu, Aug 21, 1947 pg. 1



John Walsh (1955)
- Wakefield HS yearbook

John Walsh 1957 & 1959

John Walsh was another of the many Coggers who called Wakefield, Massachusetts home. Records indicate Walsh worked at the Summit House in 1957, and returned *(right)* for the summer of 1959. Chas Bickel remembers Walsh as a "solid member of the Summit House crew." John Walsh appears on the payroll summary for July 1959 as earning $120 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $103.4. Walsh's salary was booked in the Summit House "restaurant" column. John was living on 21 Lincoln Street in Wakefield when he graduated from Memorial High School *(left)* in 1955. His home was just a little over a mile from the school, and classmate Ed Haladay had worked at the Summit House the summer after graduation. Classmate Dave Saunders had been working at the Cog since 1953. so Walsh would've known about the summer employment possibilities in the White Mountains. He, Dave Saunders & Kirk Hanson were the trumpet section in the Wakefield High School orchestra. His yearbook entry says, "This boy displays his musical talent by playing the trumpet with the "Moonlighters." He hopes to become a professional musician. Pet peeves are Bermuda shorts and knee socks. An ardent supporter of the Warriors, he is really keen baseball fan. He enjoys the friendships made in high school."



John Walsh off-shift (1959)
- Joe Bradley photo

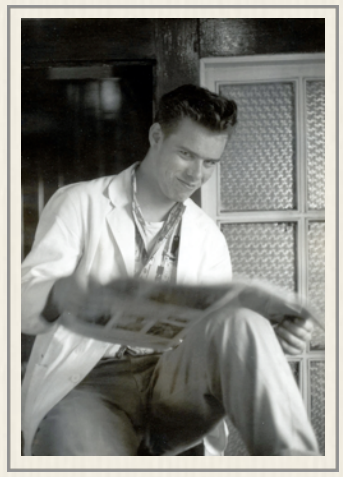
- Summit House ledger / Bencosky-Desjardins files / July 1959 Payroll summary / Ancestry.com / Newspapers.com

Thomas Walsh (1961)
- Wakefield HS yearbook

Thomas F. Walsh 1959

High school sophomore Thomas F. Walsh was one of three young men from Wakefield Memorial High School working at the Summit House in the summer of 1959. John Walsh '55 & David Knowlton '60 were also there. Tom Walsh appears on the payroll summary for July 1959 as earning $100 a month. "Free" room and board was worth $62 a month for tax purposes. His net monthly pay was $87.55. Walsh's salary was booked in the Summit House "restaurant" column.Walsh would graduate from high school in 1961. His yearbook entry said, "Eating hot lunches is Tom's pet peeve… his hockey stick is his favorite possession… is a member of the hockey team and Varsity Club… works part time at the Star Market…. Mr. Brown's math class will always be remembered by Tom."

- Summit House ledger / Bencosky-Desjardins files / July 1959 Payroll summaryAncestry.com / Newspapers.com

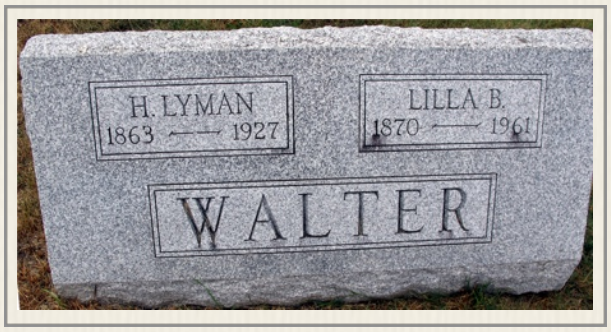


Tom Walsh off-shift (1959)
- Joe Bradley photo

Mrs. H. L. Walter 1927

(1927) "Mrs. H. L. Walter and son, Raymond, of West Burke (VT) are working at Base Station for the summer." Lilla Walter was 57 years old when she, and her 19-year old son went to work at the Cog Railway. / Lilla Bell Hall was born on May 28, 1870, in Newark/Lyndon, Vermont to 47-year old farmer Charles Hall *(b.1822 d.1906)* a native of Bartlett, N.H. and 46-year old Sarah

Adams (Kenerson) Hall *(b.1823 d.1912)* from Whitefield. The US Census was taken a month after Lilla's birth. Her 21-year old sister, Josephine *(b.1848 d.1943)* as living at home. While brothers – 16-year old Charles Henry *(b.1854 d.1928)* & 13-year old Chester "Irving" *(b.1855 d.1931)* were working on the farm. Charles Hall's real estate was valued at $4,000 and his personal estate at $630. The Halls collected their mail at the Passumpsic post office. The family was living in Concord, Vermont in 1880. 10-year old Lilla B. was going to school and was the only child still in the household. 56-year old Charles was still farming, but a 59-year old Ann Clark was working as a servant helping Sarah Hall maintain the home. 16-year old Lilla B. Hall of Newark married 24-year old farmer Horace Lyman Walter *(b.1863 d.1927)* on April 19, 1887 in East Haven, Vermont with the Rev. John McDonald of East Burke officiating. They had seven children over 22 years. Four daughters: Grace Lillian *(b.1888 d.1976)*, Emma Josephine *(b.1892 d.1909)*, Marion Hall *(b.1895 d.1987)* & Julia Mae *(b.1897 d.1970)*. The Walters were living on their rented farm in Wheelock in 1900. Their three sons began being born a year later. Guy Harold *(b.1901 d.1976)*, Cogger Raymond Cecil *(b.1908 d.1983)* & Kenneth Manuel *(b.1910 d.1983)*. In 1910, the Walter's were living on Maine Street in Burke. 47-year old Horace was working at the saw mill. Lilla *(recorded as Lillian)* was taking care of the kids. 67-year old harness maker, John J. Sullloway was renting a room. In 1920, 49-year old Lilla Walter was working as nurse in a private home. Her son 18-year old Guy was working at a restaurant. 11-year old Ray and 9-year old Ken were at school. 54-year old Horace was back doing farm work. In 1925, Lilla Walter was also in the restaurant trade working as a waitress at the Sanborn House in Lyndon. Horace's death in 1927 made Lilla a widow. She was living with 21-year old son Raymond and his 19-year old wife Delia when the 1930 Census as taken. The Walters were renting a place on Lake Road in Burke. At 69, Lilla was renting an apartment on Main Street (Route 5) in West Burke for $7 a month. Heart disease claimed the life of Lilla Bell (Hall) Walter on March 3, 1961, in West Burke, Vermont, when she was 90 years old. She is buried *(right)* in the Lyndon Center Cemetery with her husband, and daughter, Emma Josephine. *- Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg 6 / Ancestry.com / Newspapers.com / 1925 St. Johnsbury City Directory for Lyndon / Find-a-Grave.com*



Raymond Walter (1925)
- Lyndon Institute yearbook

Raymond Walter 1927

(1927) "Raymond Walter of the base station, Mt. Washington, was with his father, Lyman Walter, a few days during the past week." *(Ed Note: Lyman Walter would die in 1927)* Raymond Walter had graduated from Lyndon Institute in 1925. The Institute's yearbook *Cynosure* said of Walter: "He is another one of the quiet kind, you know, but still waters run deep. When Walt gets started, look out! He is a shark at basketball and football, though he likes to be a little "Slack." From West Burke, Vermont, he took the Commercial Course and planned to go to the University of Vermont. Walter's quote: "There's a good time coming boys." Yearbook editors said "R. Walter played at center (on the football team). His passing, a center's most important task, was good. He had the ability to diagnose opponents' plays, charging in or backing up as the play developed. A tireless, strong fighter who, when he subordinated his own personal feelings, was invaluable to the team." / Raymond Cecil Walter was born on June 15, 1908, in West Burke, Vermont, the sixth of seven children born to 38-year old Lilla Belle Hall and 45-year old Horace Lyman "Lyman" Walter.

Ray "Walt" Walter (1925)
- Lyndon Institute yearbook

(1929) "A very pretty wedding took place at the home of Mr. and Mrs. Kenneth Pierce at St. Johnsbury Center, Saturday, June 15, at 2 o'clock when Mrs. Pierce's sister, Miss Delia R. Pelow was united in marriage to Raymond C. Walter, both of West Burke. The ceremony was performed by the Rev. F. W. Engel, the double ring service being used. The bride is the daughter of Mr. and Mrs. Mark Pelow and a graduate of Lyndon Institute. The groom is the son of Mrs. Lilla Walter and also a graduate of Lyndon Institute, class of 1925, and for the last two and one half years been the R.F.D. carrier of (Burke). The bride and groom have a host of friends here and in Lyndonville who wish them many years of happiness." Ray Walter's marriage to Delia Rose Pelow *(b.1910 d.1993)* on June 15, 1929, in Burke, Vermont would last "until death do them part." The couple would live in West Burke. On October 16, 1940, 32-year old Raymond Walter registered for the draft. He was 5-feet 11½-inches tall, weighed 200 pounds with a light complexion, brown eyes and brown hair. Registrar Claude Duval also noted Walter had a "scar on inside (of) right knee." *(1943)* "Twenty-three of 41 Caledonia county men were accepted and inducted into the Arm or Navy at Rutland Tuesday *(4/27)* after successfully passing their final physical examination. This was the second group to be called by the Selective Service board under the April quota. Sixteen were rejected and the board has not received reports on two men. Raymond C. Walter of West Burke was appointed acting corporal." By May 4, Walter was officially in the Army now with a rank of private. In an October 1943 letter to his mother, "Pvt. Raymond C. Walter… wrote that the Army postal unit to which he is attached has officially taken the service mail for the engineer special brigade located at Camp Gordon, Johnston, Florida." *(1944)* "Pvt. Raymond C. Walter of Camp Gordon… arrived Monday *(1/24)* for a week's furlough and his wife came from St. Johnsbury with him. His mother, Mrs. Lilla Walter, is with him at the home of his sister and husband, Mr. and Mrs. William Stewart." By March, Walter was once again a corporal, according to a blurb in the *Orleans County Monitor.* "Mrs. Lilla Walter received a letter Decoration Day *(5/30)* from her son, Cpl. Raymond C. Walter saying he had landed safely somewhere in New Guinea and that he had a fine voyage and was O.K." He was serving with the 159th Army Postal Unit. *(1946)* "S/Sgt. Raymond C. Walter has arrived home and joined his family here (in West Burke) after receiving his honorable discharge from the separation center at Fort Devens. He has

served in the Pacific, being stationed in New Guinea and the Philippine Islands with the 159th Army Postal Unit. Mr. and Mrs. Walter will reside in one of R. P. Porter's apartments over the store." *(1964)* "The National Safety Council Safe Driving award has been presented to the two rural carriers of the West Burke Post Office. Raymond C. Walter, RFD 1, completed 34 years of accident-free driving, and Maurice E. Gaskell, RFD 2, 23 years as of Jan. 1, 1964. This award is recognized trademark of drivers who have proved their skill in avoiding accidents. It is a gold-plated badge in the rom of a shield with the inscription "National Safety Council Driver Award" in gold on a blue background. A wallet size certificate signed by the Postmaster General and the president of the National Safety Council shows the name of driver, total accumulated years of safe driving and the date the award was earned." *(1973)* "Raymond C. Walter of West Burke, a rural mail carrier for the past 45 years, has retired. He began his job with the post office in 1927 at the age of 19. He'll be 65 in June. He said Tuesday *(1/9)* he and his wife (they have no children) plan to continue living in the village. "I think I'll be able to keep myself occupied," he said. "I've got enough work around the house to keep me occupied through the winter. I also think I'm in the proper frame of mind to enjoy retirement. And I'm well," he said. He was born in West Burke "and I can see the place I was born from where I live now," he said. When he first started, he had to deliver mail via horse team in the winter. That was before they plowed the roads, he commented, but he was able to drive a car in the summer. When World War II came, he joined the Army and served for three years. Upon his return, he resumed his old job and has been able to use a car – summer and winter – ever since. He said Tuesday the number of mail customers on his route had run a cycle. After he started, there seemed to be an exodus of people from his area, "but now they're all coming back." He had 280 customers when he retired. A dinner at a Lyndonville restaurant last week honored Walter's retirement. He received "a beautiful gold wristwatch," a Certificate of Merit from the U.S. Postal Service and a personal letter from Postmaster General K.T. Klassen. The wristwatch was a gift of people on his route and townspeople. His coworkers gave him a clock. Mrs. Walter was a special guest." He died ten years later on June 14, 1983, at the VA Hospital in Hartford, Vermont, at the age of 74, and was buried in the Hillside Cemetery in West Burke. His wife Delia joined him ten years after that. *- Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg 6 / St. Johnsbury Republican - Thu, July 7, 1927 pg. 6; Fri, Apr 30, 1943 pg. 1; Fri, Jun 9, 1944 pg. 2 & Fri, Jan 18, 1946 pg. 6 / Caledonian Record – Thu, Apr 29, 1943 pg. 1 & Sat, Jun 3, 1944 pg. 2 / Newport (VT) Daily Express - Thu, Oct 28, 1943 pg. 2 / Orleans County Monitor – Wed, Mar 1, 1944 pg. 5 / Burlington (VT) Free Press – Tue, Jun 16, 1964 pg. 7 & Thu, Jan 11, 1973 pg. 26*

George "Crew" Walton (1983~)
-Rolli Family Collection

Walton at Ticket office (1983~)
-Rolli Family Collection

K. M. Walters 1951
Railway Ledger

George "Crew" Walton 1985
Railway employee - "August 14, 1985 inspector Walter King collision report Engine number 8 with Engineer Walton, Fireman Sykes and Brakeman Colburn. Work train. # 4 Thelma – engineer Rob Maclay, fireman Freeman and brakeman Lemieux" / Dave Moody says "George "Crew" Walton was a brakeman, fireman, engineer and track foreman at one time employed for 5-6 years seasonally."
- NH DOT files

Elliott Walzer 1949 - 1950
Base restaurant cook - *(1949)* E. Walzer of Base Station, Mt. Washington, N.H. was one of three supper (Mike Haney & B. Parks) guests of Mr. and Mrs. Arthur "Stubby" Welch on September 13, 1949 in Passumpsic *(1951)* "lost too much money in the food business last summer" so Art Teague "asked Stubby if he could get me a cook at Williamstown for the Base restaurant" in a 1951 letter. / Elliott Lower Walzer was born on September 24, 1917, in Blawnox, Pennsylvania, to 37-year old Mary Elizabeth "May" R. Stormfeltz *(b.1880 d.1956)* and 42-year old railroad brakeman George Rhuehaddel "Harry" Walzer *(b.1875 d.1943)*. He had two brothers and two sisters: Genevieve Mae *(b.1904 d.1958)*, William George *(b.1906 d.1997)*, Harry J. *(b.1908 d.1994)* & Elizabeth *(b.1922 d.)*. The Walzers were living on Freeport Road in O'Hara Township, Pennsylvania, in 1920. By 1930, 53-year old Harry had left the railroad and was running a retail grocery store. He now owned the $9,000 home on Freeport Road, which had become 149 9th Street with the incorporation of Blawnox Borough. His 23-year old son, William was also working at the store. 21-year old Harry was driving a truck. 12-year old Elliott and 8-year old sister, Elizabeth were in school. Mae was taking care of the house. After graduating from high school, Elliott Walzer went to Wooster College in Wooster, Ohio. His singing voice landed him a spot on the Men's Glee Club *(right)*. In March 1938 went on tour to several Eastern cities,

Elliott L. Walzer (1940)
- Wooster College yearbook

Elliott Walzer (1938)
- Wooster College yearbook

Elliott Walzer (1940)
- Wooster College yearbook

and sophomore Elliott Walzer was part of the group. "Leaving several days before Spring Vacation, the club sang in Washington, D. C., Philadelphia, Trenton, New York City, Bridgeport, etc." The 1938 Wooster College *Index* yearbook said, "The club completed the year with a successful home concert in the College Chapel." In 1939, Walzer was named to be part of the Wooster College choir. 22-year old Elliott L. Walzer would graduate from Wooster with a degree in economics. As a senior, he was founding member *(RIGHt)* of a club known as "THE Corporation: Economic Royalists." The Wooster *Index* said, "If the day ever comes when the hammer and sickle floats over the green pastures of Wayne County, members of THE Corporation will find their names first on the purge list. Lusty infant among Wooster's teeming club population, THE Corporation was formed only this year. An enterprising group of economics students decided they could use a marketplace where they could bring and barter their ideas and question about economics. The group is organized like a real corporation. Stock shares are issued to each member. Members of THE Corporation are happy that their first year has ended without a Senate investigation of their activities." After graduation, Walzer went to work for Louis D. Miller at his Sedgefield Inn in Guilford, North Carolina a part of Greensboro county. He was there when the Census was taken in 1940 and he was there in mid-October when he registered for the draft. Regristrar Ruth Clark recorded 23-year old Walzer's weight as 145 pounds with blue eyes and brown hair, but it was unclear due to the handwriting whether Walzer was 5-feet 6 or 6-feet 6-inches tall. Jitney Jr suspects the former. The 1941 *Greensboro, NC City Directory* listed Walzer as working as a steward at the Sedgefield Inn. But not for long, Walzer signed up for a four-year hitch with the U.S. Marines and began serving on August 11, 1941 in Pittsburg, Pennsylvania. Walzer would not go overseas until August 1, 1944 and then with the 29th Marine Regiment until March 31, 1946 when he was transferred to the 7th Marine Regiment for four days and then completed his final 19 days of foreign service during World War II on board the *USS Calvert*. He left active service with an honorable discharge on August 30, 1946 at the Philadelphia Naval Base. Elliott Lower Walzer was listed on the Marine Corps' muster rolls in October 1946 as a captain. His 50 months of active domestic service qualified him for $500 worth of compensation from the state of Pennsylvania in 1950. Walzer applied for the state payment in May just before returning to the Cog for the summer season running the Marshfield restaurant. 37-year old Elliott L. Walzer married 34-year old high school librarian Helen Shipka *(b.1921 d.2009)* on December 29, 1954 in her hometown of Middletown, New York. In March 1955, Walzer began managing a motel at the north entrance to Alexandria, Virginia. The Towne Motel *(right)* at 808 North Washington Street offered "tomorrow's luxury comfort today. Television – free radio – Muzak – available to all guests. The Towne Motel was owned by the same group running the Wagon Wheel Motel and Resort, just 3-miles south on Route 1. Elliott and Helen Walzer then headed south to Atlanta, Georgia where Helen began teaching library science as an associate professor at the Georgia Institute of Technology. She was with the school from 1958 to 1986. Elliott Walzer continued to manage restaurants and was running a Howard Johnson's in the summer of 1962. *(1962)* "A New York employee of the National Association for the Advancement of Colored People said that he was refused service Tuesday *(7/3)* morning by Howard Johnson's Restaurant at Northside Drive and the expressway. The manager of the restaurant said he had no comment. The incident was related by Gloster B. Current, director of branches for the NAACP, in a telegram sent to Elliott Walzer, the restaurant manager. The telegram claims the restaurant door "was locked in our (his and his family's) faces" and that a woman put a closed sign on the door. Mr. Current's telegram also said the incident would be called to the attention of the company's national office through the New York office of the NAACP." Walzer's name would appear in the newspaper's pages two years later. *(1964)* Atlanta Journal columnist Ernest Robert talks about Northwest X-pressway restaurant manager, Elliott Walzer, "speaking of the pleasure he derives from his hobby: Horticulture..." Walzer later left the restaurant game and became a real estate agent. *(1976)* "Elliott Walzer, owner of Realty Unlimited of Atlanta, has been elected president of the Atlanta area council of Circle America Real Estate Corp." The Walzer's owned a unit in Naples Florida in the spring of 1980. Elliott Lower Walzer died on July 31, 1991, in Atlanta, Georgia, at the age of 73. Walzer was cremated and his remains were placed in Arlington Memorial Park, in Sandy Springs, Georgia. His wife, Helen Shipka Walzer would join him after her death in 2009.

No. 10 Crew: (l-r) Nat Williams, Alan Warner & Bruce Houck at Summit (1973)
- Alan Warner Collection

- AST Letter / Marshfield Corp Ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Trenton (NJ) Evening Times – Sun, Mar 20, 1938 pg. 10 / Pittsburg (PA) Press – Sun, Dec 10, 1939 pg. 7 & Wed, Aug 13, 1941 pg. 13 / Caledonian-Record - Mon, Sep 19, 1949 pg. 6 / Atlanta Journal – Tue, Jul 10, 1962 pg. 13 & Fri, Jan 17, 1964 pg. 22 / Naples (FL) Daily News – Tue, Apr 29, 1980 pg. 76

C. R. Ward(?) 1952

Railway Ledger

Alan Warner 1971 - 1975

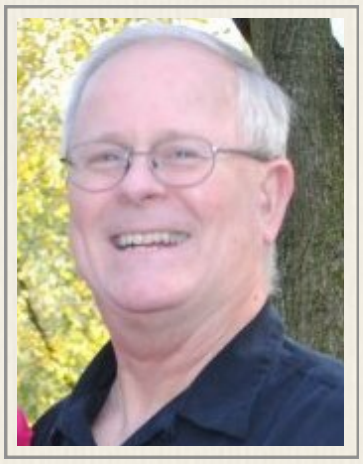
19-year old Al Warner of Lisle, Illinois came to the Cog Railway in 1971 and earned $1.80 an hour. His road to the Mt. Washington began with boyhood trips to New Hampshire. "Niles Lacoss was my uncle," Warner wrote in December 2021 to Jitney

Jr. "His wife, Helen, was my father's oldest sister. I visited their farm in Etna, NH, often while growing up. Niles seemed to be able to do everything -- dairy farming, blacksmithing, welding; he even built his own sawmill. Amazing man." Alan C. Warner was one of four children born to Elmer "Red" Warner and his first wife, Phyllis L.H. Warner. "Red" Warner was a tank Platoon Commander in the 6th Armored Division under General Patton in Europe. Like Arthur S. Teague, Warner was awarded the Silver star, Bronze Star and a Purple Heart. Red Warner graduated from the University of Massachusetts and entered the insurance business. He was president of the Lisle, Illinois school board. Son Alan's name is on 1970 class roster at Lisle High School. "I did graduate from Lisle Community High School in Illinois, class of 1970," says Alan. "The summer I graduated, a buddy and I hitchhiked to New England to visit relatives. That included Niles at the Railroad for a short visit. I couldn't believe the place -- so awesome!" That fall, Alan Warner began college at Southern Illinois University on a football scholarship but that came to an end. "After suffering a serious injury," says Warner. "I decided to leave SIU and transfer. That spring *(1971)* I wrote Niles and asked if any jobs were available at the Railroad, and he put me in touch with Mr. (Paul) Dunn, who hired me. I travelled to Etna around May 1st, 1971 and drove to the Railroad with Niles soon after. What a scene! There had been record snowfall that winter, and the base road had just been opened up - snow piled 6 feet high on the sides! As part of the 'opening' crew, I was assigned to work for Billy Hubbard of Lebanon, NH. A man of great ability and few words. Our first task was to reconnect the plumbing under all the cabins in the snow and slush. Horrible. Then came some real tests for me -- I had been afraid of heights my whole life and knew I was going to have to conquer this to work on the mountain. First test was getting the engine shop doors opened. We had to climb to the top of those tall doors to open the latches that secured them. A long way up an old, wobbling ladder. Then another test -- re-shingling the Boarding House. I hauled bales of shingle up to the top for two days and then Billy and I crawled all over that roof until the job was done. By the end, I was hardly noticing the height, so mission accomplished." But Warner says the chores to open the railroad for the season were not complete. "By that time, more of the crew had arrived and track work began. We rebuilt the Base switch, then moved up-mountain each day. Billy Hubbard was the track boss. During this time, I began my training as brakeman on the Silver Lizard track car, which was a beast to brake. Very heavy; you'd use a peavy handle for leverage on the steep grades. By the time passenger season started in June, I was qualified to brake. But Richard Tirrell asked me to fire the 3… That's when I got my first raise, from $1.70 to $1.80!" The brakeman on the No. 3 crew was Johnny Bolton. "When I fired the 3 in 1971 for Richard Tirrell, he thought the name Base Station was totally uninspired. Grated on him all year. During Ugly Season *(August)* he finally made a cardboard sign on strings he would drop down to cover the name when we passed others at switches. Replacement name? Pay Toilet." Roger Clemons responded to Warner's Facebook discussion of his career by saying, "the car shop crew had a "replacement name" for #6 in 1971... Good Grief... Griff Harris was running..... And a piece of red cardboard to cover the first "s" in Peppersass. August 1971 also saw the No. 3's engineer and fireman *(right)* in court before Judge Mack Mussman in Littleton. "You've… uncovered my criminal past," writes Warner before he explains. "Richard let me borrow his motorcycle to visit friends at Sugar Hill. Officer Gary Young was notorious for hassling young people, and true to form he stopped me for no reason. My Illinois license didn't have a motorcycle amendment, so he wrote me a ticket, and the rest is in the court record." The record made it into the paper this way: "Alan C. Warner, 19, of Lisle, Ill., pleaded guilty to operating without a proper license and was fined $10. Richard Tirrell of Weymouth, Mass., pleaded guilty to allowing an improper person to operate a motor vehicle and was fined $10." A costly trip down the mountain, indeed. However, it didn't derail his educational plans. "During that 1971 season I was accepted to Hampshire College in Amherst, Mass. This was Hampshire's second year of operation, and a very exciting time there." Warner "qualified as engineer in the spring *(of 1972)*. Ran the #3 for the season, with Johnny Bolton as fireman and Nat Williams as brakeman *(left)*. (I) ran the #10 in its first full season. Nat Williams firing, and Bruce Houke brakeman. I couldn't believe my luck -- I was not very senior as an engineer, but all the others passed on the 10 until my turn. I asked, 'Are you guys crazy? -- it's a great engine!' Dave Kurz replied: 'We figured Niles won't kill you if you break it.' So I lucked out and had the best engine on the mountain that year." He earned $2.20 an hour that summer. "Breaking the new engine (was) my greatest fear that year." recalled Warner. "We did break a crankshaft on the way up at Halfway House, though. I was impressed the engine never fell back on the ratchet, even at half power. In 1974 and 1975, Warner was an "occasional weekend warrior (both as an) engineer and fireman. I took two years off from Hampshire to travel in Europe and also work

No. 3 crew: Al Warner & Richard Tirrell (1971)
-Warner Family Collection

Nat Williams, Johnny Bolton & Alan Warner (1972)
-Warner Family Collection

to raise money for school. I graduated (from Hampshire) in 1976 and moved to Washington, DC, to join my girlfriend, Delia Mitchell, who had attended Smith College. We were married a year later, and moved to Houston in 1978, where I got a job as a technical writer with Bechtel Power Corp. In 1979 I got a new technical writing job in Portland, OR with Rust International, an engineering and construction company. Our two sons were born in Portland. In 1984, I returned to school at the University of California, Berkeley, and received my MBA in 1986. From there I accepted a financial analysis position at Ford Motor Co's vehicle product development center in Dearborn, MI. Our daughter was born soon after. I remained at Ford in various Finance positions until I left to join Roush Performance Products in Livonia, MI. At Roush I served as Controller, CFO, and then Operations Manager. I returned to Ford in Product Development Finance for the final four years of my career, and retired in 2015. In addition to Delia's and my three children, I have an older son as well. Five grandchildren so far. I'm still in touch with several Coggers, who remain some of our closest friends!" - *Arthur S. Teague Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Manchester Union Leader – Sat, Aug 14, 1971 pg. 4 /* https://www.facebook.com/photo?fbid=10220760755304618&set=g.190122044599



Al Warner (2011)
-Warner Family Collection / FB

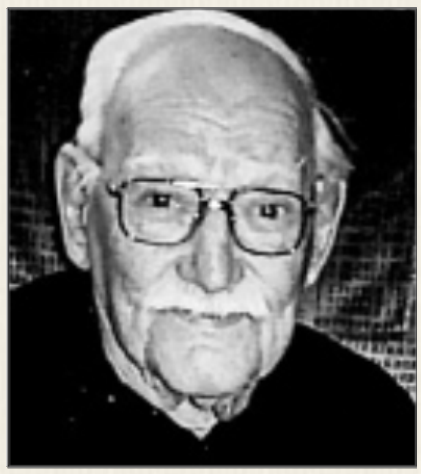
Beth Warren 1983

Railway employee Beth Warren mith Garrison was from Fond du Lac, Wisconsin

Newton E. "Newt" Washburn 1983

69-year old Newt Washburn was part of the Class of 1983 Cog Railway photo in the John Rolli collection. The former railroad manager said of Washburn simply: "Newt 'My son owns this place' Washburn (another story-teller)" It appears Washburn was a story-teller, because his life was a story waiting to be told. / Newton Everett Washburn was born on April 4, 1915, in Stowe *(or Waterbury)*, Vermont, to 20-year old Barre, Vermont-native Lefa Maryann May Armstrong *(b.1894 d.1973)* and 51-year old day laborer Leslie Chamberlain Washburn *(b.1864 d.1948)*. Newton's birth card indicates he was the third child born to his mother. Lefa was sixteen and living in Albany, Vermont when she married 47-year old Leslie Washburn. Washburn had been born in the border town of Holland, Vermont, and the couple were recorded as living with Leslie's father in the Barnston township of the Stanstead, Quebec district at the start of 1911. There were no children recorded. The Canadian Census record did say Lefa could read and write. Her religion was Adventist. She had gone to school in Barre *(through the fifth grade)*. Newton's older sister, Rachel Viola Washburn *(b.1913 d.1914)* died while Lefa was carrying him. Rachel had been born on October 31, 1913 in Albany, Vermont and died sixteen months later. On January 29, 1914, 19-year old Lefa Washburn "officially" crossed the border into the United States at Newport, Vermont. Although born in Barre, her nationality listed was Canadian. She was 5-feet 7-inches tall with brown hair and eyes. She came south through Newport again a month later bound for Craftsbury, Vermont from Baldwin Mills, Quebec. By the Spring of 1923, Newt Washburn's mother and father had divorced. *(His father Leslie Washburn would die on April 15, 1948, in Baldwin Mills at the age of 84)*. Lefa Washburn married marry 38-year old George Brunell on April 18, 1923. Newt Washburn's mother's movement back-and-forth on Vermont's northern border, and her history of husband's has scrambled the 47 family trees currently being assembled by various relatives on *Ancestry.com*, and reviewed by Jitney Jr for this profile. In those family trees, Newt's paternity has been granted not only to Leslie Washburn, but Frank Gilman Sweetser of Stowe and in one case, a "Mr. Touchette." One family tree merely said Lefa Armstrong "never married." Thus, the record of Newton Washburn's siblings includes brothers and sisters not born to his mother, and some that were. Frank Gilman Sweetser *(b.1888 d.1950)* was the father of Newton's half-brothers: Perley Delmont Sweetser (b.1914 d.1993) & Rodney Francis Sweetser *(b.1916 d.)*, and half-sister Evelyn Irene Sweetser *(b.1918 d.)*. Lefa Armstrong Washburn had apparently placed Newton with the Sweetser's to be raised in Lamoille County. Lefa's second husband, George John Brunell *(b.1883 d.1935)* was the father of Newton's half-brothers: Theodore Albert Brunell *(b.1918 d.1979)*, George Alwyn Brunell *(b.1923 d.1997)* & John Lyman Brunell *(b.1929 d.2000)*. However, it appears only George and John were born to Lefa. When husband George Brunell died, Lefa married Harry Freeto. The 1940 US Census found the couple, 16-year old George and 10-year old John living on Randall Street in Waterbury, Vermont *(a future residence of Jitney Jr.)*. 45-year old Lefa was working 60 hours a week as an attendant at the State Hospital, while 55-year old Harry was working in the veneer mill.

Cogger Newton Washburn's romantic life was equally convoluted as he was married three times. Newton Washburn married Alice Helen Allen *(b.1916 d.2006)* in Morrisville, Vermont, when he was 19 years old. *(1934)* "A reception was held at the home of Mr. and Mrs. Lanson Allen of Stowe Saturday evening, April 14, for their daughter, Alice Helen, who was married to Newton Everett Washburn April 13. Dancing was enjoyed and refreshments were served. Mr. and Mrs. Washburn received many nice gifts, also a beautiful wedding cake in the shape of a large bell, presented by Mrs. H. O. Sweet. The couple are to reside in Morristown." They had one child during their marriage: Anthony Piers was born on June 20, 1935 at Copley Hospital in Morrisville. 20-year old Newton was working as a day laborer, while 19-year old Alice was doing housework as she had for the last five years. She was on the job cleaning the day before she gave birth to her first child. Alice Washburn went to court seeking a divorce in November 1937 due to "non-support." The application was uncontested, and Newt and Alice were divorced on May 18, 1938, after 4 years of marriage. He was 23 years old. Alice would marry



Newton E. Washburn

Damaged T-33 jet trainer crash-landed in a field and then skidded upon Route 15 in Wolcott. It is shown here on highway. Note traffic stalled along road winding to the left in the rear.

Erwin E. Bettis in 1938. Newton Washburn married Vera Adeline Wheeler *(b.1923 d.1982)* in Stowe, Vermont, on May 13, 1940, when he was 25 years old. Newt Washburn was working at the Fairbanks Morse Company's Lyman Mill in Lisbon, New Hampshire when he registered for the draft on October 16, 1940. He was recorded as 5-feet 9-inches tall, weighing 155 pounds with brown eyes & hair, and a dark complexion. Washburn had three daughters and a son with Wheeler: Nola Jean *(b.1941 d.)*, Nancy & Veda Mae Washburn *(b.1946 d.)*. She was Vera's fifth child. Son Albert Paul *(b.1942 d.1976)* was born on December 31, 1942, in Southbridge, Massachusetts. *(1945)* "The following 59 men from Washington county selective service board No. 1, with headquarters at Montpelier have been ordered to report at Rutland Feb. 20 for pre-induction physical examinations: Newton E. Washburn, Waterbury Center, tr*(ansferred)* from Woodsville, N.H. *(draft board.)*" Newt opted to join the Marines. He was a private in the Second Recruit Battalion at Parris Island in April 1945. In July, Pvt. Washburn was on the muster roll of Company A, Headquarters Battalion at Camp Lejeune. He became a private first class while with the 9th Infantry (rifle) training battalion there. In October 1945, he was at Camp Pendleton in Oceanside, California. There's no record that he served overseas. Newt's time in the Marines was not his only interaction with the military. *(1955)* "An Air Force T-33 jet trainer, out of fuel and making an emergency landing, swerved at the last minute to avoid oncoming autos and crashed in a field alongside Route 15, then into the road, (in Wolcott) this *(6/25)* afternoon. The pilot (Maj. Marshall E. Nolan) and his passenger escaped with minor injuries. Erwin Bettis, a (Wolcott) farmer, said the jet narrowly missed smashing into his farmhouse just a few seconds before the crash. Nolan apparently decided to attempt a landing on Route 15 rather than parachute from the plane and risk having it crash into houses. Bettis said he and his wife and son watched the airplane circle the area and then whiz by his house and crash. He said he did not hear the crash, but saw the cloud of dust kicked up when the plane hit the bank. Bettis sent his hired hand, Newtown Washburn, to the scene and Washburn picked up (the two airmen.) Washburn summoned the Morrisville fire department, but the airplane did not catch fire." 48-year old Newton Washburn was working as a "bodyman" in a garage in Bethlehem when he married 32-year old Burlington-born waitress Maxine Lois Burnor (b.1931 d.1989) in Concord, Vermont, on August 22, 1963. She was a waitress living in Littleton, New Hampshire. This was her first marriage. In addition to working at the Cog, Newt Washburn began touring and demonstrating his craft of basket-weaving in the Abenaki tradition. A skill he had learned as a young man with the Sweetsers. This, along with his mother's travels, would seem to indicate a Native American heritage in Washburn. His wife, Maxine Lois passed away on July 31, 1989, in Bethlehem, New Hampshire, at the age of 58. They had been married 25 years. Newton Ernest Washburn died on March 26, 2011, in Bethlehem, New Hampshire, when he was 95 years old. His family summed up his life this way. *(2011)* Newton E. Washburn, age 95, passed away on March 26, 2011 at the

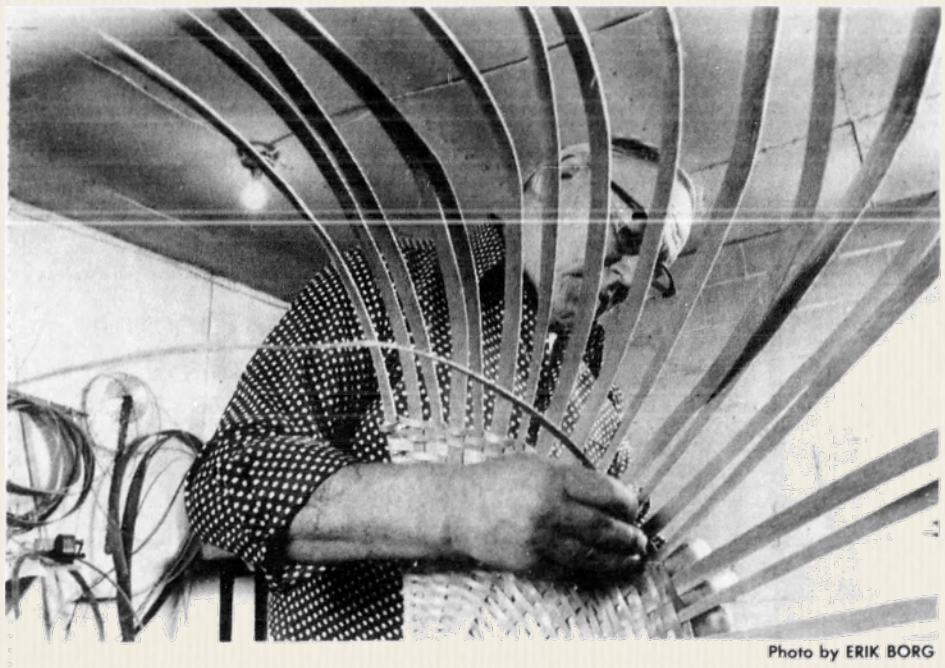


Photo by ERIK BORG

Newton Washburn weaves a basket. This and other craft demonstrations will take place Saturday at the Third Annual Midsummer Festival of music and art to be held on the Vermont College campus in Montpelier.

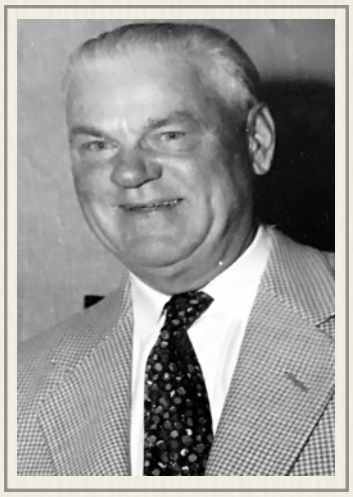
Weeks Medical Center. Newton was born on April 4, 1915, a son to Leslie and Lefa (Armstrong) Washburn in Stowe, Vt. He was raised from infancy by Ray and Lula (Sweetser) Davis in Sterling Valley, Vt., where he was known as Ernest Davis. In April, 1934 he married Alice (Allen) Washburn (Bettis) and had one son, Anthony. He was divorced in 1937 and re-married in 1940 to Vera (Wheeler) Washburn, and had five children, Nancy, Albert, Nola, Joan, and Veda. Newton was a member of the Marine Corps in World War II. After his divorce in 1957 he moved to the Bethlehem, NH area, where he operated an auto body shop and has resided there since. He married Maxine (Burnor) Washburn in 1962 and they had a son, Leslie. In 1987 Newton received a National Heritage Award for brown ash basket-making, an art learned while growing up with the well-known Sweetser family of Lamoille County, VT. He developed his art further making woven cradles, fishing creels and multiple types of baskets. He designed, created and sold the special tools of the trade, and taught many people the art of basket making. In his later years he lived with and was cared for by his son and daughter-in-law, Leslie and April Washburn and his granddaughter, Leah. Surviving family members include two sons, Anthony (Tony) Washburn and Leslie R. Washburn; three daughters, Nola Washburn McLaine, Joan Washburn, and Veda Washburn. He was predeceased by one daughter, Nancy Washburn Williams, one son, Albert (Butch) Washburn, and one grandson, Mark Washburn. SERVICES – A graveside service will be held in the spring in the Maple Street Cemetery in Bethlehem. *- John Rolli – Class of 1983 Photo ID sheet / Ancestry.com / Newspapers.com / Burlington (VT) Free Press – Tue, Apr 17, 1934 pg. 6; Sat, Jun 25, 1955 pg. 1 & Fri, Jul 13, 1984 / Caledonian-Record – Sat, Jun 25, 1955 pg. 1 & 8 / Littleton Courier – Wed, Apr 6, 2011 pg. A14*

William W. Waterman 1876

Spur Line Track Crew foreman - The 28-year old Bradford, Vermont native was in charge of the construction of the spur line from Fabyan to the Base Station of the Mt. Washington Railway in the summer of 1876. A newspaper article described Waterman of Bradford as a "young man who is full of vim and equal to his task." The son of Willard and Mary Ann (Wilson) Waterman would die two years later of consumption leaving his new wife, Ella Ladd Waterman. When Ella Waterman died in November 1933 in her hometown of Littleton, NH at the age of 78, her obituary said William Willard Waterman had died "only a few months" after their marriage. The 19-year old widow never remarried and became "one of Littleton's most respected women." The obituary also inflated her husband's role in the Cog's history saying he "was one of the engineers who supervised the building of the cog railway up Mount Washington" when he was actually the foreman building the spur line to the Base. / William Willard Waterman was born on May 16, 1848, in Bradford, Vermont, to 34-year old Mary Ann (Wilson) Waterman *(b.181 d.1883)* and 37-year old farmer Willard Waterman *(b.1810 d.1876)*. He had two brothers and a sister, who died as an infant: James Alden *(b.1845 d.1907)*, Emma Annis *(b.1851 d.1852)* & Mansfield Darwin *(b.1853 d.1898)*. In 1860, the family was living in Bradford. 12-year old William and his brothers were going to school. Mary's mother, 77-year old Agnes Wilson was also living on the farm *(which was valued at $8,000)* and 23-year old Julia Lufkin was working as a domestic. 50-year old Willard Waterman's personal estate was worth $1,596. 22-year old William was living at home and working for the Boston, Concord & Montreal railroad in 1870. His brother, Mansfield would also go to work for the road as a brakeman. *(1875)* "Saturday last, about 11 o'clock, a.m., Mansfield D. Waterman, of Bradford, employed as a brakeman on the Boston, Concord and Montreal railroad, met with a severe accident at Plymouth, N.H., narrowly escaping being instantly killed. He was standing on the side track, at one corner of the platform of the freight depot, and directly behind an empty covered or box car, engaged in conversation with Conductor Wyatt, of the way freight, who stood only a few feet distant. In the yard was an engine, engaged in shifting and making up trains. Not knowing that any one was on the side track, the engineer "staked" a car from the main line on to this side track, with such speed as to strike the former car with considerable force, and before Mr. Waterman could move he was caught and wedged in between this freight car, set in motion by the concussion, and the platform, a space of not more than six inches.. After slipping about five feet from the end of the car, he was rolled round and round in this narrow space between the car and platform, for a distance of thirty-six feet, before the car could be stopped. This was done just as Mr. Waterman had reached the end of the car, having slid and rolled its entire length. Medial aid was at once summoned, and every assistance rendered by the officers of the road to make the sufferer as comfortable as possible. Strange as it may seem, no bones were broken, although his right hip was some torn and severely bruised, by striking, as is supposed, either against the corner of the car or the casing to the door. Both arms were bruised between the elbows and shoulder, and his body and spine otherwise more or less injured, the edge of the platform striking some two inches above the hips. It was only with difficulty and sever pain that he could breathe. His head and arms were all he could move, the remaining muscles of his body being completely paralyzed. Accompanied by Dr. Preston, of Plymouth, and his brother, William W. Waterman, Roadmaster of the Boston, Concord and Montreal, he was taken on board the regular mail train, and carried to Wells River, where, by order of Superintendent Folsom, of the Passumpsic road, an engine was waiting, which conveyed him in a special car to his home in Bradford." 27-year old William Willard Waterman was still working as roadmaster when married 19-year old Ella L. Ladd *(b.1855 d.1933)* in Littleton, New Hampshire, on November 10, 1875. *(1876)* "Bradford notes: Last week, William W. Waterman, Roadmaster of the Boston, Concord and Montreal railroad, finished laying the iron on the "Branch road," so called, which extends from the Fabyan House to the base of Mount Washington, and which connects the Montreal with the Mount Washington Railroad." / "The Mt. Washington branch of the B.C.&M. RR is now completed, the iron being laid so that connection is made with the famous Mt. Washington Railway, doing away with the old-fashioned stage-coach style of visiting the far-famed mountainous regions. A large number of men have

been employed in laying the iron; the work has been under the direct supervision of J. A. Dodge, Esq., Superintendent of the road. The track men have been under the direction of Waterman of Bradford, a young man who is full of vim and equal to his task. Such was the eagerness of the railroad directors to get the job completed that men have worked day and night, through storm and sunshine, knowing no rest, not even for the weary." William Willard Waterman died of consumption on July 23, 1878 in Bradford. He is buried with his mother, father and siblings in the family plot in the Upper Plain Cemetery in Bradford.

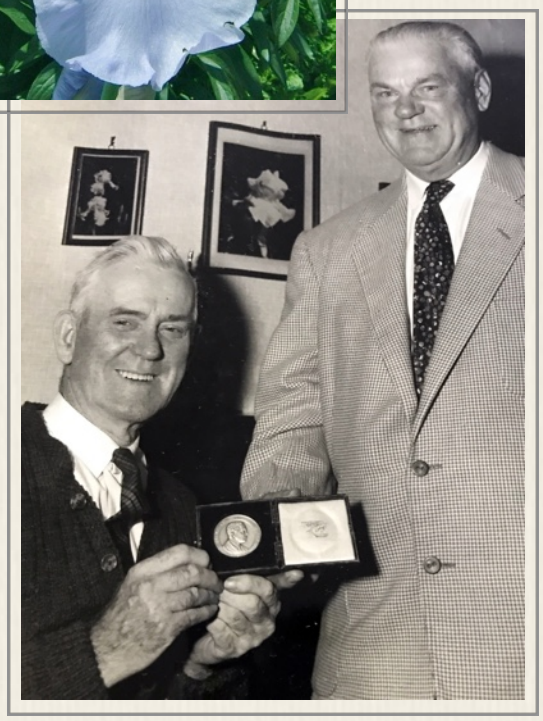
- Bradford United Opinion - Sat, Jul 8, 1876 pg. 2 / Ancestry.com / Newspapers.com / Find-a-Grave.com / Montpelier (VT) Argus & Patriot -Thu, Oct 14, 1875 pg. 2 & Jul 5, 1876 pg. 3 / Litttleton Courier - Thu, Nov 9, 1933 pg. 1



Arthur Watkins (1961)
-Watkins Family Collection

A. H. Watkins 1917

Among the Clouds reported "The Mount Washington Railway under the direction of Superintendent Harry G. Spaulding started its *(1917)* summer schedule on June 30th and trains are now running regularly between Fabyan and the Summit of Mount Washington. The Summit Trains are handled by: Engineers, C.H. Hansom, C.W. Charlton, A. H. Watkins…" and in a second front page article: "That the war is indeed a reality is felt at the Base Station, Conductor R. H. Large and Engineer A. H. Watkins having been drawn in the first draft. Both young men are very popular and will be missed both by the Mt. Washington Railway and their associates at the mountain." Engineer Watkins identity was a bit elusive using the initials – A. H. Then a Jitney Jr radio appearance on WDEV fielded a phone call from "Fred of Newbury" who said his relative, Arthur Watkins was a B&M fireman from Concord who worked at Mt. Washington to make some extra money. Taking Fred's hometown clue and running it with A. H. Watkins, Jitney Jr. found no A. H. Watkins in Concord, but there was an Arthur J. Watkins who seemed to fit the bill. 23-year old Boston & Maine fireman Arthur John Watkins had registered for the selective service on June 5, 1917. He was described as of medium height, stout with fray eyes and light colored hair. Watkins may have been called up in 1917 draft as reported by Among the Clouds in late July, but was apparently still working for the B&M that winter. *(1917)* "Arthur Watkins of Concord, N.H., employed by the Boston & Maine, fell from a tender in the yard yesterday *(12/20)* morning and landed on his head. He received an injury to the leg and possibly a fractured skull, although the latter cannot be absolutely determined until after further observation. He was taken to the Burbank hospital." Legal action followed, and would involve three Superior Court trials and a 1922 N.H. Supreme Court appeal [Watkins v. Boston & Maine Railroad, 80 N.H. 468] over eight years before being settled in late 1925. The Supreme Court appeal by Watkins sought "a new trial of the action reported in 79 N. H. 285, on the ground of newly discovered evidence. There is in the new evidence the testimony of witnesses tending to show the location of the accident more definitely than the evidence at the trial did. There is also added testimony as to the dangers incident to the use of the apron on the engine. It is argued that since the plaintiff knew he must prove that the accident happened upon a curve, and attempted to do so, his mis- take as to the quality or quantity of his evidence cannot be relieved against, any more than his failure to call but two of six available witnesses could be. No authority for such a proposition has been cited. No such limitation upon the right of new trial when new evidence has been discovered is suggested in any of the cases. The plaintiff is asking to be restored to the position he occupied before the case was tried. The proceedings which have been had since that time include the first trial and those incident to the present petition. *(1925)* "Twelve thousand dollars was awarded to Arthur J. Watkins of Concord, N.H., by a Superior Court jury at Concord for injuries that he sustained a number of years ago when he was alleged to have been thrown from an engine cab at Ayer, Mass., while in the employ of the Boston and Maine railroad. The Watkins case is a celebrated on in this state, having been tried three different times by the Superior Court. The first time Watkins was awarded $10,000 but the Boston and Maine appealed the case and the Supreme Court ordered another trial. The second trial found the jury in disagreement. The firm of Upson, Donovan and Niles represented Watkins and Demond, Sulloway and Rogers the defendant *(railroad)*." / Arthur John Watkins was born on December 5, 1893, in Concord, New Hampshire, to 24-year old Emma Prowse *(b.1869 d.1946)* and 28-year old stonecutter William Watkins *(b.1865 d.1923)*. He had three older siblings: brother Edward *(b.1889 d.1963)*, sister Mary H. *(b.1890 d.1931)* & brother William *(b.1892 d.1954)* as well as three younger sisters: Ann E. *(b.1895 d.1987)*, Ruth Mildred *(b.1900 d.1903)*, Evelyn *(b.1904 d.1995)* & Gertrude E. *(b.1907 d.1998)*. The family lived at 67 High Street in Concord in 1900. They were still there in 1910. 24-year old Arthur John Watkins was still working as a B&M fireman when married 22-year old Sarah Olivine Watkins *(b.1895 d.1983)* in Concord, New Hampshire, on August 31, 1918. It was the first marriage for both. They had one child during their marriage: Barbara Ruth *(b.1919 d.2009)*. Arthur, Olive and baby Barbara were living with William and Emma Watkins on High Street when the Census was taken on January 6, 1920. Stonecutter William was now working as a blacksmith for the railroad. Arthur Watkins had no employment listed. In 1930, 36-year old Arthur, 34-year old Olive and 11 year old Barbara were renting 56 High Street in Concord. Sister-in-law 19-year old Eva T. Davidson was also part of the household. She was working as a telephone operator. Watkins was now a clerk at grain mill.



Ten years later, the family had moved to 67 High Street, a home worth $3,500 that they had purchased. Arthur Watkins was still clerking at the Stratton & Company grain & flour mill on Depot Street.. He had worked half-a-year in 1939 and made $598 dollars. His 71-year old mother, Emma, and 32-year sister, Gertrude were also living in the house. Gertrude Watkins was a registered nurse working at the Concord city relief office. In February 1942, Watkins' 21-year old daughter and teacher, Ruth married 21-year old warehouse leader Frederick George Burt. Two months later, 48-year old Arthur J. Watkins made a second trip to the draft board. This time, Watkins was found to be 5-feet 7-inches tall weighing 175-pounds with blue eyes, brown hair and a ruddy complexion. Watkins and his brother, Ed enjoyed growing flowers. The pair won the American Iris Society's Dykes Medal in 1961 *(previous page)* for "Eleanor's Pride." "It is awarded by the British Iris Society in honor of William Rickatson Dykes to the best Iris developed by an American hybridizer. The candidates are chosen from the AIS Medal winners that have been bred by American (US & Canadian) Hybridizers. The Medal winners are the best irises in their class. So this is the best of the best." Arthur John Watkins died on February 9, 1974, in Concord, New Hampshire, when he was 80 years old. Watkins was buried in Blossom Hill Cemetery in Concord with his wife and daughter.

- Among the Clouds - Jul 23, 1917 pg. 1 (two stories) / Ancestry.com / Newspapers.com / Find-a-Grave.com / Hollis (NH) Times – Fri, Dec 21, 1917 pg. 4 / Portsmouth (NH) Herald – Mon, Nov 16, 1925 pg. 4 / https://wiki.irises.org/Main/InfoMedalAmericanDykes

John A. Watkins (2017)
-Watkins Family Collection

John A. "Jack" Watkins 1996 - 2003

Brakeman/Track Crew *(2003)* "Three other workmen stood on the flatbed while the train chugged up and down the mountain: track supervisor Dave Moody of Littleton; Jack Watkins of Whitefield; and Jake Noel of Lincoln." / John A. Watkins , 66, passed away peacefully into God's hands at his home surrounded by his loved ones in Whitefield, N.H. on Dec. 9, 2017 after a lengthy battle with cancer. John *(right)* was born and raised in Whitefield on June 22, 1951 to parents Ambrose and Mary Watkins. He is survived by his wife Judy A. (Ryan) Watkins, his two sons James P. Watkins and wife Heather, John C. Watkins and fiance Christina Osborn , both of Whitefield. Daughters Angela Day and husband Jon, Maureen Merryman and Dave Occhialini, Melanie Merryman and Fred Vestal. His sisters Jini Lambert of Northfield N.H., Peggy Watkins of Nashua N.H., Frances and Chuck Scheys of Chichester N.H. and brother-in-law Gale Clark of Pennsylvania. He was predeceased by his parents, his first wife Elizabeth Watkins, and sister Susan Clark. John had eight grandchildren, and several nieces and nephews all of whom he loved and was very proud! John was a dedicated husband, father and Papa. Family was very important to him. John served in the Army during the Vietnam era and then in the National Guard. He was involved in the Shriners, Mason's, and the American Legion Post #41. In his free time he enjoyed camping, woodworking, making furniture and creating many beautiful bowls, vases, etc. John worked at the Gilman Paper Mill, Whitefield Power & Light, the Cog Railway as a brakeman, and New England Wire Tech in Lisbon N.H. He had a love of history, military, animals, and had such pride of servicemen and other veterans. There will be no calling hours. A memorial service will be held at the CrossRoads church 1091 Meadow St., Littleton N.H. On Saturday Jan. 6, 2018 at 11:30 a.m. In lieu of flowers, charitable donations in John's name may be made to: Riverside Rescue, 236 Riverside Ave., Lunenburg, VT. "Gee, I'm real sorry to hear that," wrote Paul Forbes on Facebook. "He was a great guy to work with" Joe Pychevicz: "Sad to hear, RIP John, he was fun to work with made the day go by fast....my thoughts go out to the Watkins family...." Larry Barrett: "Watkins was one of the good guys, we will miss him!"

- Littleton Courier - Wed, Apr 16, 2003 pg. 9A / Caledonian Record - Sat, Dec 30, 2017 pg. 2 - FB Cog Railway: We Worked There

John C. Watkins (2018)
-Watkins Family Collection

John C. "Jack" Watkins 2009 - 2014

Track crew - son of John A. Watkins - Dave Moody: "Jack Watkins was a track worker, brakeman, fireman, engineer and became the shop foreman for 3-4 years before leaving. Jacks' Dad John also worked at the Cog as a brakeman for many seasons. The Watkins were also from Whitefield." Cookie Sodergren: "Jack helped train me - no games."

- Moody email to Jitney Jr / Mark Sodergren Intv - Mon, Aug 16, 2021

Wat - Web

D. T. Watson 1952

Mt. Washington Club/Summit House

William Wayman 1882

Railway employee - *(1882)* "William Wayman, of Lenoxville, P.Q., who has been (telegraph) operator at the Base station the past season, visited the Summit Saturday *(9/2)*" / Jitney Jr's internet searching for more background yielded two candidates for this name. The first, William George Wayman born July 19, 1854 in 19 Jul 1854 Quebec City, Quebec (Urban Agglomeration), Quebec, Canada, son of Robert Wayman *(b.1830 d.1914)* and Harriet (Gray) Wayman *(b.1820 d.1856)*. He had a brother Henry John Wayman *(b.1858 d.1862)*. William George Wayman died on 21 Jul 1936 Johnville, Le Haut-Saint-François, Quebec, Canada. The second candidate was William Wayman but had a last name of Baker. This man's background as a telegraph operator with the Grand Trunk railroad and his long time living in Lennoxville makes a strong argument for him being the Cogger written about in *Among the Clouds*. "BAKER, William Wayman, Lennoxville, Que. - Born in England, Aug. 12, 1853, son of John and Susan (Wayman) Baker, English, parents coming to Lennoxville in 1854; Educated at public schools; for some years engaged in farming at Compton, later was employed as telegraph operator, Grand Trunk Railroad, resigned in 1891 and accepted Lennoxville secretaryship in 1892; Councillor at Lennoxville 5 years; Sec.-Treas. Lennoxville and Ascot since 1892; societies, A.F. & A.M., I.0.0.F., Conservative, Anglican; married Ida Thompson in 1883; children, Florence, John, Reginald, Robert, Basil and Helen."

- Among the Clouds, Tues Sept 5, 1882 / Ancestry.com / 1917 Men of Today in the Eastern townships by the Sherbrooke Record Co.

Essie Weathers 1956 - 1959

53-year old Essie (Ray) Weathers came to the Mountain from Philadelphia in 1956 to help Ellen Teague take care of Charlie and Lucy. She was remembered by Coggers as a "very light skinned black" woman, and was on the Railway payroll for four summers. Anne Teague Koop says Weathers "sometimes helped out in the cabins but I remember here as Charlie's personal babysitter and she adored him. Helped teach him to walk." She was born in Chapin, South Carolina and had married fellow-South Carolinian John Weathers - son of Washington and Ella (Johnson) Weathers. The couple was living in Columbia when a daughter was born in June 1926. The child died on August 6, 1926. The Weathers' moved north to Philadelphia where John found work and Essie did housework for families. John died of heart disease on February 20, 1933 at the age of 39. In 1940, Essie Weathers, who had completed the third grade, was the head of household, paying $30 a month for a rental on Gennads Street in Philadelphia. 47-year old Willie Weathers was living with Essie doing odd jobs. The Census says Willie was Essie's husband. She died on March 14, 1992 at the age of 89.

- Railway Corp / Ancestry.com / Email to Jitney Jr - Mon, Dec 13, 2021

Micah Weaver
-Weaver Family Collection

Micah Weaver 2018 -2019

35-year old brakeman *(left)* who teachers social studies at Lisbon Regional School during the winter. He came there in 2015. Originally from Ronan, Montana. He went to Salish Kootenai College and graduated in 2007.

- https://www.facebook.com/mweaver/about?section=education&lst=575969597%3A100000153477169%3A1575578744

C. C. Webb 1950 - 1951

Marshfield Corp Ledger / Railway Ledger

James "Jimmy" Webb 1932 - 1960

Caretaker mentioned in Ellen Teague's book - searched for missing hikers in Feb 1932 - was part of group that found the bodies at Gulf Tank. *(1939)* "Whitefield notes: James Webb, who is caretaker at the base of Mt. Washington was a business visitor in town Monday *(12/11)*." *(1944)* "James Webb from the base of Mt. Washington was a business visitor in (Whitefield) the last of the week." He earned $150 a month as a watchman at the Summit in 1960. Earlier that year, State Police and conservation officials had "pushed a path through deep snow to the foot of Mt. Washington" to see if the 70-year old Webb was okay. Conservation officer John Weeden of Whitefield had flown over the Boarding House and had not seen any tracks in the snow and became concerned about Webb. / James Webb was born on November 26, 1883, in Knutsford, Cheshire, England, to 22-year old Sophia Mary Webb *(b.1861 d.1947)* and an unknown father, although Charles Worsley Gosling *(b.1854 d.1902)* would later marry his mother. There's would be a mixed family of three boys and five girls: David Webb *(b.1881 d.1914)*, Joseph Worsley Gosling *(b.1882 d.)*, Annie Gosling *(b.1887 d.)*, Sarah Alice Webb *(b.1890 d.1964)*, Arthur Gosling *(b.1890 d.)*, Mary Ann Gosling *(b.1893 d.1966)*, May Webb Gosling *(b.1896 d.)* & Margaret Gosling *(b.1899 d.)*. James Webb was baptized while his mother was living in a work house, and he completed the third grade. 17-year old James Webb sailed from Liverpool on April 18, 1901 bound for the United States, arriving on April 28th in Portland, Maine aboard the Dominion Line's *SS Cambroman*. He told officials he was heading for Canada, however later records would indicate 1901 was his immigration year, and he had become a naturalized citizen. A 23-year old James Webb arrived at St. Albans, Vermont from Canada in 1906. The 1910 US Census found James Webb living in 23-year old Katharine A. Hopkins' boarding house on Carroll Road in Whitefield, New Hampshire. Able to read and write, Webb was working as a painter. Twenty years later, Webb was still living in Whitefield doing odd jobs and painting. He was renting a room from railroad conductor Patrick J. Cassidy on Union Street. His caretaker work at Mt. Washington had him show up on the Carroll, New Hampshire Census rolls. The 57-year old Webb had made $240 for 16 weeks of work in 1939. We get our first physical description of Jimmy Webb when he registers for the draft on April 25, 1942. He is 5-feet 4-inches tall. He weighs 170 pounds with blue eyes, gray hair and a ruddy complexion. He has a scar

over his right eyebrow. Perley Wright of Fabyans will always know his address and Col. Henry Teague is employer. His birth date is now November 17, 1882. Never married, James Webb dies alone in his home on the Forest Lake Road in Dalton, New Hampshire from a heart attack. He had been living there for four years. He was buried three days after his body was discovered. James "Jimmy" Webb was 81 years old. *(1965)* "James Webb, 81, died suddenly Friday, Mar. 19 of a heart attack at his home on Forest Lake road. His body was discovered Saturday *(3/20)*. Mr. Webb was born in England and had lived in Twin Mountain for about 40 years where he was caretaker at the Mount Washington Cog Railway and Hotel. There are no survivors. Services were conducted Tuesday afternoon at the Astle Funeral Home, Whitefield. Burial was in Straw cemetery, Twin Mountain."

- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / Fitchburg Sentinel Wed, Feb 3, 1932 pg. 1 / Littleton Courier - Thu, Dec 14, 1939; Thu, Dec 14, 1944; Thu, Mar 25, 1965 pg. 3B / See Vol. 1 Ch. 13 & Vol 3A Aggregated Timeline 1932

Carl P. Webber 1954

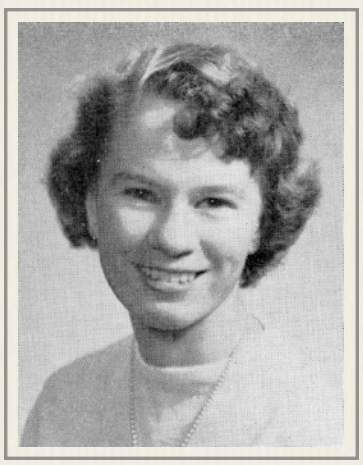
22-year old Carl Webber would celebrate his first wedding anniversary with his wife, Elaine as both were working at the Summit House in 1954. Carl had just completed his junior year at the University of New Hampshire, where he was pursuing a degree in forestry. A degree he would earn upon graduation in 1955, however his photograph would not appear in the UNH *Granite* yearbook. Carl Porter Webber was born on May 19, 1932 - the son of Grace M. and Carl G. Webber of Marlborough, New Hampshire. Carl had a younger sister, Ellena. August 8, 1953 found the 21-year UNH student in Concord before Universalist Minister Gustav H. Ulrich marrying 18-year old Elaine Frances Fowler. It was the first marriage for both. In 1958, the couple was living on Salmon Falls road in Dover. He was working as a county forester. She was teaching at Spaulding High School in Rochester, N.H. Carl P. & Elaine Webber were listed in the 1963 Dublin, NH Town Report as owing $148 work of property taxes and $5 each for the head tax. That year the school district had paid Elaine $4,400 and Carl $133.50 for instruction at the school. In 1964, the head tax of $5 also went uncollected from the Webber's. *(1966)* Carl P. Webber of Dublin, N.H. spoke on rock garden flowers and exhibit examples at the Tuesday *(5/24)* meeting of the Northfield, Massachusetts Garden Club. In 1966, the Town of Dublin, NH paid Carl Webber $10 for work in the cemetery. In the summer of 2013, the local paper took a photo of him selling flowers – a practice that continues through 2015.

- Summit House ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / 1958 Dover, NH City Directory / Springfield (MA) Union – Fri, May 20, 1966 pg. 65 / Dublin Advocate - Aug 2013, Aug 2014 & Jul 2015

Carl P. Webber (2013)
-Sally Shonk photo

Elaine F. Webber 1954

19-year old Elaine Webber went with her new husband, Carl to work at the Summit House in the summer of 1954. She had just completed her second year at the University of New Hampshire after graduating from Dover High School *(right)* in 1952. Born on December 16, 1934 to the 25-year old superintendent of the University of New Hampshire's dairy herd Kenneth R. and Edna Meryle (Clark) Fowler who lived on the Concord Turnpike in Durham, New Hampshire, Elaine Frances Fowler's high school colleagues saw her "Of disposition sweet and manners mild." She helped organize the Junior Prom at Dover High and was on the School Spirit team as a senior. Fowler joined the Art club as a junior and became its president as a senior. Fowler went to the University of New Hampshire, met and at 18 she married 21-year old forestry student, Carl Porter Webber from Marlboro, New Hampshire. She graduated as Elaine Fowler Webber *(left)* in 1956 with a degree in Art Education and became a schoolteacher. The couple was living in Manchester when their first child, John Thomas Webber was born on November 10, 1959. The premature infant did not survive, dying shortly before 2 a.m. the next morning. The child was buried in the Riverside Cemetery in Newmarket, N.H. Elaine's marriage to Carl Webber did not last. When her father died in June 2004, his obituary indicated she was now Mrs. Frank (Elaine) Knight living in Marlborough, New Hampshire.



Elaine F. Webber (1956)
- UNH Granite yearbook

- Summit House / www.legacy.com/obituaries/legacy/obituary.aspx?n=kenneth-r-fowler&pid=2333825&fhid=4402 / Ancestry.com / Newspapers.com

David T. "Dave" Webster 1973

Railway employee - *(2019)* David Webster's Cog story as told to his wife, Pat: "In 1973, at the end of the spring semester at LSC, Dave noticed an ad on a college bulletin board for the Cog Railway. He applied, was hired by Paul Dunn, and started work in May. He lived in the men's boarding house which was overseen by Crawford. (Dave doesn't remember if this was the man's first or last name.) Dave lived next door to an engineer named Jake *(Houston Jacobs)*. Initially he started as a brakeman trainee, but this wasn't a good fit. (and if you EVER want a good fit it's the brake guy, right?) He then went to work in the shop with a man named Dana who had been at the Railway before. Dave spent most of his time refinishing the interior of a car - i.e. removing and stripping wainscoting, a bit of demo, etc. It was at this time that he discovered a wonderful brass key fob hidden behind a panel from the Arlington Hotel in Bethlehem, Room 19. Also, he remembered that track lunches usually consisted of liverwurst sandwiches. In his leisure time he sometimes would go to Twin Mountain with other workers for a beer. He also enjoyed fishing the Ammonoosuc. He had a clear memory of a crew of guys from Boston who came up to work on the boilers and really enjoyed their partying. There was a bathtub that was filled with ice and beer bottles nearly every evening. The flood came on the 4th of July and the road

washed out so returning was impossible for a bit. Dave returned to his home in Montpelier and due to a family concern decided to finish the season there. He cleared this with Paul Dunn. Dave's time at the Railway was brief, but very memorable."

- May 2019 Email to Jitney Jr

JOHN FRANCIS WEBSTER.

John F. Webster 1896 - 1919

Mount Washington Railway treasurer *(1906)* "Mr. John F. Webster, treasurer of the Mount Washington Railway and the Concord & Montreal Railroad, was a visitor at the Summit Saturday *(8/18)* night, remaining till Sunday noon with his party, which included Mrs. *(Stella Hutchinson)* Webster. Mr. Webster has been treasurer of the Mount Washington road since the days of Walter Aiken, by whom he was first appointed to the position." *(1920)* "The two oldest active railroad officials in New England, and Probably in the United States, occupy adjoining rooms in the union passenger station in (Concord, NH), and have done so since it was erected in 1885. Each is a daily visitor to his office. They are Benjamin Ames Kimball, president of the Concord & Montreal railroad, who will be 87 years of age Aug. 22, and John Francis Webster, treasurer of the same road, whose 82d birthday Nov 18, 1919, was the subject of a pleasant observance by his many friends. Mr. Webster was born in Dorchester, Mass, but came to Concord as a boy in his teens. His first railroad employment was as waybill clerk, but he soon was made local freight cashier, and then chief clerk in the general freight office of the road. He was cashier of the Concord railroad system from May 1865, to September 1889, when he became treasurer of the new Concord & Montreal Railroad, and has so continued, an almost unparalleled record of continuous service. Outside of his railroad connections he is best known in the Masonic order, of which he has been a member since 1866. He has held almost every office in the gift of his jurisdiction." *(1889)* "Hon. B. A. Kimball, when in Europe recently, purchased in Amsterdam a piece of bric-a-brac, which aside from its intrinsic worth, is valuable from its associations, and as establishing a landmark in Freemasonry is especially interest to brothers of the mystic tie. It is an antique wassail cup, made in bohemia in 1520, and is a good specimen of the finest glasswork of that country, the productions of which are second only in rank to the Venetian. It is now in the custody of Mr. John Francis Webster to whom it was presented by Mr. Kimball. Mr. Webster is one of the most prominent and active Masons in the state, having served as chief officer of all the grand bodies, and attained the highest distinction, which is the great desideratum of all Masons – the 33d degree." // John Francis Webster was born in Dorchester, Mass., November 18, 1837, the son of Nathaniel F. Webster *(b.1808 d.1854)* and Miriam (Couch) Webster *(b.1810 d.1887)*, both of whom were born in Salisbury. He was educated at Chatham academy, Savannah, Ga., and at Professor Barne's academy at Concord, obtaining a commercial education with Rodney G. Cutting. In 1856 he was book-keeper for Moore, Cilley & Co., in Concord, and March 14, 1857, became local freight cashier for the Concord Railroad. He was appointed cashier of the Concord railroad system May 1, 1865, and retained that position until October 1889. He was appointed cashier of the Manchester & Lawrence railroad, August 1, 1867, and remained with that company until its absorption by the Boston & Maine railroad. Upon the formation of the Concord & Montreal railroad, in 1889, he was elected treasurer of the system, and now retains that position. In a1889 and 1890 Mr. Webster served in the legislature as a representative from Ward Four, *(Concord)*, being chairman of the finance committee. In addition to his services as treasurer of the Concord & Montreal railroad, Mr. Webster holds a similar position with relation to the Profile & Franconia Notch, the Lake Shore, the Manchester & North Weare, and New Boston railroads. He is also a director of the Mechanicks National bank. Mr. Webster is one of the most prominent members of the Masonic fraternity in New Hampshire. Mr. Webster is a courteous businessman. A remarkable knowledge of detail, and careful application of that knowledge, have enabled him to rise in the confidence and respect of the corporation with which he has been so long connected. A conscientious devotion to principal has one for him also the respect of his acquaintances, and his genial qualities have added, moreover, the unfaltering friendship and affection of the those who have come to know him intimately." At 19, "Frank" Webster married Mary Jane Cutting *(b.1837 d.1893)* on June 18, 1856. He would have five daughters: Jennie Margaret *(b.1857 d.1905)*, Clara Helen *(b.1858 d.1932)*, Lizzie Gertrude *(b.1861 d.1862)*, Jessie Marion *(b.1865 d.1949)* & Frances May *(b.1867 d.1915)*. 59-year old John Francis "Frank" Webster married 52-year old Stella P. Hutchinson *(b.1845 d.1915)* in Boston, Massachusetts, on February 6, 1897. Webster died of pneumonia on February 27, 1921, in Concord, New Hampshire, when he was 83 years old. He is buried *(right)* in Blossom Hill Cemetery in Concord.

- Among the Clouds - Aug 20, 1906 / Boston Globe – Sun, Feb 15, 1920 pg. 49 / Ancestry.com / Newspapers.com / Find-a-Grave.com / GenealogyBank.com / Worcester (MA) Daily Spy – Mon Apr 22, 1889 pg. 7

R. B. Webster 1950

Mt. Washington Club/Summit House

Ralph E. Webster 1923

Railway employee - *(1923)* "Woodsville notes: Ralph Webster and Peter H. McCarthy who have been employed at the Base Station, Fabyans, during the summer have concluded their duties and are at their homes here." When the 20-year old Webster registered for the draft in 1917, he was an engine dispatcher for the Boston & Maine in Woodsville. In 1921, Ralph was still living with his parents and working as a machinist in the B&M shops in Woodsville. *(1928)* "Miss Lida *(Rosina)* Caldon *(b.1896 d.1990)* of

Woodsville, the daughter of Mrs. Martha Cadon of Plymouth, and Mr. Ralph E. Webster, also of Woodsville, were joined in marriage last Saturday *(8/11)* at noon by Rev. Frederic H. Von der Sump at the Congregational church in Plymouth. The double ring service was used. Both are well known in Woodsville. Miss Caldon has for several years taught the second grade in the local school. Mr. Webster is the local agent for the C&O Oil company. A luncheon was served at the church immediately following the wedding. The couple are now spending a two weeks' honeymoon, visiting Niagara Falls, Montreal, Sherbrooke, and other points in Canada. They will reside in Woodsville." By 1930, 31-year old Ralph and Lida Webster had a baby son and he was working as fuel oil truck driver to support his family. When the Census was taken in 1940, Webster was no longer driving truck for the oil company, but was a sales agent for the Cray Oil Company. 43-year old Ralph Eugene Webster registered for the draft on Valentine's Day in 1942. He stood 6-feet 2-inches tall, weighed 185 pounds with blue eyes, brown hair and a ruddy complexion. He was back at work at the railroad as a crew dispatcher in 1953 when a heart attack claimed his life on March 18, 1953. *(1953)* "Woodsville notes: Funeral services for Ralph E. Webster, Sr., who died in his sleep early in the morning of March 18, were held from his home Friday, March 20 at 2 p.m. The Masonic burial service was conducted at the Woodsville cemetery. Ralph Webster was born at Woodsville on May 15, 1898, the only son of Almon Guy *(b.1863 d.1933)* and Emma (Stevens) Webster. He spent his entire life in the community, graduating from Woodsville High school in 1918. At one time Mr. Webster was a fireman on the Mt. Washington Cog railway and had many interesting experiences while serving in that capacity. For several years he was manager of the Cray Oil company here and at the time of his death he was employed as crew dispatcher by the Boston & Maine railroad. On August 11, 1927, Mr. Webster was united in marriage with Miss Lida R. Caldon and to them was born one son, Ralph E. Jr., who, with the widow, survives him. Mr. Webster was a member of the Brotherhood of Railway Clerks and a 25-year member of Kane lodge, F. and A.M. of Lisbon." He is buried in the Pine Grove Cemetery in Woodsville with his wife and parents.

- Ancestry.com / Newspapers.com / Littleton Courier - Thu, Oct 4, 1923; Thu, Mar 26, 1953 pg. 2 / Groton Times - Fri, Aug 17, 1928 pg. 1

Brad Wecker (1983)
- John Rolli collection

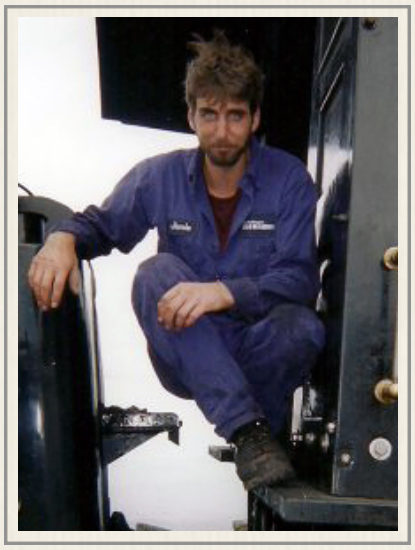
Brad Wecker 1985

Brakeman *(left)* on the June 19,1985 2:00 pm train (No. 10 Colonel Teague) with engineer Rob Maclay that had a rocker arm problem on descent and sparked a written complaint to the state. "The brakeman, Brad Wecker indicated in an interview that the passengers appeared to be in good spirits with only one or two excited people" wrote state inspector Walter King in his report.

- See Vol. 1 - Ops Manual - State Documents - Aug 9, 1985

Scott "Bones" Weeks 1994 - 1997

Railway employee - Paul Forbes posts a picture with "Now there's a crew! 1997 or so" comment. Scott Weeks replies: "Ya I took a break in this pic....one man fucking working machine ..now "there's a crew goes" well with fuck you... Cogger, logger, tree climber, hound dogger but mostly crazy..... Scott Weeks aka bones..... I'm just glad I have a pic from my years at the Cog." Top of the Mountain *(right)*: Scott Weeks: "good pic" Chris Francois: "Damn, they'll let damn near any one operate those trains wont they!? Lol!" Scott Weeks' *Facebook* profile says he became "Licensed Arborist on October 19, 1989 after leaving White Mountain Regional High School in Lancaster in 1988. *- MWCR: We Worked There - December 27, 2009*



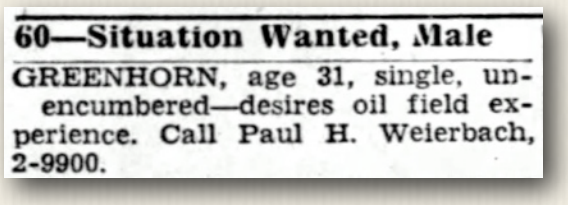
Scott Weeks (1997)
- Paul Forbes Collection

Paul H. Weierbach (1950)
- Franklin & Marshall College yearbook

Paul H. Weierback 1946

24-year old brakeman from Allentown, Pennsylvania who was on the train struck by a runaway flatcar from the Summit. / Paul Henry Weierbach was born on December 29, 1922, in Allentown, Pennsylvania, to 46-year old dressmaker Hattie Estella Peters and 47-year old hat salesman Isaac Meyer Weierbach *(b.1875 d.1952)*. He had three older siblings: two brothers - Lee *(b.1903 d.1943)* & William Herbert *(b.1910 d.1982)* and one sister - Thelma Mae *(b.1906 d.1988)*. The family was living in Allentown, Pennsylvania, in 1930, but Hattie was not part of the household. *(She had apparently suffered mental health issues and was admitted to Allentown State Homeopathic Asylum for the Insane.)* 54-year old Issac was still selling hats. 23-year old Thelma was working as a stenographer in a finance office. 20-year old William was selling tobacco and candy at an Allentown store. 7-year old Paul was apparently going to school. In 1935, 12-year old Paul Weierbach was living on the 100-acre campus of the Bethany Orphans Home in Heidelberg, Pennsylvania, and he would still be there when the 1940 Census was taken on April 10th. Founded in 1863, the Home was a place for "children orphaned or half-orphaned" by their parents. A year later, Paul Weierback was enrolled at Franklin & Marshall College, and he listed the Orphan's Home's town of Womelsdorf, PA as his home address. Weierbach was part of the college's Glee Club and sang first tenor in the group's

male quartet. The Glee Club's annual spring concert occurred on Wednesday evening, May 7, 1941 in Hensel Hall. After completing his sophomore year at Franklin & Marshall, 19-year old Paul Henry Weierbach registered for the draft on June 30, 1942 in Sinking Spring, Pennsylvania. He first put down the Bethany Home as a residence, but it was crossed out, and the Rev. H. E. Gebhard of the Bethany Home was listed as his employer instead. Paul's father, Isaac, back in Allentown was listed as the person who will always know Paul's address. Registrar Laura May Snyder recorded that Weierbach was 5-feet eight inches tall, weighed 162 pounds and had gray eyes, brown hair and a ruddy complexion with no obvious identifying physical characteristics. Weierbach did not wait to be drafted. Paul Henry Weierbach enlisted in the Army on September 19, 1942, in York, Pennsylvania, during World War II. He was 19 years old and one of "seventeen Army recruits… sworn into the service at patriotic exercises held Saturday *(9/19)* night at the York Interstate Fair, Sergeant Ollie Lewis, in charge of the local recruiting office *(in Lancaster, PA)* announced Monday *(9/2s)*. Most of the men have been recruited as Air Force technicians by the Junior Chamber of Commerce." Paul Weierbach was going into in the US Army Cavalry, and headed for Fort Riley, Kansas. He first served in the United States, and then left for the European Theater on May 27, 1943. He would return to the States in November 1945 and be discharged as a private first class on the 15th of November at Indiantown Gap, Pennsylvania. *(In 1950, the state of Pennsylvania would give him $500 for additional compensation for his eight months in the states and his 30 months overseas during World War II. That same document indicates that his mother, Hattie was still alive and living at the State Homeopathic Hospital)*. The 24-year old Army veteran found work the following summer on the Mount Washington Cog Railway as a brakeman. On August 10th, Weierbach's train had stopped in a terrific storm at Lizzie's to build steam. The wind and rain was driving itself into the front of the car and into the coach. The passengers were moved back to stay dry, and that likely prevented deaths from occurring when a flatcar full of debris from the Tip Top House blew off the summit, traveled down and drove itself unseen and unannounced into the stopped coach – not stopping until its rear axle struck the front axle of the passenger car. Details of the accident can be found in *Vol. 4 Appendix – 1946 Collision*. Weierbach was one of those hospitalized after the crash. *(1947)* "Forty-two men, including 19 ex-servicemen, entered the army during October through the Allentown recruiting station in the post office. The list includes: Paul H. Weierbach now living at 605 N. 8th Street, Allentown." Weierbach was back in school in 1949. He was "named to the honor roll for the winter quarter at the University of Wyoming. He is a junior majoring in French." The year did not end well for the 27-year old Weierbach, he was held on morals charges in early December. "Police said he accosted an Amish youth on a downtown Allentown street last night *(12/6)*." Paul Weierbach completed his Bachelor of Arts degree in 1950 back at Franklin & Marshall College where his studies had begun ten years before. He was on the Dean's list in March 1950 – one of "38 students who had all A grades." College degree in hand, Weierbach headed west. *(1951)* "Two passengers were in critical condition after a bus left the highway near Phoenix early Thursday and careened about 320 feet, 93 of them at one leap. The driver and 12 of 13 other passengers in an American Bus Lines coach *(left)* also were injured in the accident, which took place three miles west of Avondale on Highway 88. L. Z. Smith, the driver, said he swerved onto the shoulder to avoid an oncoming car. Lionel Branham, a passenger, verified this. The car did not stop, they said… The bus was traveling at least 65 miles an hour. In its flight, (the highway patrol) said the bus leaped a 4 ½ foot fence and tore through a large billboard. Others undergoing treatment: Paul H. Weierbach, 28, Allentown, PA." "All suffered head cuts, broken ribs and abrasions and were taken to a Phoenix hospital. In letters received Wednesday by his father and an uncle, Weierbach said he was enroute to Los Angeles to begin employment with an oil company."


60—Situation Wanted, Male

GREENHORN, age 31, single, unencumbered—desires oil field experience. Call Paul H. Weierbach, 2-9900.

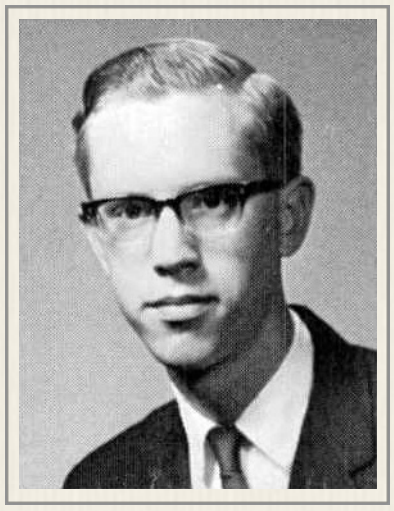
Weierbach would be in the papers again in 1954. This time placing a classified ad *(left)* in the Situation Wanted, Male section of the Casper, Wyoming newspaper as a "Greenhorn." He died on June 23, 2008, in Fargo, North Dakota, at the age of 85, and was buried in Mandan, North Dakota. *(2008)* "Paul Weierbach, 85, of Fargo, ND, died Monday, June 23, 2008, at Innovis Health, Fargo, ND. Paul Henry Weierbach was born December 29, 1922, in Allentown, Pennsylvania, son of Isaac and Hattie Weierbach. Paul was the youngest of four children. He graduated from high school in 1940. He started college before entering into the U.S. Army. Paul served four years in the Army. He was with the 102nd Cavalry Unit stationed overseas. After military service, Paul finished college earning his BA Degree from Franklin/Marshall College in Lancaster, PA. Paul worked various jobs in Wyoming and California, before coming to North Dakota. Paul worked for North Dakota Housing Finance Agency (HUD) before retiring in October of 1991. Paul loved foreign languages and listening to language tapes. The last few years, Paul enjoyed being a part of the Bethany Bell Choir. He participated when the choir performed before various groups. Paul was preceded in death by his parents; a sister, Thelma; and two brothers, William and Lee. Paul had a long friendship with Rayo and his family. In keeping with Paul's wishes, there will be no Memorial Service and his ashes will be forever at the North Dakota Veterans Cemetery in Mandan, ND" - Bio by: Truman Bratteli *- State Police Accident Report - August 12, 1946 - See Appendix Sec. 18 / Ancestry.com / Newspapers.com / GenealogyBank.com / Lancaster (PA) Intelligencer Journal – Wed, Apr 30, 1941 pg. 18 & Tue, Sep 22, 1942 pg. 1 / Allenstown (PA) Morning Call – Sun, Nov 9, 1947 pg. 32; Wed, Jan 26, 1949 pg. 13; Thu, Mar 2, 1950 pg.23 & Fri Mar 9, 1951 pg. 17 /* https://www.findagrave.com/memorial/43670430/paul-h-weierbach */ Arizona Republic – Fri, Mar*

9, 1951 pg. 1 / Caspar (WY) Star-Tribune – Wed, Jul 14, 1954 pg. 18 & Tue, Jul 20, 1954 pg. 15

John A. "Wiggle" Weigel (Wegel) 1965 - 1973

John Weigel (1968)
- Dartmouth College

Brakeman - "Cogger Art Poltrack remembered John's unique engineering ability on a *Cog Railway: We Worked There* Facebook thread in 2018. "He did live in his VW bug. He had rigged up a refrigerator and oven in it. I think he had removed all but the driver's seat and "decked" out the rest. It was an impressive piece of redesign." / "Paul Kahne and I became friends with Wiggle," says Roger Clemons. "He showed us his Bug... toilet facilities were rudimentary, but interesting, had a small fridge run on the partial pressure of ammonia. Stove, oven, TV, I'll tell you more about stories of Wiggle and Frank Thompson later, when I have time...." Dave Kurz recalled "that one year the VW dealership in St. J brought over a Bug and it took him a week to strip the old car, put the accoutrements in the new one and then they came and picked up the old car. What a collection of interesting people..." / "John was unique," agreed Michael Poché. "He gave the place that extra splash of wonder." John Ruggles says he and shop colleagues gave Weigel an "extra splash" of water. "He was offered a room in the boarding house and he said, no, I'm much more comfortable sleeping in the back of my VW... a Bug and John was tall guy," says Ruggles. So it was a little cramped. At least everybody thought it was, but he was perfectly comfortable in it. At the time, on the Marshfield side of the car shop there was a toilet there used by everybody in the shop." According to Ruggles, Wiggle's daily routine came up during a conversation with Ray Gilman and the car shop crew. "(Ray) said, 'Do you notice John Wiggle (goes to the toilet) every day at a particular time?' Ray said, 'When I was working with an employee at a shop over in Lyndonville... we had a guy that was like that, he'd go to the john like clockwork. And... we had all kinds of stuff in the shop. One day we rigged up a valve like a ball valve... that is either on or off... opened or closed to our water supply. So when the guy went and opened the door, it just doused (him) with a lot of water." After Ray finished his story, Ruggles and the car shop crew decided they had a new project. "Let's try that on John Weigel." There was a stand pipe up by the toilet where tenders were sometimes filled down by the shop. "We figured all we got to do is take one of those big canvas hoses and when John opens the door to come out, we'll just give him a wash down. Well that was exactly what we did. About 9:30 or so, John went past the (car shop) window (and) we went out there. One guy stood by the valve, another guy held the door, Whoosh. Literally filled that little house for the toilet there full of water. And of course John was absolutely soaked and madder than a wet hen, which with John Wiggle back then probably lasted about a minute. He was such a good natured guy. We told him how we came up the idea... 'We're just having fun with you John.' And he was like, 'Oh, okay.' He had a sense of humor and could tolerate this kind of stuff unlike some (Cog) folks... As a matter of fact, he was going to be on one of the train crews... he had qualified to be a fireman. He figured, 'Well, if I'm going to be a fireman, I don't even need to change clothes. I'll dry out because it's kind of warm in the cab." John Ruggles says that (reaction) took some of the fun out of it." Cogger Rick Slaton ('67) recalls, "Dave (Gordon) often parked not far from where John Weigel's VW was parked. I remember on more than one occasion that we peered into John's VW bug as we walked by and the front passenger seat (at least the back of it) was removed and John apparently slept with his lower body on the back seat and his upper body in the front. Once he got into sleeping position there was no possibility of turning over. I don't remember John in particular, but I do remember being amazed he could sleep every night in his VW bug. Years after my Cog summer I had a 1969 VW Bug followed by a 1973 model. The thought of sleeping in either was too far fetched to even consider." / John Mitchell Weigel was born on March 22, 1946, in Montclair, New Jersey, to 26-year old Sarah Lawrence graduate Marjorie Ann (Rile) Weigel *(b.1920 d.1983)* and 28-year old West Point graduate Andrew Hudson Weigel Sr. *(b.1917 d.2003)* – Class of 1942. John had three siblings: Susan *(b.1943 d.1996)*, Andrew Hudson Jr., and Sara. In late November 1950, John's 33-year old mother boarded the *USNS General Maurice Rose* with her three children in New York and set sail for England, arriving in Southampton on December 13, 1950. 31-year old Capt. Andrew H. Weigel was now serving in the US Air Force in the UK. He would retire as a colonel with the North America Air Defense division. On June 11, 1953, Mrs. Weigel and her brood set sail for home aboard the SS *United States* after two-and-a-half years in England. John began his high school career at Mount Vernon High School in Alexandria, Virginia where he was a member of the National Honor Society. The Army Air Force "brat" with an interest in mathematics graduated from Wasson High School *(right)* in Colorado Springs, Colorado in 1964 where his father was posted. Weigel entered Dartmouth College in the fall and after completing his freshman year in Hanover, he began his nine seasons at the Mt. Washington Cog Railway. He and another Dartmouth man got nicknames of "D-1" and "D-2," although whether "Wiggles" was 1 or 2 is no longer remembered. John spent time with the Teagues at their Guidhall farm in the winter. Home movies show both he and Col. Teague riding snow machines in the fields there. At the end of Jane Teague's life in 1973, John Weigel provided what care he could until her death on the last day of season in October 1973. Weigel would not return to the Cog in 1974. John Weigel married Mary Delores Crowley *(b.1954 d.)* on June 29, 1983, in Colorado Springs, Colorado. They had one child during their marriage – Timothy. John M. Weigel died from pancreatic cancer on October 19, 2010, in Colorado Springs, Colorado, at the age of 64, and was buried there. *(2010)* "John Mitchell Weigel went home to the Lord October 19, 2010, in Colorado Springs. He was born March 22, 1946 in Montclair, New Jersey to Andrew Hudson Weigel, Sr. and Marjorie Rile Weigel. John received a bachelor degree in Mathematics from Dartmouth College, a master's degree in Chemistry from the California Institute of Technology, and a master's degree in Business from the University of Colorado in Colorado Springs. He was a long-time employee Software Systems Analyst for Lockheed Martin Technical Operations. John married Mary Dolores Crowley on June 29,



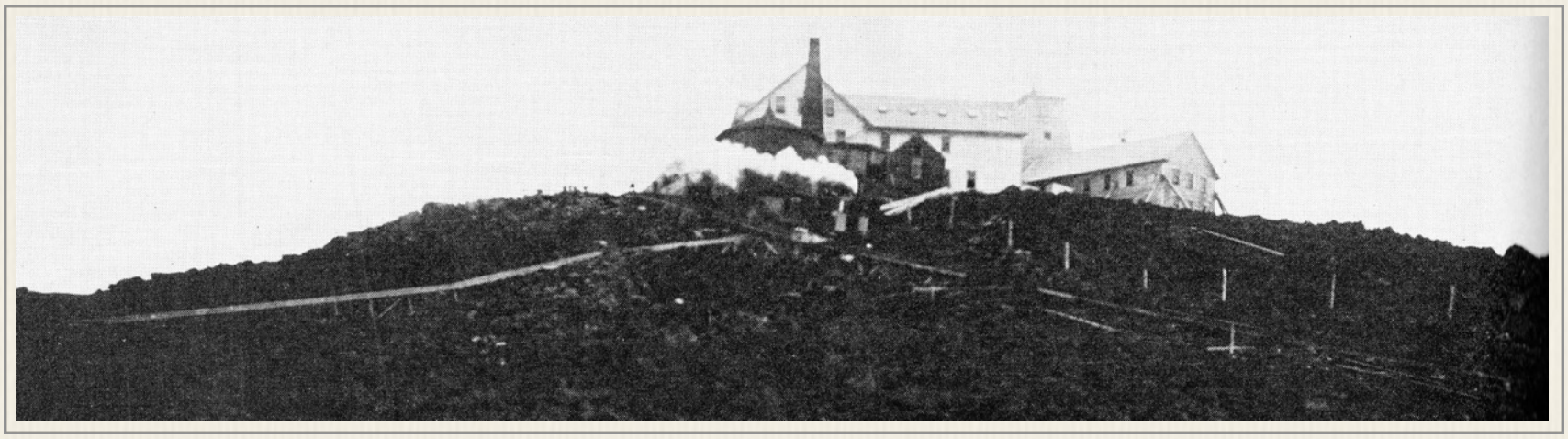
John M. Weigel (1964)
- Wasson HS yearbook

1983 and they enjoyed life together visiting National Parks, traveling, and having fun with their grandchildren. He was a Colorado Springs Resident since 1977 and parishioner of St. Michael the Archangel Episcopal Church. Preceding John in death were his Mother and Father and his sister Susan Young. John is survived by his wife MaryDee; brother Andrew (Eleanor), sister Sara (Phil), brother-in-law Father Ambrose; son Timothy (Alisa); grandchildren Matthew, Julia, Andrew, Isabella, and Sophia; and Nieces and Nephews Ian, Felicity, Faith, Emery, and Robyn. He will be missed by his extended "children" from the Youth for Understanding Exchange Program: Kaori, Chie, Emi, Marion, Julia, Jan, Shinichi, Jonathan, and by Jun. There will be a public visitation at Swan-Law Funeral Directors, 501 N Cascade Ave, Friday, October 29, from 2:00-8:00 pm. A funeral service will be at St. Michael the Archangel Episcopal Church, 7400 Tudor Road, Saturday, October 30, at 10:00 am. There will be a private inturnment at Fairview Cemetery. In lieu of flowers, donations may be made to Pancreatic Cancer Action Network, 2141 Rosecrans Ave, Suite 7000, El Segundo CA 90245, 877-272-6226 or go on-line to www.pancan.org. Arrangements under the direction of Swan-Law Funeral Directors, Colorado Springs, CO."

- Ancestry.com / Newspapers.com / GenealogyBank.com / https://www.dignitymemorial.com/obituaries/colorado-springs-co/john-weigel-4415604 / Cog Party list - See Vol. 1 Ch. 9 Sec. 11

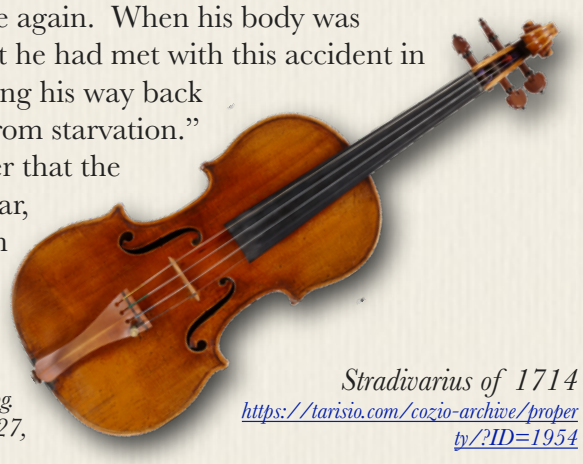
Ewald (Wise) Weiss 1889 - 1890

26-year old member of the Summit House Orchestra - *(1899)* "solo violinist, is considered one of the rising violinists of the country. He is a pupil of the celebrated violinist, Joachim, and is highly recommended by him. He has appeared in a number of concerts since his arrival in this country and has received very flattering notice." *(Editor believes ATC mis-spelled last name as Wise in 1889)*. Weiss returned to play at the Summit House the following summer and disappeared on an afternoon hike in 1890. His body was never found. "Mr. Weiss was born in Berlin, Germany, (on November 28,1862, the son of Jakob Friedrich & Albertine Weiss), where his parents and a younger brother now live. He received a fine musical education, graduating in the Academy of Arts in 1887. He has since lived at New Haven, Conn., and played in the Boston Symphony orchestra for a part of the season of 1889-90." During the performance season of 1887-1888, the *Musical Year-Book of the United States – Vol. 5* notes that on December 31st, Conductor Lyman Bracket oversaw a concert in the Grand Army Hall for the Concordia Club in Randolph, Massachusetts. "Mr. Ewald Weiss, Violinist, played: Hungarian Dances, Behr; Sonata in G minor, Tartini; Reverie, Vieux-temps." *(1888)* "The tenth annual festival of the Southeastern Massachusetts Music Association at Taunton from Oct. 17th to 19th, inclusive has this scheme of performances arranged: Friday, Oct. 19 – Public rehearsal with orchestra, morning; Fourth concert, afternoon: finale to "Lorely," Mendelssohn; miscellaneous selection – Mrs. Benzing, Ewald Weiss, violinist. Mr. Carl Zerrahn will conduct, and a large chorus and orchestra will take part in each concert." *(1889)* "The 30th annual charity part of the Unitarian church in city hall, Thursday *(2/7)* evening, proved a great success. The hall was filled, and among the ladies many new and beautiful costumes were noticed. The entertainment opened with a selection from the Russell orchestra, which received hearty applause. Prof. R. H. Mohr, the ventriloquist, failed to appear, owing to some misunderstanding in regard to the date. At a late hour, he telegraphed that it would be impossible for him to reach Fitchburg. The managers secured the services of Ewald Weiss of Boston, a noted German violinist. A Sonata in G minor, also the Hungarian Dance, or "Folk Song," were most artistically given by this artist, showing delicacy of touch and finished style of handling the instrument." *(1889)* "The committee of arrangements having in charge the management of the entertainment in aid of the working Boys' home, to take place March 17 (St. Patrick's night) at the Globe Theatre, have completed their work, and have already disposed of a large number of tickets. The affair promises to be a grand success, and those who desire tickets would do well to secure them at once. The entertainment will consist of a lecture on Ireland, with stereopticon illustrations, by Miss Katherine O'Keefe of Lawrence, and a concert under the direction of John A. O'Shea, organist of St. Joseph's Church. Professor O'Shea has succeeded in getting Ewald Weiss to make his first appearance in Boston on this occasion. He will play a concerto in G minor, op. 26, by Max Bruch. Mr. Weiss has just arrived from Europe and will make his home in Boston." That summer of 1889, Ewald Weiss secured a gig playing in the Summit House orchestra on top of Mount Washington. Weiss ended the year playing in New Haven, Connecticut. "The second in the series of those delightful popular concerts, given under the auspices of Miss Justin Ingersoll and Dr. Leighton for the benefit of the working people, was enjoyed and applauded by a brilliant and enthusiastic audience at the Hyerion *(in New Haven)* last evening *(12/27)*. The big theater was filled to is utmost capacity long before the opening strains of the overture were heard. The audience was comprised of people from every class of society. A ballade and polonaise by Vieuxtemps, was played upon the violin by Mr. Ewald Weiss. It was an elegant and carful piece of work and displayed a marvelous degree of skill and control. The closing selection, the Darkie Patrol, was played by the Elm City Banjo club, and most happily concluded another of those entertainments which demonstrate what a rich field there is among the local talent of New Haven." *(1890)* Two Rare Old Violins – "Mr. Ewald Weiss, the violin soloist, is the possessor of two genuine Italian violins, one *(next page)* a Gaspardo da Salo of the period of 1855, which he obtained for the famous Howe collection of Boston, and the other an Antonius Stradivar-



ius *(below right)* of the period of 1714. It is an instrument well known to musicians in this city *(of New Haven)*. It was played by the late Mr. Charles Thompson in the Old Gents' orchestra many years ago." Weiss' second summer at the Summit House ended in a fatal mystery. "A dispatch from Mount Washington brings information which indicates that Ewald Weiss, a well-known New Haven musician, has been lost in the White Mountains. Mr. Weiss left for New Hampshire three weeks ago, Sunday *(8/24)* morning, according to the dispatch, he started alone to reach the summit of Mount Adams. In order to reach Mount Adams, after leaving Mount Washington he had to cross successively Mounts Clay and Jefferson over a path illy defined in clear weather, while Sunday the clouds enveloped the mountains almost to the base. Mr. Weiss was strongly advised and urged not to attempt to walk on such a day, but persisted in going. He took a luncheon with him and started, expecting to return to Mount Washington the same evening. His failure to return caused great anxiety, and early Monday morning word was telegraphed to different places on the eastern side of the range to give notice of his arrival. The answer from each place was that Mr. Weiss had not been seen, and it was then determined to send out a searching party over the route he was supposed to have gone. Their efforts resulted in nothing but finding part of Mr. Weiss's luncheon, which he purposely or accidentally dropped on Mount Clay. In the meantime, mountain guides had been sent from Randolph (NH) by order of the manager of the Summit House *(Edmund W. Powers)* to search the eastern side of the mountain, but no word has been received from them. It is thought by persons well acquainted with the mountains that, becoming confused and lost in the dense rain clouds, Mr. Weiss lost his way and wandered down the slope of the mountain into some densely wooded ravine, and, overcome by fatigue, hunger and cold, was unable to reach the lower valleys. Mr. Weiss was one of the best-known musicians of New Haven. He came there from Berlin about three years ago and his talent and execution soon placed him in the front rank of local violinists. He was educated in the royal College of Music, Berlin, and was a soloist of recognized ability. Last winter he played at a number of concerts and his name frequently appears on the programmes of the "popular" series. He was a member of the Dorscht Lodge and in case he has been killed and his remains are found the lodge will have them brought to New Haven before being sent to Germany. Mr. Weiss was about 24 years old *(actually 27)* and unmarried. He came of a wealthy family and leaves several brothers and sisters, besides his parents, in Berlin." Despite the following Boston Globe story from the following January, Weiss' body was never found for the Dorscht Lodge to transport. *(1891)* "Prof. Ewald Weiss, whose body has just been found on one of the peaks of the White mountains *(false alarm)*, was a violin teacher in this city (Boston) and Worcester. He was not connected with either of the musical conservatories in this city, as was erroneously published. But for his untimely death he would undoubtedly have been a member of the Symphony orchestra. He had been given rehearsals by Director Nikish, and was about to be accepted as a member when he went to New Haven, and there he accepted an offer to play in a White Mountain hotel. It was while fulfilling this engagement last August that he one day left the hotel for a stroll and was never seen alive again. When his body was found by a party of hunters one leg was observed to be broken, and it was evident that he had met with this accident in the remote and unfrequented spot where he was found, and that it prevented his making his way back to his friends. Alone and unable to move about, he must have met a lingering death from starvation." *Among the Clouds* reported in its first edition of 1891 that "The report current last winter that the body of Ewald Weiss, who was lost on Mount Adams on the 24th of August of last year, has been found, proves to incorrect. Search was continued at various times until late in September, but without discovering his fate." It remains unknown."

"Illustration of a Gasparo da Salo violin was published in The Strad, September 1973. A well-preserved example possessed by Mr Jose Martinez Canas, of Puerto Rico. This violin, bears an undated label, was made in the latter part of the 16th century."



Stradivarius of 1714
https://tarisio.com/cozio-archive/property/?ID=1954

- Among the Clouds - Jul 22 & Aug 22, 1889 / Boston Weekly Globe - Sat, Sep 6, 1890 pg. 5 - See Vol. 3 Aggregated Timeline Aug 1890 / Ancestry.com / Newspapers.com / GenealogyBank.com / Fall River (MA) Evening News – Wed, Oct 10, 1888 pg. 2 / Fitchburg (MA) Sentinel – Fri, Feb 8, 1889 pg. 3 / Boston Globe – Mon, Mar 4, 1889 pg. 3 & Fri, Jan 23, 1891 pg. 4 / New Haven (CT) Morning Journal-Courier – Sat, Dec 28, 1889 pg. 2; Tue, Feb 25, 1890 pg. 4 / tarisio.com/cozio-archive/property/?ID=1954 / Hartford (CT) Courant – Wed, Aug 27, 1890 pg. 6 / www.thestrad.com/from-the-archive-a-violin-by-gasparo-da-salo-brescia-late-16th-century/2421.article

Stubby Welch (1950)
- Williams Decato collection

Arthur P. "Uncle Stubby" Welch 1930 - 1952

Boarding House cook (inventor of the onion sandwich) - married "Old Pliney" Granger's sister Sadie. "Young Pliney" and John Granger's first job at Cog was washing dishes for Stubby. / Arthur P Welch was born on April 12, 1877, in Monroe, New Hampshire, to 24-year old housekeeper Danville-native Lydia Fisher *(b.1852 d.1925)* and 31-year old Barnet-born farm worker George W. Welch *(b.1845 d.1921)*. Arthur had an older brother: John Hurd *(b.1875 d.1961)* who also worked at the Cog Railway as a cook. In 1900, the family was living in Monroe, father George, brother John and Arthur were all working on the farm. 25-year old Arthur Welch married 20 year old Walden native Sarah Sophia Granger *(b.1881 d.)* on November 27, 1902, in his hometown. He listed his occupation as butcher. They had three children during their marriage: George Pliney *(b.1903 d.1975)*, Reginald Granger *(b.1905 d.1995)* & Guy Richmond *(b.1907 d.1921)*. Guy died of diptheria on November 27. He was 13. In 1910, the Welch's had rented a farm and were living in Waterford, Vermont. 33-year old Arthur's occupation was farming. In 1920, the Welch's called Barnet home. 42-year old Arthur was now cooking for the Boston & Maine railroad. His sixteen-year old son, George was working on the farm. In 1930, 52 year old Arthur was working as a wood trimmer in the local croquet factory in Barnet. 48-year old Sarah was a "home de-sorter" and 24-year old Reginald was working as an electrician while living with his folks in Passumpsic Village. Stubby's other son, 27-year old George was living with his wife, 20-year old Elizabeth and their three kids, 5-year old Muriel L., 3-year old George W. and 2-year old Rosalie A. "Stubby" Welch had returned to his old job of railroad cook and was feeding Col. Henry Teague's workforce at Mt. Washington during the summer. The croquet factory provided some winter work. When the factory burned in 1938, the Old Col Teague used his Williamstown, Massachusetts connections and Stubby & Sadie began spending winters in western Massachusetts working as chef & housekeeper for the Alpha Delta Phi Fraternity at Williams College. Arthur Paddleford "Stubby" Welch died on August 9, 1957, at the age of 80. He's buried *(right)* with his wife and son in the North Monroe Cemetery.

- Railway Ledger / Marshfield Corp/Cog Rwy Cabins / Summit HouseAncestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / See Vol. 1 Ch. 9 Sec. 1

Don Welch 1940

Summit waiter - mentioned in first *Mt. Washington Daily News* as working with others to create paths for tourists to walk to look-offs

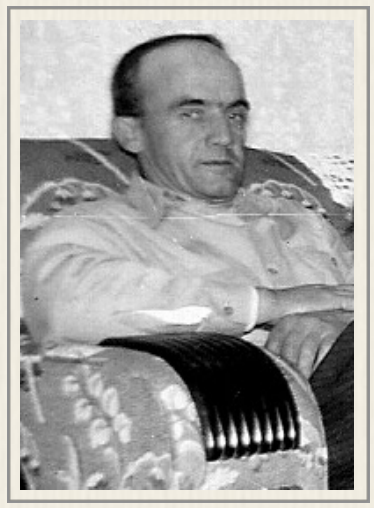
- Mt. Washington Daily News - June 30, 1940

Edgar Welch 1903

Attends 1903 Cog Party Masked Ball as "King Edward"

- Among the Clouds - Aug 31, 1903

George Welch 1936 - 1939



George Welch (1956)
- Granger Family Collection

George Welch *(right)* was the son of Cog cook "Stub" Welch and would work with his Granger cousins in the 1930s. *(1939)* "George Welch left Tuesday *(4/4)* for Fabyans, N.H., where he will be employed at the Base Station." / "George Welch has finished his duties at the base station in Fabyan, N.H, and is spending some time with his mother, Mrs. Arthur Welch." / George Pliney Welch was born on February 17, 1903, in Monroe, New Hampshire, to Arthur Paddleford Welch *(b.1877 d.1957)* and Sarah S. (Granger) Welch *(b.1881 d.)*. He had two brothers: Reginald Granger *(b.1905 d.1995)* & Guy Richmond *(b.1907 d.1921) (1917)* "The (Passumpsic) village school closed Friday *(3/16)*. Those in the Grammar room having perfect attendance are: George P. Welch." Perfect attendance perhaps but George only completed his first year in high school. The 1920 US Census found 16-year old George Welch working as the "hired man" on Barnet farm of the 69-year old widow Annie S. Galbraith on Central Road in early January. He also showed up as living with parents in Barnet. 21-year old George Pliney Welch married 15-year old Mary Elizabeth Anne Bennett *(b.1909 d.1959)* in Barnet, Vermont, on June 4, 1924. They had six children during their marriage: Muriel Lucille *(b.1925 d.1973)*, George P. Jr *(b. 1926 d.)*, Rosalie Alida *(b.1927 d.2011)*, Frederick Arthur *(b.1929 d.1930)*, Karen Margeurite *(b.1930 d.1931)* & Irvin Duane *(b.1932 d.1939)*. In April 1930, 27-year old George P. Welch was a "concrete man" on the "dam construction" project on the Connecticut River. He and his family were living next door to his parents in Passumpsic, Vermont. The 1930 St. Johnsbury Directory said Welch was also doing painting jobs. Something he was listed as doing in the 1928 through 1933 St. Johnsbury Directories. George Pliney Welch reportedly lived in Nashua, New Hampshire, in 1935. But it appears George and his wife split up in 1936. He posted a notice *(left)* in the *Caledonian Record* in July. That the summer that he went to work at Mount Washington and would be there at least through 1939. George Pliney Welch was recorded as living in Nashua, New Hampshire, in 1940 at 123 Temple Street with his 30-year old wife Elizabeth, and his teenage kids; 15-year old Muriel, 14-year old George Jr & 12-year old Rosalie. Census takers were told George Sr. was working as a

POSTING NOTICE

Having left my bed and board without good and just cause, I will pay no more bills contracted by my wife, Betty Welch, after this date.

George P. Welch

Passumpsic, Vt.
July 17, 1936

chef in the White Mountains and had earned $500 in 1939. Although US Census takers also found him living with his 59-year old mother, Sadie on Route 5 in Barnet. His occupation on that sheet was listed as "2nd cook Boarding House." When 38-year old George Pliney Welch registered for the draft on February 16, 1942, he told the board he was self-employed and living in Passumpsic. His mother would be the person who will always know his address. He stood 5-feet 10-inches tall, weighed 158 pounds with brown eyes, brown hair and a dark complexion. In 1948, when 24-year old waitress daughter Muriel married a 24-year old Los Angelino US Coast Guardsman on July 2nd, she and her mom were living in Nashua while George Welch was in Vermont. He was doing odd jobs for the Town of Barnet in 1975 and had divorced Betty when George Pliney Welch died of a sudden heart attack in his home in Passumpsic just after 9 am on August 9, 1975. He was 72 years old. He was buried in the North Monroe Cemetery.

- Vol. 1 Ch. 9 Sec. 1 & Appendix - 1936 Food Service / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record –Wed, Mar 21, 1917 pg.7; Sat, Apr 8, 1939 pg. 2 & Tue, Oct 24, 1939 pg. 3 / St. Johnsbury (VT) Republican – Mon, Apr 10, 1939 pg. 4

John Hurd Welch two season early 1900's

Summit House cook – *(1915)* "John H. Welch and Henry Jellison of Monroe, N.H., were arrested at Hunt's pond in Ryegate recently, charged with having short pickerel in their possession. Both pleaded guilty and Welch paid a find of $20 and costs of $7.64. Jellison's case was continued to give him an opportunity to raise his fine." / John H Welch was born in March 1875 in New Hampshire to 22-year old Lydia Fisher *(b.1852 d.1925)* and 29-year old farmer George W Welch *(b.1845 d.1921)*. He had one brother: Arthur P *(b.1877 d.1957)*. US Census takers found John Welch living and working on the family farm each year the count was taken. The 43-year old registered for the draft on September 12, 1918. Welch said he was farming for himself and his mother Lydia was his nearest relative. He was described as short, of medium build with blue eyes and light brown hair. The 1920 Census now listed John as running the family farm with 74-year old George and 67-year old Lydia living with him. George and Lydia would die over the next ten years and in 1930, 55-year old John Welch was running farm. A 50-year old widow, Ellen Lang was working as his housekeeper. She and her two sons, 26-year old school teacher William C. and 15-year old Norman E. were also living on the farm. 47-year old wood chaffer Mr. Leha A. Gillis was renting a room. In 1940, 65-year old John H. Welch and his 60-year old housekeeper Ellen M Lang were the only occupants of the house. He was still farming. *(1955)* "Mr. and Mrs. Norman Smith held open house Saturday *(3/26)* from 2-4:30 and during the evening in honor of the 80th birthday of John H. Welch, lifetime resident here. About 60 attended. He was invited to their home for dinner at noon and Mrs. Sybil Lang, aunt of Mrs. Smith from Pomona, Calif., also was a guest. In the p.m. he was presented a radio from friends and neighbors of the community. He also received a money tree of 10 $1 bills, three birthday cakes made by Martha Lang, Elsie Hall and Mrs. Smith, and several other gifts, cards and money. Arthur, his only brother was unable to be present as he is employed at a college in Williamstown, Mass…" In 1958, Welch was diagnosed with prostate cancer. The life-long bachelor died on December 5, 1961 at the age of 86. He was buried in the North Monroe Cemetery. *(1961)* "North Monroe notes: Funeral services were held on December 8, 1961 at the North Monroe church for John Hurd Welch. Mr. Welch was born in North Monroe, March 26, 1875, to George W. and Lydia (Fisher) Welch. He spent most of his life here. He had one brother, Arthur, who died in 1958. When he was 12 years old he went to work for Curtis Paddleford, later working for John Buffun. He carried on a cream route from Pattenville to Barnet, Vt. He worked as a sled tender in the woods at Zealand and Jericho, then went into camp as cook. About 1897 he went to work on the B&M Railroad in the White Mountain Division, as repairman, painter and cook. He was cook at the summit of Mt. Washington two seasons. In 1909 he returned to the home of his parents and purchased part of the B. F. Paddleford farm and added it to his father's place. He built a new barn and carried on the farm and took care of his parents as long as they lived. Mrs. Ellen Lang went to keep house for him until her death in 1953. He gave up farming in 1943, and worked as sexton at the North Monroe cemetery until 1959. In 1950 his house burned, and he had courage to build another, at the age of 75. On March 24 *(1961)* he was taken to Cottage hospital at Woodsville and remained for seven weeks. He was then taken to the home of Mrs. Malcolm Grimes, who faithfully cared for him until his death. Mr. Welch was fond of children and interested in all community and town affairs. He practiced the Golden Rule and loved his neighbors as himself. He is survived by a sister-in-law and two nephews,

George of Passumpsic, Vt., and Reginald of Brooklyn, N.H., and several cousins. Mr. Welch was a member of the Monroe Grange for several years, a member of the Farm Bureau, and supported the North Monroe Methodist church." He is buried in the Welch family plot in the North Monroe Cemetery with brother, "Stubby" and his family.

- Littleton Courier – Thu, Dec 21, 1961 pg. 23 / Ancestry.com / Newspapers.com / GenealogyBank.com / Randolph (VT) Herald & News – Thu, Jul 1, 1915 pg. 8 / Woodsville (NH) River News & Twin State News-Times – Thu, Mar 31, 1955 pg. 2

John W. Welch 1910 ?

Day Laborer – *(1910)* "John Welch and his sister, Annie, who have been in North Carolina working this winter, returned here *(Wheelock)* last week and will go to the White Mountains to begin their summer work the first of next month." / This John Welch was discovered while researching John Hurd Welch from Monroe who cooked at the Summit House for two summers. Exactly where this 30-year old Welch and his 21-year old sister were working in 1910 is unclear. However, John W. Welch was born in Franklin, New Hampshire on October 21, 1879 - the second son of six children of an Irish-born couple, 47-year old paper mill worker John Welch and 31-year old Mary J. Welch. Franklin was the hometown of Walter Aiken so the Welch's would have been aware of employment opportunities at the railroad. But many Vermonters were heading to the White Mountains to work at the seven-year old Mt. Washington Hotel, so this Welch is NOT on the official Cog roster. However, we will note his name here in case further information linking him to the railway surfaces.

- St. Johnsbury (VT) Caledonian – Wed, Apr 27, 1910 pg. 6 /Ancestry.com

L. W. Wells 1958

Marshfield Corp

Amy Wentworth (1983)
- John Rolli Collection

Amy Wentworth Bolton 1983 - 1985

Dispatcher - Dave Moody recalls: "Amy... ended up marrying another Cogger John Bolton. They had 3 children before divorcing, one daughter is a police officer with Durham NH PD with ex-Cogger Dave Kurz (my bro in law) as the Chief. Amy worked at the Cog for 4-5 seasons." *(2018)* "Hello fellow Coggers. Kids and I are heading to Cog on Oct 6 to ride train and spread some of Johnny Bolton's ashes. Not sure of time yet, need to call and make reservations. Want to put it out there for any that would be interest in meeting up. The kids are so excited about this. We will be staying the night at Bretton Woods Lodge and having dinner at Stickney's. Would love to see all." / "I met John there in the early eighties and we were married in '87. We had three children. The kids grew up with the Cog in their life." / "(We) have made reservations for the 4:30pm train on Saturday Oct 6. We will be bringing some of Johns ashes to spread on the mountain. We know that this will be a great resting place for him. The Cog Railway was such a big part of his life. And actually, the reason his children are here. The Cog is and forever will be one of the most important places in our lives. The Cog family is like no other." In 2015, the Exeter, New Hampshire native answered Bobby Trask's "Cog Genesis" question this way: ***Amy Wentworth Bolton***: "Came there young stupid and in love only to leave years later in love (with another) got married and have 3 beautiful children. I thank the cog everyday Proud to be a Cogger. Here with mine and Johnny Boltons children. Thanks COG. They are amazing children. ***Robert Trask:*** "Thank you Amy for your post, now I don't have to tell your story. HAHA" ***Amy Wentworth***: "I figured safer for me then having you do it. You might make up lies like needing a pillow to sit on etc. just pure foolishness." *- Inspector King Accident Report - Aug 14, 1985 / MWCR: We Worked There – Sep 7, 2018 & Sep 15, 2018;*

Amy Wentworth Bolton (2021)
- Wentworth Family Collection

Josiah Y. Wentworth 1917

26-year old fireman from Leyden, Massachusetts / Josiah York Wentworth was born on December 20, 1890, in West Bridgewater, Massachusetts, to 31-year old Eudora Phoebe York *(b.1859 d.1934)* and 33-year old Theodore French Wentworth *(b.1857 d.1909)*. He had four brothers and five sisters. Josiah Wentworth was doing odd jobs while living with his brother-in-law in Whitman, Massachusetts in 1910. When he registered for the draft in Carroll, New Hampshire on June 2, 1917, Josiah York Wentworth was working as a trackman for the Mt. Washington Railway and called Leyden, near the town of Springfield, Massachusetts, his home. He was described as short, of medium build with blue eyes and light hair. Josiah York Wentworth entered the military on June 26, 1918, when he was 27 years old. He left for Europe that fall as a private in Company "L" of 4th Battalion 21st Engineers (Light Railway.) The company sailed on September 8, 1918 from Hoboken, New Jersey on the *USS Manchuria* to help support the American Expeditionary Forces by moving troops and supplies from the seaports to the front. Nine months later, Private Wentworth was on his way home with his company on board the *USS Patricia* sailing for Hoboken from Brest, France. They would arrive on the 5th of July and Wentworth was mustered out seven days later. Josiah Y. Wentworth was living with his sister and her family in Whitman, Massachusetts, in 1920. He found work at a local box mill. In the next ten years, he would marry Alphonsine Florence Jean *(b.1887 d.1954)* in 1922 and have two sons - Francis *(b.1925 d.)* & Lawrence *(b.1925 d.)*. In December 1929, when Police Chief Leroy Phinney raided a gaming house in Whitman, Josiah Wentworth of 327 South Ave. was found there. "The police… confiscated 19 bottles of beer and two glasses, totaling 22 pints of contraband. Wentworth (was) fined $15 for taking part in a gaming contest. The men, it is alleged, were endeavoring to win Christmas turkeys when the police made their

entrance." The 1932 *Whitman City Directory* said the couple (Josiah Y. & A. Florence Wentworth) was living at 332 Commercial Street. Josiah's occupation was listed as a teamster. *(1937)* "Josiah Y. Wentworth of 237 Stetson St., Whitman, reported to police early last evening *(7/19)* that while driving over North st., his machine struck a dog." In 1940, 49-year old Josiah Wentworth was living in $2,000 home he owned at 237 Stetson Street Ext. in Whitman along with his wife, 52-year old Alphonsine, his 15-year old son, Lawrence and step-son, 20-year old Lawrence Monaghan. Both Monaghan and Wentworth were driving truck for the Whitman Grain & Coal Company. When the 51-year old World War I veteran signed up again for the draft on April 27, 1942, Josiah Wentworth was still driving truck and living on Stetson Street. Registrar Harry Rosen recorded Wentworth as standing 5-feet 4-inches tall, weighing 125 pounds with blue eyes, brown hair and a ruddy complexion. Josiah York Wentworth died on August 17, 1979, in Bridgewater, Massachusetts, when he was 88 years old. He was buried in the Pine Hill Cemetery in West Bridgewater alongside Alphonsine F. Wentworth. *- Among the Clouds - Jul 23, 1917 pg.1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Tue, Dec 17, 1929 pg. 20 & Tue, Jul 20, 1937 pg. 6*

Nellie Wentworth 1917

Summit House employee *(1917)* Fabyans notes: "Mrs Nellie Wentworth of Bethel, Me., has gone to the Summit house, where she has employment." / Nellie E. Spear was one of twins born on March 3, 1878, in Pennfield, New Brunswick, Canada, to 26-year old Alice Maud Crickard *(b.1851 d.1926)* and 33-year old farmer/lumberman Thomas Zadock Spear *(b.1844 d.1929)*. In addition to twin sister Margaret Catherine "Maggie" *(b.1878 d.1918)*, there was an older sister Ellen Marion *(b.1874 d.1878)* and two younger brothers: Charles William *(b.1888 d.1968)* & Thomas Edward *(b.1893 d.1918)*. 23-year old Nellie Spear arrived in the US in 1901. Five years later, 28-year old Nellie E. Spear married express messenger 26-year old John A Wentworth *(b.1880 d.1930)* in Eastport, Maine, on January 16, 1907. Nellie was doing clerical when they had their first child, John P. *(b.1914 d.1982)* on September 2, 1914. On April 14, 1930, 50-year old John was out of work, 15-year old John P. was going to school and 52-year old Nellie Wentworth was working as a commercial saleslady in a dry goods store. John A. Wentworth died later in 1930 and she was listed as a widow in the 1935 Eastport City Directory. Nellie E. Spear Wentworth was "confined to her home by illness" in February 1936. Mrs. Nellie Wentworth and two other Eastport ladies "left this *(May 1939)* week for Portland, where they are attending the Order of Eastern Star." In September 1939, "Mr. and Mrs. Fred Gerrish are guests at the home of Mrs. Nellie Wentworth, Washington Street, (Eastport). Mr. Gerrish is fish inspector at the Holmes Corporation plant." In early October 1939, Mrs. Wentworth traveled to Milltown, New Brunswick, and on November 9th, Nellie Wentworth and Mrs. Mabel Milliken were in charge of the cake table at the Episcopal Church institute's annual fair of Christ church. The widow Wentworth married Herbert O. Chubb of Milltown, New Brunswick on December 3, 1939 in Maine. In January 1942, Mrs. Nellie Wentworth Chubb was installed as "Martha" by the Magi chapter of the Order of Eastern Start in Eastport, Maine. It is unclear when Nellie E. Spear Wentworth Chubb may have died, however a "Nellie E. Spear" who was born in 1877 died on December 27, 1955 in Madrid, New York at the age of 78. *- Littleton Courier - Thu, Jul 5, 1917 pg. 6 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Bangor (ME) Daily News – Fri, Feb 21, 1936 pg. 17; Sat, May 27, 1939 pg. 17; Sat Sept 6, 1939 pg. 15; Mon, Oct 9, 1939 pg. 10; Mon, Nov 6, 1939 pg. 14*

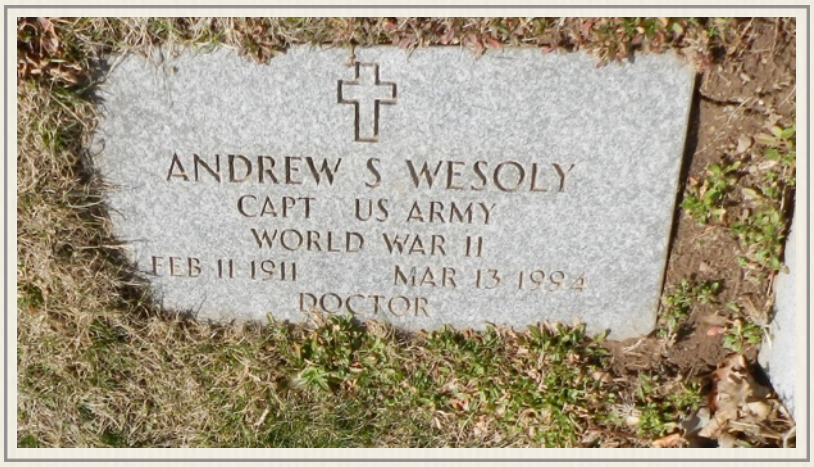
Andrew Wesoly (1934)
- UVM yearbook

Andrew S. Wesoly 1934

Summit House employee - One of seven "Boys of the Summit" listed in the Mount Washington Club guest registry for Sept 2, 1934 on a page that appears to list Club personnel.. Going to UVM Med School. / Andrew S Wesoly was born on February 11, 1911, in New Britain, Connecticut to 27-year old Catherine Nostin née Katarzyna Nastyn *(b.1883 d.1978)* and 28-year old screw factory tool setter, John P. Wesoly née Jan Wesoly *(b.1882 d.1950)*. Andrew was the second of eight children born to the Wesoly's - Joseph Stanley *(b.1906 d.1991)*, John Paul *(b.1914 d.1997)*, Mary K *(b.1916 d.1984)*, Gregory Joseph *(b.1919 d.1989)*, Helen *(b.1921 d.2015)*, Francis Joseph *(b.1927 d.2018)* & Paul J. *(b.1930 d.2017)*. Andrew Wesoly attended the Sacred Heart School, the Nathan Hale Junior High School and the New Britain High School, graduating in 1930. Wesoly then attended the University of Vermont on a baseball scholarship, and was a three-letter man playing baseball, football and running track – setting a record that held up for many years. His yearbook entry says he played freshman football before joining the varsity team as a sophomore and junior. Captain of the freshman baseball club, he played varsity as a sophomore. He was also part of the freshman basketball squad. Wesoly joined the V Club and was a corporal in year two of his time at UVM studying General Science. His classmates wrote, "In the autumn of 1930 a young, serious-minded chap from New Britain, known to his friends as Andy, entered the University – a student, a scholar, and a gentleman. These characterize him as we well can testify. He plans to enter the College

Captain-elect Joe Delfausse leads in Andy Wesoly, as Vermont finishes 1-2 in the 440 against Rensselaer (1935)
- UVM yearbook

of Medicine next year. With his personality and intelligence, he will achieve a place among the illustrious doctors of UVM." Wesoly had completed his first year at the University of Vermont Medical College when he spent the summer working for Col. Henry Teague at the Summit House. He graduated med school in 1937, and on the day of his graduation, he was commissioned as First Lieutenant in the U.S. Army Reserve. Wesoly served his internship in the New Britain General Hospital in 1937-38 and served as the only resident in the hospital 1938-39. He entered private practice in 1939 as a General Practitioner. On October 26, 1940, Dr. Andrew S. Wesoly married a fellow New Britain-ite Cecelia J. Krenski in the Sacred Heart church of New Britain. "A reception was held at the Paragon inn with about 125 guests present from New York, Hartford, Ivorytown, Bristol, Stamford, New Britain and Clinton, Conn., and Burlington, Vt. Dr. and Mrs. Wesoly left on a wedding trip through the New England states and Canada, and on their return will make their home at the Glen apartments. *(Like her husband) Mrs. Wesoly attended the Sacred Heart school, New Britain senior high school and the University of Vermont.)* Dr. Wesoly is a practicing physician and surgeon in the New Britain. Mrs. Wesoly is a teacher in the New Britain senior high school. Dr. Wesoly is a first lieutenant in the medical reserve corps of the United States army." (Wesoly would have three daughters with Cecelia Jane Kremski – Susan UVM'65 Med'69 *(like her father)*, Kathy and Cecelia "Cookie" Wesoly). First Lieutenant Wesoly was called to active duty on January 8, 1941, nearly a year prior to Pearl Harbor. "He was one of the three doctor's from Connecticut to serve during the "selective service." He was instrumental in setting up the 8th Station Hospital on Bora Bora, and served as Captain of the Medical Corps for several years. The station hospital was prefabricated.... ordered from Australian manufacturers (since US-manufactured units could not be supplied until late '43) and consisted of plywood, masonite, fibrolite, and corrugated iron. These units consisted wholly of portable huts, to which were added concrete floors, roofing and wall sheeting of corrugated iron or asbestos cement; the units came with the necessary tools and assembly instructions. Medical units were advised to include in their organization one well-qualified plumber, one electrician, and two carpenters. The units were constructed and disassembled by medical personnel, assisted by engineers, and could be transported by aircraft." The 8th Station Hospital would be moved to New Caledonia and later to the Hawaiian Islands. Capt. Andrew Wesoly was discharged on Christmas Eve 1945, and then opened his practice at 27 Grove Hill, New Britain. In 1978, he was named "Man of the Year" by the New Britain Medical Society. In 1980, he received the "Man of the Year" award from the Polish American Business and Professional Association, in recognition for his long and devoted service to the community. He served for many years as a physician to the firemen of the City of New Britain. He also served as a primary physician to the Nuns of M.I.A. He was also the first medical director of Msgr. Bojnowski Manor." Andrew S Wesoly died on March 13, 1994, when he was 83 years old. He is buried alongside his wife in the Sacred Heart Cemetery in New Britain, Connecticut. (1994) Dr. Andrew S. Wesoly of New Britain, a physician with a general practice in the city, died Sunday at New Britain General Hospital. He was 83. He died of pneumonia, said his daughter, Cecelia "Cookie" Lenoci of Madison. Dr. Wesoly, a lifelong resident of New Britain, spoke Polish fluently and treated many of New Britain's Polish residents. He practiced medicine from his home until he became ill recently, Lenoci said. As a young man, Dr. Wesoly was an accomplished athlete and attended the University of Vermont on a baseball scholarship. He also played football and ran track. He served in the Army during World War II. In 1978 he was named Man of the Year by the New Britain Medical Society. In 1980 he received the Man of the Year award from the Polish American Business and Professional Association in recognition of his long and devoted service to the community. He is survived by his wife, Cecelia Wesoly of New Britain. Burial will be with Military Honors at Sacred Heart Cemetery." *- 1934 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / GenealogyBank.com / Hartford Courant - Mar 14, 1994 & Sun, Mar 13 pg. 64 / Burlington (VT) Free Press – Thu, Oct 31, 1940*

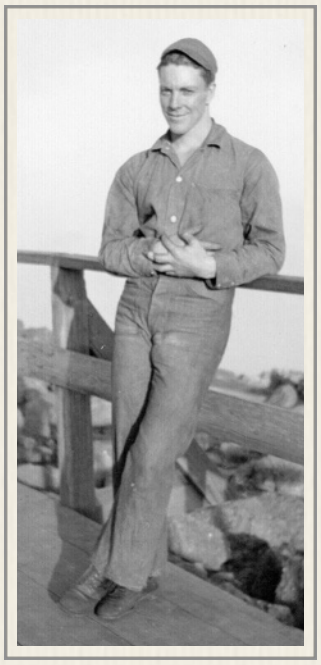


Conductor Wesson 1877

Railway conductor - *(1877)* Partying at the Profile: "On Saturday, the 21st (of July), a party of the B.C.&M. and Mt. Washington Railway boys visited the Profile House by invitation of Messrs. Taft and Greenleaf. The party, consisting of Pushee, *(Cyrus)* Brown, Wesson and *(John)* Priest, conductors, and *(George)* Ferguson, *(Albert S.)* Randall and *(John)* Horne, and others, left Fabyan's at 7.20 p.m., arriving at Bethlehem at 8 p.m., where they found a stage waiting to convey them to the Profile. At the Sinclair House at Bethlehem, the party met with a warm reception from Mr. Durgin, the proprietor, who furnished music and refreshments. After a short delay the party again moved toward the Profile House, which point they reached in safety, and found Mr. Greenleaf up and waiting for them, in spite of the late hour. On Sunday morning the party started for the Flume House, where they spent the forenoon in viewing the fine scenery, returning to the Profile House to dine and interview "the old man." After one of the big dinners that the Profile House is so famous for, the party started for home, calling at the Sinclair House for supper, and arriving at Fabyan's at 9 o'clock, all perfectly satisfied with the trip, and having the same opinion, that people had not seen the mountains until they had visited the Sinclair House, Profile House, "the old man," and had a stage ride. The railroad Glee Club furnished some fine singing. *(Story reported by)* One of the Boys." With no first name or hometown, only a last name and job title on two possible railroads, Jitney Jr. decided to see if he could turn up a possible "Conductor Wesson." He settled on a 25-year old railroad clerk working in Nashua, New Hampshire, New Hampshire in June 1880 as the most likely suspect – Robert E. Wesson, the son of railroad man. Jitney Jr thinks "Wesson" would be working as a clerk rather than a conductor because of an accident that occurred five months after the White Mountain frolic. *(1877)* "Robert E. Wesson, conductor on the Nashua & Worcester road, had the bones of his left arm crushed above the elbow at Nashua, one Wednesday *(12/26)*, while coupling cars." In 1880,

"Conductor Wesson" and his 23-year old wife were living on Chestnut Street. / Robert Edward Wesson was born in February 5, 1855 in Fitchburg, Massachusetts to 39-year old Rebecca Turner Brown *(b.1815 d.1891)* and 42-year old railroad agent Calvin G. Wesson *(b.1812 d.1896)*. Robert was the eighth of nine children born to Rebecca and Calvin – two girls and seven boys: Calvin Alonzo *(b.1832 d.1920)*, Amelia Auborn *(b.1834 d.1919)*, Hale *(b.1843 d.1875)*, Edward *(b.1846 d.1907)*, Joseph *(b.1848 d.1867)*, Julia Fuller *(b.1850 d.1929)*, Gilbert *(b.1853 d.1917)* & Louis F. *(b.1859 d.1934)*. 21-year old Robert Edward Wesson of Nashua married Harriet "Hattie" Eliza Gerry *(b.1855 d.1942)* of Fitchburg, Mass. in Manhattan, New York, on June 23, 1875. They would have one child together: Robert Edward Jr. *(b.1881 d.1973)*. At the start of the 20th Century, the Wesson family was living at West 16th Street in Manhattan. 45-year old Robert was working as a book keeper. 44-year old Hattie was doing housework and 19-year old Robert Jr was working as a clerk. In 1910, Robert and Hattie Wesson were on Hartford Avenue in Uxbridge, Massachusetts where he was keeping the books for a local cotton mill. They had a 35-year old Scottish servant, Effie Young. At 75, Robert Wesson and his wife were retired and living on Worcester Street in North Grafton Village, Massachusetts in a home they owned that was worth $8,000 and contained a radio set. *(1935)* "Mr and Mrs. Robert E. Wesson, Sr., of Worcester street, will observe their 60th wedding anniversary tomorrow *(6/23)* at their home (in North Grafton). The couple will receive friends and relatives throughout the afternoon and evening. Mr. and Mrs. Wesson were married on June 23, 1875, at the Trinity Chapel, N.Y. Mr. Wesson has been retired since 1923. He was formerly associated with the Uxbridge Cotton Mills of North Uxbridge. He is in his 80th year and in good health considering his age. Mrs. Wesson is a member of the North Grafton Woman's Club and Old Oak Chapter, D.A.R. Until about a year ago she was quite active in club affairs. She is 79 years of age. They have one son, Robert E. Wesson, Jr. of 30 High street, Worcester." Robert Edward Wesson died on January 27, 1936 in North Grafton, Massachusetts, when he was 82 years old. He and Hattie are buried in the Pine Grove Cemetery in Northbridge, Massachusetts. *(1936)* "Robert E. Wesson, 80, died at his Grafton street home last night. He was born in Grafton. For many years he was a resident of Uxbridge where he was associated in the textile industry; he retired 13 years ago, moving to North Grafton and purchased the late George B. Allen one on that street. He leaves his widow and one son. Private funeral services will be at the home on Tuesday *(1/28)* at 2 p.m. with the Rev. J. C. Atkins, pastor of St. Andrew's Church, officiating at the services. Milton E. Temple is in charge. *- Among the Clouds - Tue, Jul 24, 1977 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / New Hampshire Patriot & State Gazette - Wed, Dec 26, 1877 pg. 3 / Worcester (MA) Evening Gazette – Sat Jun 22, 1935 pg. 5 & Mon, Jan 27, 1936 pg. 15*

Freeman West 1939



Freeman West at Summit (1939)
- Beverly Williams Decato Collection

Floyd Williams Sr.'s crew member and his brother-in-law, West is seen in a picture *(next page)* from Beverly Williams Decato's scrapbook of her father's Cog Railway pictures. After working at the Cog in the summer of 1939, Freeman West enlisted in the National Guard on October 23, 1939. Both the Williams' and West's were living in the same home in Concord on May 9, 1940. There were fourteen people in the Manchester Street residence. The 62-year old head of household, Freeman Adrian West and his 58-year old wife, Hattie. Their 23-year old daughter, Florence and her 31-year old husband, Floyd Williams along with their Cog kids, five-year old Floyd Jr., three-year old David and one-year old Beverly. Floyd is working as a railroad engineer. In addition, Freeman West's 30-year old son, Charles West and his 21-year old wife, Lois are living there along with their two kids 2-year old Joanne and 1-year old Ruth Ann. Charles West is a driver. The elder West's other two children 25-year old sister Rosetta West, and Freeman are living in the house along with a 72-year old lodger, Edmund J. Cassidy. Freeman Arthur West is now working as an orderly at the Veterans Hospital in the city. / Freeman Arthur West was born on May 29, 1913, in Andover, New Hampshire, to 31-year old Harriet "Hattie" Mary Coombs *(b.1882 d.1945)* and 34-year old Spanish War veteran Freeman Adrian West *(b.1878 d.1965)*. He was third of five children. West had two brothers: Walter L. *(b.1909 d.1924)* & Charles Edward *(b.1910 d.1991)* and two sisters: Rosetta Augusta *(b.1914 d.2014)* & Florence A. *(b.1916 d.2009)*. The family was living in Andover, New Hampshire in mid-January when the 1920 Census was taken. Dad was working in local home factory and owned the home the West's were living in. In the spring of 1930, 16-year old Freeman and his family were living on Old Pembroke Road in Concord. His 52-year old father was repairing railroad cars in the city's shops. His older brother, Charles working at filling station. As outlined above in 1940, the West household was pretty crowded. 26-year old Freeman was a member of the National Guard and was working at the Veterans Hospital. He would enlist as a private in the Army Air Corps at Camp Hulen in Texas on November 18, 1941. His listed civilian occupation is machinist. Cogger Freeman West stood 5-feet 6-inches tall and weighs 165 pounds. He would be discharged on November 8, 1945 as a staff sergeant. Five days later, Sgt. West went to register with the Concord, New Hampshire draft board. He was 32 years old. West told registrar Irma Bergquist he was "unemployed… recently discharged from Army." He stood 5-feet 8-inches tall, weighed 164 pounds with brown eyes, brown hair and a ruddy complexion. West had "large scars on both legs." On May 29, 1949, 36-year old Freeman Arthur West married a 24-year old divorcee Louise Valley Dunbar *(b.1924 d.2007)* in Warner, New Hampshire before Justice of the Peace John P.H. Chandler Jr. It was the first marriage for West, who was now working construction and living in Warner – the second for the Warner housewife. A son would be born to the couple on January 24, 1956.

(1957) "Fourteen traffic cases were disposed of at a session of Concord municipal court here today *(3/9)*… Freeman A. West of Warner entered a guilty plea and was fined $5 for a traffic light violation." Freeman Adrien West died on April 30, 1990, in Warner, New Hampshire, when he was 76 years old. He is buried alongside wife, Louise in Pine Grove Cemetery in Warner. *(1990)* "Funeral services for Freeman A. West, 76, of Middle Street, Warner, who died April 30, were held Thursday *(5/3)* at the Contoocook Chapel of the Holt Funeral Home. Burial followed in Pine Grove Cemetery in Warner. The bearers were Freeman A. West III, Ray West, Richard West, all sons of the deceased, and Kenneth West. Delegations were present from the American Legion, Post 39, Warner Fish & Game, the Kearsarge Trail Snails snowmobile Club, and the Warner Fire Department."

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Manchester NH Sunday News – Sun, Mar 10, 1957 pg. 35 / Manchester (NH) Union Leader – Wed, Jan 25, 1956 pg. 31 / Concord (NH) Monitor - Sat, May 5, 1990 pg. 4

James Westall 1906

James C. Westall (unknown)
- Cynthia Donoghue Collection

17-year old Summit House worker from Middlebury, Vt. - Part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tuckerman's Ravine on Sunday afternoon, July 22, 1906 - *see Vol. 3A Aggregated Timeline (1906)* "James C. Westall has taken a position for the summer at the Summit House on Mount Washington." / James Cates Westall was born on November 4, 1888, in Middlebury, Vermont, to 35-year old Hinesburg, Vermont-native Caroline "Carlie" Pelton *(b.1853 d.1931)* and 51-year old English-born jeweler Charles Westall *(b.1836 d.1927)*. He had three older siblings: half-brother Alfred Charles *(b.1865 d.1956)*. Charles Orren *(b.1879 d.1919)* & Henry Kirk *(b.1880 d.1946)*. The summer of 1906 at the Summit House was likely preferable to the summer before for Westall. 16-year old James was taken to the Mary Fletcher hospital in Burlington on the night of Saturday, July 1st, and surgery was planned. Then "news came Monday *(7/3)* that… the young man has improved so much that the expected surgical operation probably will not have to be performed." However, "news comes that James C. Westall, who for two weeks has been at the Mary Fletcher hospital in Burlington and who underwent a serious operation there, is gaining steadily and will probably be able to be up and around in two weeks. His mother, Mrs. Charles H. Westall, has been in Burlington for the past two days *(7/13-14)* visiting him." 21-year James Cates Westall was one of five men renting rooms from 68-year old Armstrong Stinson and his 59-year old wife, Mary at 175 Pearl Street in Burlington, Vermont, in 1910. Westall was working as a "soloist" at a movie theater in town. *(1914)* "Word has been received here (in Middlebury) that James Westall, a well-known and much respected citizen of this village, was married in Chicopee Falls, Mass., to Miss Hazel Walker… They will make their future home in Chicopee Falls." / 25-year old James Cates Westall married 16-year old Hazel Mae Walker *(b.1897 d.1976)* in her hometown of Chicopee, Massachusetts, on April 25, 1914. He was working as a draftsman. She was working at the Fisk Rubber Co. It was the first marriage for both and they would have five children – three daughters and two sons: Edith Florence *(b.1915 d.2002)*, Carol Susan *(b.1918 d.2002)*, James Cates Jr. *(b.1921 d.)*, Patricia Marjorie *(b.1923 d.2004)* & Warren Farre *(b.1927 d.1970)*. When 28-year old James registered for the draft in 1917, he was making drawings at the Bausch Machine Tool Company in Springfield. Westall was described as being of medium height and weight with blue eyes and light brown hair. The high school graduate draftsman from Middlebury became a Mason in the Belcher Lodge in Chicopee Falls, Mass in September 1920. On April 11, 1930, the Westall family was renting a home at 223 Sherman Road in Chicopee for $40 a month. Ten years later, 52-year old James Westall, 41-year old Hazel and their five kids were renting 123 Newbury Street in Chicopee when the Census takers came calling. Edith and James Jr were working in the arms factory. 24-year old Edith was a stenographer earning $468 for 39 weeks of work in 1939, and 18-year old James – a wire worker who made $260 for 13 weeks of work the prior year. 1939 saw draftsman James bring home $2280. In late April 1942, 53-year old James Cate Westall registered for the draft again. He and Hazel were living at 289 Tremonte Street in Springfield. He was working at Perkins Machine & Gear in West Springfield. He measured 5-feet 7-inches tall and weighed 135 pounds. His eyes were blue, his hair was gray and he had a light complexion with no other distinguishing features. James Cates Westall died on May 14, 1962, in Springfield, Massachusetts, when he was 73 years old. *(1962)* "James Cates Westall, 73, of 40 East Longmeadow Rd., Hampden, died at Springfield Hospital Monday *(5/14)* morning. He was born on Nov. 4, 1888, in Middlebury, Vt., the son of Charles and Carlie (Pelton) Westall and had made his home in Springfield and Chicopee previous to moving to Hampden. Mr. Westall had been employed in the drafting department at Perkins Machine & Gear Co. for 27 years and had formerly been employed at Baush Machine Tool Co. He was a member of Belcher Lodge of Masons, Chicopee Falls. He leaves his wife, Hazel (Walker) Westall; two sons, Capt James C. Westall, Jr., USAF, Corvalis, Ore. And Sgt. Warren F. Westall, USA, South Vietnam; three daughter, Mrs. Edith Taft, of Hampden, Mrs. Carol Long, Denver, Colo., and Mrs. Patricia Carlson in Iowa; 15 grandchildren, and a sister, Mrs. Nettie Baker, Poultney, Vt." / "The funeral of James C. Westall of Hampden, formerly of (Springfield) and Chicopee, will be held at Dickinson-Streeter funeral home Thursday *(5/17)* at 1:30 p.m. with an organ prelude at 1.

Rev. Kenneith R. Teed, pastor of First Congregational Church, East Longmeadow, will officiate. Burial will be in Hillcrest Park Cemetery. Visiting hours at the funeral home are tonight *(5/16)* from 7 to 9. Memorial contributions may be made to the Massachusetts Heart Association." *- Among the Clouds - Jul 24, 1906 pg. 4 / Middlebury (VT) Record – Thu, Jul 12, 1906 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Burlington (VT) Free Press – Tue, Jul 4, 1905; Sat Jul 15, 1905 pg. 6 / Vergennes (VT) Enterprise & Vermonter – Thu, May 14, 1914 pg. 5 / Springfield (MA) Union – Tue, May 15, 1962 pg. 2 & Wed, May 16, 1962 pg. 2*

Ellen V. "Wheaty" Wheat 1969

Ellen Wheat at the Marshfield cash register
- Dale G. Eckert Collection

Ellen "Wheatie" Wheat from Devon, Pennsylvania had completed her first year at Mount Holyoke College in South Hadley, Massachusetts when she came to Mount Washington to work the Marshfield counter for the summer of 1969. She earned $140 a month. Wheat returned in 1970 to work in the Marshfield dining room for $145 a month. Her brother, Robbie came to the Cog with her, and prepared some of the food she served. / Ellen Van Pelt Wheat was the oldest of three children born to Dorothy Hughes Van Pelt and US Army Air Force Captain Chatham Roberdeau Wheat III – a University of North Carolina graduate. Ellen's mother was a 1941 debutante who had studied at the Wilmington Academy of the arts, and was "a collateral descendant of Samuel Powel, an early mayor of Philadelphia, and a direct descendant of Peter Van Pelt, lieutenant to Peter Stuyvesant, Dutch Governor of New Amsterdam, now New York." While Ellen took on the Van Pelt name and her mother's artistic ability, brother Robbie carried the official mantel of being the fourth Chatham Roberdeau Wheat. Ellen, Robbie and sister Isabel Emory Wheat *(Agnes Irwin School '68)* lost their mother on December 17, 1962. Dorothy Wheat died at Bryn Mawr Hospital in Philadelphia. *(1963)* "Newport, Rhode Island's young set welcomed two new members last week. Ellen Van Pelt Wheat, daughter of Mr. and Mrs. Chatham B. Wheat, and Miss Cornelia C. Matthews arrived for a stay with Mr. and Mrs. David Van Pelt, of Rosemont at "Honeysuckle Lodge." Both visitors are from Devon." *(1965)* "Mr Chatham R. Wheat and his daughters, Miss Ellen V. Wheat, and Miss Isabel E. T. Wheat, of Bryn Mawr, have returned from a Chesapeake Bay cruise." Back on shore, Ellen Wheat "left Friday *(9/24)* for Lenox, Mass., where she is enrolled at the Foxhollow School" – a private boarding school for girls on the estates of the Alfred Gwynne Vanderbilt family and American novelist Edith Wharton. "Wheatie" was a Philadelphia debutante in February 1967. *(1967)* "Miss Ellen V. Wheat, a graduate of the Fox Hollow School in Lenox, Mass., will enter Mount Holyoke College in September. The debutante is a daughter of Mr. Chatham R. Wheat, 3d, of Devon, and the late Mrs. Dorothy Van Pelt Wheat." In 1971, "Miss Ellen Van Pelt Wheat of Devon, Pa., was (Carolyn Dale Rodgers) only attendant" when Cogger "Mussy" Rodgers married Cogger Charles Gilman Kenison. Cogger Peter Jesky was Kenison's best man for the ceremony in Mount Holyoke College's Abbey chapel. The following June, Wheat graduated from Mount Holyoke in 1972, but Wheat's picture was not in the *Llamarada* yearbook. The public record of "Wheatie" goes dark after November 1974 when she serves as her sister's maid of honor at Isabel Wheat's wedding to John Walter Rabe in Needham, Massachusetts. Her name won't appear again until her brother's obituary is published in 2019.

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Richmond (VA) Times Dispatch – Fri, Mar 23, 1945 pg. 16 / Pittsburg Post-Gazette – Mon, Feb 12, 1945 pg. 12 / Philadelphia Daily News – Tue, Dec 18, 1962 pg. 61 / Philadelphia Inquirer – Sun, Jul 21, 1963 pg. 83; Mon, Sep 13, 1965 pg. 21; Sun, Feb 12, 1967 pg. 81 & Fri, Jun 30, 1967 pg.23 / Newport (RI) Daily News – Mon, Jul 15, 1963 pg. 2 / Bridgeport (CT) Post – Sun, Jun 6, 1971 pg. 32 / Boston Herald – Sun, Nov 11, 1974 pg. 106 / See Appendix – Cog Artistes / https://lenoxhistory.org/lenoxhistorypeopleandplaces/lenoxhistoryinstituions/private-school-era-lenox

Cook Robbie Wheat in Kitchen (1970)
- Dale G. Eckert Collection

Chatham R. "Robbie" Wheat 1970

17-year old brother of Ellen Wheat, Robbie *(left)* works as a short order cook in the Marshfield kitchen in the summer of 1970. He is paid $190 a month. / Chatham Roberdeau Wheat IV was born on June 4, 1953, in Bryn Mawr, Pennsylvania, to 31-year old Dorothy Hughes Van Pelt *(b.1922 d.1962)* and 34-year old Chatham Roberdeau Wheat III *(b.1918 d. 1998)*. He had two sisters: Ellen Van Pelt *(b.1949 d.???)* & Isabel Emory. Robbie had one son – Chatham Roberdeau Wheat V and one daughter – Alison with Gwendolyn whom he married in 1978. Chatham Roberdeau Wheat IV died on May 22, 2019, in Coatesville, Pennsylvania, when he was 65 years old. *(2019)* "Chatham R. Wheat IV, 65, of Coatesville, passed away at his home on Tuesday, May 22, 2019. He was the beloved husband of Gwendolyn Wheat, with whom he shared nearly 42 years of marriage. Born in Bryn Mawr Hospital, Chatham was the son of the late Dorothy (Van Pelt) and Chatham R. Wheat III. Chatham was a graduate of Conestoga High School on the Main Line. He was a lifetime animal lover and a big fan of Philadelphia sports teams. He had worked as a vet assistant. Chatham is survived, in addition to his wife, by his two beloved children: Chatham R. Wheat V, and girlfriend Ashley Ludwig of Wyomissing, and Alison Egerton, wife of Jason, of Nazareth; grandchildren, Allayna wife of Cody Kowal, Alyssa Wheat, Aiden Egerton and Emma Egerton; and his sister, Isabel Wheat. He was predeceased by his sister, Ellen Wheat. A memorial service for Chatham will be held on Saturday, June 29,

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2019 at 2:30 PM at the Central Baptist Church, 106 West Lancaster Ave., Wayne, Pa 19087. Funeral Services have been entrusted to the Wilde Funeral Home of Parkesburg. Online condolences can be posted at www.wildefuneralhome.com

- Bencosky-Desjardins files / https://www.wildefuneralhome.com/print/2632

Arline Wheeler 1953
Summit House

Edith Wheeler was likely trying to achieve the "soubrette" look worn above by actress Edna Wallace-Hopper (1898)
- periodpaper.com

Edith Wheeler 1904 - 1905

18-year old Summit House employee *(1904)* "The employees of the Summit House enjoyed a whist party Saturday *(7/30)* evening in the dining hall. To Miss Fannie Tewhill and Miss Agness Green, who superintended the arrangements, is due the success of the affair. There were in all eight tables. Mrs. Howland and Miss Fannie Tewhill were tied in their scope for first prized, which fell by lot to Mrs. Howland. To Misses Wheeler and Green were awarded the consolation gifts. / Miss Edith Wheeler of Lowell, MA was part of "A large party of the Summit House employees and several from the office of Among the Clouds chose one of the pleasantest days during the past week to make an excursion to the Lakes of the Clouds, a trip that few of them had ever enjoyed. All voted it a walk worth taking, and they passed a pleasant half hour in examining the surroundings of these remarkable and elevated bodies of water." *(1905)* Attends 1905 Cog Party "Masked Ball" as Soubrette (a young woman regarded as flirtatious or frivolous. It comes from theatrical comedies and comic opera, in which a soubrette is a saucy, coquettish, an intriguing maidservant or the actress *(left)* taking such a part. A film *The New Soubrette* debuted in 1900. *Ingenue* can be substituted for *soubrette.*) Edith Wheeler was paired with George Chandler for the 1905 party's Cake Walk. They won. / Edith A. Wheeler was born on May 21, 1886 in the railroad town of Hollis, New Hampshire to John T. Wheeler *(b.1853 d.)* and his wife Gertrude I. Brown *(b.1866 d.)* She had an older brother Charles B. *(b.1883 d.)* and younger sister Mary N. *(b.1890 d.)*. In 1910, the family was living in a rental at 7 Wilson Street in Lowell, Massachusetts. 47-year old John was working as an electrician, while 33-year old Gertrude was taking care of the kids who were all going to school. Edith would complete her first year in high school. In January 1920, the Wheeler's were farming on Greenwich Road in Dana, Massachusetts. 69-year old John was recorded as "Jonathan", 33-year old Edith was still single and living with her parents. Her name was recorded in the Census as "Evelyn." 45-year old Edith/Evelyn was working as a clerk in 1940. She was now classified as a widow. The family had moved to Stafford Street in North Dana. 87-year old Johnathan and 69-year old Gertrude were counted there in 1940. After that, the internet trail of the Summit House employee/soubrette grows cold.

- Among the Clouds - Mon, Aug 1, 1904 & Fri, Aug 26, 1904 pg. 4; Sep 4, 1905 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

Gordon E. Wheeler 1951
Railway Ledger

Harold E. Wheeler 1953
Summit House

Herbert R. Wheeler 1916 - 1928

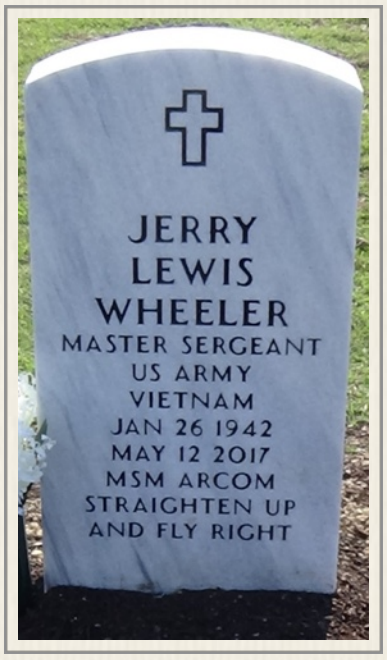
Railway Treasurer - Herbert Rogers Wheeler was born on May 10, 1864, in Dover, New Hampshire, to 25-year old Hannah (Anna) Rogers Draper French *(b.1839 d.1910)* and 32-year old Dr. James Henry Wheeler. He was the oldest of four children. He had two brothers and a sister: James French *(b.1865 d.1867)*, John *(b.1869 d.1871)* & Mary Hale *(b.1873 d.1942)*. 28-year old Herbert Wheeler married Mabel Carlton Pearson *(b.1868 d.1943)* on October 10, 1892, in Newburyport, Massachusetts. They had one child during their marriage. Daughter Constance D *(b.1897 d.1965)* was born on March 15, 1897, in Melrose, Massachusetts. When not crunching numbers, Wheeler enjoyed showing cats. At the 1902 Boston Poultry Show, Herbert R. Wheeler is reported as winning a second in "Tabby, long-haired, brown or gray, male," and a second & third place in the "Long-haired gelded cats, any solid color" category. In 1916, Herbert E. Fisher resigned as treasurer of the Boston & Maine railroad. Wheeler moved up to replace him and thus became the Mt. Washington Railway's numbers guy. "Mr. Fisher, who has been 46 years in service of the road will continue to act as assistant treasurer of certain subsidiary lines… Mr. Wheeler has been a member of the railroad treasurer's staff for some years." Herbert Rogers Wheeler died on February 25, 1928, at his home after an illness of several weeks. He was 63 years old. *(1928)* "Herbert R. Wheeler, treasurer of the Boston & Maine railroad, died at his home, 44 Cummings road, Brighton, (MA) last night *(2/25)*. He was 63 years old and had been in the employ of the Boston & Maine 46 years. He was born in Dover N.H., and attended Phillips Andover Academy. After leaving school he entered the service of the B&M in the treasurer's department in 1882. He became treasurer in 1916. A widow and a daughter, Constance Wheeler, survive him. Besides the Boston & Maine railroad, Mr. Wheeler was treasurer of the Concord & Claremont, NH railroad, the Concord Railroad Corporation, the Franklin & Tilton railroad, the Mt. Washington Railway Company, the Peterborough & Hillsborough railroad, the proprietors of the Connecticut river bridge, and the Sullivan County railroad. He was assistant treasurer of the Vermont Valley railroad. Funeral services will be held at Oak Hill chapel, Newburyport, Tuesday, at 2:30 p.m." *- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Boston Globe – Fri, Jan 17, 1092 pg. 2 / Fall River (MA) Daily Evening News – Fri, Jan 7, 1916 pg. 4 / Boston Herald - Sun, Feb 26, 1928 pg. 3*

J. L. Wheeler 1958

Jerry L. Wheeler (1959)
- St. j Trade School Tradwinds yearbook

Summit House - 16-year St. Johnsbury Trade School student Jerry L. Wheeler spent the summer of 1958 working at the Summit House. Jitney Jr was aided in tracking down Wheeler's background by Nola Forbes of St. Johnsbury *(her father taught at the Trade School)* "Two different people have verified that the fellows in this (Trade School Drama Club) picture *(right)* are arranged alphabetically left to right. So, Jerry is the one on our right in the striped shirt. I have not been able to come up with a birth date or place, but he was in the 8th grade graduate list for St. Johnsbury in 1956. His birthdate could be about 1942. In the book from VT Adjutant General's Office of Vietnam Era Veterans, he is given by full name, as enlisted in Army from St Johnsbury. It doesn't give the year of his enlistment. So that COULD be a reason that he didn't end up graduating from the St. J Trade School." With Ms. Forbes assist the background search commenced in earnest. *(1952)* In May, Jerry Wheeler was part of Group 3 of the St. Johnsbury Little League. That fall he became a member of Cub Scout Den 17 joining as a Bobcat in October 1952. Wheeler became a Lion Cub in April 1953 and earned a one-year service pin. That month, 11-year old Jerry Wheeler was assigned with his fellow eleven year olds to Friday night practice sessions of the St. Johnsbury Little League. "Player Agent Ted Wilkie wishes to impress on the minds of the Little League candidates that they are NOT to show up at Legion field on any night EXCEPT when they are supposed to practice. Incidentally, it might be a good idea for the boys to do a little extra practicing at home. Get your fathers or older brothers out to give you a helping hand." While Jerry appeared in the local paper, family members went un-noted. In November 1953, "Jerry Wheeler was presented with his Tenderfoot Badge Thursday *(11/12)* night in a candlelight ceremony held at the close of the regular weekly meeting of Troop 2, Boy Scouts of America, sponsored by the South Congregational Church. In December 1953, Jerry Wheeler and two other boys were advanced from Tenderfoot scout to Second class in Troop 2. In June 1956, Jerry Lewis Wheeler was one of the 118 graduates of the St. Johnsbury Junior High School. Wheeler would continue his education at the St. Johnsbury Trade School, rather than St. Johnsbury Academy. *(1959)* "On Friday evening, March 13, the Hilldale League play contest was held at the village hall (in Newbury, Vt.) with Wells River and Newbury High schools and the St. Johnsbury Trade School Participating. St. Johnsbury Trade gave "Heads He Burns" with Mirville Burn, Lee Johnson, John Lenton, and Jerry Wheeler taking part. Their directors were Alfred Burrows and Albert Bowdoin. St. Johnsbury Trade School won first place. Judges were Mrs. Frances Keily of Fairlee, Mrs. Elizabeth McGaw of Woodsville and Robert Evans of Piermont." Jerry L. Wheeler's appearance in the play contest and the subsequent entry in the St. Johnsbury Trade School's *Tradewinds* yearbook are the last concrete information we have about Cogger Jerry Wheeler. The play "was presented in competition before a very appreciative and responsive audience. The Trade School was judged the winner for their outstanding performance and received a plaque… the cast… gave excellent performances and are to be congratulated on being selected winners." While no enlistment records could be found for Jerry Lewis Wheeler online, a web search for veterans did find one who would live and later die on May 12, 2017 in Kileen, Texas. *(2017)* "A time of visitation for Jerry Lewis Wheeler will be at Crawford-Bowers Funeral Home of Killeen on Tuesday, May16, 2017 from 6:30-8:30 pm with Rosary beginning at 7:00pm. Funeral service will be Wednesday, May 17, 2017 at 12:00 pm at St Paul's Chong Hasang Catholic Church of Harker Heights; burial will follow at 2:00 pm at Central Texas State Veterans Cemetery with Military Honors at 2:00 pm. (This) Jerry was born in Newport News, Virginia and served his country in the U.S. Army for 26 years and retired as a Master Sergeant. He enjoyed bowling and bowled in several leagues. He is survived by his wife Susan "Sue" Wheeler, his son's; Thomas & Sharon Wheeler, Stephan & Tina Wheeler, daughter Michelle Wheeler, grandchildren; Ian Wheeler , Ashley Wheeler, Cory de Gree and Sean Graessle." His gravestone indicates he was awarded an Army Commendation medal that "is awarded to any member of the Armed Forces of the United States other than General Officers who, while serving in any capacity with the U.S. Army after December 6, 1941, distinguished themselves by heroism, meritorious achievement or meritorious service." Whether Master Sergeant Wheeler is the master St. J Trade School thespian and Cogger Jerry Lewis Wheeler still remains unclear.

Master Sgt. Wheeler (2017)
- Wheeler Family Collection



- Summit House ledger/ Bencosky-Desjardins files / Nola Forbes email – Sun, Aug 1, 2021 / Caledonian-Record – Mon, Oct 27, 1952 pg. 8; Sat, Apr 25, 1953 pg. 5; Sat, Nov 14, 1953 pg. 6; Wed, Dec 23, 1953 pg. 6; / White River Valley Herald – Thu, Mar 19, 1959 pg. 2

Kate Wheeler 2011

Railway employee (2011) Ticket Office - Tom Lane: "WMRHS Alum, She lived in Jefferson(?)"

- Tom Lane email to Jitney Jr - Thu, Jun 23, 2022

Stewart L. Wheeler 1952
Railway Ledger

Theodore Wheeler 1953
Railway Ledger

W. G. Wheeler 1951
Railway Ledger

B. Whipple 1971
Marshfield/Cabins Corp

Herbert Whipple 1900

Summit House employee - Herbert Whipple was one of "about sixty Summit House employees that gathered in the large parlor Friday *(7/13)* to enjoy themselves. The merry dancers kept it up until midnight, when they voted Miss Clark[sic], the manager of the Summit House, many thanks for her kindness and all went to bed, forgetting for the time being that they were 6,300 feet above the sea level."

- Among the Clouds - Jul 16, 1900 pg. 1 & 4

J. Allen Whipple 1902 - 1903

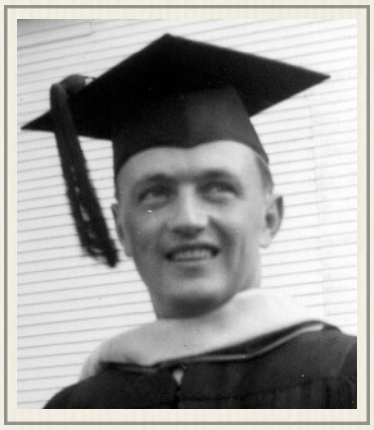
21-year old Summit House employee - *(1902)* "J. A. Whipple (of Franconia) is to act as waiter in Summit House, starting the seventh (of July)." *(1903)* Attends Cog Party Masked Ball with George Greenway as Two Little Girls in Blue. *(1904)* "The following people from the Summit enjoyed Sunday *(7/10)* in Bretton Woods, visiting the several hotels there and recreating along the paths at the base of the mountain. The party returned in the evening, and were unanimous in declaring it a most enjoyable excursion. The personnel of the party was as follows: Miss Edith McCloud, Miss Agnes Green, Miss Grace Johnson, Miss Lettie Blanchard, Miss Maud Goodale, Miss Dora Johnson, Miss Eunice F. Story, Ned Olgeldam, Thomas E. Burns *(of ATC)*, James A. Whipple." / J. A. Whipple of Franconia, N.H. was part of "a large party of the Summit House employees and several from the office of *Among the Clouds* chose one of the pleasantest days during the past week to make an excursion to the Lakes of the Clouds, a trip that few of them had ever enjoyed. All voted it a walk worth taking, and they passed a pleasant half hour in examining the surroundings of these remarkable and elevated bodies of water." / James Allen Whipple was born on January 18, 1881, in Lisbon, New Hampshire, to 24-year old Alzora Sophrona "Zoe" Sawyer *(b.1856 d.1892)* and 24-year old Henry Whipple *(b.1856 d.1930)*. He had one brother: Leslie Henry *(b.1888 d.1946)*. The 1900 *Portland Maine City Directory* indicated he was working as a conductor on the Portland & Ogdensburg railroad. J. Allen Whipple still lived in Portland, Maine, in 1902. *(1908)* James Allen Whipple from Bartlett, N.H. arrived at the Ocean House hotel in Hampton Beach, New Hampshire on August 1st. He was one of 3-thousand people registered at various establishments in the area. Whipple was living in Littleton, New Hampshire, on September 9, 1918. When the 37-year old educator registered for the draft in Boston on September 9th, 1918, he was described as being of medium height and build with blue eyes and brown hair. Whipple died on May 16, 1929, in Cumberland, Maine, when he was 48 years old. *(1929)* "Death intervened yesterday *(5/16)* to defeat the surprise which children of E. K. Sweetser Grammar School (in Cumberland, Maine) had prepared for their teacher, J. Allen Whipple of Littleton, N.H. The May basket they had painstakingly prepared for the teacher never was delivered. He suffered a relapse of a serious illness and died an hour before they were to bear him their offering." It was front page news in his hometown. "James Allen Whipple, a well-known North Country man, died suddenly *(of a heart attack)* at Cumberland Center, Me., on Thursday *(5/16)*. While he was home in Littleton during the Easter vacation Mr. Whipple was ill and under the care of a physician. On returning to Maine he was unable to take up his school duties owing to his health, but he gained slowly and was planning to return home last Saturday. But on Thursday*(5/16)* morning he died suddenly at the home of Mrs. Sweetser in Cumberland Center. Mr. Whipple was born in Lisbon on January 18, 1881, the son of Henry H. and Alzora Sawyer Whipple. In 1899 he graduated from Dow Academy at Franconia and continued his education by taking courses at a business college in Manchester, also at Portland, Me. Deciding that he would like to become a teacher he attended Normal school in Gorham, Me., and later taught at Stoneham, Mass., and Hartford, Ct. After a term at Bryant & Stratton Business college Mr. Whipple taught one year in a gramma school at Boston. For 13 summers Mr. Whipple clerked at the Ocean House at Hampton Beach. For a few years he gave up teaching and was in the employ of F. H. Abbott & son, managing the forest Hills hotel two seasons and going in winter to Boca Grande, Fla. Returning to the teaching profession he was at the Bryant & Stratton school for a time as a teacher of mathematics and then at Tilton. Going to Maine Mr. Whipple taught at North Baldwin two years and for the past five at Cumberland Center. His summers he spent at his home in Littleton, assisting his parents who operate a small tourist house. Last summer he attended Plymouth Normal school, driving back and forth every day. Prayers were said in Cumberland on Friday *(5/17)* afternoon by Rev. Burton A. Lucas and the body brought to his home here (in Littleton), accompanied by two young men, John Merrill and Raymond Corey, former pupils of Mr. Whipple, whose expenses were paid by the Cumberland Center Men's club of which Mr. Whipple was a member. The services at his late home here were Sunday *(5/19)* afternoon with Rev. G. A. Merrill officiating. The bearers were W. B. Fosgate, Charles Morrill, William Woods, Edward Pearson, John Merrill, and Raymond Corey. Burial was in Elmwood Cemetery *(right)* in Franconia. The many beautiful floral tributes showed the esteem in which Mr. Whipple was held. The floral piece of deep red roses from the school where he was teaching, deserves special mention. Mr. Whipple was very fond of his home and was especially interested in young men. An extract from a letter sent to Mr. and Mrs. Henry Whipple from a resident of Cumberland Center, since the death of their sone, shows the regard

in which he was held: "He gave to the school a business like proficiency, a kindliness of spirit, a just and firm discipline and a thorough training in their studies. And he gave to the community freely and cordially of his strength and time. We could always depend upon him to cooperate with us. He is sincerely mourned and will be missed more than I can tell you." Mr. Whipple is survived by his parents and one brother, Leslie." He is buried in the Elmwood Cemetery in Franconia, New Hampshire with his parents. *- White Mountain Republic-Journal - Thu, Jul 10, 1902 / Among the Clouds - Aug 31, 1903; Thu, Jul 14, 1904 pg. 1 & Fri, Aug 26, 1904 pg. 4 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Herald – Sun Aug 2, 1908 pg. 31 / Worcester (MA) Evening Gazette – Fri, May 17, 1929 pg. 11 / Littleton Courier – Thu, May 23, 1929 pg. 1*

Charlie Whittaker (1953)

Charles F. "Charlie" Whitaker 1956 - 1957

29-year old Lyndon Teachers College student from South Strafford played basketball, baseball and ran cross country. He was elected student government president and was seen by peers as one who is "thoughtful" and "speaks easily" - graduated in 1953 *(right)* and worked for the construction company that built the LTC gym. Worked two summers at the Cog - Started on the track crew "So foggy you couldn't see" but then came down to the Ticket Office, and worked with Charlie Griffith for two summers. Whittaker remembers one time when one of the regular mid-week Jewish tour groups from Bethlehem were on a train that broke down up at Waumbek. The stranded passengers walked back down to the Base. Both he and Charlie Griffith saw them coming and figured it was time for them to vacate the Ticket Office for awhile. Babysat for Jit and Barb with Tim & Cin at the Mountain - Later coached basketball at North Country Union High School where Jitney Jr was the eleventh man on the team. / Charles Frank Whitaker was born on November 25, 1926, in Brattleboro, Vermont, to 22-year old Maude Abigail Russell *(b.1904 d.1999)* and 28-year old Wilbur Sherman Whitaker *(b.1898 d.1934)*. He was their first born and according to his mother, was named after his Grandfathers, Charles Henry Russell and Frank Lewis Whitaker. He had six siblings – two sisters: Josephine Alice *(b.1928 d.2018)* & Louise Elizabeth *(b.1929 d.2010)*; two brothers: Kenneth Wilbur *(b.1930 d.2020)* & Howard Russell *(b.1932 d.2015)*, and fraternal twins: brother Gerald Leon *(b.1934 d.1990)* & sister Geraldine Leona born on May 3, 1934. Geraldine died on June 6, 1934. 7-year old Charlie's father died that fall. *(1934)* "The first fatality in this part of Vermont during the current deer hunting season occurred today *(11/22)* as Wilbur Whitaker, about 35, of Williamsville, in the town of Newfane, was killed by the accidental discharge of his shotgun. Whitaker had rested the butt upon the sill of a barn as he chatted with a friend and left the barrels of the double-barreled weapon resting against his body. The butt slipped to the floor and the cartridge in one of the barrels was discharged into Whitaker's abdomen, the shot entering his heart. He leaves a widow and six children, the eldest of whom is eight years old, in addition to his parents, Mr. and Mrs. Fred Whitaker of Brattleboro. Whitaker, who had been hunting on Newfane hill, had stopped at the barn to view a deer killed by a friend, Ashland Timson." Wilbur Whitaker was buried the day before son Charlie's eighth birthday. Whitaker told relatives he remembered "that on the way home from school that day he was intercepted by the neighbor who would not let him go home. (Charlie) was used to going home to eat dinner, he says, so he knew something was wrong. It was grandpa Russell's idea for Charlie not to attend the funeral, so he didn't. Charlie remembers very little about his father. He remembers "One good licking in the woodshed with a stick of wood. I dilly-dallied coming home from school," he said. "It was at noontime because we came home from lunch. We got to sliding on the bank on the way home and he was never home." Charlie remembers that Wilbur was a truck driver and worked for a lumber outfit, hauling logs and lumber. If he got home late in the day his father always jacked the back up on the truck to save the springs. Wilbur also worked for Delwyn Preston for a while. Wilbur used to go hunting for partridge and gray squirrel. "We ate squirrel. I remember one time he came back he had seen a bobcat. It was not common to see one." Wilbur's family went to live with his wife's parents in South Strafford. 18-year old Charles Frank Whitaker enlisted in the Army on May 2, 1944 as he was graduating from Thetford Academy. He went on active duty on January 15, 1945, in Fort Devens, Massachusetts, during World War II. He served in Company M, 31st Infantry and left for Okinawa in June 1945. He arrived back in the States from Korea in October 1946 having achieved the rank of Corporal. He was Honorably Discharged on November 29, 1946 at Fort Dix, N. J. Three months later back home in South Strafford, Whitaker finally went and registered for the draft in Orange, Vermont. He was 5-feet 8-inches tall, weighed 145 pounds with blue eyes and brown hair. *(1997)* "Dick Baraw of Newport and Charles Whitaker of Coventry were the guests of honor at the U.S. Customs retirement party attended by over 100 coworkers and friends at the Eastside Restaurant in Newport on January 25. The men retired on January 3 after putting in 27 years in Customs service following extensive teaching careers in Orleans County schools. Both joined U.S. Customs full-time in 1970. Whitaker, who was born in Brattleboro, graduated from Thetford Academy in 1944, served two years in the U.S. Army, and attended and graduated from Lyndon State College. He received a graduate degree in physical education from Ithaca College in Ithaca, N.Y. Whitaker served as principal and as a fifth and sixth

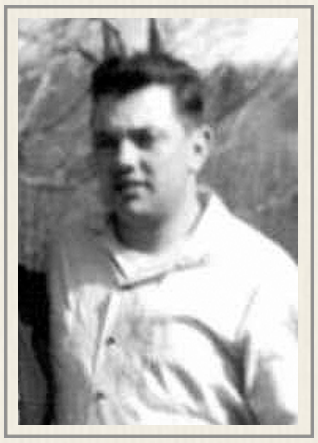


Charlie Whitaker blue ribbon puller (2016)
- Wheeler Family Collection

grade teacher at the South School in Newport for two years. According to Whitaker, one of his students at the school wound up being his supervisor. He then spent two years at the Newport West School, three years at Orleans High School, five years at Hardwick Academy, a year at Newport High School, and four years at North Country Union High School. Whitaker worked for Customs part time while teaching, then went to them full time in 1970, the same time as Baraw, giving him 31 years in government service. Whitaker is currently farming in Coventry, and has about 120 head of cattle. According to Whitaker, he bought the farm the summer after he stopped teaching, and has been working 8 hours a day, farming 8 hours a day, and sleeping 8 hours a day ever since (although he admits to actually sleeping less than a full 8 hours). Whitaker intends to continue farming." Charlie Whitaker was inducted into Lyndon State College Athletic Hall of Fame in September 2003. Charles Frank Whitaker died on March 1, 2020, in Irasburg, Vermont, when he was 93 years old. *(2020)* Charles ("Charlie") Frank Whitaker died peacefully in his Irasburg, VT home on March 1, 2020 at the age of 93. Charles was born in Brattleboro, Vermont on November 25, 1926, the son of Wilbur and Maude (Russell) Whitaker. At the age of eight after the tragic loss of his father, Charles and his siblings moved with their mother to his Grandpa and Grandma Russell's home in South Strafford, VT. Surely it was there he developed his love of work horses, as he drove horses to deliver apples, cream and potatoes. Charlie graduated from Thetford Academy in 1944. Charlie served in the Army as a heavy machine gunner in Company M, 31st Infantry. He arrived in Okinawa just before the Japanese surrendered, and later served in Korea. After the war, Charlie attended Lyndon Normal School and soon after graduation got a teaching and coaching job. He taught and coached many different sports in Newport, Hardwick and Orleans, but basketball was his favorite. He was known as a tough coach who told his players, "Never Quit!" Charlie had a passion for sports and later earned his Master's Degree in Physical Education at Ithaca College. Charlie taught for 17 years before leaving teaching and taking up work with US Customs. He worked there until retirement age. During those years, Charlie also took up raising dairy heifers, which he continued into his 90s. He was known for his meticulous science around breeding, producing many quality animals. Charlie's favorite passion in his later years was horse pulling. He and his friend and pulling partner, Marc Farrell competed in horse pulls across New England with his pair(s) of Belgians. Charlie is survived by two brothers, Kenneth Whitaker of Keene, NH and Ervin (Buster) Needham of South Strafford, VT, as well as a sister-in-law Ardel Whitaker of Hyde Park, VT. Charlie is also survived by many adoring nieces and nephews, and a large network of family, friends and former students/athletes. Additionally, Charlie is survived by Richard, Dinah, Rachelle and Ryan Cotnoir, his housemates and long-time close friends. Charlie loved his people. Charlie was predeceased by siblings Gerald Whitaker (and Charlotte), Louise Bailey (and Bill) Howard Whitaker, Josephine Engberg (and Eric) Gene (Peanut) Needham, Jean Whittemore (and Winston), and infant siblings Geraldine Whitaker and Melvin Needham. He was also predeceased by his sisters-in-law Mary Whitaker and Wanda Needham. In lieu of flowers, donations may be sent to the Northeast Kingdom Pulling Association 2919 Burke Hollow Rd West Burke, Vt 05871 c/o Lisa Patridge. A viewing will take place at Curtis-Britch & Bouffard Funeral Home 37 Lake Rd, Newport, VT from 6:00-8:00 PM on Friday March 6, 2020. Funeral Services will take place on Saturday March 7, 2020 at 1:00 P.M. at the River of Life Church on Route 14 in Irasburg, VT. Spring interment will be held at Evergreen Cemetery in Strafford, VT.

- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Burlington (VT) Free Press – Fri, Nov 23, 1934 pg. 2 / Newport Daily Express – Mon, Feb 3, 1997 / www.legacy.com/obituaries/newportvermontdailyexpress/obituary.aspx?n=charles-frank-whitaker-charlie&pid=195578904&fhid=5101

Gerald "Gerry" Whitaker 1956



Gerry Whitaker (1957)
- Whitaker Family collection

22-year old brother of Charlie from South Strafford, Vermont used to catch fish for other crew members when Jitney was there. Gerry came to the Cog after serving in the military and worked on track crew. Jit remembers Gerry was braking a car onto the transfer at the shop but the transfer had moved over just enough so that when the car's cog gear and wheels hit the misaligned transfer the car just stopped and Jerry got thrown over the brake wheels. Jit says Whitaker just got up and just dusted himself off. / Gerald Leon Whitaker and his twin sister Geraldine Leona were born on May 3, 1934, in Newfane, Vermont to 29-year old Maude Abigail Russell and 36-year old Wilbur Sherman Whitaker. Geraldine would die a month later. Gerry was the youngest of the six surviving children of Wilbur and Maude Whitaker as Wilbur would die in a hunting accident in November 1934. The family would go live with Maude's parents in South Strafford, Vermont. Whitaker graduated from Thetford Academy in June 1952. He joined the U.S. Marine Corps and after Paris Island in July 1953 would serve in Camp Lejeune, South Carolina and Quantico, Virginia before arriving at Camp Pendleton in California. *(1954)* "Marine Pfc. Gerald L. Whitaker, son of Mrs. Maude Needham, is now serving in Japan with the 3rd Marines, an infantry regiment of the 3rd Marine division, headquartered at Camp Fuji, near the base of Japan's famous Fujiyama. The 12, 395-ft. snow-capped mountain, an extinct volcano, is regarded as the world's most perfectly shaped mountain." Whitaker was a Marine corporal when he was back stateside in January 1956 and became a sergeant before entering the Corp' Volunteer Reserves. He joined his older brother, Charlie at the Cog Railway in the summer of 1956. *(1957)* "Gerald L. Whitaker, who had previously served in the Marine Corps and attained the rank of sergeant, last week *(1/14)* reen-

Gerry & Deborah Whitaker (1974)
- Whitaker Family collection

listed." 22-year old Gerald Leon Whitaker married 18-year old Charlotte Marie Roberts *(b.1938 d.2015)* on March 15, 1957, in Norwich, Vermont. She was the daughter of Vermonters born in West Fairlee, and Wilder. Charlotte, herself, was born in Hanover. *(1957)* "Charlotte Roberts, daughter of Mr. and Mrs. Julius Roberts, and Pfc. Gerald Whitaker of Strafford were united in marriage Friday *(3/15)* morning at the St. Francis of Assisi chapel in Norwich. Rev. Fr. John E. Doherty, C.SS.R., officiated at the ceremony. The bride wore blue nylon with white accessories and a corsage of white gladioli. The groom was in Army uniform. Barbara LaBelle of Wilder was bridesmaid and was dressed in pink nylon with white accessories and wore a corsage of white and pink carnations. Maureen Roberts, sister of the bride, was attendant to the bridesmaid and was dressed in yellow nylon with white and yellow flowered headband and wore a corsage of white poms and blue iris. Best man was Harold Roberts. The bride's father gave her away. Usher was Charles Davis and organist was Mrs. Elsbeth Davis. There were 100 guests present. Pvt. Whitaker is stationed in Fort Devens, Mass. He is a graduate of Thetford Academy and attended Vermont Agricultural college one year prior to entering the Marines in which he served three years and was discharged as a sergeant. Mrs. Whitaker is a graduate of Holy Angels academy, Fort Lee, N.J. Pvt. and Mrs. Whitaker will live near the army base as soon as housing arrangements are completed. At present, Mrs. Whitaker is at home with her parents." They had six children during their marriage – three sons: Gerald Leon Jr., Timothy Wilbur *(b.1960 d.)* & Michael Wade *(b.1966 d.)* and three daughters: Sherry Ann *(b.1957 d.2020)* & Deborah Ann *(b.1970 d.)*. Sandra Ann was born on February 27, 1965, and passed away that same day. He was in the Army and at Camp Drum in New York on November 7, 1957 and then went to Europe for two years. *(1960)* "Gerald L. Whitaker has completed his enlistment in the armed forces, during which time he was station several years in Germany. He was here (in South Strafford) last week to join his wife at the home of her parents, Mr. and Mrs. Julius E. Roberts." Whitaker got a job "working at the Dartmouth Cooperative Store at Hanover." The family lived and farmed in Brunswick, Vermont for a number of years. The Whitakers were quoted in the papers as high-voltage DC powerline was proposed to deliver Canadian hydropower to southern New England in January 1982, "In Vermont's Northeast Kingdom, people are reluctant to speak for their neighbors, especially on an issue like the proposed big power line from Canada… that could slice through this part of Vermont. "We talk a lot more about sick cows that we do about the power line," joked Gerald L. Whitaker as he sat in his kitchen with his wife and one of the Brunswick selectmen. Whitaker is a dairy farmer and also one of the town's listers. Kenneth Hooks, a selectman in Brunswick, wouldn't come out and say he is in favor of the line. However, he did say that it is the "lesser of two evils." He said he sees two options for Vermont: the powerline or another nuclear plant. He indicated that a nuclear plant would be clearly unacceptable in the state. Charlotte Whitaker, one of the neighbors, seemed to have ore doubts about the line. Some of the doubts, she said, have been created by the vocal opposition that has sprung just across the Connecticut River in New Hampshire. She, her husband Gerald L. Whitaker and Hooks also pointed out that Brunswick will not benefit from the additional power, which Vermont would realize if the powerline is built in the state. Brunswick, Averill, Bloomfield, Canaan, Guildhall, Lemington and Maidstone, all get electricity from the Public Service Co. of New Hampshire. The Whitakers agreed, however, that if the line is to built, Vermont would be the better route." Gerald Leon Whitaker died on March 14, 1990, in Hanover, New Hampshire, at the age of 55, and is buried in the Hooper Cemetery in North Hyde Park, Vermont with his wife, daughter Sandy, his parents, and brother Charles & sister Louise. *- Railway Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / White River Valley Herald – Thu, Nov 18, 1954 pg. 10 & Thu, Jan 24, 1957 pg. 5 / Bradford (VT) United Opinion – Fri, Mar 22, 1957 pg. 2 / Barre (VT) Times Argus – Sat Jan 2, 1960 pg. 3 & Tue, Jan 12, 1960 pg. 9 / Rutland (VT) Daily Herald – Mon, Jan 18, 1982 pg. 1 & Mon, Jan 25, 1982 pg. 9*

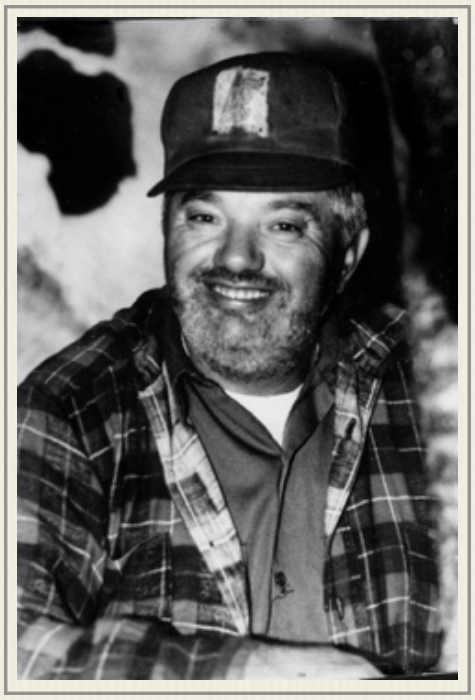


Photo by oldest son, Gerald Jr. for photography class. Gerry was milking cows. His daughter-in-law, Kathryn pretended to trip to get him to look up (1984)
- Whitaker Family collection

Gene Whitcomb (undated))
- Ancestry.com

Fred Whitcomb 1886

Railway employee - *(1886)* "Charles Charlton has gone to his old work on Mt. Washington R. R. Fred Whitcomb is working in the engine rooms at the Base." *- Littleton Journal - Fri, Jul 2, 1886*

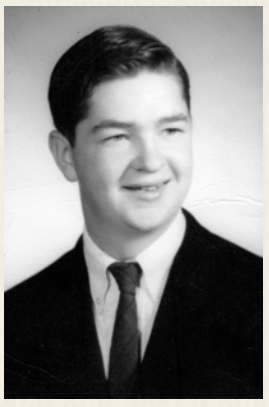
Gene Whitcomb 1966

26-year old Mt. Washington Railway Co. employee from Dalton, N.H. - a buddy of Wayne Switser, who Switser says was a brakeman. / Gene Alvin Whitcomb was born on October 30, 1939, in Dalton, New Hampshire to 31-year old Hortense Ellen Ingalls *(b.1908 d.1975)* and 34-year old papermaker Ray-

mond Ernest Whitcomb *(b.1905 d.1961)*. Gene Whitcomb had six brothers, however Eugene Raymond *(b.1929 d.1929)* & Robert Howard *(b.1931 d.1931)* did not live until their first birthday. He grew up with three older brothers: Roger Kenneth *(b.1932 d.1974)*, Lawrence W. *(b.1936 d.)* & Bradley F. *(b.1938 d.2016)*, and younger brother David Raymond "Joe" *(b.1946 d.2012)*. *(1952)* In June 1952 "at a Board of Review conducted by the Maple Leaf District Advancement Committee, the following Boy Scouts were promoted: From Troop 28 of Gilman: Daniel Brown, Lindsey Briggs, Donald Bartlett, Gene Whitcomb and Leroy Brown to Second Class Scouts." In 1952, Whitcomb was also seventh grader at Whitefield High School. He was playing drums in the high school's orchestra in 1955 as a sophomore, but he is also seen in the 1955 Littleton High School yearbook as a sophomore. He left school when he was sixteen. 20-year old Gene Alvin Whitcomb married 17-year old Jane Elizabeth Dixon of Lunenburg in Gilman on December 5, 1959. It was the first marriage for both. The Whitcomb's were living in Hartford, Connecticut in 1961 while Gene was working construction. He had six children *(left)* with Dixon including: Robert Raymond (*b.1960 d.2004)*, Edward Gene *(b.1962 d.)*, Earl D. *(b.1965 d.)* & Michael Bruce *(b.1966 d.) (1966)* "In a special session of the (Essex Municipal Court with Judge Harold J. Kennedy presiding) on Wednesday *(3/30)*, Gene Alvin Whitcomb, 26, a truck driver from Littleton, N.H., pleaded not guilty to nonsupport of his wife and minor children in Gilman. Bail was set at $200, and Whitcomb was committed to Essex County Jail (in Guildhall) for lack of bail. The case was continued." *(1970)* "The N.H. director of motor vehicles, Frederick N. Clark Jr., has released the following list of driver's license revocations issued by his office during the past five days. Driving while intoxicated: Gene A. Whitcomb, Gilman, Vt." Gene and Jane Whitcomb separated in mid-July 1971. The Vermont Motor Vehicle Department reinstated Gene A. Whitcomb's license on November 26, 1971. Jane Whitcomb filed for divorce charging "intolerable severity." She was granted a divorce on January 13, 1973. Gene Alvin Whitcomb also had one daughter from another relationship. He died in July 1976 in Littleton, New Hampshire, at the age of 36. He is buried Cushman Cemetery, Dalton, Coos, New Hampshire with his son, Robert Raymond Whitcomb. *(1976)* "Gene A. Whitcomb, 36, died Saturday, July 3 at the Littleton Hospital after a long illness. Born in Dalton, Oct. 30, 1939, he was the son of Raymond and Hortense (Inglass) Whitcomb. he was a lifelong resident of this community and was a former member of the Fire Department and an instigator and worker for the Fireman's Fund which has brought in some $15,000 to purchase equipment. The family includes six sons, Robert R. Whitcomb, Edward G. Whitcomb, Scott a Whitcomb, Earl Whitcomb, Michael B. Whitcomb and Shawn W. Whitcomb, all of Danville, Vt.; three brothers, Lawrence Whitcomb of Randolph, Vt., Bradley Whitcomb of Dalton and David Whitcomb of Lunenburg, Vt., Funeral Services were held Tuesday *(7/6)* afternoon at the Dalton Congregational Church with Rev. William Fairhurst officiating. Burial was in Cushman cemetery. Organist was Mrs. Edith Switser."

Gene & Jane Whitcomb & their kids in undated holiday photo - Ancestry.com

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Caledonian Record – Wed, Jun 4, 1952 pg. 1 / Burlington (VT) Free Press – Mon, Apr 4, 1966 pg. 4 & Thu, Dec 2, 1971 pg. 9 / Portsmouth (NH) Herald – Tue, Jun 30, 1970 pg. 8 / Littleton Courier - Wed, Jul 7, 1976 pg. 3



Mike Whitcomb (1966) - Littleton HS yearbook

Mike Whitcomb 1967 & 2007 - 2010

Railway employee - *(1967)* "Littleton Happenings: St. Rose of Lima church was the scene on Saturday, Oct. 28 at 2 p.m. of the wedding of Miss Sandra Lee Greenwood, daughter of Mr. and Mrs. William A. Greenwood of Littleton, and Michael Joseph Whitecomb, son of Fred T. Whitcomb and the late Mrs. Whitcomb, of Littleton. Mrs. Whitcomb is a 1967 graduate of Littleton High school and is employed at the New England Telephone Co. office. Mr. Whitcomb is a 1966 graduate of Littleton High school and is employed at the Mount Washington Cog Railway. Following a wedding trip of undisclosed destination, the couple will reside at 31 Meadow St., Littleton." *(2017)* With profound and abiding sadness, we announce the passing of our father, Retired Captain Mike (Michel Joseph) Whitcomb of Enfield, N.H., who passed away July 6, 2017. Mike came into the world on Feb. 5, 1947, the fourth of five sons born to Fred and Loria Whitcomb. Growing up in Bethlehem, N.H., he spent countless hours playing, building, hunting, and fishing with his brothers. When Mike was thirteen, his mother passed away, and his family moved to Littleton, N.H. He continued to work with his brothers and their dear friend, Ronnie Marvin, forever trying to perfect the "Lucky Number 13" race car. His love for stock car racing would remain constant throughout his life. In 1967, Mike began his career as a firefighter with the Littleton Fire Department. In 1969, he transferred to the Hanover Fire Department, adding paramedic services to his skillset. He spent the next 27 years at HFD, leading his shift as its Captain and educating young firefighters throughout the state. Over the years, Mike proved his strength as a teacher and mentor, particularly for young people in diversion programs. He poured his heart and soul into his work - rescuing and comforting people in their hours of greatest need. All of his life, Mike had a passion and affinity for machines. During his 30-year career as a firefighter, he also moon-

lighted as an auto mechanic. Following his retirement in 1996, Mike opened a small-engine repair and metal fabrication business, Call Mike. He was an expert welder, machinist, and general handyman. He could dream up and execute a solution for any mechanical problem. Some of his notable projects include victorious stock race cars, dozens of refurbished and customized machines, such as tractors and snowmobiles, a custom-built go-cart and treehouse for his children and grandchildren, and a restored 1965 Ford Mustang. When he decided to come out of retirement in 2002, Mike went to work for BELL Corporation, using his expertise in welding and management to oversee construction of DHMC's Phase Two building project in Lebanon, N.H. Later, Mike worked to complete BELL construction projects in Burlington, VT and Richmond, VA. In 2007, Mike followed his lifelong passion for trains to the Mount Washington Cog Railway, where he worked for several years with a team of engineers and fabricators, designing and building biodiesel engines and coach cars. In 1967 Mike married Sandra Greenwood in Littleton, N.H. Together they had two daughters, Lisa Marie and Michelle Lee. In 1976 (and 2006) Mike married Susan Blodgett, with whom he raised two more daughters, Mary Grace and Eleanor Towle, in Lyme, N.H. Late in life, Mike reconnected with a childhood friend, Sylvia Gilman Dufour, who became his constant companion and provided love and support until his passing. He was predeceased by his brothers, Gary and Fred, and leaves behind Lisa and her husband Dave, Michelle and her partner Nate, Mary and her husband Dave, and Eleanor, as well as four grandchildren, Michael, David, and Nicole by Lisa, and William by Michelle. He also predeceases his brothers and sisters-in-law, Jon and Linda of Lebanon, N.H. and Daniel and Maria of Thetford, VT, as well as many cherished nieces, nephews, grand-nieces, grand-nephews, and friends. Mike was a son, brother, husband, father, grandfather, uncle, leader, mechanic, engineer, pit crew guru, welder, punch-list curo, and first responder. He changed tires on Pit Road at the New Hampshire Motor Speedway and lobstered from the decks of the Frugal Brugal in Buzzards Bay, MA. He was a chef, an outdoor enthusiast, and an eternal kid at heart. Captain Mike Whitcomb's legacy is one of love and public service. He was the beloved patriarch of a family that values courage, hard work, and the outdoors. He will live on in the hearts and minds of the many, many people whose lives he touched.

Pappy's Shack: *During his second tour of Cog duty, Mike "Pappy" Whitcomb made the care of tools a priority with a well-organized cabin near the shop. Pappy's first shack is gone but its sign now graces the new shop's tool cage in memory of Mike Whitcomb (2022)*
- Lewis Family Collection

Mike Whitcomb
- Whitcomb Family Collection

- Littleton Courier - Thu, Nov 2, 1967 pg. 5

Roger Whitcomb 1973

13-year old Marshfield kitchen dishwasher earned $200 a month. Roger Whitcomb did not return in 1974, perhaps it would've been better if had. (1974) "A 14-year old Wolcott boy drowned Saturday *(7/13)* afternoon in Lake Elmore (in Elmore, Vermont), after swimming out to recover a frisbee. Roger Earl Whitcomb was swimming back towards shore, when he went under in about 15 feet of water, according to state police. He was recovered and brought in to shore, but efforts to revive him failed, and he was pronounced dead an hour later at Copley Hospital in Morrisville. Lifeguard Jerry Mason, 16, and two other youths brought Whitecomb in to shore in a boat operated by Deborah Myers, 16. Assisting in attempts to revive the youth were Dr. Joel Silverstein, of the Stowe Clinic, the Morrisville Rescue Unit, and members of the Lamoille County Sheriff's Department. *(1974)* Roger E. Whitcomb was born in Hardwick March 8, 1960, son of Mrs. Cheryl (Billings) Whitcomb and Leon Whitcomb, both of Wolcott. He was to have been a freshman at Lamoille Union High School in Hyde Park this September. He leaves his parents; a sister, Julie Ann, Wolcott; his paternal grandparents, Wayne Whitcomb and Mrs. Christian Whitcomb, both of Waterbury; his maternal grandfather, Roger Billings, Wolcott; his great-grandparents, Mr. and Mrs. Asa Reynolds, Hinsdale, N.H., and a great-grand mother, Mrs. Delia Whitcomb, Waterbury. Funeral services will be held Tuesday at 2 p.m. in Wolcott Methodist Church. The Rev. W. J. Fillier of Morrisville will officiate. Burial will be in Fairmount Cemetery, Wolcott."

- Bencosky-Desjardins files / Barre (VT) Times Argus - Mon, Jul 15, 1974 pg. 5

Tinah Whitcomb 2021

"Photography Department manager Tinah *(right)*, kindly agreed to demonstrate (the 25-pound rail segment souvenir) size and 2-3 pound heft. Get yours in person here at Marshfield, or from our online Gift Shop... while supplies last. They're kind of a pain in the ash pan to cut and clean, so we don't know when we'll have time to make more! (For reference, Tinah is 5'3", a Sagittarius, and wears a size Small.)" She's also a former member of the Cogarazzi staff who got hired when the Railway took over the souvenir photo part of the business during the pandemic. *- MWCR Facebook page - Sat, Dec 18, 2021*

Alan White 1965

Mt. Washington Railway Co. employee

- Cog Party list

Cass White at Cog Party
- Elivra Murdoch photo

Almon D. "Cass" White 1961 - 1969

Cabin Reservations Manager – 64-year old Cass White of Lancaster first shows up on the Cog payroll in 1961 as the Marshfield Cabins reservations manager. He works through the season for $56 a week. He returns in 1962 for the same pay rate. In 1964, White's pay is adjusted so he is netting $56 a week. Five summers later, records show White *(left)* is still managing the cabins but for $61 a week. The Cog's Centennial year is the last year Cass' last year at the Cog. He had been profiled in Jitney Jr's *Cog Clatter* three years earlier. *(1966)* "Cass, our man with the cash box, was born in Whitefield and is now residing in Lancaster. He ran a riding stable for 42 years and spent 12 years at the Mt. Washington Hotel before coming up here. Cass said he'd always worked for himself until coming to the Cog. He called the Colonel a "great man" and also referred to the fact that he was proud to have served in the Yankee Division in World War I." *(Cog Clatter v1n9 – September 2nd, 1966)* He was a charter member of the White Mountain Riding Club and as a Lancaster Fair director started the well-known horse show at the annual event. Cass ran the cabins at the Base until 1969. /

White Family (L-R) Lillian, Clara Ann, Carson & Almon D.
- White Family collection / Ancestry.com

Almon Dewey White was born on May 14, 1898, in Whitefield, New Hampshire to 25-year old Clara Ann (Annie C.) Thayer and 40-year old insurance agent Carson Noah White *(b.1858 d.1938)*. Sister Lillian Elizabeth *(b.1892 d.1972)*. The family *(right)* was living on Laurel Street in Whitefield in 1900. Ten years later, 52-year old Carson was farming his place on Bibb Hill in Whitefield. 38-year old Clara was working as a stitcher in local shop. 17-year old Lillian, 12-year old Almon and 6-year old brother, Leonard Levi *(b.1904 d.1985)* were all living on the farm as well as Clara's parents, 83-year old Elizabeth S. and 71-year old Warren S. Newell. Cass White would complete the eighth grade. White was nineteen when he enlisted in the US Army on July 25, 1917. Pvt. Almon D. White of Whitefield *(below)* sailed for Europe with Company D of the 103rd Infantry out of New York City on September 27, 1917 on the *USS Celtic*. Elements of the 1st New Hampshire Volunteer Infantry were merged into the 2nd Maine in April 1917 to create the 103rd Infantry Regiment. The new regiment was placed in the 52nd Infantry Brigade as part of the 26th Infantry Division, the "Yankee Division." The regiment served on the Western Front and was one of the first National Guard units in combat during the war. The 103rd served in the Champagne-Marne campaign where they had their first real taste of fighting, and went on to fight gallantly in the Aisne-Marne. The bloodied New Englanders continued the fight at the Battle of Saint-Mihiel, and in the momentous Meuse-Argonne Offensive, the largest and bloodiest operation of the war for the American Expeditionary Forces. Corporal White left Marseille on April 12, 1919 aboard the Italian ocean liner, *SS Regina De Italia* bound for Hoboken, New Jersey's Camp Merritt. He would be discharged from the service on May 13, 1919. As February 1920 was beginning, 21-year old Almon White was living with his father and brother on Water Street in Whitefield. 63-year old Carson White was back in the insurance game. 16-year old Leonard was in school. "Cass" White was working on a farm. 26-year old Almon D. "Cass" White was working as a fireman when he married 21-year old teacher Esther Elizabeth "Tess" Rines *(b.1903 d.1992)* on October 18, 1924, in All Saints Catholic Church in Lancaster, New Hampshire. It was the first marriage for both. They had one child during their marriage: Sally Ann *(b.1929 d.2014)*. In 1930, 31-year old Cass White had his own dairy farm in Lancaster, New Hampshire. Tess was taking care of seven-month old Sally when the Census takers came calling. The farm did not have a radio set. *(1937)* "Reports of attempts to settle controversy between the NEMPA (Northeast Milk Producers Association) and the Hood Co. persisted today *(3/31)* as the suit of the co-op against the Boston dealer continued through its 11th week. No details of possible terms of settlement were available. Edward F. Nadeau, Lunenburg producer testified that Will Tinkham, NEMPA field man, had promised that the co-op would waive any claims again him for violation of his contract if he signed another contract and note in an attempt being made by producers in the Lancaster, N.H., area to buy the present Hood plant or build a new one. The chancellor ruled this evidence out, but Nadeau said that he had refused to sign at the time. Almon D. White of Lancaster said he had cancelled his contract mainly because of dissatisfaction with the rating plan. White said that he had a rating of 4200 ponds per mont and that he shipped between 5000 and 8600 pounds of surplus per month. He testified that a few years ago his father invested $1000 in new cows and gave them to him but that the increased production from these cows resulted in a net raise in his rating of only 14 pounds." "Cass" White's farm on Stebbins Hill Road in Lancaster was valued at $3,200 in late April, 1940. 37-year old Tess was taking care of 10-year old Sally, who was in the fourth grade. 26-year old Clinton Flack

Cpl. Almon D. White / D Co. 103rd Inf
- White Family collection / Ancestry.com

from Stark was living and working on the place as a hired hand. In February 1942, the 43-year old White went to the Lancaster Superior Court to register for the draft. He was 5-feet 7½ inches tall and weighed 200 pounds. He had blue eyes and gray hair with a ruddy complexion. He also had a scar on his left knee. *(1951)* "Mr. and Mrs. A. D. White and Miss Sally White are at the Mt. Washington hotel where they have charge of the riding school for the summer." In 2019 during research for the Jitney Years project, Sherrel Stephenson, who's mom worked for relative Alvah D. Wright at the Summit House in the 1930's recalled Cass and his wife, Tess. "Cass White and his wife (Tess) were dear friends through the horse world. Cass owned Standardbred race horses back in the day when they raced at Lancaster Fair. They also ran the public stables at the Mt. Washington Hotel for a number of years. Cass was a no-nonsense type (with people) but loved his horses. His daughter, Sally, married George Carter *(right)*, whom she met at the hotel, and together they owned and operated Wedare Morgan Horse Farm on Stebbins Hill in Lancaster, NH. I rode for them many times, the last being in 1974 on George's father's stallion, Long Hill Commander. The Carters were well known in the Morgan world back in the day. I was fortunate to win the Cass White Trophy in the Morgan Park class one year, and it is one of my dearest memories." Almon D. "Cass" White died on April 16, 1983, in Lancaster, New Hampshire, at the age of 84.

- Railway Corp / Bencosky-Desjardins files / Littleton Courier - Thu, Jun 21, 1961 pg 13 / Cog Clatter v1n9 – September 2nd, 1966 / Ancestry.com / Newspapers.com / GenealogyBank.com / Caledonian Record – Wed, Mar 31, 1937 pg. 1 / See Vol. 1 Ch. 9 Sec. 1

George & Sally (White) Carter at the Base
- White Family collection / Ancestry.com

Daniel White 1869

First president of the Mt. Washington Cog Railway, when the old engine was christened *Hero* and was known as No. 1. *(Ed note: The Globe reporter may have misheard "Nathaniel" for "Daniel" as no Daniel White's appear in early records and Nathaniel on next page was clearly part of the Cog team at the start)* *- Boston Daily Globe, July 21, 1929 pg A2*

Esther "Tess" Rines White
- White Famly collection / Ancestry.com

Esther R. "Tess" White 1961 - 1968

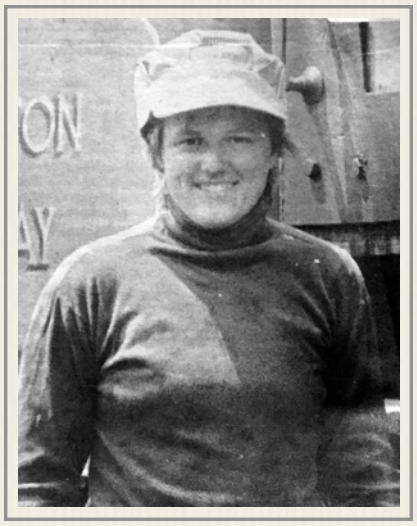
Marshfield Gift Shop – While husband, Cass White was tending to the Cog Railway tourist cabins, 58-year old Esther R. "Tess" White was working as a sales clerk in the Marshfield gift shop for Mike Haney. She worked through the 1961 season and earned $150 a month. The next summer she earned the same rate. In 1964, Tess' pay is reported at $175 a month. The couple's last summer at the Cog *(1969)* Mrs. White's pay was $60 a week. Family friend Sherrel Stephenson outlined Tess' personality to Jitney Jr in 2019. "Mrs. White was a super lady, who like her daughter(Sally), always had a sparkle in her eye and was quite the joker. The farm still stands and is owned by Cass's grandson, Kit (George Jr.). Kit is allergic to horses so he was never interested in them, much to the disappointment of his parents and grandparents. There are several horses at the farm now but are owned by a gal who rents the barn. None of this has anything to do with the Cog but it does show what a small world this is and how history binds us in odd ways." / Esther Elizabeth Rines was born on April 17, 1903, in Lancaster, New Hampshire to 36-year old Quebec native Elizabeth "Eliza" McCarten *(b.1866 d.1936)* and 41-year old dairy farmer Richmond A. Rines *(b.1861 d.1929)* who was born in Jefferson, New Hampshire. Esther had four sisters and two brothers *(right)*: Mary *(b.1893 d.1969)*, William Richmond *(b.1895 d.1969)*, George Rowell *(b.1900 d.1982)*, Jennie Margaret *(b.1908 d.1983)* & Barbara S. *(b.1910 d.1999)*. 21-year old Esther Elizabeth Rines was married in Lancaster, New Hampshire, on October 18, 1924 to Almon Dewey White *(b.1898 d.1983)* in All Saints Catholic Church. She was Catholic. He was a Baptist. She was 5-feet 5-inches tall. Their only child, daughter Sally Ann *(b.1929 d.2014)* was born on September 5, 1929. "Cass" and "Tess" had been married 58 years when he died in 1983. Esther Elizabeth "Tess" Rines died on April 16, 1992, in Lancaster, New Hampshire, when she was 88 years old. She was buried in the Summer Street Cemetery in Lancaster, New Hampshire. Her family listed her occupations as "Horse Woman, Gift Shop Clerk, Homemaker."

- Marshfield Corporation / Bencosky-Desjardins files / Stephenson email to Jitney Jr: Wednesday, October 9, 2019 / Ancestry.com / Newspapers.com / GenealogyBank.com / See Vol. 1 Ch. 9 Sec. 3

The Rines' Siblins (undated)
- White Famly collection / Ancestry.com

Ida White 1953

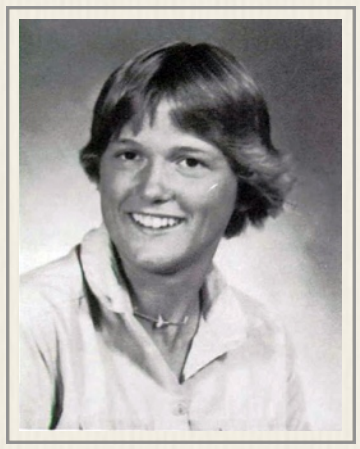
Summit House



Brakeman Laurie White (1983)

Laurie "Renzo" White 1983

Brakeman - *(1983)* "Laurie White, a 19-year old University of Vermont computer-engineering major, from Essex Junction, Vermont, became the first woman brakeman on the 117-year old Mount Washington Cog Railway the same day Sally Ride became the first United States woman astronaut to enter orbit." *(see Vol 3B Aggregated Timeline – June 1983)* / "The nation's newest steam engine chugged to the top of 6,288-foot Mount Washington, the highest mountain in the northeast, this (July 4th) holiday weekend. On the unique cog railroad train was Laurie White, 19, a University of Vermont computer engineering major who is the first woman to serve as a member of the train crew. Five years ago, railroad employees began work on the new engine in Lancaster. They completed the little steamer just a few days ago and during the weekend Gov. John Sununu, former Gov. Water Peterson and other dignitaries rode in front of the (No. 8) *Tip Top* to the… "top of New England" where temperatures during the weekend never rose above 63 degrees. Cog Railway general manager Bob Schafer said the engine is basically the same as the line's six other steamers, except it is a little more powerful. White of the railroad town of Essex Jct., Vt., said she has been fascinated by the train since she was 12 years old *(and visited her cousin, Cogger Dave Moody)*. "It's really the adventure of it," she said. "on a good day, there's a view that you cannot see anywhere else." On the trip to the summit, White describes the history and operation of the 117-year-old railroad. On the way down, she controls the passenger car braking system." / Laurie Jean White was born on May 15, 1964 to Conrad and Barbara (Recor) White. She had five siblings: Linda, Greg, Steve, Kathy, and Scott. Laurie was one of 355 seniors to graduate from Essex Junction High School in Vermont in 1982. It was the largest graduating class in the school's history, and White had had an outstanding career on the high school's athletic teams. As a senior, she was on the district champion girl's cross-country team, the varsity soccer team as a halfback, the field hockey team, and varsity basketball team. She also pitched for the softball team recording a two-hitter as Essex Junction defeated Richford, 5-2 in April 1982. Her classmates called her "Renzo." The quote beside her senior photo in the yearbook reads "Where are all the friends who used to talk to me, all they ever told me was good news. People that I've never seen are kind to me Is it any wonder I'm confused." U.S. Rep. James M Jeffords nominated White as one of ten Vermonters to be considered for admission to the West Point Military Academy in January 1982. However, Cogger Laurie White went to the University of Vermont and received a Bachelor of Science degree in 1986. In 2005, Laurie (Renzo) White was living with her partner Cathy Hunter in Charlotte when her mother Barbara (Recor) White died in Arizona. Renzo White was living at 75 Brigham Hill Lane in Essex when she hosted a celebration of her mother's life on May 28, 2005. That location is where she incorporated Brigham Hill Lane LLC in April 2007 that became Brigham Hill Associates – a real estate firm.



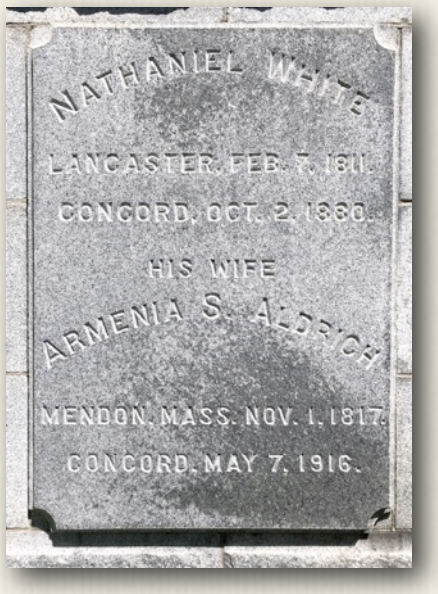
"Renzo" White (1982) - Essex Jct. HS yearbook

- North Country Weekly - Tues, Jul 12, 1983 / Ancestry.com / Newspapers.com / GenealogyBank.com / Burlington (VT) Free Press – Wed, Apr 21, 1982 pg.3; Sat, Jun 19, 1982 pg. 13; Sun, May 25, 1986 pg. 24; Tue, May 17, 2005 pg. 16 / Barre (VT) Times Argus – Thu, Jan 7, 1982 pg. 14 / UPI dispatch in Brattleboro (VT) Reformer – Tue, Jul 5, 1983 & Boston Globe – Tue, Jul 5, 1983 pg. 29

Nathaniel White 1866 - 1880

Mt. Washington Railway director - Historian Rob Bermudes says Nathaniel White is one of the first people Sylvester Marsh talked with when attempting to put together financing for his mountain railway. Bermudes found Marsh "was not looking for completely external financing (of the Cog). Marsh continued to speak with (John E.) Lyon about the railway for six months while also speaking with Nathaniel White, a Concord-based businessman and, according to Marsh, "an old acquaintance of mine," and with Henry Keyes, a Newbury, Vermont, resident and president of the Connecticut and Passumpsic Rivers Railroad. While all three men were now listening to Marsh, they had still not committed funds to build the railway." However, at the railway's first corporate meeting on April 27, 1866, at Concord's Phenix Hotel, John E. Lyon, Nathaniel White, Henry Keyes, Nathaniel G. Upham, and Onslow Stearns were admitted as associate members of the corporation." Author John Clarke included White on his list of successful men of New Hampshire in 1882 *(Ed note: the bio appears to been lifted from The Granite Monthly issue of Nov 1880)*: "Nathaniel White was born in Lancaster, February 7, 1811, the oldest child of Samuel and Sarah (Freeman) White. At the age of fourteen he went into the employ of a merchant of Lunenburg, Vt., with whom he remained about one year, when he accepted employment with Gen. John Wilson, of Lancaster, who was just entering upon his duties as landlord of the Columbian hotel in Concord. His parents more readily consented to his taking this step on account of the many noble qualities of Mrs. Wilson. To her care he was intrusted [sic] by his solicitous mother. In the employ of Gen. Wilson, Nathaniel White commenced life in Concord at the foot of the ladder. He arrived in Concord, August 25, 1826, with one shilling in his pocket. For five years, or until he came of age, he continued at the Columbian, rendering a strict account of his wages to his father,

and saving the dimes and quarters which came as perquisites, until by his twenty-first birthday he had a fund of two hundred and fifty dollars. In 1832 he made his first business venture, negotiating the first and last business loan of his life, and purchased a part interest in the stage route between Concord and Hanover, and occupying the "box" himself for a few years. In one year he was free from debt. Soon after, he bought into the stage route between Concord and Lowell. In 1838, in company with Capt. William Walker, he initiated the express business, making three trips weekly to Boston, and personally attending to the delivery of packages, goods, or money, and other business intrusted [sic] to him. He was ever punctual; he never forgot. In 1842, upon the opening of the Concord Railroad, he was one of the original partners of the express company which was then organized to deliver goods throughout New Hampshire and Canada. The company, under various names, has continued in successful operation to the present day; and to Nathaniel White's business capacity has it been greatly indebted for its remarkable financial success. In 1846, Mr. White purchased his farm, and has cultivated it since that date. It lies in the southwestern section of the city, two miles from the state-house, and embraces over four hundred acres of land. For his adopted home he ever felt and evinced a strong attachment, and to him Concord owes much of her material prosperity and outward adornment. Beautiful structures have been raised through his instrumentality, which render the capitol and the State-House park such attractive features of the city. Besides his extensive interest in the express company, his farm,—which is one of the most highly cultivated in the state,—his charming summer retreat on the borders of Lake Sunapee, and his real estate in Concord, he was interested in real estate in Chicago, in hotel property in the mountain districts, in railroad corporations, in banks, in manufacturing establishments, and in shipping. He was a director in the Manchester & Lawrence, the Franconia & Profile House, and the Mount Washington railroads, and in the National State Capital Bank; a trustee of the Loan and Trust Savings Bank of Concord; also of the Reform School, Home for the Aged, and Orphans' Home, and other private and public trusts. In 1875, Nathaniel White was candidate for governor, of the Prohibition party; and he had a vast number of friends in the Republican party, with which he was most closely identified, who wished to secure his nomination for the highest honor within the gift of a state, by the Republican party. In 1876 he was sent as a delegate to the Cincinnati convention, which nominated Mr. Hayes for president. During the summer of 1880, he was placed by his party at the head of the list of candidates for presidential electors. With all these honors thrust upon him, Nathaniel White was not a politician, although firm in his own political convictions. The office sought the man, and not the man the office. Nathaniel White died Saturday, October 2, 1880, having nearly completed the allotted span of three score years and ten. He was stricken down suddenly, although, with his usual business foresight, he seems to have been prepared for the change." / The original *Granite Monthly* biography closed by saying, "Nathaniel White was blessed in his marriage relations. November 1, 1836, he was married, by Rev. Robert Bartlett of Laconia, to Armenia S., daughter of John Aldrich of Boscavven, who survives him. Mrs. Armenia S. White, is of good old Quaker stock, descending in the sixth generation from Moses Aldrich, a Quaker preacher, who emigrated to this country in the seventeenth century, and settled in Rhode Island; and on the maternal side from Edward Dotey, a Pilgrim who landed in the Mayflower. She was born November 1, 1817, in Mendon, Mass., her parents removing from Rhode Island at the time of their marriage. In 1830 she went with her parents to Boscawen, (NH) where she lived until her marriage. Their children are: Col. John A. White; Armenia E., wife of Horatio Hobbs; Lizzie H. White; Nathaniel White, Jr.; Benjamin C. White, who survive. They lost two children, Annie Frances and Seldon F.; and adopted one, Hattie S., wife of Dr. D. P. Dearborn, of Brattleborough, Vt. Mrs. White has been his companion and abettor in every good work. (A one time member of the Independent Order of Odd Fellows), he belonged to no other secret society. Anti-slavery societies, temperance societies, charitable and benevolent societies, woman suffrage and equal rights societies, and the Universalist society—in all of these, both husband and wife were deeply and equally interested. Hand in hand they have been in every good work, save where the charities of one were unknown to the other. During the first four years of their married life, on account of Mr. White's occupation, they boarded; for eight years they lived on Warren street; since 1848, until the death of Mr. White, in their residence on School street. Here they have meted out generous and refined hospitality to the humble slave, the unfortunate, and to the most illustrious guests who have honored Concord by their visits. He was stricken down suddenly although, with his usual business foresight, he seems to have been prepared for the change. The family, in their bereavement had the sympathy of the community and state. The sense of a great loss pervaded the city. The funeral was held in the church which owes so much to his fostering care, and was the occasion when a great multitude bore witness to the depth of their sorrow. His remains lie in the lot in Blossom Hill cemetery *(right)* which his filial love prepared as the resting-place for his parents."



- June 2019 Draft of Robert W. Bermudes Jr. article "Crazy Man" Sylvester Marsh and the Origins of the Mount Washington Railway /1882 Sketches of Successful New Hampshire Men by John B. Clarke / The Granite Monthly - Vol IV No. 2 Nov 1880 pgs. 49-53

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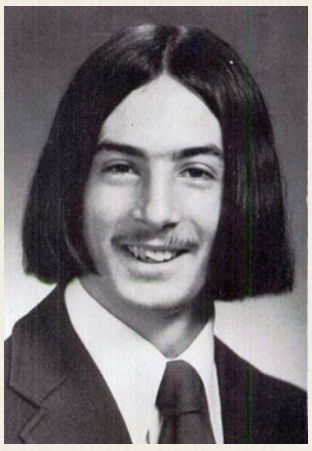
Paul D. White 1956
Summit House



Randy White (1975)
- White Mtns Regl HS yearbook

Randolph B. "Randy" White 1973

17-year old Marshfield kitchen worker from Lancaster, New Hampshire, Randolph B. White would earn $1.60 an hour during the summer of 1973. White would have his license revoked in mid-September 1973 for driving while intoxicated. He would be one of 136 students to graduate from White Mountain Regional High School in June 1975. White played baseball his freshman year before turning to baseball in the las three years of high school. *(1975)* "The engagement of Cathy Ann Stevens to Randolph White is being announced by her mother, Eleanor Stevens of Whitefield. Mr. White is the son of Mr. and Mrs. Karl White of Lancaster. They will be married Aug. 15." Jitney Jr. could not find a record of the wedding, but did find that Cathy Stevens Dubreuil was living in Guildhall, Vermont when her mother died in 2017. Randy White stayed in Lancaster after graduation and moved to Littleton just before the turn of the 21st Century. Randy White's dad, Karl (aka Carl) W. White Jr. "of Lancaster Mobile Home Village, died Aug. 29, 1991 from injuries received in a two-truck accident in North Concord, VT. (The) U.S. Army veteran of the Korean Conflict (and) a border guard at Checkpoint Charlie in Berlin, Germany. For the past two years, he was a tractor-trailer driver for James river Corp., Groveton." Karl White's family "includes two daughters, Heidi M. Planz and Karla K. White, both of Lancaster; four sons, Winfred W. White and Robert A. White, both with the U.S. Army in Germany (in 1991), Cogger Randolph B. White of Lancaster and Kory J. White of Florida."

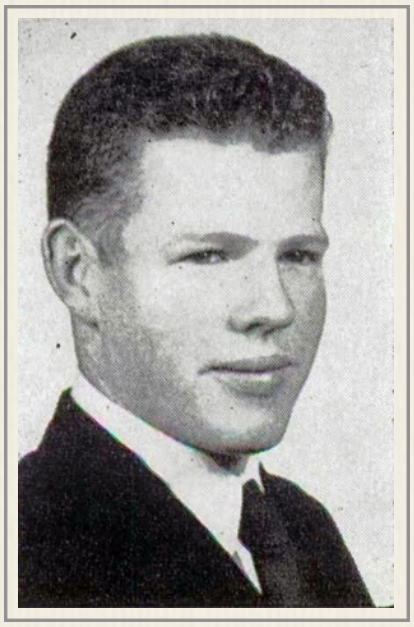
- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Portsmouth (NH) Herald – Tue, Sep 18, 1973 pg. 9 / Littleton Courier – Wed, Jun 4, 1973 pg. 3; Wed Sep 5, 1991 pg. 2.

Ronald White 1962

Ronald White (1964)
- Wakefield HS yearbook

16-year old Ronald White from Wakefield, Massachusetts worked as the Summit House restaurant cashier in1962. He earned $130 plus $20 a month that summer. When "Ronnie" White graduated from Wakefield High School in 1964, it was clear he liked being close to the cash. His yearbook entry read: "Working at Carroll's helps Ronnie earn money. He hates report cards and hopes to remember Graduation Day… will remember his Bookkeeping class with "Ma" Cronin. Ronnie is active in Demolay and the Congregational Church." / Ronald William White was born on January 8, 1946, in Winchester, Massachusetts to 28-year old Marjorie Eleanor Holoway *(b.1917 d.1991)* and 32-year old William White *(b.1913 d.1971)*. Family trees indicate he had three brothers: Carl P. *(b.1948 d.2020)* and two half-brothers: Paul D *(b.1939 d.2004)* who died on April 13, 2014 in Columbia, Maryland. After graduation, Ronald White went to Bryant and Stratton College of Business where he found his wife. Bryant & Stratton graduate Sylvia Estelle Ricard got married to Ronald White on October 7, 1967 in Quincy, Massachusetts. "After a (honeymoon) trip to Canada, they went to live in Malden." Ronald William White died on January 28, 2014 in Winchester, Massachusetts. He was 68 years old. *(2014)* Ronald W. White, 68, a life-long resident of Wakefield, died on Tuesday, January 28 at the Winchester Hospital. Born in Winchester on January 8, 1946 he was the son of the late William and Marjorie (Holoway) White. Ronald was a graduate of Wakefield High School, Class of 1964 and also attended Bryant and Stratton Business School in Boston. He was a retired school bus driver for the City of Melrose and had also worked for Cardinal Health in Woburn delivering medicine to hospitals in New England. Ronald was the husband of Sylvia (Ricard) White. He was the father of Nicole Scotina and her husband Ronald of North Reading. He was the brother of Carl White of Wakefield. He is also survived by his two grandchildren, Aaron Douglass and Julie Scotina. Funeral services will be private. Arrangements are in the care of the McDonald Funeral Home in Wakefield."

- Summit House ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Sun, Jan 15, 1967 pg. 99 & Sun, Oct 15, 1967 pg. 110 / http://mcdonaldfs.tributes.com/obituary/show/Ronald-W.-White-98999913



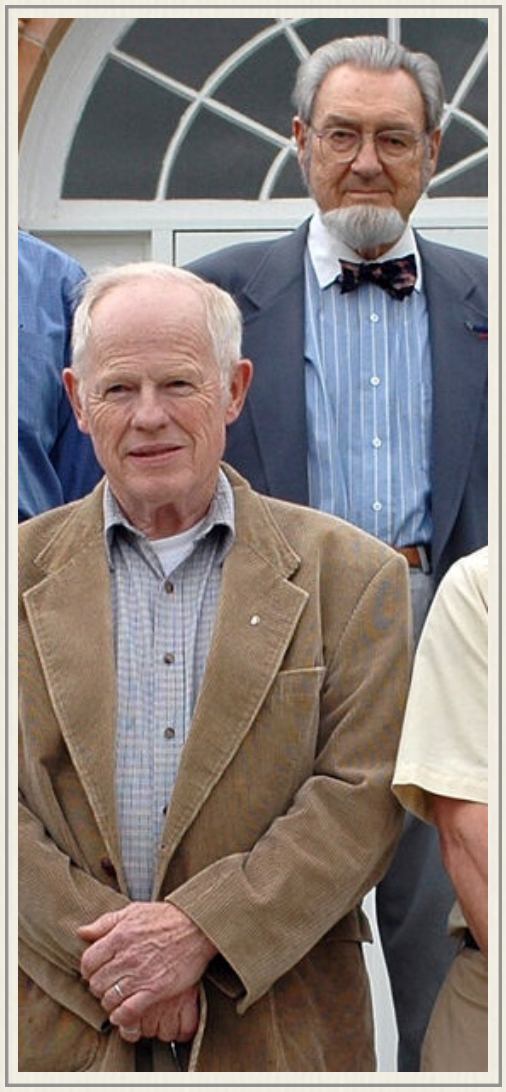
Jay C. Whitehair (1951)
- Kimball Union Academy yearbook

J. C. Whitehair Jr. 1951

19-year old Jay C. Whitehair Jr had just graduated from Kimball Union Academy when he came to work at Col. Henry Teague's Mount Washington Club in the Summit House on top of the mountain in the summer of 1951. Whitehair was heading to his father's (Jay Whitehair '32) and Henry Teague's '00 alma mater, Dartmouth College in the fall. He would graduate as part of the Class of 1955, however he did a hitch with the Army in Korea. / Jay Charles Whitehair Jr. was born on June 17, 1932, in Cleveland, Ohio to 22-year old Massachusetts-born Janet McKenzie *(b.1910 d.1984)* and 21-year old Kansas-born insurance agent Jay Charles Whitehair *(b.1910 d.1997)*. He had one brother - Edward Eaton *(b.1934 d.2002)*. In June 1940, the family was living in a house worth $12,500 on Scottsdale Street in Shaker Heights, Ohio that Jay Sr. and Janet had purchased. Eight-year old J.C. Jr was in second grade. Five year old Edward was just starting school. 25-year old Mary Johnson, a black woman from Cleveland, was living and working at the house as a maid. At Kimball Union, Jay Jr played football, lacrosse and was on the J-V ski squad as a senior. He also worked the slopes for the Academy as a member of the ski patrol that year. His classmates reported his favorite saying as "Get out of my room, Dow!" While Jay Jr went to Dartmouth for a

time before serving in the military, brother Edward played football at Colgate against the Big Green in 1954. Jay C. Whitehair Jr married Aune A. Ahola on July 23, 1955. They had three children: Jay C III *(b.1961 d.)*, Deborah and Heidi. Whitehair lived in Salem, Massachusetts, in 1960, but returned to Hanover, N.H. to take an administrative job with his alma mater. *(1967)* "Dartmouth College officials last night *(9/27)* denied knowledge of the use of such drugs as LSD or marijuana among its students as charged in a college radio broadcast the previous night *(9/26)*. Dean Jay C. Whitehair Jr. said the remarks made by senior student Arthur "Friendly" Ferguson over Station WDCR were "strong remarks" and unless he could back them with evidence he should not have made them." *(1968)* "The annual Dartmouth Band Variety Night, better known as "Foley's Follies," is here again, presented this year on Saturday, March in Spaulding Auditorium at 8:30 p.m. Professor Allen Foley, Vermont Legislator and well known after-dinner speaker, will be master of ceremonies for "Foley's Follies, Part V." Variety Night was named in his honor when he first hosted it in 1964. Deans Thaddeus Seymour, Jay Whitehair and James Cowperthwaite are billed as the traditional "Deans' Original Skit." Highpoint of the evening in recent years, the subject remains classified until show time." In 1973, "Jay C. Whitehair Jr., a familiar face in the Dartmouth community" was appointed as an assistant director in the Office of Financial Aid at Dartmouth. In September 2004, Cogger Whitehair and another man with Cog connections, C. Everett Koop worked together on the Dartmouth Center on Addiction, Recovery & Education Alumni Task Force. They lined up *(right)* one above the other on the steps for the publicity shot. Jay C Whitehair died six years later in West Lebanon, New Hampshire, when he was 78 years old. *(2010)* "Jay C. Whitehair Jr. '55 died unexpectedly on December 13, 2010, when involved in a pedestrian/vehicle accident. Jay entered Dartmouth from Kimball Union Academy, living at that time in Scarsdale, New York *(where his dad was working for Standard Brands)*. He played freshman football and then served in the Army from 1953 to 1955, returning to receive a degree in geology. Jay married Boston University trained physical therapist Aune Ahola in 1955 and after several company jobs returned to Dartmouth serving in different administrative capacities. After retirement Jay fulfilled a lifelong dream becoming a Maine Lobsterman and CEO of Barter's Island Boatworks. In 2004 the family moved back to the Upper Valley, continued to pan for gold (geology) and participated in DCARE, where he served on the board. Jay is survived by his wife, two daughters and a son. A memorial service was held at Rollins Chapel on December 20, 2010." / "Jay was the son of Jay and Janet (McKenzie) Whitehair. A graduate of Dartmouth College in geology, he was a veteran of service in the Army during the Korean conflict. He married Aune Ahola in Fitchburg, Mass. on July 23, 1955. They settled in Hanover, N.H. After a career as Dean of Students and other positions at Dartmouth, he fulfilled a lifelong dream of becoming a Maine Lobsterman and CEO of Barter's Island Boatworks and Finest Kind Trap Factory. Jay is survived by his wife Aune; two daughters, Deborah and Heidi, and son Jay C. Whitehair III." Aune died on January 18, 2020 from Alzheimer's disease. The children said she and Jay would be laid to rest together at Pine Knoll Cemetery.

- Mt. Washington Club / Summit House ledger / Dartmouth Alumni Magazine – May-June 2011 / Valley News, Dec. 18, 2010, p. A4 / Manchester (NH) Union Leader – Thu, Sep 28, 1967 pg. 1 / Rutland (VT) Daily Herald – Wed, Jan 10, 1973 pg. 18 / Bradford (VT) United Opinion – Thu, Feb 29, 1968 pg. 2



Jay Whitehair (L) & C. Everett Koop
- Joseph Mehlin photo / Dartmouth College

Bill Whiteley (1966)
- Koop Family Collection

William "Bill" Whiteley 1966

20-year old Bill Whiteley was a Lafayette College student when he was a Cog brakeman in 1966. / Born on January 10th, 1946 to William Henry Whiteley III (b.1918 d.1918) and Margaret Flach Whiteley, Bill was the fourth William Henry Whiteley in his family. Cogger Whiteley had three sisters, Margaret, Nancy, and Susan. Bill's mother died on the Cog Railway's 118th birthday in 1984. His father died just hours short of his 100th birthday. While the internet research trail on noted brain surgeon Dr. Whiteley is fairly abundant, the trail for his son is not. In his 1966 interview with the Cog Clatter, Bill Whiteley was going to his father's alma mater as a Government major with an eye towards becoming a lawyer. However in 2021, Jitney Jr. could find no record of graduation or admittance to the bar. Ancestry.com yielded public records indicating Bill Whiteley had lived in Littleton, Colorado between 1985 to 1991 – then Exton, Pennsylvania through 2003 before moving to Pottstown, Pennsylvania in 2004. Web people finder programs say he currently lives on Temple road in Pottstown. Dr. Whiteley's obituary in 1984 indicated that Cogger Bill IV had not fathered any children. *- See Vol. 1 Ch. 9 Sec. 10 / Ancestry.com / Newspapers.com / GenealogyBank.com*

Abbie Whitford 1881

Summit House waiter - from Waitsfield, Vt.

- Among the Clouds - Jul 9, 1881

W. G. Whitford 1951

Railway Ledger

Whi

F. S. "Fred" Whiting 1876

Spur Line Fireman: In a Feb 14, 1919 letter from Concord, NH Whiting writes: "Friend Caswell: I have one thing to criticize in (Frank W. Lougee's) letter and that is that John F. Marsh did not fire for (Geo) Ferguson the first summer that the road was opened to the Base. Ferguson and I went to Manchester and received the *Mt. Washington* from Blood Locomotive works and fired that locomotive that summer between Fabyans and Base with Joe Prescott conductor and Harvey Dexter brakeman. I have some nice pictures of the Mt. Washington taken at Base…" *(1919)* Warren News Press editor C. E. Caswell describes Whiting as an "old-timer, who first saw daylight at Meredith Bridge (Laconia), and as he grew up, like many an ambitious boy, got a job 'firing' an old wood burner. He soon got something better and ever since has hauled traffic up and down the line from Mt. Washington to the capital city with fewer accidents than any other man in the service today with 47 years to his credit." Fred S. Whiting would eventually be credited with over 50 years of continuous service to the Boston & Maine, having started in 1872. / Fred Sanborn Whiting was born on March 27, 1857, in Sanbornton, New Hampshire to 17-year old Mary Ellen Sanborn Whiting *(b.1840 d.1906)* and 28-year old farmer Levi F Whiting *(b.1829 d.1902)*. He became a member of the Moosehillock Lodge of the Odd Fellows in May 1879. 26-year old engineer Fred Sanborn Whiting married 19-year old needlemaker Isabelle Follansbee Dearborn Whiting (b.1865 d.1942) in her hometown of Campton, New Hampshire, on January 12, 1884. They had one son Arthur Dearborn (b.1885 d.1969). Fred Sanborn Whiting died when bronchopneumonia led to cardiac arrest at the New Hampshire State hospital on January 11, 1939, in Concord, New Hampshire, when he was 81 years old. Sanborn is buried alongside his wife and son in the Blossom Hill Cemetery in Concord.

- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / B&M Employees magazine index

Hilda E. Whitney 1953

20-year old Hilda Whitney from Lancaster was working in Marshfield the summer Jitney and his wife had their first child. / Hilda Eleanor Whitney was born on February 3, 1933 to Frank T. and Wilma (Goodall) Whitney. In 1940, Hilda was living on the family's North Road farm in Lancaster. She had four older brothers at the time: 22-year old Roland was living at the farm and working as a hotel caretaker 15-year old Burleigh, who had completed the eighth grade and was now working 80 hours a week helping his dad on the farm; 12-year old Ross had finished the fourth grade. Eleven-year old Herbert had also made it through the 4th grade. She was still living at home with her parents at 21 when she married 22-year old Samuel Lewis Noyes in Jefferson, New Hampshire by Justice of the Peace Francis A. Bailey on February 16, 1954. They would be married for just eight years. Hilda Eleanor (Whitney) Noyes died on March 16, 1962 in the Weeks Memorial Hospital in Lancaster after a two week stay for treatment of cervical cancer. She is buried in the Forest Vale Cemetery in Jefferson, New Hampshire. Her husband would die in 2019.

- Marshfield/Cog Railway Cabins ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

Ross Whitney 1953

26-year old Ross Whitney of Lancaster joined his 20-year old sister, Hilda at the Cog Railway in the summer of 1953. While she was employed by the Marshfield Corporation, Ross, who had experience in the tourist trade as a hotel caretaker, worked for the railroad. This was the same summer Ross Whitney married 17-year old Jean Ella Gould of Lancaster. His occupation was listed as truck driver on the marriage license, while the new Mrs. Whitney was living at home with her parents Arthur Walter and Ethel May (Carter) Gould. / Ross Allen Whitney was born on May 22, 1927, in New Hampshire to 29-year old Wilma Beatrice Goodall (b.1898 d.1977) and 36-year old dairy farmer Frank Thomas Whitney (b.1890 d.1982). Ross Whitney had three brothers and three sisters, and he was the middle child: Roland G. (b.1916 d.2010), Amey A. (b.1918 d.2010), Burleigh Frank (b.1924 d.2004), Herbert H. (b.1928 d.1951), Hilda (b.1933 d.1962) and Dolly/Edna. Ross Allen Whitney enlisted in the US Navy on March 16, 1945, when he was 17 years old. Whitney was discharged on July 23, 1946. He had one son – "Rockie" and one daughter with Jean Ella Gould. Ross Allen Whitney died on July 14, 2005, in Lancaster, New Hampshire, when he was 78 years old. He is buried in the Summer Street Cemetery in Lancaster.

- Railway ledger / Ancestry.com / Newspapers.com / GenealogyBank.com

The Whittemores of the Mount Washington Railway

(in order of appearance at the Mountain)

Laurence F. Whittemore 1941 - 1945

Laurence F. Whittemore (1949)
- Kimball Union Academy

Laurence Whittemore is the reason all other Coggers named Whittemore came to Mount Washington to work on the railroad. Whittemore was the executive that recruited a bankrupt hotelier, Henry Nelson Teague to take over the mountain-climbing railroad for the Boston & Maine in the early 1930s. That interaction led Col. Henry Teague to have Whittemore take over Arthur Teague's job as VP Finances at the Mount Washington Railway when Arthur goes to war. The old Colonel goes even further and provides money for Whittemore's sons' education at Dartmouth in his last will and testament. / Laurence Frederick Whittemore was born on June 8, 1894, in Pembroke, New Hampshire to 39-year old Missouri native Candace Norton *(b.1855 d.1901)* and 36-year old farmer Frederick Brewster Whittemore *(b.1857 d.1902)*. He had three brothers: Archie Warren *(b.1882 d.1957)*, Charles Norton *(b.1887 d.1906)* & John Cambridge *(b.1889 d.1958)*. Two of John Cambridge Whittemore's sons would work on the railroad at Mt. Washington *(Lawrence F. & Edward P. "Ted" Whittemore)*. After his parents' death from tuberculosis in 1901 and 1902, Lawrence was taken in as a son by his aunt, Elizabeth Maria "Bessie" Whittemore *(b.1861 d.1922)* and her husband Rufus Bert "Uncle Bert" Robinson *(b.1863 d.1951)*. As the Robinson's daughter had died in 1903 from typhoid or dysentery, he was treated as a son even after Bessie died in 1922. After graduating from Pembroke Academy in 1912, Laurence Whittemore worked for the Boston and Maine Railroad as a laborer in the Concord Car Shops. The 22-year old Whittemore was a railroad clerk when he registered for the draft on June 5, 1917. He was described as of medium height, stout build with brown eyes and black hair. *(His WWII draft card measured 5-feet 8 1/2-inches tall, 210 pounds with brown eyes and gray hair.)* Whittemore left the railroad that year *(1917)* to work for the New Hampshire State Tax Commission. 29-year old Laurence F. Whittemore was working as a "lumberman" when he married 26-year old Evelyn Deakin Fulford *(b.1897 d.1959)* on October 6, 1923, in her hometown of Concord, New Hampshire. They had three sons during their marriage: Cogger Charles Fulford *(b.1927 d.2003)*, Frederick Brewster *(b.1931 d.)* & Bert Robinson *(b.1934 d.2017)*. Whittemore went back to work at the B&M in 1929 and became assistant to Edward S. French, then president of the B&M and Maine Central railroads in 1932 *(leftt)*. The 1940 census found the 52-year old assistant president of the B&M living on Providence St in Pembroke. Whittemore officially went on the Cog payroll in 1941 to handle Henry Teague's books during Arthur Teague's military service. In 1944, Whittemore became a director of the Boston Federal Reserve Bank and in 1946 was elected seventh president at the Federal Reserve Bank of Boston. He served from March 1946 to October 1948. *Time* magazine said he "woke things up at the church-quiet Federal Reserve Bank by providing piped-in music." He was known for his legendary dry wit and inexhaustible supply of anecdotes. Whittemore left the Fed in 1948 to become president of the New York, New Haven, and Hartford Railroad, before taking over the Brown Company, a paper and pulp manufacturer in New Hampshire. In the 1950s, President Eisenhower selected Whittemore as special envoy to the General Agreement on Tariffs and Trade. He taught at Kimball Union Academy, and the University of New Hampshire, although he never formally attended college. In November 1952, the president of the Brown Paper Company was elected to the Board of Directors of the Boston & Maine. Whittemore replaced Harry Dudley who had died at the end of June. When Laurence Frederick Whittemore died of prostate cancer on August 10, 1960, at Concord Hospital, New Hampshire's governor called him "Mr. New England" for his work boosting the region's economy. He was 66 years old. UNH named its business school after the life-long Democrat and holder of eight honorary degrees a year after his death. A move to rename the Whittemore School of Business and Economics in 2008 for a more recent high achieving alumnus who made a large financial donation to the school was called a "callous outrage - a shallow opportunistic disregard for the achievements of not only an extraordinary person, Laurence F. Whittemore, but of the efforts of a previous generation to honor one of its own." *(1960)* "Laurence F. Whittemore, the man who started his career as a laborer and became one of the nation's leading industrialists, died in Concord Hospital today *(8/10)* after a long illness. He was 66. The former president and board chairman of the Brown Co., northern New England's biggest pulp and paper firm, started as a $10-a-week laborer in a Boston & Maine car repair shop. He went on to become president of the New Haven Railroad – as well as president of the Federal Reserve Bank of Boston and the New England Council. Whittemore served two terms in the New Legislature. Intensely interested in education, he was chairman of trustees of the University of New Hampshire, a trustee of Boston University, and chairman of a committee for the selection of Rhodes Scholars from New England. The best known of his many charity efforts was his work for the Crotched Mountain Rehabilitation Center for crippled children at Greenfield. He raised more than $2 million for the center. A native of Pembroke, Whittemore was orphaned at the age of

L. F. WHITTEMORE
General Representative

Laurence Whittemore, vice-president of the new Boston-Maine Airways venture gets an explanation about tri-motor aircraft from Ameilia Earhart during a 1933 publicity event for the new railroad run airline. (1933)
- B&M Employees magazine

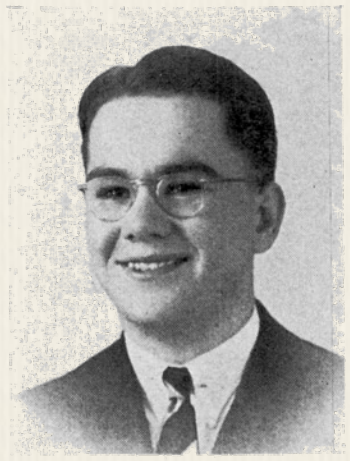
seven and was raised by an aunt and uncle. Although he never went to college, he collected an imposing number of honorary degrees. They were bestowed by Dartmouth, University of New Hampshire, New England College, Lowell Textile Institute and Suffolk University. Whittemore was interested in all phases of transportation. He was vice president of the Mt. Washington Cog Railway and served on the original commission which built the Cannon Mountain Aerial Tramway. At the age of 35, he became a general representative of the B&M. Three years later he was promoted to assistant to the president of both that railroad and the Maine Central. He even got the railroad to start an airline, which has since become Northeast Airlines. When somebody told Whittemore that many women were afraid to fly, he promptly hired Amelia Earhart *(previous page)* and took her on a barnstorming tour of New England women's clubs. In 1948, he became president of the New Haven railroad, then controlled by Frederick C. Dumaine. Two years later he and Dumaine had a falling out and Whittemore became president and board chairman of Brown Co., a New England forest empire that embraces more than three million acres of timberland. Under Whittemore's leadership, the company's net worth jumped from one to four million dollars a year. He set out to achieve a far-reaching diversification. Under his administration, the Brown Co. developed a multiple product line ranging from chloroform to inner soles. In 1955, Whittemore stepped down as president but retained his post as chairman of the board. His active business career ended in April of 1960, when Whittemore resigned after 20 years of service as a Brown Co. director. A few days later the University of New Hampshire announced establishment of the Whittemore School of Business and Economics in his honor. He was a Democrat in an overwhelmingly Republican state, but he numbered Republican presidents and governors among his friends. His wife, Evelyn Fuller Whittemore died last December. He leaves three sons, Charles F., Frederick B. and Bert R." *Concord Monitor* editorial: "Death has ended the exceptional career of the first citizen of Pembroke, Laurence F. Whittemore, and the world is the poorer. "Whit" was the friend of everyone and in a busier life than that of any other man we have known came to know more people, high and low, than all but the most active national political figures. He loved people, and they loved him. That is why the sense of community loss is so great. The catalogue of Whittemore activities and associations is endless. His interests were boundless. His knowledge, won through his own efforts rather than by formal education, ranged widely. His talents were many, but greatest of them all was his infectious and contagious good humor. "Whit" was an easy man to know. He made all feel comfortable in his company and inwardly happy in it. He had a great soul, and it was visible. It gave him an endurance possessed by few, or he could not have accomplished so much in his lifetime. Towards the end, though mortally ill, it kept him alive beyond his allotted days. Few men attain such stature and of those who do few deserve it so truly as did Laurence F. Whittemore."

- Boston & Maine Employees Magazine / Federal Reserve History.org / N.H. Commentary.com / NH Railroad Comm Annual Report / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Boston Globe – Thu, Aug 11, 1960 pg. 1 & 15 / Brattleboro (VT) Reformer - Thu, Aug 18, 1960 pg. 4

Charles F. Whittemore (1949) - UNH yearbook

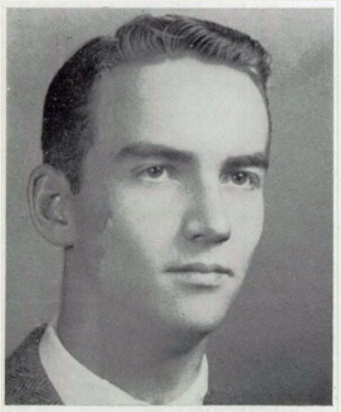
Charles Whittemore 1947

Son of Laurence - Shoveled coal one summer for Henry Teague - according to his brother, Bert. *(1947)* "Handling the traffic at the base are Lee Smith of Hopkinton, a student at University of Colorado, as train dispatcher, and Charles Whittemore *(left)* of Pembroke, who attends University of New Hampshire, as ticket agent." / Charles Fulford Whittemore was born to Boston & Maine Railroad executive Laurence Frederick Whittemore *(b.1894 d.1960)* and Evelyn Deakin Fulford *(b.1897 d.1959)* on May 28, 1929. Charles Whittemore had graduated from his father's alma mater Pembroke Academy in 1944 – one of 29 remaining students from an entering class of 63. He was deemed the "best dressed, most sophisticated, most ambitious and most dramatic" male in the class. In sketching "the ideal senior boy" the *Academian* yearbook said he should have "Charles Whittemore's executive ability." When listing the song hits of the senior class, Charles Whittemore was paired with "I Love Me." He represented Pembroke Academy in the state prize speaking contest at Laconia. "Charles won second prize in the Extemporaneous Division. On May 12 and 13, two Seniors, Charles Whittemore and Lily Houghton, had the privilege of participating in the State Music Festival at Portsmouth." In the class will, "I, Charles Whittemore, do will and bequeath to Roger Beal the dictionary I never have to use. I'm sure you're the only one I know who could keep it in as good condition as I have." In recording the class prophecy by Madam Shushu, Dorothy Adams wrote, "One last picture forms… in it is the frost and snow and ice of the North. A trapper clothed in furs and rosy-cheeked is sitting in his igloo after a good day's work of setting his traps. We would recognize him *(right)* as Charles Whittemore." Whittemore was living in Merrimack, New Hampshire when enlisted in the US Army on June 29, 1944. He went on active duty at Fort Devens in Massachusetts on July 13, 1945 and was part of the enlisted reserve or Medical Administration Corps. He served as a private until his discharge on December 2, 1946. The following summer he was going to the University of New Hampshire and working in the Cog Railway ticket office. Charles Whittemore graduated from the University of New Hampshire in 1949 with a degree in government. That year, his father Laurence was the Board of Trustees. Charles had been on the Dean's list all four years in college and was part of the Pre-Law Club the last two serving as the club's president as a senior. Immediately after



CHARLES F. WHITTEMORE

graduation, Charles Whittemore was bound for Southampton England on board the *SS America* for five weeks. He set sail on June 21, 1949 and arrived a week later. On August 5, 1949, Whittemore reboarded the *SS America* to return to New York. One Whittemore family tree reports 23-year old Charles Whittemore married Nancy Griswald Jones *(b.1926 d.1983)* and had one son together *(perhaps Aaron?)*. The 32-year old political scientist Charles Whittemore was divorced when he married 29-year old New Mexican-born pediatric nurse Shirley Sue Feather Whittemore *(b.1930-2013)* in Arlington, Virginia on August 13, 1959. It was her first marriage. The couple raised four children – three girls and a boy: Mary, Laura, Jesse and Cog fireman Aaron. Charles Fulford Whittemore served as New Hampshire's commissioner of health & welfare after running the state anti-poverty program, and was an unsuccessful Democratic candidate for governor of New Hampshire in 1970. Charles Fulford Whittemore died on October 20, 2003 at the age of 76. He is buried with his parents, his wife, Shirley and two brothers in the Pembroke Street Cemetery. *(2003)* Charles Whittemore, 76, of Manchester died October 20. Former Commissioner of Health and Welfare in NY and first Director of the Federal Housing Authority of NH. Former President and CEO of Catholic Medical Center, Manchester, NH. Husband of Rev. Gayle Whittemore; Father of Aaron of MT, Mary of NM, Laura and Jesse Ranson of NH; brother of Frederick of NYC and Bert of NH. Calling hours will be held held Thursday *(10/23)* from 3-6 at the NH Conference of the United Church of Christ offices, Pembroke and the funeral is on Friday at the Brookside Congregational Church, Manchester, NH at 11 AM. Burial will follow in the Pembroke Street Cemetery. *- Littleton Courier - Thu, Aug 21, 1947 pg. 1 / Ancestry.com / Newspapers.com. / GenealogyBank.com / Find-a-Grave.com / Boston Globe – Thu, Oct 23, 2004 pg. 59*


LAURENCE F. WHITTEMORE
President

Lawrence Whittemore 1949

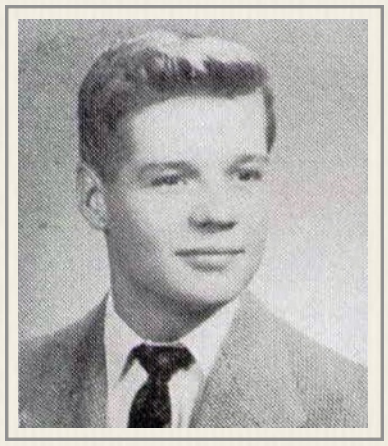
B&M executive Laurence "Whit" Whittemore's brother, John Cambridge Whittemore became an executive in the New England Telephone company and named his middle son, Laurence Frederick after his older brother. This caused Jitney Jr. some initial confusion while researching the backgrounds of the two "Laurence Frederick Whittemores" that worked at Mt. Washington. Luckily, a Maine newspaper blurb in 1949 mis-spelled the nephew's first name giving the *Cog Clatter* publisher a way to sort the two out. "Lawrence Whittemore, son of Mr. and Mrs. John C. Whittemore, Fellows Street, Portland Maine resumed his studies at Yale University the past week after passing a month at Mt. Washington Base Station." / Laurence Frederick Whittemore was born on March 7, 1929, in Bangor, Maine to 35-year old Elizabeth Payson Prentiss *(b.1894 d.1985)* and 39-year old John Cambridge Whittemore *(b.1889 d.1958)*. He had two brothers: John Prentiss *(b.1923 d.1997)* & Cogger Edward Payson *(b.1933 d.1995)*, and two sisters: Arianna & Charlotte *(b.1927 d.)*. Laurence F. "Larry" Whittemore graduated from Deering High School in Portland, Maine in 1947. He was senior class president and vice president of the student council. Among his activities; editor of the *Amethyst*, head cheerleader *(right)*, and treasurer of Hi-Y. He ran track and was a member of the "D" Club, the band and the ski club, as well as working on the Ram-Blings. His favorite thing was people – his ambition to be journalist. His quote: "I am the master of my fate; I am the captain of my soul." Whittemore and Dorrine McMahon were judged the most attractive members of the class. Four years later Larry Whittemore was on the Yale Senior Class Council *(left)* representing the Timothy Dwight residential college. He earned a bachelor's degree in European History and went on to get an MBA in Finance from Harvard. He enlisted in the U.S. Navy and was part of Squadron 19 at the Officer Candidate School in Newport, Rhode Island in 1953. He retired as a naval commander in December 1974. Whittemore married Sarah Lee Arnold *(b.1934 d.)* on Saturday, August 11, 1958 "in the Church of St. Peters-by-the-sea, Narraganset, R.I. A reception was given at the Dunes Club. Mrs. Whittemore was graduated from Rye Country Day School and Smith College. She also attended the Institute des Hautes Etudes Internationales and the University of Geneva, Switzerland. Mr. Whittemore, a graduate of Yale College in 1951 and Harvard Graduate School of Business Administration in 1953, also attended Balliol College, Osford University, England. He served as a lieutenant (j.g.) on the staff of vice Admiral Stuart H. Ingersoll in Taipei, Taiwan (Formosa). He is now with Brown Brothers Harriman and Col, New York private bankers. The couple will live in New York after a trip to Canada." Larry and Sarah had four daughters: Gioia Arnold *(b.1965 d.),* Ariana, Lia Prentiss & Nike. Laurence Frederick Whittemore died on December 24, 2007, in Greenwich, Connecticut, when he was 78 years old. *(2008)* "Laurence F. Whittemore, a partner with the private banking firm of Brown Brothers Harriman & Co., died December 24, 2007 from complications resulting from a fall on the ice. He was 78 years old and passed away peacefully while surrounded by his entire family. He lived in Greenwich, Connecticut and was a former resident of Winnetka, Illinois. Mr. Whittemore had a 51-year career with Brown Brothers Harriman & Co. After holding various investment offices, he became a General Partner in 1974. He was a Member of the Steering Committee and a Supervisor of the firm's offices in Chicago, St. Louis, Los Angeles, Dallas, and Naples, Florida, as well as the Institutional Investment and Equity Trading Departments. Born on March 7, 1020 in Bangor, Maine, Mr. Whittemore was the son of John Cambridge Whittemore and Elizabeth Payson Prentiss Whittemore. He received his early education in Portland, Maine and graduated with a B.A. from Yale University in 1951, remaining an active fundraiser for his class

and his college, Timothy Dwight. He also received a M.B.A. degree from Harvard Business School in 1953. Mr. Whittemore served as a U.S. Naval intelligence Officer, U.S. Seventh Fleet and U.S. Taiwan Defense Command in the Western Pacific *(1953-1956)*, and a Commander, U.S. Naval Reserve. A military history buff, he was Director of the New England Air Museum in Windsor Locks, CT; involved in the preservation of the Intrepid Aircraft Carrier; and contributed to the Robert A. Lovett professorship of Military History at Yale University. A world, traveler, Mr. Whittemore had an avid interest in Asian culture and art. He was a life member of the Art Institute of Chicago and a former member of its Committee on Oriental Art; a member of the National Committee on U.S.-China Relations; and a member of the Chicago Council on Foreign Relations. He was also chairman of the Trustees Emeriti of the Asia Society of New York City. Mr. Whittemore served on a variety of boards including Manhattan Life Insurance, Albany Insurance Company, and the Investment Committee of Union Investment GmbH, Frankfurt, Germany. He was also a Governor of Opportunity International, a global micro-credit organization, and a long-time trustee of Sarah Lawrence College in Bronxville, NY, as well as a former trustee of the American Institute for Contemporary German Studies. Mr. Whittemore is survived by his wife of 49 years, Sarah Arnold Whittemore; four daughters, Arianna Miceli (husband Frank), Gioia Frelinghuysen (husband John), Lia Prentiss Whittemore (partner Majoj Garg), Nike Roberts (husband Wayne); 4 grandchildren; 3 step-grandchildren; and sisters Arianna Lynch and Charlotte Swaffield (husband Hart). As the patriarch of a large close-knit extended family, he will be deeply missed. A memorial service will be held at the Madison Avenue Presbyterian Church, Madison Avenue and East 73rd Street, New York City on Monday, January 7, 2008 at 11:00 a.m. In lieu of flowers, donations can be made to The Asia Society, Opportunity International, and the New England Air Museum." He was buried in the Pembroke Street Cemetery in Pembroke, New Hampshire.

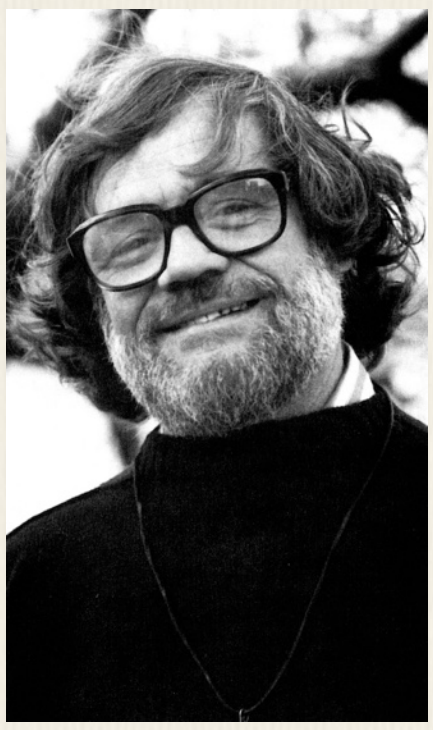
- Portland (ME) Press Herald - Sun Sep 18, 1949 pg. 54 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Yonkers (NY) Herald Statesman – Mon, Aug 11, 1958 pg. 11 / Chicago Tribune – Wed, Jan 2, 2008 pg. 2-9 & New York Times - Jan. 2, 2008

E. P. Whittemore 1951

18-year old Edward P. "Ted" Whittemore from Portland, Maine was a railway employee in the summer of 1951. "Ted" was the younger brother of Larry Whittemore and another nephew of B&M executive Laurence F. Whittemore from Portland, Maine. / Edward Payson Whittemore was born on May 26, 1933, in Manchester, New Hampshire to 39-year old Jersey girl Elizabeth Payson Prentiss *(b.1894 d.1985)* and Kansas-native 43-year old New England Telephone executive John Cambridge Whittemore *(b.1889 d.1958)*. Edward had two brothers: John Prentiss *(b.1923 d.1997)* & Cogger Laurence Frederick "Larry" *(b.1929 d.2007)* who worked at the Cog two summers before "Ted." Ted had two sisters: Arianna *(b.1926 d.)* & Charlotte P. *(b.1928 d.)*. In 1940, the family was living in an $8,500 home at 32 Fellows Street in Portland, Maine. A house, John C. Whittemore, the 52-year old commercial district manager for NE Telco had purchased. 46-year old Elizabeth was taking care of the kids – 16-year old John, 14-year old Arianna, 12-year old Charlotte, 11-year old Larry and 6-year old Edward. Edward Whittemore was known as "Ted" or "Whit" by his classmates and would graduate *(right)* from Deering High School in 1951. He was the sports editor for school's *Ramblings* newspaper and a member of the National Honor Society. He played tennis, was on the executive committee of "D" club, vice president of the Student Council, and president of Hi-Y. His "Pet Pastimes: People." Right after graduation he headed to Mount Washington to work on the railway. That fall, he entered Yale University where he would become the managing editor of the *Yale Daily News*, as well as a member of the Pundits, the Elizabethan Club, Aurelian Honor Society and the Scroll and Keys. After graduation in 1955, he entered the U.S. Marine Corps. 22-year old 2nd Lt. Edward Whittemore married Lucinda Jane Campbell *(b.1933 d.2019)* in December 1955 in York, Pennsylvania. She had graduated from Chatham Hall in Virginia and Bennett Junior College in Milbrook, N.Y. Campbell was associated with the fashion department of *Mademoiselle* magazine at the time of their marriage. They had two children during their marriage - daughters, Abigail and Sarah, and divorced in 1963. Lucinda relocated to San Francisco and met and married Charles Crocker of San Francisco. "Ted" Whittemore was recruited into the service of the CIA, "when it had many men from the Ivy League universities. Working undercover as a reporter for *The Japan Times* from 1958 until 1967, Whittemore traveled throughout the Far East, Europe and the Middle East. Whittemore's Wikipedia entry goes on to say, "It was during this time that Whittemore began working on the novels for which he is probably best known. These constitute the *Jerusalem Quartet*. His books received mixed reviews. The original editions failed to achieve commercial success; Whittemore was jealous of his privacy and refused to give interviews to "unknown correspondents," an attitude that hampered his publisher's promotion effort. Edward "Ted" Whittemore spent the final years of his life in poverty. *(1961)* "Announcement of the establishment of the Institute of International Studies was accompanied by two announcements by its director… receipt of a grant… and publication of *The Press in Japan Today: A Case Study* by Edward P. Whittemore.

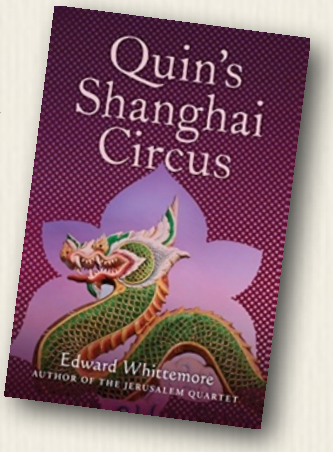


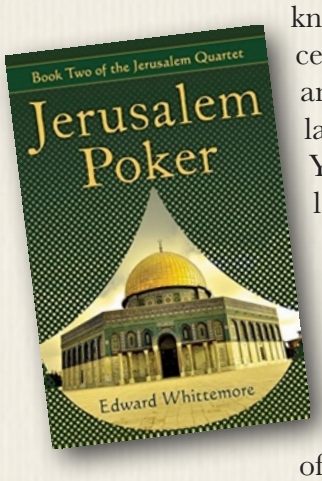
Edward Whittemore (1951)
- Deering HS yearbook

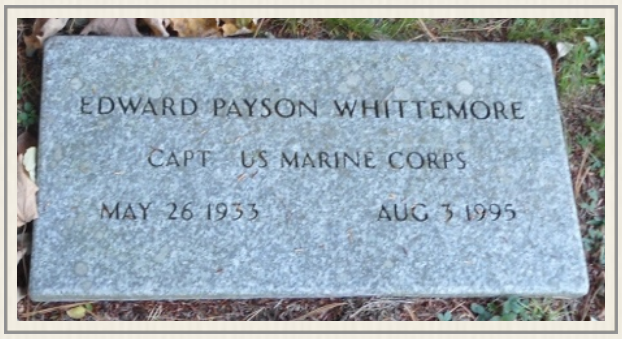


Novelist/spy "Ted" Whittemore
- Whittemore Family collection

Whittemore's book is published for the Institute by the University of South Carolina Press as the first in a series of studies in international affairs. In the book, Whittemore explains what actually happened in May and June last year when mobs protested adoption of a security pact with the United States, resulting in the subsequent cancellation of President Eisenhower's visit to Japan. The author – Yale graduate, novelist and former copy editor of the *Japan Times* – was in Tokyo before, during and after the events. Because he speaks Japanese and understands the nation's ancient culture as well as its modern problems, Whittemore was particularly qualified to evaluate what happened and explain the events to the West. In this book Whittemore shows that sympathy for communism was only partly responsible for the antagonism toward the pact and the resulting riots which culminated in the withdrawal of the invitation to President Eisenhower to visit Japan. The author visited the University of South Carolina this fall, and his "case study of the Japanese press" impressed faculty and students so greatly that they overwhelmingly approved its selection as the first title in the new series by the Institute of International Studies. In his foreword to the Whittemore book, Dr. Richard L. Walker evaluates the events of a year ago as "one of the most successful political warfare operations in recent times." He continues: "Probably for the first time in history, the head of a major power was prevented from visiting in an allied country by organized and illegal mob action. Mr. Whittemore's study is a significant contribution to scholarship on modern Japan and to an understanding of the events which took place in May and June, 1960." He died on August 3, 1995, in Bronx, New York, at the age of 62, and was buried in Dorset, Vermont *(where his sister, Arianna was living)*. *(1995)* "Edward P. Whittemore, a writer best known for his exotic *Jerusalem Quartet*, a series of novels set in that city from the late 19th century until well after World War II, died Thursday *(8/3)* at a hospice in Riverdale, the Bronx. He was 62 and most recently lived in Manhattan. The cause was prostate cancer, said his literary agent, Thomas C. Wallace. Whittemore, known as Ted, was born in Manchester, N.H., and graduated with a degree in history from Yale Univerity in 1955. He served three years in the Marine Corps, until the government sent him in 1958 to language school in Yokohama, Japan. He worked for the Central Intelligence Agency *(as a case officer)* from 1958 to 1967, stationed in Japan and Italy. He briefly worked for the administration of Mayor John V. Lindsay in New York City before turning to writing. His first book, *Quin's Shanghai Circus (1974)* was a war novel peopled by an odd assortment of characters driving through landscapes resembling Tokyo, Shanghai and the Bronx. His *Jerusalem* novels consisted of *Sinai Tapestry (1977)*, *Jerusalem Poker (1978)*, *Nile Shadows (1981)* and *Jericho Mosaic (1987)*. The tetralogy's last volume, *Jericho Mosaic*, was an antic novel about a spy, yet was freighted with symbolism. It followed a cosmopolitan set of characters from World War II to the present, centering on a mole in the Israeli secret service, the Mossad, who burrowed so deep into Syria that he no longer could quite tell whether he was an Israeli spying on Syria or a Syrian somehow spying on Israel. He is survived by his companion, Ann Pasanella of Manhattan; two daughters, Abigail Reagan and Sarah Crocker, both of San Francisco; two brothers, John, of Manchester, N.H., and Laurence, of Greenwich, Conn.; two sisters, Arianna Lynch of Dorset, Vt., and Charlotte Swaffield of Needham, Mass.; and two grandchildren.







- Railway ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / The Columbia (SC) State – Fri, Dec 8, 1961 pg. 28 / New York Times obit in Greenville (SC) News – Sat, Aug 5, 1995 pg. 8 / Orlando (FL) Sentinel – Sat, Aug 5, 1995 pg. 16 / York (PA) Daily Record & Dispatch – Jun 28, 2019 (Lucinda Jane Campbell obit)

Aaron Whittemore

Aaron Whittemore 1978 - 1980

Fireman - Aaron Whittemore was a third generation Cogger – the grandson of B&M executive Laurance Whittemore, and son of ticket agent Charles F. Whittemore. While there are at least ten Aaron Whittemore's on various family trees in southern New Hampshire, this one came from Concord and was apparently born on October 21, 1956. He graduated from Pembroke Academy in 1974. But only a picture *(left)* appears in the Academy yearbook for that class. Whittemore fired at the Cog from June 20th to September 6th and then came up on fall weekends to shovel coal. Whittemore returned in 1979 and went from May 2 to October 17. He earned $3.05 an hour that season. During his final summer firing in 1980 his pay rate was $3.25 an hour. Cogger Dave Moody remembers Whittemore working on the tracks and then moving into the cab as "a bit rough around the edges. Aaron was a good man to have around and (I) always enjoyed his company." Internet breadcrumbs led to Bozeman, Montana and a possible wife, Deanna Cotton Whittemore. Whittemore was working as photographer. "I have been blessed with many

Crew: *(L-R) Bruce Houck, Dave Moody, Bob Clement & Aaron Whittemore. Moody says "a chipmunk had just exited the Ticket Office and tried to run up my pant leg*
- Dave Moody Collection

opportunities," writes Whittemore in his profile on the pixels.com photography website. "Some so-called 'wildlife' photographers, make their reputations selling images of captive, and baited animals and birds posed by professional handlers, and photographed at game farms, and various pre-selected scenic locations. All my wildlife images are of wild animals only, and are the result of countless hours, days, weeks...etc of effort. Each photo, whether from the Rocky Mountain West, or the oceans of the world will contain wild animals only. Every image on my site represents a reward for being patient and prepared, but more importantly a memory of time well spent admiring God's creation."

- Railway Corp / Bencosky-Desjardin files / Ancestry.com / Newspapers.com / GenealogyBank.com

David W. Widing (1966)
- Penncrest HS yearbook

George Wickersham III 1963

Summit House employee from Tamworth, New Hampshire – Jitney Jr was introduced to Cogger George Wickersham by St. Johnsbury Summit House worker Marshall Faye in his recounting of a practical joke. "There was a guy by the name of George Wickersham, who lived (in the Tip-Top House)" says Faye "and George was absolutely petrified that the place was going to catch on fire. So he took the door off his room and put a curtain up so that in case of fire... he could jump up... run out through the curtain without having to open that door." That prompted good friends Steve Smith and Marshall Faye to organize a prank with a couple other guys. "(We) waited until *(Wickersham)* went to bed, screwed a piece of plywood over the outside of the curtain then squirted some lighter fluid under the door... lit it and hollered fire. George piled out of bed... ran for that curtain and ran right into that piece of plywood... knocked him right flat on his bottom. That was one of the jokes that we pulled up there." Russ Staples of the 1963 Summit House crew remembers George Wickersham working on the trains, or for the railroad so Wickersham may have moved on to another Cog job after the joke. Staples thinks he got hired indirectly thanks to Wickersham. Staples, who was looking for a summer job, says Karl Smith (who did not work at the Cog) "did know some people who worked there including George Wickersham. As you know, George worked at the Summit House and the reason he got done (and probably the reason I was hired) was because George dropped an arm load of firewood his foot, resulting in broken bones. The other name Karl gave me was John Bolton who he said was a mechanic who worked in the train yard." George Wickersham's father, Rev. George "Wick" Wickersham helped the young men of Tamworth get up to the Mountain to work. He and his family had come to St. Andrews in the Valley to take over the Tamworth Associated Churches put together by the Rev. Dr. Herbert Prince in 1957 as retired. The Congregational Church in Tamworth and the Baptist Community Church in Chocorua were both without a minister at the time, and Rev. Prince's proposal led to calling the Rev. George Wickersham, otherwise known as "Wick" – to serve the three churches. "Wick" had served as a chaplain in the US Naval Reserve in World War II. / George Woodward Wickersham III was born on June 18, 1941, in Middletown, New York to 28-year old Elizabeth Wistar Craighill *(b.1913 d.2001)* and 28-year old George Woodward Wickersham Jr. *(b.1913 d.2000)*. He had a sister, Nancy W. 23-year old Cogger George Wickersham III would graduate from the University of Vermont in 1964. He went to work for the Erie & Lackawanna Railroad and would die in an armed robbery in Millburn, New Jersey seven years after leaving UVM. *(1971)* Sept. 1 (UPI) – "A ticket agent at the Erie-Lackawanna railroad station was shot and killed today in a robbery four minutes after the last morning rush-hour train departed for New York, leaving the station deserted. Railroad officials said that after the agent, 30-year old George Wickersham, of Maplewood, N.J., was shot at 9:40 a.m., he managed to make his way to a dispatcher's telephone line connected to the Hoboken station. "This is an emergency. I've just been robbed and shot," he gasped. The railroad notified local police, who found Mr. Wickersham lying on his side. The exact amount of money taken was not known, but officials estimated ti at $1,000." George Woodward Wickersham III was buried *(right)* in the Bethesda Presbyterian Church in Rockbridge Baths, Virginia. His parents would join him in the family plot.

- Jitney Jr interviews w/ Marhall Faye & Russ Staples / Ancestry.com / Newspapers.com / Find-a-Grave.com

David W. Widing (1966)
- Penncrest HS yearbook

David W. Widing 1967

Marshfield counter - *(1967)* "A Newton Square, Pa., young man, David Witing [sic], 19, is hospitalized at Littleton with concussion, fractured vertebrae, left leg laceration and scalp laceration. Just out of the hospital Sunday *(8/27)* afternoon from a foot injury which required surgery, he was traveling down the Mt. Washington Base road when the accident occurred. He lost control of his motorcycle and crashed into a tree. The accident took place about 6 p.m. He is the son of Mr. and Mrs. Theodore Witing [sic] of Newtown Square, Pa., and has been employed at the Cog Railway." Widing's accident occurred after Col. Teague took his life, and Lucy Teague had been killed in a car accident two weeks later. In a Sunday, August 27th letter home, Cog waitress Honey Kropp wrote: "Dear Family! Well, they say that tragedies always come in "three's," and so we've been expecting the third. Tonight Dave Widing got out of the hospital after two motorcycle accidents within three days which resulted in blood poisoning. One foot - badly stabbed by a stump on the beach - was still causing him to wear crutches when he decided to take another spin *(on his motorcycle)*. He'll be in the hospital for three weeks with four bad vertebrae and head injuries. The first thing he said was to apolo-

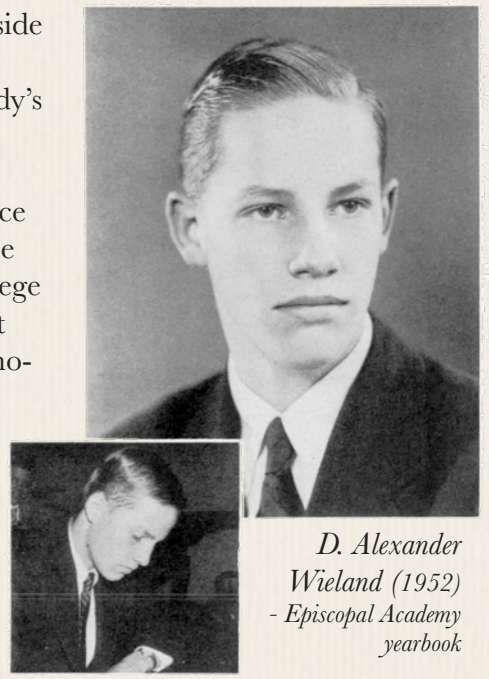
"Best Looking" Widing (1966)
- Penncrest HS yearbook

gize for him for all the trouble he had been. The last time he went to the hospital - three days before - he told how he went about his entry. His foot was bleeding all over the emergency room floor. The nurse asked him if he wanted anything for the pain. "I put on my Paul Newman act," he said and said "No, just a cigarette. The next thing I knew I had passed out." Kropp closed her letter by saying "My hair is getting long. I think I've gained a little weight. Alles gute! Love, Honey" While Widing's accident was a personal tragedy, the Cog would suffer a third major blow later in the fall. / David Wilson Widing was born on September 4, 1947 to insurance agent Theodore *(b.1906 d.1998)* and Esther Wilson Widing *(b.1906 d.1994)*. The family was part of the Hicksite sect of the Philadelphia Quakers. David had three brothers: Theodore Jr. *(b.1936 d.)*, Carl Jon *(b.1938 d.)* & Thomas L. As a student at West Nottingham Academy in Colora, Md., 12-year old David Widing was accorded second honors for scholarship in December 1962. *(1966)* "Donna Hoffman will be valedictorian at the Penncrest High School commencement exercises Thursday at Sun Center, Chester Township. Diplomas will be presented to 279 seniors by John C. Snyder, president of the Rose Tree Union School Board. Members of the senior class (include): David W. Widing…" Dave Widing was the president of his class sophomore year and played football, basketball and tennis that year. He continued playing tennis in his junior year while taking up wrestling. He was part of the Apparatus club as a senior. He and Cynthia Pennock were voted the "Best Looking" of the Class of 1966. While David's high school curriculum was aimed towards college, Jitney Jr. could not find any traces of post-secondary education. However, a "David W. Widing" did eventually show up at Harvard. *(1990)* "A communications snafu between the Facilities Maintenance office and dorm crew has left former residents of Cabot and North Houses without much of their summer mail. Since mid-September, 12 bags of mail intended for summer school students, tutors who have left the University and students who graduated last spring have been sitting - unsorted and unforwarded - in Currier House. David W. Widing, an associate of the custodial services department, said he had believed a dorm crew student working in the Currier mail room - where all Quad mail is first sent - would make sure mail for all three houses was properly forwarded. As a result, Widing said the mail simply piled up until a house official discovered the problem about a week ago. "When I saw this, I was just flabbergasted," said Widing. Widing said the problem was due, in part, to the fact that dorm crew workers are students, who cannot assume all of the responsibilities of professional mail carriers. "Whenever you use students for mail at a time when students' interests are more involved in studies, there is a mail problem," Widing said. "It was suggested that University mail should take over that service if necessary." Widing added that "there was a change in personnel and there was a missing link in communication" - both of which may have contributed to the problem. To prevent future mishaps, Widing said he is "putting on paper the complete system and defining exactly what needs to be done and how it's done, to ensure that this never happens again. Hopefully this is an interim period to University mail taking over this service," he said. "It was done. It was a disaster and it's behind us." And a "David Widing" was for a time corporate spokesman for a Massachusetts bicycle manufacturer. *(2009)* A Cambridge-based company started more than a decade ago that once built bike for Operation Desert Storm paratroopers now designs high-end, folding commuter bikes that can be found navigating the streets of Boston, Paris and London. Montague Corp., which sells bikes in 18 countries and through more than 400 domestic dealers, grew out of a project at the Massachusetts Institute of Technology in 1987 and has become the world leader in full-sized bikes that fold. "We believe this influx of growth is due to a better understanding of alternative transportation on a global scale," said David Widing, Montague's director of corporate development and communications. "Our bikes are recognized as a solution to many logistical problems people have with personal transportation." A 74-year old David W. Widing is reportedly living in Chatham, Massachusetts in 2021.

- Marshfield Corp / Littleton Courier - Thu, Aug 31, 1967 pg. 1 / Frances Kropp papers / See Vol. 1 Ch. 9 Sec. 3 / Delaware County (PA) Daily Times – Mon, Dec 10, 1962 pg. 9; Wed, Jun 15, 1966 pg. 12; / The Harvard Crimson – Oct 18, 1990 / Boston Herald – Aug 9, 2009

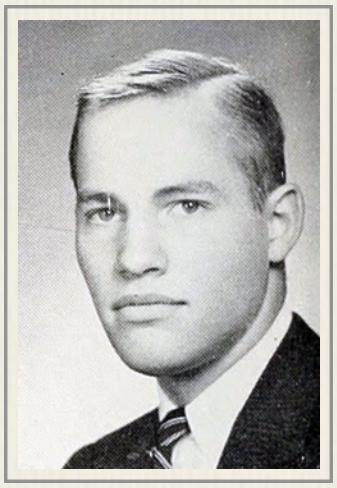
D. A. "Sandy" Wieland Jr. 1953 & 1957

Brakeman pictured on car No. 7 being pushed by No. 6 *Great Gulf* in a *Collier's* magazine article. Author/photographer Leonard Stevens says, "Train climbs mountain at such a steep angle that brakeman Daniel Wieland, Jr., has to lean forward to maintain his balance *(right)*. By tilting the camera to same angle as track, (the photograph) makes Wieland appear to defy gravity. Wieland came to the Mountain with his best friend, Hollinshead Knight who told Jitney Jr., "He never used Daniel. The name Sandy Wieland went by is "D. Alexander Wieland, Jr." After graduation from Haverford (Sandy) became an art teacher, and lived and taught in Concord MA for many years. Sandy died a little over a year ago. His wife's name is Glee." / Daniel Alexander "Sandy" Wieland Jr. was born on November 23, 1934 to Daniel Alexander Wieland and Virginia (Dashiell) Wieland in Chestnut Hill, Pennsylvania. He had three sisters: Ann, Alice & Barbara. He graduated from Episcopal Academy in 1952. Wieland's yearbook entry said "Sandy came to us at the beginning of the Fourth Form from Chestnut Hill Academy, and soon established himself as the Class artist. His work was always to be seen around school, whether above the lunch counter, on dance decorations, on posters, or on



D. Alexander Wieland (1952) - Episcopal Academy yearbook

the end sheets of the TABULA. He even drew the Academy seal for the school glassware. Aside from art, Sandy was happiest when he was skiing. At the first sign of snow, he and his family would wax their skis and head for the hills. His escapades on the hickories, flavored with Sandy's inimitable smile, would be gleefully related to the rest of the Class for weeks afterwards. The blond hair and ear-to-ear grin were a ready part of his fun-loving nature." Wieland "entered Episcopal 1949; Forestry Club 49-52; Junto 50-52; Guidance Committee; Squash 51-52; Dance Committee 50-52; TABULA, Art Editor." Following graduation, Wieland headed north to the White Mountains to work as a brakeman on the Cog Railway before entering Haverford College in the fall. He would graduate from in 1956 majoring in English. He was part of Class Night and played JV Football all four years and helped introduce freshmen into the college as a sophomore and junior. He was on the Dance Committee his first two years along with the Mountaineers. He was on the *Record* staff and a member of the 10 O'clock Club as a senior. Wieland was profiled in a yearbook entry called Slightly Useful Endeavors that focused on the College's "non-academic" program. "Sandy Wieland… is fond of gleefully throwing blocks into unsuspecting roommates, crashing them into the sunken couch and exuberantly shouting "…and Maryland's star crashes over for a T.D.!" His victim, invariably snarls "Calm down animal." This animalistic nature is further revealed in Sandy's notebook artistry (of which teacher Fritz Janschka grudgingly approves) and his idiotic antics (in spite of the acquisition of civilized tastes for beer, cigars, and B.M.C.). Even his jokes, hardly aesthetic and constantly repeated, have helped to endear this irrepressible artist to his almost wearied roommates." 29-year old D. Alexander "Sandy" Wieland would marry Louise "Glee" Wooldrige on June 22, 1963 in Grace Church in Salem, Massachusetts.



Sandy Wieland (1956) - Haverford College yearbook

Fellow Cogger Rev. Hollinshead Taylor Knight, of Gooding, Idaho at the time was an "honorary usher. The bride is a graduate of Abbott Academy and Goucher College. She was a debutante of the 1957-58 season, was presented at the Salem Debutante Assembly and is a member of the Junior League of Boston. Her husband attended Episcopal Academy and is a graduate of Haverford College. He received his master's degree at Harvard University. Mr. and Mrs. Wieland will reside in Cambridge after a wedding trip in New Hampshire." They had three children: Elizabeth "Betsy," Jennifer & Peter. D. Alexander "Sandy" Wieland died on August 23, 2017 at the age of 82. *(2017)* "Daniel Alexander Wieland Jr. (Sandy) 82, of Bedford, passed away on August 23, 2017. He was the husband of the Louise "Glee" (Wooldredge) Wieland for 54 years. They were married in 1963 in Marblehead, MA and resided in Cambridge, MA, before settling in Concord, MA in 1964, where they raised their three children and lived for 51 years. Sandy was born and raised in Chestnut Hill, PA. He was the son of the late Daniel Alexander Wieland Sr. and Virginia Dashiell Wieland. He was graduated from Episcopal Academy in 1952, Haverford College in 1956, and Harvard Graduate School of Education in 1959. He had a long career as a teacher, most notably as an English teacher at Buckingham, Browne and Nichols. He also spent many summers as a tennis counselor at Camp Deerwood on Squam Lake. Squam and the surrounding White Mountains held a special place in his heart. Sandy had many passions in life. First and foremost, he cherished his family. He had many strong friendships cultivated throughout his life. He was very active in many athletic endeavors including paddle tennis, biking and skiing, which he continued well into his late 70's. He had a deep love of the natural world, especially the mountains, which he loved to hike or ski. He was also extremely creative and a gifted artist and writer. He gave his gifts freely to others and his words and paintings will remain cherished reminders of his thoughtful and generous spirit. Sandy was a long-time member of Trinity Episcopal Church, where he served on the vestry. He was a member of the Concord Art Association and the Emerson Umbrella, where he was a board member. In recent years, he volunteered at Emerson Hospital, where he was also a corporator. He was also a member of Concord Country Club for 48 years. In addition to his wife Glee he is survived by their three children Elizabeth (Betsy) Veidenheimer and her husband Robert of Concord, MA, Jennifer Knowles and her husband Robert of Wenham, MA and Peter Wieland and his wife Sarah of Concord, MA. Sandy was very close to his three sisters and their spouses and families, Ann (who predeceased him) and Karl Spaeth, Alice and John Harrison and Barbara and John Lehman, as well his brother-in-law William Wooldredge and his spouse Johanna. He also leaves his many nieces and nephews, who adored their Uncle Sandy. Sandy dearly loved his grandchildren, Ian, Andrew, Cameron and Timothy Veidenheimer, Alison, Chloe and Alexandra Knowles and Ashley and Caroline Wieland. Family and friends will gather to honor and remember Sandy on Saturday, November 25, 2017 at 2:00 p.m. in Trinity Episcopal Church. 81 Elm Street, Concord. Interment will be private. In lieu of flowers donations can be made to: Carleton Willard Appreciation Fund, Bedford, MA 01730

- Collier's Magazine - Sept 4, 1953 pg. 74 / Railway Ledger / Bencosky-Desjardins files / Knight Letter / Ancestry.com / Newspapers.com / GenealogyBank.com / http://concordfuneral.tributes.com/obituary/show/Daniel-Alexander-Sandy-Wieland--105138105 / Philadelphia Inquirer – Sun, Jun 23, 1963 pg. 99 /

"Little Joe" Wiesenfeld 1955

Railway

Sue Wilcher 1972

Under 24

- Marshfield Corp

Benjamin "Ben" Wilcox 2000 - 2004

Ben Wilcox (2016)
- Cranmore Mtn Photo

Marketing Director - *(2000)* "Ben Wilcox, 36, of North Conway has been promoted from Ski Area Marketing Director and Assistant Director of Ski Operations of Bretton Woods Ski Area to Resort Marketing Director of the Mount Washington Resort. In his new position, Wilcox will oversee and direct the marketing effort at the Mount Washington Resort which includes.... the Mount Washington Cog Railway. "Our marketing effort will continue to aggressively position the resort as a premiere destination, both nationally and internationally," said Wilcox. Wilcox brings over 12 years of ski resort experience to his new position. Most recently, he has focused on the resort's expansion which includes the winter opening the Mount Washington Hotel and a large ski area expansion that has positioned Bretton Woods as New Hampshire's largest ski area. He serves on the Ski New Hampshire Board of directors and is president of the Eastern Slope Ski Club." Wilcox's LinkedIn profile in 2021 indicates he is a 1986 graduate of the University of New Hampshire with a BA in Communication/Business. He was with the Mount Washington Resort until 2004 when he left to become the president & general manager of Cranmore Mountain Resort.

- Littleton Courier - Wed, Jul 27, 2000 pg. 6A / LinkedIn

Bernard Wilcox 1920

Summit House - "Mrs. Emma Roy, Bernard Wilcox and Robert Cox went Friday *(5/25)* to the Summit House on Mt. Washington where they have positions for the summer." *(1971)* "Bernard A. Wilcox, 67, of 34 Deerfield Drive died Monday *(10/4)* at the Central Vermont Medical Center in Berlin after a short illness. He was born March 21, 1904 in St. Johnsbury, the son of Herbert and Agnes (Somerville) Wilcox. He was a retired employee of the Vermont Employment Security Department, having been chief of benefits and referee. He also was a retired Army Reserve officer with the rank of lieutenant colonel. He served during World War II in India for 2½ years. He was educated in the St. Johnsbury schools and graduated from St. Johnsbury Academy in 1921. On Nov. 8, 1931, he married Margaret L. Lawrence in St. Johnsbury. He was a member of the Bethany United Church of Christ, a past master of the Passumpsic Lodge 27, F&AM, St. Johnsbury, and a member of the Capital Couples. He leaves his wife; a daughter, Mrs. Michael (Cynthia) Rappold of North Troy; a son, Alan of Essex Junction; four grandchildren and several cousins."

- St. Johnsbury Republican - Wed, Jun 30, 1920 pg. 5 / Burlington Free Press - Tue, Oct 5, 1971 pg. 10

Willie Wildey 1900

Willie Wildey (1904)
- Dartmouth College

Summit House employee - waiter of New Boston, N.H., was going to Kimball Union Academy, Meredith N.H. and "heading for Dartmouth." Dartmouth College Alumni directories list a William Colby Wildey from Meredith attending the school 1903-1904. The son of a clergyman, Colby was born July 30, 1884. He was working as a stenographer in Manchester, N.H. when he married Ella Louise Berry from Barton, Vermont at the end of May 1908. He received an LL B from Northeastern in 1916 and became a buyer for the United Fruit Company living first in Boston and then in Bogota, N.J. Wildey's World War I draft registration card in September 1918 described the 34-year old as being of medium height and build with blue eyes and brown hair. At age 57, Wildey was still working for United Fruit in 1942 standing 5-foot 10-inches tall weighing 175 pounds when he registered for the draft for World War II. He died in March 1978. *- Among the Clouds - Jul 16, 1900 / Ancestry.com*

Julia Wilhelm (1962)
- Nye Family Collection

Julia Wilhelm 1962

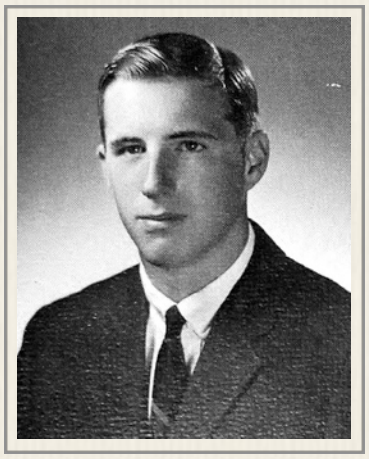
19-year old Julia Wilhelm from Radnor, Pennsylvania was part of the Marshfield dining room staff in the summer of 1962. She earned $75 plus $20 a month that season. She worked with Bud Nye's sister, Ginger. It was not the first time, Miss Julia C. Wilhelm and Miss Virginia C. "Ginger" Nye were Debutante committee members planning the Dec. 29, 1961 Charity Ball in Philadelphia the previous winter. In fact, Wilhelm and Nye were classmates of Jane Teague at the Agnes Irwin School and had visited Jane at the Mountain in the summer of 1961. Wilhelm was going to Garland Junior College in Boston, MA when she headed north to work at the Cog in 1962. She would graduate in 1963 and then go "for a seven-week tour of Europe." / Julia Cogswell Wilhelm was born in March 1943 to Connecticut Mutual Life insurance agent Julian Robert Wilhelm and his wife, Laura Elmer Wilhelm. Julia had three sisters: Christina, June Maule, and Mary Margaret "Margo" – the engagements of both "Margo" and Julia were announced by her parents to Philadelphia society at the same time in October 1966. Julia Cogswell Wilhelm married

Julia W. McWilliams (2014)
- McWilliams Family Collection

Daniel John McWilliams on December 20, 1966 at St. Martin's church in Radnor with a reception following at Bolingbroke. McWilliams graduated from Rutgers University. Julia Wilhelm McWilliams opened an exhibition of her watercolors at the Wayne Art Center in Wayne, Pennsylvania on February 12, 1977 for a two-week run. She is now living on Hollow Road in Wayne, Pennsylvania.

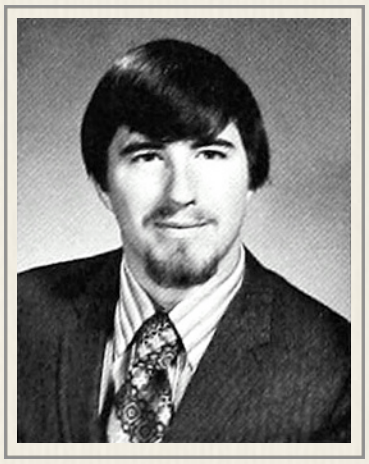
- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Philadelphia Inquirer – Tue, Sep 19, 1961 pg. 15; Sun, Dec 3, 1961 pg. 166; Thu, May 9, 1963 pg. 11; Wed, Dec 21, 1966 pg. 21 & Sun Aug 10, 1997 pg. 30 & 31

Walter J. Wilke 1968



Walter J. Wilke (1967)
- Woburn HS yearbook

Walter J. Wilke was a railway employee in the summer after the Jitney's departure from the mountain. Jitney Jr's internet research turned up a "Walter J. Wilke" from Woburn, Massachusetts as the most likely candidate as so far no other member of the Cog crew from that summer remembers the young man for a positive ID. The 19-year old Wilke had graduated from Woburn High School *(right)* the previous June and was enrolled at the University of Massachusetts – Amherst *(below left)*. Wilke lived at 9 Surrey Road in Woburn and his high school yearbook entry was simply said, "*I will never forget* those long noisy bus rides to and from the Lynn Arena." Wilke would graduate from UMass-Amherst in 1971 with a degree in Fisheries Biology. He played intramural sports during college and was part of the Peace Corps Intern Program. / Walter John Wilke was born in Missouri on March 8, 1949 to Nebraska-natives 33-year old John D. Wilke *(b.1915 d.2009)* and 29-year old Helen L. (Gibson) Wilke *(b.1920 d.1999)*. He had three sisters: Barbara W., Catherine A. & Susan I. That this particular Walter found his way to the Mt. Washington Cog Railway makes sense as his father, John D. Wilke had been a "locomotive fireman and engineer with the Missouri Pacific Railroad, completing 16 years of service, and in 1958, he became a federal locomotive inspector for the Boston region." According to public records indexes on Ancestry.com, Walter J. Wilke of Woburn began living in Ware, MA in 1973 and then was in Sutton, MA from 1985 to 2005 before moving back to Ware. He spent two years *(2009-2011)* in Goffstown, New Hampshire after his father's death there, before returning to 83 Beaver Road in Ware.



Walter J. Wilke (1967)
- UMass Amherst yearbook

- Railway Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / New Hampshire Union Leader - Feb. 20, 2009 / http://www.obitcentral.com/obitsearch/obits/nh/nh-hillsborough1.htm

Gloria Wilkenson 1965

Marshfield Base employee

- Marshfield Corp

Anthony B. Wilkins 1984?

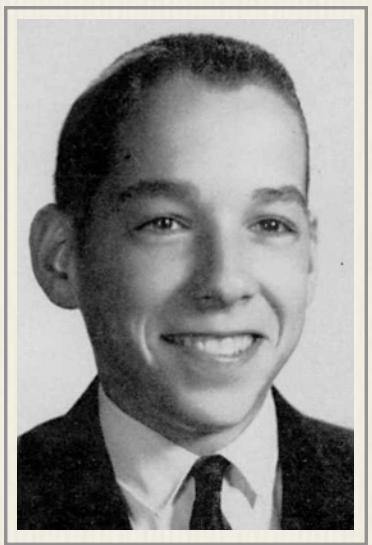
Railway employee *(1983?)* - Noted on Rob Maclay's Cog Railway Mailing list

Laura M. Wilkins 1984?

Railway employee *(1983?)* - Noted on Rob Maclay's Cog Railway Mailing list

L. A. Willand 1950 - 1951

Railway Ledger



Alan R. Willard (1962)
- Chester HS yearbook

Alan Roy Willard 1960 - 1963

Gift Shop - *(1960)* "Several Chester boys are employed this summer at the base station of the Cog Railway at Mt. Washington, N.H. They are John Adams, Jeff Butler, Bob Knisley, Dickie Sweet, Dick Paige, Alan Willard, and Jon Druhl, formerly of Chester." Those Chester boys were recruited to the Cog by their former teacher, Norman "Jitney" Lewis. 16-year old Alan Willard began his first of four summers working in the Marshfield Gift Shop for $100 plus $25 a month as one of Mike Haney's sales clerks. In 1961, Willard worked through September 4th and got paid $150 a month that season. The summer following his graduation from Chester High School in 1962, Willard earned $150 a month. The 5-foot 7-inch Willard had played basketball and baseball all four years for the Chester Sentinels, and was on the soccer team through his junior year. He was part of the freshman class play. He raised money on the Curtis Campaign his first two years at the same time he was room captain. He was in the French club as a sophomore and helped organize the junior prom before being a monitor in his senior year. His yearbook quote: "I'm with Nelson!" *(fellow basketball player Nelson Smith)*. / Alan Roy Willard was one of five children born to Leola Mae Buttrick *(b.1909 d.1993)* and Roy Edgar Willard *(b.1900 d.1993)*. Alan was the twin brother of Alton Lee Willard born on June 5, 1944. There were two older brothers: Paul Edgar *(b.1937 d.)* & Rodney Aaron *(b.1940 d.)*, and one younger: Jon Grant *(b.1948 d.)* Alan Willard went to work for state government and became

Hollis Willard, Floyd Williams and (George?) Hannaford pose with early season work train (1932)
- Beverly Williams Decato Collection

the regional manager of Vermont Vocational Rehabilitation. He currently lives in Woodstock, Vermont.

- Marshfield Corp / Bencosky-Desjardins files / Springfield (VT) Reporter - Thu, Jul 7, 1960 pg. 13 & Wed, Nov 30, 1960 pg. 24/ Ancestry.com / Newspapers.com / GenealogyBank.com / Brattleboro (VT) Reformer – Mon, oct 9, 1989 pg. 22

Hollis S. Willard 1932 - 1942 & 1946 -1950

Hollis Willard (1932)
- Beverly Williams Decato

Track foreman for the Cog Railway in 1938, according to the *Littleton Courier.* Cogger George Morrison says he was working with Hollis Willard in 1932. / Hollis Samuel Willard was born on January 3, 1904, in East Angus, Quebec, Canada to 39-year old Lomenda (Minnie or Grammy) Lake *(b.1864 d.1954)* and 38-year old Qubece lumberman and contractor John Tyler Willard *(b.1865 d.1938)*. Hollis was the only boy of the couple's nine children. Willard's eight sisters were: Ethel Mary *(b.1892 d.1938)*, Abbie Maud *(b.1893 d.1978)*, Gertrude *(b.1895 d.1896)*, Elizabeth May "Jess" *(b.1897 d.1984)*, Lula Mildred *(b.1899 d.1993)*, Elsie Lorrinda *(b.1901 d.1978)*, Lillian Amanda *(b.1906 d.1928)*, Cora Elaine *(b.1909 d.1976)*. 28-year old Hollis Willard married 24-year old Alice Winoma McFarlane *(b.1908 d.1983)* in June 1932. *(1932)* "A very pretty wedding took place at East Angus, P.Q., June 25 when Miss Alice MacFarlane of Keene, N.H., became the bride of Hollis Willard, formerly of East Angus, now a resident here *(Westmore, near Willoughby Lake)*. The double ring services was used. Miss Cora Willard, sister of the broom was bridesmaid. After the ceremony a reception and luncheon was held at the home of the groom's parents. Mr. and Mrs. Willard were the recipients of many beautiful gifts and a sum of money." *(1934)* Hollis Willard from "Everywhere" is signed into the Mount Washington Club guest register for August 31, 1934 along with Harry Masterton (Dartmouth '34) and Geo. Flett Buckle of Belmont, Mass Tufts '36 – *(Could this be the train crew spending the night at the Summit? No, Masterton & Buckle were summit house employees that year.)* The 1940 US Census reports that the 36-year old Canadian-born Willard was the superintendent of the Cog Railway and living in a 12-dollar a month rental in Campton, New Hampshire with his 31-year old wife, Alice W. Willard. It says Willard worked 20 weeks in 1939 and made $950. He had an 8th grade education. Willard began working in the winter for the Draper Corporation in Beebe River, New Hampshire while living in Campton. On February 15, 1942, the 38-year old Willard registered for the draft in Plymouth. He stood 5-feet 10-inches tall, weighed 195 pounds and had gray eyes and brown hair. *(1943)* The Ammonoosuc Ranger District of the White Mountain National Forest "warden organization has suffered considerably as a result of the war. Former Warden Hollis Willard is not available at the Base Station of the Cog Rail Road" *(due to closure of the line that summer for the war.)* That was the year, Hollis and Alice had their one child – a daughter Lauralee *(b.1943 d.)*. She would marry Plymouth, N.H. police officer John Roland Cloud on September 9, 1967. The Fall 2009 Campton, New Hampshire historical society newsletter says on "January 27, 1944 - An unusual accident occurred last Friday afternoon at Blair Bridge, when a loaded logging truck crashed through the flooring of the bridge. The truck, owned by Draper Corporation, was driven by Hollis Willard of Campton and accompanied by Eldon Westover

also of Campton, who escaped serious injuries." Cogger George Trask says Hollis worked at the Mount Washington Railway until May 1947. The early crew was opening up for the first season after the flatcar collision *(see Vol. 4 Appendix)* and Trask says Hollis and the old Colonel (Henry) "got into it. Willard quit and Young Pliney (Granger) took over as superintendent while Old Pliney (Granger) ran the shop." However, the 1950 financial ledgers indicate Hollis Willard was still on the payroll receiving a payment in February of that year. Hollis Samuel Willard died on May 4, 1976, in Plymouth, New Hampshire, when he was 72 years old. He is buried with his wife in the riverside Cemetery in Plymouth. *(1976)* "Plymouth, N.H. (UPI) Hollis Willard, for many years the superintendent of the Mt. Washington Cog Railway, died Tuesday after a short illness. He was 72. Willard also served as Campton forest fire warden and was a state forest fire warden for 28 years." The UPI story was a re-write of the obituary in the Manchester Union Leader. "Hollis S. Willard, 72, of 19 Russell St., for many years superintendent of Mt. Washington's Cog Railway, died yesterday at the Sceva Speare Hospital after a short illness. He was retired from the Draper Corp., Beebe River, in 1969. He was a member of Plymouth Lodge 66, Odd Fellows. He was a native of East Angus, Que., Canada. The family includes his wife, Alice W. (McFarlane) Willard of Plymouth; a daughter, Mrs. Lauralee Cloud of Plymouth; five sisters, Mrs. Abbie Pickel and Mrs. Elizabeth Trousdale both of Plymouth; Mrs. Lula Mckeage and Mrs. Elsie Merrill, both of Leonnoxville, Que.; Mrs. Cora Migveault of Sherbrooke, Que.; nieces and nephews." Hollis Willard and his wife, Alice *(b.1908 d.1983)* are buried in the Riverside Cemetery in Plymouth, N.H."

- Railway Ledger for 1950 also Mt. Washington Club/Summit House register for 1934 / Littleton Courier - Thu, May 8, 1941 pg. 1 & Wed, May 12, 1976 pg. 5 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Caledonian Record – Thu, Jun 30, 1932 pg. 5

Miriam F. Willard 1951

Marshfield Corp/Cog Railway Cabins

Frederick "Fred" Willey 2012 - 2022

Brakeman - *(2020)* "The crew went up to Waumbek before the first passenger trains this morning *(11/26)* to dig out from some overnight snowfall. Hannah and Fred got the fire pit blazing, supervised by a diminutive snowman. It's beginning to look a lot like Thanksgiving up there! Some tickets are still available for the extended schedule coming this weekend." Cogger David Moody explained: "Fred Willey *(left)* has been a Cog brakeman for about 9 years and Hannah Niemi works in the ticket office." Fred's Facebook page intro says "65 years old and like bluegrass music and playing my guitar." During the 2021 holiday season, Fred played the red suited Kris Kingle welcoming tourists on diesels to Waumbek Station on weekends. *(2022)* Ticket Office

- MWCR Facebook page / Boisvert-Perkins Reconciliation - Thu, Jun 23, 2022

W. Willey 1962

Railway Corp

Barbara C. Williams 1954

Marshfield Corp

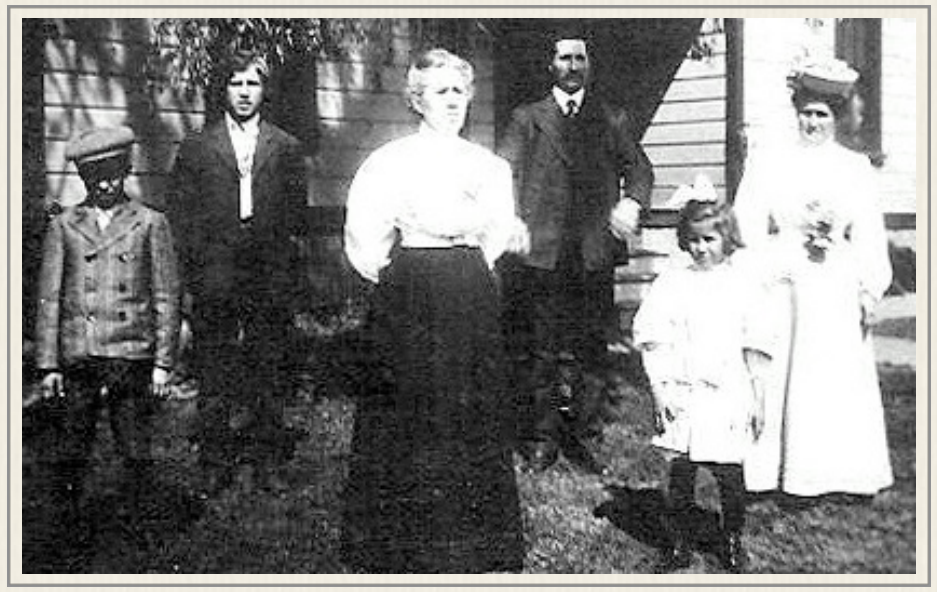
Elgin Williams 1896

Elgin Williams (~1906)
- Williams Family collection

Railway employee - *(1896)* "Apthorp Notes: (36-year old) Elgin Williams has gone to the base of Mt. Washington to do carpenter work." / Elgin Jacob Williams was born on May 21, 1863, in Lyman, New Hampshire to 17-year old Littleton-native Helen Mar Lewis *(b.1846 d.1924)* and 21-year old farmer John Hazen Williams *(b.1841 d.1903)* who was born in Bath. He had one sister and two brothers: Minnie R *(b.1869 d.1898)*, Harold Hazen *(b.1874 d.1939)* & Berten Lewis *(b.1879 d.1948)*. 24-year old Elgin Williams was working as a carpenter in Littleton when married 19-year old Effie Ladd Guy of Bethlehem in Littleton, New Hampshire, on November 30, 1887. They had four children: Earl Elgin *(b.1892 d.1930)*, Maurice Guy *(b.1896 d.1993)*, Margaret Idella *(b.1899 d.1977)* & Kenneth Elton *(b.1911 d.1994)*. The family moved to California in 1898. *(1901)* "Elgin J. Williams, who conducts a night lunch stand (in Pomona), was severely burned by a gasoline stove tonight *(9/30)*. He was filling the stove, and a lighted burner ignited the gasoline. Immediately there was a big blaze. Williams snatched up the portable stove in efforts to save his wagon, but in so doing his clothing caught fire, and he ran wildly into the street, all ablaze. Two men caught him, but he tore away from them. Finally, he was knocked down and his burning clothing stripped off. The he was taken to a drug store for treatment, and later removed to his home. He is terribly burned on the arms, back and shoulders, and is suffering agony." Elgin Williams found steady work as a painter while raising his family. Elgin Jacob Williams died on September 11, 1940, in Los Angeles, California, when he was 77 years old. *(1940)* "Elgin J. Williams passed away Wednesday afternoon at 4:30 o'clock at the family home, 1311 Laurel avenue, following an illness of two years. Mr. Williams, 77 years of age, was born in Lyman, New Hampshire. He came to California from Littleton, N.H., 42 years ago and had made his home in Pomona continuously since that time. For 50 years he engaged in the painting business. Mr. Williams was an active member of the First Methodist church of this city for many years, transferring his membership to Trinity Meth-

odist church when the two churches consolidated. Surviving relatives are his widow, Mrs. Effie I. Williams; two sons, Maurice G. Williams and Dr. Kenneth E. Williams, both of Pomona; a daughter, Mrs. Margaret Williams Wahlberg, Manhatten Beach; a brother, R. L. Clogston, Los Angeles; five grandchildren and several nieces and nephews in California and Oregon. Another son, Earl E. Williams, passed away in 1930. Funeral services will be held in Reeves & May chapel Saturday afternoon at 2 o'clock. Interment will be made in the family plot in Pomona cemetery." (now known as Pomona Valley Memorial Park.

- Littleton Courier - Wed, Jun 3, 1896 / Ancestry.com / Newspapers.com / GenealogyBank.com / Pomona (CA) Progress Bulletin – Thu, Sep 12, 1940 pg. 14



Williams family: *(L-R) Maurice, Earl, Aunt May Streeter, Elgin, Margaret & Effie Williams in California (1906)*
- Williams Family collection

F. Williams, RN 1952
Railway Ledger

Floyd Williams Sr. 1920s - 1941

Railway employee – *(1934)* Floyd W. Williams is noted in Mt. Washington Club Guest Register on Sept 4-5th, 1934. He was a B&M Boilermaker helper who went to the Cog during summers to run trains. His leave of absence for the summer of 1940 and 1941 appeared in the railroad's *Employee* magazine. Williams worked with Pliney Granger, Jr. in the Billerica shops. According to his grand-daughter, singer songwriter Harriet Riendeau also known as Sweet Harriet, "Floyd Williams Sr. worked on The Cog Railway from the 1920s to the early 1940s. Some visitors on Mount Washington were nervous about driving down the Auto Road with all the fog. So, they paid him $2 to walk in front of their car with a lantern to guide them down the mountain road. Imagine walking down the Auto Road with a lantern!" The incident became part of a song she wrote and released in 2012 called *The Cog Railway.* The song also deals with the '38 Hurricane. "My grandmother was

Cog kid Beverly Williams Decato (left) with Floyd Williams' grand-daughter Harriet Riendeau (Dec 2015)
- Lewis Family Collection

Floyd Williams at the Marshfield platform (1935 - 1937)
- Beverly Williams Decato Collection

pregnant with my mother in 1938," says Riendeau. "I took some creative license to tell the story. She was actually born in July. My grandfather sent her and my uncles with the infant, my mother, to stay with her mother and not at the Mount Washington hotel (i.e. - the Boarding House). They all lived in the base camp cabin at the bottom of Mount Washington *(Bob & Shirley Kent's first cabin.)* He had no way of knowing if they made it to her mother's house or not. He told us of a man they found frozen on top of the mountain. My grandfather brought him down from the Summit of the mountain on The Cog. " / Floyd William Williams was born on March 31, 1909, in Windsor, Massachusetts to 29-year old Lottie Almeda Ingraham *(b.1879 d.1971)* and 31-year old farmer William Edgar Williams *(b.1877 d.1950)*. He would go on to become a stationary steam engineer. Floyd had two brothers: Walter *(b.1912 d.1986)* & Bernard Clayton *(b.1917 d.1980)*. The family moved from Windsor and were living in Adams, Massachu-

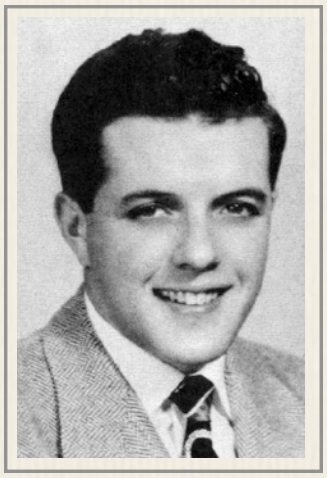
setts in 1920. 21-year old Floyd Williams was living with his aunt and uncle on Garvin Falls Road in Concord in 1930 while he was working as a car repairman for the B&M railroad. 25-year old Floyd W Williams married 18-year old Florence Evelyn West *(b.1916 d.2009)* in Concord, New Hampshire, on May 1, 1934. They had three children: Floyd William Jr. *(b.1934 d.2003)*, David Bernard *(b.1936 d.2017)* & Beverly Ann *(b.1938 d.)*. 31-year old Floyd Williams Sr. went to Concord on October 16, 1940 to register for the draft. He was measured at 5-feet 10-inches tall, weighing 153 pounds with blue eyes and brown hair. *(1954)* "Two motorcyclists, who allegedly drove up to 70 miles an hour on route 106, narrowly missing a small girl beside the road before being halted by a police cruiser, were fined $50 each in (Laconia) Municipal court Wednesday *(4/28)*, on similar charges of operating so as to endanger. Floyd W. Williams Jr., 19 of Merrimack… pleaded guilty through his father, Floyd W. Williams Sr. Young Williams was hospitalized following a motorcycle mishap in Dublin (NH) the day after his arrest here, Police Chief Charles E. Dunleavy told the court, and this prevented his appearance in court Tuesday." Floyd W. Williams died on April 22, 1996, in Sanbornton, New Hampshire, when he was 87 years old. He was buried alongside his wife in Blossom Hill Cemetery in Concord, New Hampshire. *(1996)* "Floyd W. Williams, 87, of Sanbornton, and formerly of Merrimack, died Monday evening, April 22, 1996, at home after a brief terminal illness. Mr. Williams worked on the B & M Railroad in Billerica, Mass., as a boiler maker from 1930 until the end of World War II. During the summer months he worked on the cog railway on Mount Washington. He was the engineer for Engine 4. He was later employed as a maintenance foreman for New England Chemical, where he retired in 1972. He was a former member of the First Congregational Church in Merrimack. He attended school and was raised in North Adams, Mass. Mr. Williams was born in Savoy, Mass., on March 31, 1909, son of the late William E. and Lottie A. (Ingram) Williams. He had lived in Merrimack for over 41 years before moving to Sanbornton 11 years ago. He was predeceased by a sister, Myrtle Williams, and two brothers, Bernard C. and Walter Williams II. Survivors include his wife of 62 years, Florence E. (West) Williams of Sanbornton; two sons and a daughter-in-law, Floyd W. Jr. and Ann Williams and David B. Williams of Manchester; four daughters and three sons-in-law, Beverly and Oscar Decato and Mary and David Leclaire, all of Merrimack, Linda and Edward Howell of Clarksville, Tenn., and Rebecca Williams of Manchester; an aunt, Mildred (Ingram) Davis of Edneyville, N.C.; 22 grandchildren, 24 great-grandchildren and many nieces and nephews. The George R. Rivet Funeral Home in Merrimack is in charge of arrangements."

- 1934 Mount Washington Club Guest Register / B&M Employees Magazine – Jun 1940 & Jun 1941 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / https://www.youtube.com/watch?v=EbqRgLh5XKU&list=UUKOazV6Rv_TvoaPKtZ2G4bg&index=3 / Manchester (NH) Union Leader – Tu, Apr 29, 1954 pg. 7 / The (Nashua, NH) Telegraph - Wed, April 24, 1996 /

Hap Williams (1953)
- Lewis Family Collection

Harland "Hap" Williams 1952 - 1954

Lyndon Teacher's College student - Jitney's fireman for three seasons. / Harland Pike Williams was the third child born on July 5, 1927, in Hardwick, Vermont to 29-year old Alice Ariel Pike *(b.1898 d.1988)* and 31-year old creamery operator & manager Leo West Williams *(b.1895 d.1976)*. He had two older brothers: Wendell C. *(b.1920 d.2010)* & Clarence Wayne *(b.1925 d.1956)* and two younger sisters: Roberta J. "Bobbie" *(b.1931 d.)* & Marita C. *(b.1936 d.2004)*. The Williams were dairy farmers and were living on grandfather W. Charles Williams' farm on Mill Village street in Craftsbury Common in April of 1930 and in May 1940. Harland Williams was working for Mrs. Mary Hayes in Craftsbury Common when he went to Newport on his 18th birthday in 1945 to register for the draft. Hap stood 6-feet tall and weighed 155 pounds. He had hazel eyes, brown hair, a light complexion and a 1-inch scar on the back of his right hand. Williams was one of nineteen young men to be classified 1-A by the Orleans county selective service board in late July. He was one of "forty-two Orleans county men… requested to report at the local draft board office on August 6, 1945 for the purpose of transportation to the Rutland armed forces induction and examination center where on August 7 the group will undergo pre-induction tests." The day he reported was also the day the first atomic bomb was dropped on Hiroshima. A second fell on Nagasaki on August 9th. Japan surrendered on August 15th and the war was over. Williams earned a 4-F draft classification by the end of August – "not qualified for Armed Forces at Present." Harland Pike Williams went to Lyndon Teachers College and was a classmate of Coggers George Trask & Jitney Lewis. Freshman Williams was put back on a 1-A classification on Thursday, October 21, 1948 by the Orleans County draft board. By Thanksgiving, the board had classified him 4-F again. In July, the Vermont Fish & Game service placed Williams on probation for "possessing one short trout" during June *(6/3)*. He graduated from Lyndon *(right)* with Trask and Lewis in 1952 and was captain of the basketball team that included Cogger Bob Kent. He played baseball, and was on the executive board with Cogger Charlie Whitaker, and he was vice president of the Men's Athletic Association. The yearbook staff wrote of Hap… "Silence is golden… "Happy" to us… interested in the Freshman Class." His future wife, Barbara Crandall was vice president of that particular Lyndon freshman class. The summer of his graduation, Hap Williams went to the Cog to earn some money before he started teaching Grades 5-6 in Marshfield, Vermont in the fall. He would be at the Mountain for two seasons after that. 25-year old school teacher Hap Williams was living in Marshfield, Vermont when he married 20 year old store clerk Barbara Jean Crandall *(b.1927 d.2007)* from Amsden, Vermont on December 27, 1952 in the Union Church in West Claremont, New Hampshire. He also took on coaching duties at Marshfield High School. The couple had two children: Audrey Ariel *(b.1953 d.)* & Gary Harland *(b.1955 d.)*. *(1956)* "Harland P. Williams of Perkinsville, will teach Grade five at Union street school (in Springfield (VT). Mr. Williams is a graduate of Lyndon Teachers' college with a Bachelor of Science Degree in Education. He has taught in the schools of Marshfield and North Bennington." "(S)eeking a divorce (in Washington District Court) is Barbara C. Williams of Barre on



Harland Williams (1952)
- LTC yearbook

ground of intolerable severity. The couple was married in Claremont, N.H., Dec. 27, 1952, and have two children, 10 and 8. Mrs. Williams has asked for custody of the children." The divorce was finalized in January 1966. Hap married English born Anne Mawson (b.1938 d.) from Keene, N.H. on August 25, 1970 in the Congregational Church in Exeter, New Hampshire. It was her first marriage. Harland Pike Williams died on April 4, 2013, when he was 85 years old. *(2013)* "Harland Pike "Hap" Williams of Charlestown, NH died peacefully at Maplewood Nursing Home in Westmoreland, NH on April 4, 2013 after a long struggle with Alzheimer's disease. Hap was born in Craftsbury Common, VT, on July 5, 1927, the son of Leo and Alice (Pike) Williams. He graduated from Craftsbury Academy and received a teaching degree from Lyndon State College. He went on to teach in several Vermont Schools before retiring from Riverside School in Springfield, VT. Hap participated in many sports, played and coached basketball and followed the Fall Mountain and Craftsbury High School programs as well as his children and grandchildren's games. He was a keen gardener and always liked to be outdoors. He particularly enjoyed spending time at his camp on Little Hosmer in Craftsbury. He leaves his wife, Anne (Mawson) Williams; three children, Audrey McGuire & David, Gary Williams & Pat, Amy Bandouveres and PJ; three grandchildren, Megan McGuire, Cory Williams and Melina Bandouveres; one sister, Roberta Jardine and several nieces, nephews and cousins. He was predeceased by his parents; two brothers, Wendell and Clarence and one sister, Marita. Interment will be in Pine Crest Cemetery in Charlestown, NH."

- Railway Ledger / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Orleans County Monitor – Wed, Aug 1, 1945 pg. 1 / Newport (VT) Daily Express – Fri, Aug 24, 1945 pg. 7 & Fri, Jul 8, 1949 pg. 4 / Rutland (VT) Daily Herald – Fri, Jul 8, 1949 pg. 9 / Montpelier (VT) Evening Argus – Fri, Aug 29, 1952 pg. 3 & Mon, Aug 31, 1953 pg. 3 / Springfield (VT) Reporters – Wed, Aug 15, 1956 pg. 2 / Burlington (VT) Free Press – Sat, Aug 1, 1964 pg. 4 / See Vol. 1 Ch. 9 Sec. 9

Jane C. Williams Hall 1971

Jane Williams from St. Johnsbury was paid $150 a month working in Marshfield during the summer of 1971.

- Marshfield/Cabins Corp / Bencosky-Desjardins files

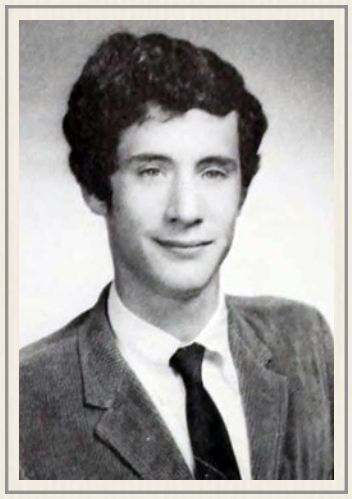
Lucius Williams 1906

34-year old Summit House chef from Ogunquit, Me., - "In the culinary end of the *(Summit)* house are found Mr. Lucius Williams of Ogunquit, Me., the new chef, late at Franconia Inn, who fully keeps up the reputation of summit House cookery." / Lucius Ryerson Williams was born in 1872 in Wells, Maine to 31-year old Delia Bailey *(b.1841 d.1924)* and 36-year old farmer Oliver J. Williams *(b.1836 d.1912)*. He had an older sister, Mary Etta *(b.1870 d.1881)*. Both kids were living on the family farm in 1910. 38-year old Mary Etta was a retail milliner, while 36-year old Lucius was running a hotel. *(1909)* "Dr. Merrill, the owner of the Colonial Inn *(right)*, will begin at once extensive repairs on his hotel under the supervision of the lessor, Mr. Lucius R. Williams." The 40-year old hotel proprietor married 23-year old school teacher Della M Clark *(b.1889 d.)* from Milo, Maine on November 2, 1912, in Boston, Massachusetts. The first marriage for both did not last as 44-year old Lucius Ryerson Williams married Helen Louise Perkins *(b.1887 d.1982)* in Maine on October 18, 1916. They had two sons: John Perkins *(b.1917 d.1981)* & James O *(b.1919 d.1998)*. Lucius R. Williams was elected state representative from Ogunquit in 1918. He was in court the following spring. *(1919)* "Refusing to accept an excess of flies as a reason for not paying a board bill, a jury in the supreme court (at Alfred) this afternoon *(5/19)* brought in a verdict of $123.53 against Frederick A. Sweet of Worchester Mass. He was being sued by Lucius R. Williams, proprietor of the Colonial Inn at Ogunquit, where he boarded last summer. Sweet in taking the stand declared that there were so many flies in the dining room that neither he nor his mother-in-law were able to eat their meals in peace. Thereby, he declared, his summer vacation was spoiled. Williams introduced letters from Sweet to show that the defendant was well satisfied with the sea view, meals and the hotel appointments." *(1922)* ***Hotel Proprietor Loses in Three Years Fight*** – Blame the Flies: A rescript, drawn by Associate Justice Charles J. Dunn and just made public by the supreme court of Maine is believed to finally dispose of Maine's famous fly case. This is a suit brought by Lucius R. Williams, proprietor of a summer hotel in Wells, against Frederick A. Sweet, a teacher in the high school at Worcester, Mass., for breach of contract. The breach of contract claimed that Sweet engaged two rooms in Mr. Williams' hotel for the period from Aug 2 to Aug 18, 1918, for which he was to pay $40 per week. (Sweet) occupied the rooms three days and since that time has refused to pay any part of the room rent for the period. Mr. Sweet's defense was that the rooms were unclean and not suitable for use… and that there were many (flies in the) dining room and that the dishes with the numerous traces of flies upon them were such as to nauseate members of the party at meal time. The case was heard at the May, 1919, term of the supreme court at Alfred and a verdict of $125.58 awarded Mr. Williams. Mr. Sweet took the case to the law court on appeal and a new trial was ordered. This was held at the September, 1920, term of the

court in Alfred. When the evidence was in, the presiding justice directed the jury to return a verdict for Mr. Sweet. Williams appealed to the law court which (ruled) against him, in the opinion by Justice Dunn, just announced." *(1924)* "It was announced on Wednesday *(4/31)* that the Passsaconaway Inn *(previous page)* at York Cliffs, a building with 150 rooms has been sold to the Ogunquit Hotel Company, of which Lucius R. Williams of Ogunquit is the president and manager. The inn has been owned and operated for several years by out-of-state interests. Aside from its distinguished architectural features the hotel is all modernized throughout and is one of the few large summer hotels in Maine that is steam heated. It stands on a promontory overlooking Cape Neddick harbor, the Nubbia lighthouse, Bald Head, and York Beach and is situated amid a community of expensive summer estates." Lucius Ryerson Williams died in 1944 when he was 72 years old, and was buried in the Ocean View Cemetery *(right)* in Wells, Maine. *- Among the Clouds - Thu, Jul 12, 1906 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Bangor (ME) Daily News – Thu, Oct 3, 1918 pg. 5 & Sat, Feb 18, 1922 pg. 21/ Portsmouth (NH) Herald – Fri, Oct 29, 1909 pg. 2 & Thu, May 1, 1924 pg. 1 / Fall River (MA) Globe – Mon, May 19, 1919 pg. 7*

Nathaniel Williams 1971 - 1973

19-year old Nat Williams *(seen left relaxing in Boarding House photo by Dave Huber)* was from Dover, Massachusetts, and worked as a brakeman in 1971. He was paid $1.60 an hour. He was still braking in 1972, and his name is found in a state report about a July brakedown involving a very late "Sunset Special." The poorly steaming No. 3 Base Station had to stop twice, and did not reach the summit until shortly before 9. On the way down, the rear crankshaft broke about halfway between Long Trestle and Jacob's. Brakeman Williams had to explain to the passengers that the poor fire on the way up had absolutely nothing to do with the broken shaft. In 1973, Williams was in the cab firing. He earned $1.90 an hour that year. / Nathaniel Emmons "Nat" Williams was born on June 30, 1952 to Iowa-native and World War II Navy pilot Emmons Johnson "Gus" Williams and his wife Louise (Boyer) Williams. Nat was one of five children: daughters Leland & Lindsay and sons George Way "Jake" & Benjamin Boyer. Gus' banking career had taken the family to Boston, Jacksonville (FL), Wellesley & Holyoke, Massachusetts. He retired and went to work for the Amherst College alumnae office. Nathaniel Emmons Williams had graduated from Governor's Academy *(right)* in Byfield, Massachusetts the year before he came to the Cog. His yearbook said he was bound for Lake Forest College, a private liberal arts college thirty miles north of Chicago that had been founded in 1857 by Presbyterian ministers. At Governor's Academy, Nat Williams had lettered in football as a senior, and lettered in baseball as a junior and senior. He wrote and managed the Milestone his last two years. From sophomore to senior year Williams was part of the of the drama club, philosophy club, and the tour team. He was president of the campus Republicans for Nixon as a junior. 30-year old Nathaniel Emmons Williams married 30-year old Pennsylvania-native Mildred Annette Neigh on June 11, 1983 in Falls Church, Virginia. It was the first marriage for both college graduates. They were living at 879 North Jacksonville in Arlington at the time. Public records on Ancestry.com indicate Nat Williams was living on 5th Avenue in New York City from 1983 to 1993 before moving back to Alexandria. When his father died in June 2003, Nat Williams was living in Highland, Maryland. *- Railway Corp / Bencosky-Desjardins files / NH Brakedown Report – Jul 22, 1972 - see Vol. 1 – State Documents / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Thu, Jun 3, 2003 pg. 66*



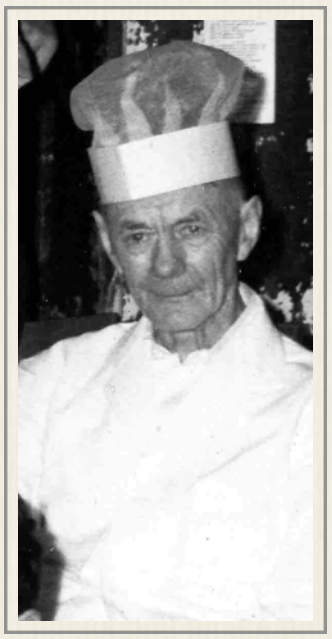
Nathaniel Williams (1970)
- Governor's Academy yearbook

Thomas H. Williams (1970)
- Gordon McGinnis photo

Thomas H. "Mr." Williams 1956 - 1967

Summit House cook - father of George Trask's wife, Aline - grandfather of Bobby & Buddy Trask. Williams is first found on the Cog payroll in 1956. In 1960, he earned $400 a month preparing meals at the Summit House. In 1961, he worked until October 12th for the same rate of pay. The pay stayed the same in 1965. He was at the Summit House in September 1967 when the accident occurred. / Thomas Henry Williams, Sr. was born on September 12, 1887 in Tingwick, Quebec, Canada to 38-year old Sarah Buckley Williams *(b.1850 d.1893)* and 41-year old farmer Dennis James Williams *(b.1847 d.1915)*. His siblings included: Thomas *(b.1870 d.1873)*, Patrick *(b.1872 d.1873)*, Margaret *(b.1874 d.1948)*, James Henry *(b.1875 d.1949)*, Patrick John *(b.1877 d.1881)*, Ellen *(b.1879 d.1887)*, Honorah "Nora" *(b.1881 d.1934)*, Henry William "Willie" *(b.1889 d.1974)* & Mary Catherine *(b.1891 d.1893)*. Williams was a 22-year old clerk when he boarded a southbound Boston & Maine train in Sherbooke, Quebec on April 6, 1908 heading for Newport, Vermont. He petitioned for US citizenship on April 6, 1910, and became a naturalized citizen in September 1923. 28-year old Thomas Henry Williams, Sr. was running a lunchroom when married 19-year old Laura Melvina LaChance *(b.1896 d.1978)* in St Johnsbury, Vermont, on January 19, 1916. In February, Thomas H. Williams became a new subscriber to the St. Johnsbury telephone exchange. Thomas and Laura had seven children during their marriage: Pauline Laura *(b.1917 d.2016)*, Beatrice Lorretta *(b.1919 d.2004)*, Lucille Agnes *(b.1922 d.1996)*, Thomas Henry Jr. *(b.1924 d.2000)*, Raymond L. *(b.1925 d.2015)*, Leonard Hubert *(b.1928 d.1929)* & Aline L. *(b.1931 d.2018)*, who would marry Cogger George

Trask. On June 5, 1917, 30-year old Thomas Henry Williams signed up for the draft. He was working as a grocery clerk for A. E. Smith in St. Johnsbury. He had blue eyes and brown hair. In 1920 32-year old Thomas Williams was driving his own delivery truck and living with his family in a rental at 25 Pleasant Street in St. Johnsbury. *(1922)* "Thomas H. Williams of St. Johnsbury was in (Barre) to-day *(7/26)* after a load of furniture to be moved to that place." *(1923)* "The Boston & Maine railroad called for bids for the coming year to transport the mail to and from the St. Johnsbury post office to the depot and Thomas H. Williams, the expressman, secured the contract at $1,000 a year. Mr. Williams began his duties July 1 and the contract holds for one year. It is no eight hour a day job as Mr. Williams' day begins at 5 in the morning and delivers the last mail at 9 in the evening." In 1930, the Williams were living at 4 Orient Street in St. J in a $5,000 house they had purchased. Williams was working as a plumber and the family had a radio set in the house. In 1940, Williams and his family were still living on Orient Street but now he was working as the counter chef in a lunch-room. When he again registered for the draft on April 27, 1942, the 54-year old Williams was cooking at the St. Johnsbury House Hotel on Main Street. He was 5-feet 9-inches tall and weighed 152 pounds. The eyes were still blue, the hair was still brown. Heart disease led to a "cerebral vascular accident" and Thomas Henry Williams, Sr. died in the Northeastern Vermont Regional Hospital on April 15, 1976, in St Johnsbury, Vermont, when he was 88 years old. He was buried in Mt. Calvary Cemetery.



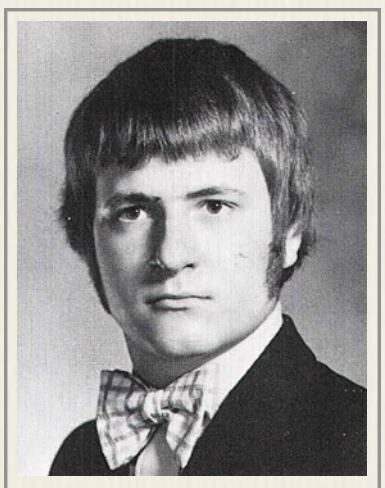
Chef Williams (1959)
- Joe Bradley photo

- Summit House / Bencosky-Desjardins files / See Vol. 1 Ch. 9 Sec. 12 / Ancestry.com / Newspapers.com / GenealogyBank.com / St. Johnsbury Caledonian – Wed, Mar 15, 1916 pg. 4 / St. Johnsbury Caledonian-Record – sat, Jul 16, 1921 pg. 7 / Barre (VT) Daily Times – Wed, Jul 26, 1922 pg. 6

Brad Williamson 1986

General Manager - *(1986)* "A special rate for the Granite State," says Brad Williamson, general manager of the Mount Washington Cog Railway. Railway officials are encouraging residents to take the round trip in this 124th year of operation. From May 30-June 27, two New Hampshire residents may take the round trip from the Base Station to the top of Mt. Washington for the price of one. A valid N.H. drivers license will be required to qualify. This year new boilers for the engines have been built by a firm in East Boston that in 1853 began operations by converting sailing ships to steam powered vessels." A Cog advertisement indicates Williamson is the former manager of the Wolfeboro Railroad. / Bradford N. Williamson was born on May 13, 1957. He was only 29-years old when he was named general manager of the Mt. Washington Cog Railway in 1986, but Williamson already had years of experience on a steam-powered tourist railroad. *(1980)* "They call it a puffer belly," said Dwight Hilson as he climbed aboard the old-time passenger coach to the rear of the vintage engine snarling steam up front. "It huffs and it puffs and it pulls our little two-car train through some of the most beautiful woodland scenery you will ever see." Hilson, 23, a lean, bearded New Yorker, is the man in charge of the old Wolfeboro Rail Road, which was put back on the tracks this summer after a year in the roundhouse. The tourist attraction revives memories of what railroading used to be like. The railroad was purchased last spring *(1980)* by a group of 30 New Yorkers, most them old-time railroad buffs, for $250,000 from Donald Hallock, a Wolfeboro resident. The group was headed by New York banker John Hover. "All aboard," conductor Willard (Pop) Smith, 70, a retired trolley operator, called out. "We have a local train for Wolfeboro Falls, River street, Mast Landing, Allen 'A,' Hersey Point, Fernald, Frost Crossing, Cotton Valley, Brooksfield, Wakefield and Sanbornville." The whistle bellows, and away you chug. The engineer for the day is Brad Williamson, 22, who learned his trade when previous owner Hallock ran the line. The train, which has a capacity of 250 passengers, is packed. It's the 11:10 a.m. run. There are two others during the day, at 2:30 and 5:15 p.m. "This trip will last approximately two hours," conductor Smith called out after carefully checking a big gold watch he

Brad Williamson & Dwight Hilson
- Williams Family photo



Bradford Williamson (1975)
- Wakefield HS yearbook

pulled out of his vest pocket. Pop Smith, who has the power of a sea captain while the train is puffing along, calls out: "Wakefield next!" After Wakefield, there is only Sanbornville left. It's a 12-mile trip one way. Then the cars reverse direction and head home." Bradford Williamson graduated *(left)* from Wakefield Memorial High School, a steady source of Cog Railway employees in the 1950s, in 1975. His yearbook entry says "Brad was in A.V. and auto club… enjoys railroading, machinery, and heavy duty construction equipment… usually seen in the A.V. Dept. or at work in N.H. (like on the Wolfeboro)… admires people who succeed… dislikes lazy people who talk too much… Brad would like more practical courses offered at WHS… "Keep trying til you succeed, don't quit"… Pepsi… plans to attend Northeastern and take up Civil Engineering." In addition to the audio-visual club, Williamson was the photography editor for *The Oracle*. Williamson did go to Northeastern and graduated in 1980. That summer, he was running the locomotive on the Wolfeboro line. Five years later, he was managing the line. *(1985)* "On the Wolfeboro Railroad in Wolfeboro, restored antique cars with brass lamps, plush seats, polished mahogany interiors and the intricate workmanship of Victorian times transport passengers to another era while traveling through the forested mountains to Wakefield/Sanfordville and back. When it opened in 1872, the railroad brought vacationers, freight business and commuter connections from Portland and Boston to Wolfeboro, formerly accessible only by stagecoach and steamboat. The boom lasted 40 years, although freight service survived into the 1960s. This season, several daily trains connect with the cruise ship Mt. Washington for a three-hour excursion on Lake Winnipesaukee. The 11:30 a.m. train, the Chew Chew Special, stops long enough at Wakefield Station for the train crew and passengers to enjoy a picnic meal. Sunset dinner specials, with cocktails and live music aboard while the sunset flames outside, add another dimension to Wolfeboro Railroad travel. Country/Wester, Italian and Oktoberfest Dinner Specials (in costume if you wish) and Friday & Saturday night trains feature live music for dancing. Dinner is served at Wakefield Station." But those promotions apparently weren't enough. "The Wolfeboro Railroad is up for sale and if it's not sold by springtime, it won't run next summer, say railroad officials. The 12-mile track runs from Wolfeboro to Sanbornville and is more than 110 years old, said general manager Brad Williamson. A shift in Wolfeboro's summer population has led to fewer riders, Williamson said, with more people living in town for the summer instead of just passing through for a day's visit and train ride. Four potential buyers, come from the area, have expressed an interest, he said." *(1986)* "The financially struggling Wolfeboro Railraod is being divided and sold to separate buyers, its owner said Wednesday *(1/8)* For an undisclosed price, a troup of investors led by Wolfeboro realtor Lee Turner is buying railroad land that runs from the rear of the town-owned lot on which the station sits in Wolfeboro. That portion is about one quarter-mile long. Turner said he and the other investors have no firm plans for the land. Worleboro Railroad President Dwight Hilson said the sale of the remaining railroad property stretching from Sanbornville also is pending. Hilson said two buyers have expressed an interest in the remaining land and one wants to railroad's engine and cars. He said it isn't clear if a new owner would continue to operate the railroad as a tourist attraction Hilson put the railroad up for sale last year when he found it was economical to run as a day-trip for summer tourists." Six months later, Brad Williamson had gone north to manage the Cog Railway for Joel Bedor and Wayne Presby, who had just bought out their partners John Rolli and Loxley Ness. Internet breadcrumbs indicate Williamson worked in the New Hampshire state parks department *(acting superintendent in 1994)*, and was the fire warden in Brookfield, New Hampshire in 2017. He and his wife, Janet currently live in Brookfield.

- Littleton Courier – Wed, May 29, 1986 pg. 7 / Ancestry.com / Newspapers.com / GenealogyBank.com / Boston Globe – Sun, Aug 24, 1980 pg. 39; Thu, Dec 5, 1985 pg. 42 & Sun, May 8, 1994 pg. 239 / Los Angeles Times – Sun Jun 16, 1985 pg. 132 / Springfield (MA) Union – Thu, Dec 5, 1985 pg. 2

Elizabeth Williamson 1927 - 1931

Boarding House dining room - 59-year old Elizabeth was recorded by the census taker as living with her husband, John at the Base in April 1930. The couple appears in a newspaper clipping from three years earlier. *(1927)* "Mr and Mrs. John Williamson of St. Johnsbury are working in the kitchen and dining room in the boarding house." *(1928)* "Mr. and Mrs. John Williamson who has spent the winter at the base station, Mt. Washington, N.H., is visiting at her brother's, Robert Learmonth." *(1929)* "Mr. and Mrs. J. E. Williamson left today *(10/1)* for Base Station, Fabyans, where they will spend the winter." *(1930)* "Mr. and Mrs J. E. Williamson left Saturday *(10/4)* for Base Station Fabyan, N.H. where they will stay for the winter. Mr. and Mrs. Charles Mitchell will occupy the Williamson home during their absence." *(1931)* "Mr. and Mrs. John Williamson have returned to their home on Oak Street having spent the winter months at the Base station of the Mt. Washington hotel [sic] (railway). Charles Mitchell who has been occupying the Williamson home during their absences has moved to St. Johnsbury Center." / Elizabeth Ann "Lizzie" Learmonth was born on May 24, 1871 to 29-year old James *(b.1842 d.1924)* and 26-year old Sarah (Froud) Learmonth *(b.1844 d.1913)* in Inverness, Quebec, Canada. She had two older brothers: William & Robert, and two younger brothers: James & Thomas F. The Learmonth's moved south in 1882 and in 1900 were living in a rental on State Street in St. Johnsbury. 58-year old James was working as a truckman. 29-year old "Lizzie" was recorded as "married" on Census records. Ten years later, the Learmonths were living in their home at 12 Oak Street in St. Johnsbury. 68-year old James was doing odd jobs as a truckman, and Elizabeth was doing odd jobs cleaning houses. On September 1, 1915, 44-year old Elizabeth Ann Williamson married John E. Williamson. This was recorded as her first marriage. In 1920, John and Elizabeth Williamson were the heads of household at the Learmonth's Oak Street home. 48-year old John was working as a box maker at the lumber mill. 77-year old James Learmonth was hauling coal, and 48-year old Lizzie was taking care of the house. In 1940, the Williamson's had moved to Sutton, Vermont where 68-year old John was working in a toy shop. Elizabeth was now being called "Nellie" and had not signed up for social security. She is recorded as having completed the sixth grade for her education. Elizabeth suffered brain bleeds in 1951 and 1957 before dying of a

heart attack on April 15, 1959 at her home in Passumpsic, Vermont. She was 87. She is buried with her parents and husband in the Mount Pleasant Cemetery in St. Johnsbury.

- 1930 US Census for Thompson & Meserve Purchase / Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg. 6 / Caledonian Record - Thu, Jun 21, 1928 pg. 10; Tue, Oct 1, 1929 pg. 2; Sat, Oct 4, 1930 pg. 8 & Fri, May 22, 1931 pg. 3 / Find-a-Grave.com

John E. Williamson 1927 - 1931

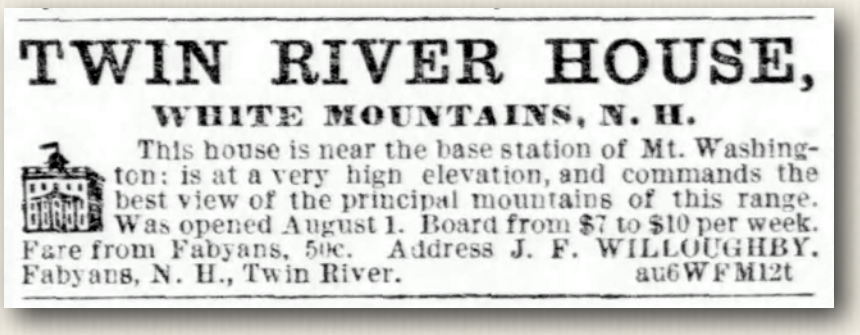
Boarding House Manager / Watchman - When U.S. Census enumerator Gordon Lorne went into Thompson & Meserve's Purchase on April 15, 1930, he recorded 58-year old John E. Williamson and his wife, Elizabeth as residents. John was the railroad carpenter (and perhaps winter caretaker) that year. He and Elizabeth had been married for 15 years. Both had immigrated from Canada in 1882. *(1927)* "Mr and Mrs. John Williamson of St. Johnsbury are working in the kitchen and dining room in the boarding house." *(1929)* "Mr. and Mrs. J. E. Williamson left today *(10/1)* for Base Station, Fabyans, where they will spend the winter." *(1931)* "The many friends of Mr. and Mrs. J. E. Williamson, who are spending the winter months at the Base Station, Mt. Washington, near Bretton Woods, N.H., will be interested to know that although the recent snowstorm left drifts anywhere from 10 to 20 feet deep about their place and crippled their telephone service for several days, they are enjoying themselves and in the very best of health." / John E Williamson was born on November 20, 1872, in Inverness, Quebec, Canada to 44-year old Julia Annesley *(b.1828 d.1889)* and 62-year old John Williamson *(b.1810 d.1905)*. He had two brothers: Joseph *(b.1870 d.1887)* & Thomas E *(b.1874 d.1942)*. In 1910, 27-year old John Williamson was living in Barton, Vermont working as a hooper in a tub shop. 42-year old John E Williamson married Elizabeth Ann Learmonth *(b.1871 d.1959)* in Barton, Vermont, on September 1, 1915. They both grew up in Inverness and both moved south to the United States in 1882. John E Williamson died on October 19, 1959, in St Johnsbury, Vermont, when he was 86 years old and was buried there with his wife.

- 1930 US Census for Thompson & Meserve Purchase / Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg. 6 / Caledonian Record - Tue, Oct 1, 1929 pg. 2 & Tue, Mar 17, 1931 pg. 2 / Ancestry.com / Newspapers.com / GenealogyBank.com

Mr. Willoughby 1879

Marshfield House manager - *(1879)* "The Marshfield House, at the Base, has been opened by Mr. *(John F.)* Willoughby of the Twin River House. The owners of the Marshfield House have promised to enlarge and improve the building before next season, and Mr. Willoughby says he intends to make it a pleasant resort for summer visitors."

- Among the Clouds - August 20, 1879



TWIN RIVER HOUSE,

WHITE MOUNTAINS, N. H.

This house is near the base station of Mt. Washington: is at a very high elevation, and commands the best view of the principal mountains of this range. Was opened August 1. Board from $7 to $10 per week. Fare from Fabyans, 50c. Address J. F. WILLOUGHBY. Fabyans, N. H., Twin River. au6WFM12t

- Display Ad - Boston Post - Aug 21, 1879 pg. 3

David J. Wills 1974

David J. Wills came to Cog Railway from Nahant, Massachusetts in 1974. He earned $2.00 an hour that summer as a brakeman.

- Railway Corp / Bencosky-Desjardins files

G. Wilmot 1953

The Marshfield Corporation had a "G. Wilmot" on its payroll in the summer of 1953. Engineer George Wilmot had a son, George Jr. Jitney Jr thinks this might be Junior's summer job.

- Marshfield/Cog Rwy Cabins

George D. Wilmot 1948 - 1960

George Wilmot (1948)
- Wilmot Family Collection

Engineer - *(1953)* "Twin Mountain notes: Mr. and Mrs. George Wilmot and family have moved their family back to their trailer and Mr. Wilmot is employed at the Base of Mt. Washington." Chris (Westberg) Greenough recalled in Ancestry.com: "Some of my fondest memories of George are when he was an engineer for the Cog Railway. I got to ride in the engine going up the mountain. He was very knowledgeable about all that went on there. Later he worked on the top doing maintenance all winter. Unbelievable how bad the weather gets up there. He was a fun-loving brother-in-law. / The son of 24-year old Canadian-born steamfitter Charles Eduoard Wilmot *(b.1874 d.1915)* and 19-year old Melvina Bernard *(b.1878 d,1943)*, Charles Dewey Wilmot was born in Lowell, Massachusetts on July 26, 1898. An older brother Eric had died in 1900 as a toddler. A sister Elizabeth was born on February 2, 1914, and passed away that same day. 22-year old George D. Wilmot married Marion Gladys Greene *(b.1893 d.1979)* on September 11, 1920 in Quincy, Massachusetts *(next page)*. He was still living in Quincy, Massachusetts, on April 1, 1940. 42-year old George Wilmot registered for the draft on Feb 15, 1942. He was 5-feet 9-inches tall, weighed 158 pounds with brown eyes and gray hair. He had a small scar on the right side of his chin. 45-year old George D. Wilmot enrolled as a member of the Coast Guard Auxiliary – Temporary Reserve Unit on September 24, 1943 on part-time duty without pay. He honorably completed his service on September 30, 1945. Dianna Cardoza wrote: "My father was a supervisor in the building of the *USS Massachusetts* Battleship at Bethlehem Steel in Quincy Ma. It is now at Battleship Cove Fall

Marion Greene & George Wilmot
- Greene Family Collection

River Ma. The ship was launched on September 23, 1941 and holds the record as the heaviest ship ever launched in Quincy. "Big Mamie," as her crew knew her, was delivered to the Boston Navy Yard in April 1942 and commissioned the following month. Following her shakedown period *Battleship Massachusetts* went into action on November 8, 1942 as part of Operation Torch, the invasion of North Africa. While cruising off the city of Casablanca, Morocco, the Battleship engaged in a gun duel with the unfinished French battleship Jean Bart, moored at a Casablanca pier. In this battle, *Massachusetts* fired the first American 16" projectile in anger of World War II. Five hits from Big Mamie silenced the enemy battleship, and other 16" shells from *Battleship Massachusetts* helped sink two destroyers, two merchant ships, a floating dry-dock, and heavily damaged buildings and docks in Casablanca. The ship returned to Boston for refitting and resupply and in February 1943 went through the Panama Canal to join the action in the Pacific, where she would remain for the remainder of her 3½ years of active service. In September 1944 the ship returned to action in the invasion of Palau Islands and acted as an escort for the fast carrier task forces using her 5", 40mm, and 20mm guns to defend the carriers against enemy aircraft. Big Mamie's 16" guns pounded Iwo Jima and Okinawa before those islands were invaded in 1945, and by July of that year she was off Japan with the Third Fleet. The Battleship bombarded the Imperial Iron and Steel Works at Kamaishi, and then sailed south to bombard a factory at Hamamatsu. Returning to Kamaishi, Battleship Massachusetts fired the last American 16" projectile of the war. The Battleship remained in the Reserve Fleet in Norfolk, Virginia until she was stricken in 1962 from the Navy Register and ordered sold for scrap. However, her wartime crew had held annual reunions since 1945 and lobbied to save their ship as a memorial. With the assistance of Massachusetts school children, they raised enough money to bring Big Mamie to Fall River in June 1965. She was opened to the public two months later. Now the centerpiece of Fall River's revitalized waterfront and one of the five National Historic Landmark ships at Battleship Cove, "Big Mamie" with her guns trained fore and aft in the posture of peace, stands ready to welcome visitors from around the nation and across the world as she has for more than a quarter century." George Dewey Wilmot married Dorothy Louise Westberg *(b.1924 d.1988)* in Massachusetts on December 13, 1943, when he was 45 years old. They had a daughter, Malvina Dorothy *(b.1955 d.)* George Dewey Wilmot died in May 1983 in Littleton, New Hampshire, when he was 84 years old. He is buried in the Blue Hills Cemetery in Braintree, Massachusetts next to his second wife. *(1983)* "George D. Wilmot, Sr., 84, of Cherry Mountain Road, Twin Mountain, died Friday, May 6, at Littleton Hospital after a long illness. He was born in Lowell, Mass., and had been a resident here for many years. He had been employed most recently as a machinist with the Mount Washington Cog Railway after completing 26 years of service with the Bethlehem Steel Company at Fore River Shipyard, Quincy, Mass. Members of the family include his wife, Mrs. Dorothy (Westberg) Wilmot of Twin Mountain; a son, George D. Wilmot, Jr., of Buxton, Maine; three daughters, Mrs. Melvina Tout and Miss Pamela Wilmot, both of Sheridan, Ind. And Mrs. Dianna Murphy of Taunton, Mass.; and nine grandchildren. Graveside services were held Monday at Blue Hill Cemetery, Braintree, Mass. Those who wish may make contributions in his memory to the American Cancer Society." *- Railway Ledger / Littleton Courier - Thu, Jul 16, 1953 pg. 3; Wed, May 11, 1983 pg. 2 / Ancestry.com / Newspapers.com / GenealogyBank.com / See Vol. 1 Ch. 9 Sec. 11*

E. W. Wilson Jr. 1952
Mt. Washington Club/Summit House

George L. Wilson 1955
Railway employee from Twin, Mountain, New Hampshire.
- Railway ledger

Mabel Wilson 1907

Summit House employee - *(1907)* Lisbon notes: "Ray McAlpin, Jack Gilligin, Miss Isabel Cogswell and Miss Mabel Wilson have gone to the Summit house, Mt. Washington, to work for the remainder of the season. Oscar Clark, who went to this house recently as bell boy, has been obliged to return home on account of the ill effects of the high altitude on his heart." Internet searches indicate that Wilson and Cogswell are schoolteachers working at the summit in the summer as schoolteachers' names appear in newspapers as "Miss…" Using Lisbon, New Hampshire and 1907 as a point where Mabel Wilson was living, Jitney Jr found a 21-year old Mabel Wilson working in Concord, Vermont in 1910 as a public schoolteacher. On the last day of April, she was found by the US Census boarding with grocery storekeeper Hubard A. Smith and his family. Wilson had been born in Vermont. Her estimated birth in 1889 would make her 17-years old for her summer at the Summit House. But there was also a "Miss Mabel Wilson" teaching in Danville, Vermont in 1896 & 1897, and would not likely be running a school at age 7 & 8, so we have a different Mabel Wilson. *(1897)* West Danville's older Mabel Wilson "went to St. Johnsbury, Monday *(8/2)*, to attend the teacher's summer school." The Danville-based Mabel Wilson was teaching in that town's Morse's Mills school starting on August 30, 1897. In April of 1898, this Mabel Wilson was teaching at the Pumpkin Hill school in Danville. In May of 1899 she was teaching in Walden, Vermont. In September she opened the fall term on September 5 in the North part school for Peacham *(moving closer to Lisbon, NH)*. Wilson was there for the spring term in 1900. In the summer of 1901, a "Miss Mabel Wilson of Waltham, Mass.," enters the area with a visit to Lyndon Center. This "Miss Wilson (had) spent several weeks in (Lyndon Center) when her

sister, Jannette Wilson, was teaching at (Lyndon) Institute." In Charleston, Vermont, a "Miss Mabel Wilson has been obliged to leave school and go to her home in Morgan where she is now very ill" in late October 1901. With more Mabel Wilson's in the Northeast Kingdom, the Danville/Peacham schoolteacher is referred to as "Miss Mabel E. Wilson" in February 1902. She attends "the summer school in St. Johnsbury" that summer. In the spring of 1903, Peacham's Wilson is teaching at the Noyesville school in North Walden, having swapped positions with her friend, Inez Kingsbury. Possibly another "Miss Mabel Wilson came from the Normal School at Johnson to spend Thanksgiving *(1904)* with her parents (in North Ryegate), returning Monday of his week *(Dec 2)*." This Mabel Wilson was back in Ryegate for Easter vacation *(1905)*. In April 1906, a "Miss Mabel Wilson of Lancaster, N.H., surfaces at the Charlotte Fairbanks cottage in St. Johnsbury. The local paper said she and "the young ladies of the cottage, spent the recess at their respective homes, returning to their school duties Tuesday *(4/10)*." The Charlotte Fairbanks cottage was the student residence for St. Johnsbury Academy. This would make Mabel of Lancaster about the right age for the Summit House gig in 1907. Peacham's Mabel Wilson graduated from the Johnson Normal school in mid-June 1906. That same summer, Massachusetts' Mabel was back in Greensboro was visiting relatives in Greensboro. Peacham's Mabel went back to Johnson in the fall of 1906 to teach. She came home in November to care for her mother. In 1907, she is back in Johnson, and not Lisbon, N.H. so that appears to take her out of the running as a Cogger. Miss Mabel Wilson of Newport, Vermont *(perhaps Morgan, Vt. Mabel?)* spends a week with friends in Lisbon, New Hampshire during the 1907 holidays. However, the East Concord, Vermont teacher, Miss Mabel spent two weeks visiting at Lisbon, N.H. in February 1908. It is clear there are too many "Miss Mabel Wilson's" to positively identify the 1907 Summit House employee. Jitney Jr leans towards the Lancaster, N.H. Mabel going to St. J Academy as the Cogger but at this point… welcome to the world of a Cog Railway roster researcher!

- Littleton Courier - Thu, Sep 5, 1907 / Ancestry.com / Newspapers.com / GenealogyBank.com / St. Johnsbury Republican – Wed, Sep 9, 1896; Wed, Dec 16, 1896 pg. 5; Wed, May 5, 1897 pg. 3; Wed, Mar 28, 1900 pg. 11; Wed, Aug 28, 1901 pg. 3; Wed, Jul 30, 1902 pg. 2; Wed, Apr 11, 1906 pg. 8; Wed, Sep 12, 1906 pg. 6; Wed, Feb 26, 1908 pg. 7; / Lyndonville (VT) Journal – Wed, Aug 4, 1897 pg. 5 / St. Johnsbury Caledonian – Fri, Sep 3, 1897 pg. 5; Wed, May 10, 1898 pg.5; Wed. Apr 22, 1903 pg. 5; Wed, Jan 1, 1908 pg. 6; / Groton (VT) Times – Fri, Sep 8, 1899 pg. 4; Wed, Feb 5, 1902 pg. 7; Fri, Dec 2, 1904 pg. 8; / Orleans County Monitor – Mon, Oct 28, 1901 pg. 4

Robert Wilson 1911

Robert H. Wilson (1914)
- Norwich University yearbook

Railroad track crew - *(1911)* "Lyndonville man will work for the railroad company on the section, while (his brother) Lincoln Wilson from Lyndonville will work at the Mt. Washington House this summer." *(1915)* "Bruno came down from that little rural burg known as Lyndonville with the idea that he could run things, but lost it after trying to pry an amorous Rook away from his lady-love. He has conceived a plan for growing potatoes in a drought, which is to plant onions in their midst, thus making the eyes of the potatoes water and producing sufficient moisture. This will be a great boom to his rural friends, if he can only make it work." Wilson was class vice-president and associate editor of the *War Whoop* yearbook as a junior. He was director of the Norwich Athletic Association and member of the Band in his junior and senior year. He graduated with a civil engineering degree. *(1915)* 'Word was received here (Northfield, Vt) Sunday *(9/12)* night of the accidental death of Robert H. Wilson N.U. '14 of Lyndonville. No particulars of the accident have been received, but it is expected that he was fatally injured while at work on the construction of a dam at Cincinnati, Ohio, where he was employed as government inspector. The body was expected to arrive in Lyndonville, this morning accompanied by R. H. Underhill '13, who was also employed by the government in that vicinity. Robert Homer Wilson the son of Homer C. and Alice Lincoln Wilson, was born in Lyndonville, August 21, 1892. He was graduated from the Lyndon Institute (where he was senior class president) in 1910, and entered Norwich University in the fall of 1910, graduating in the Civil Engineers Course in 1914, and since that time has been int he employ of the Government on Construction work on the Ohio River. He was a member of the Sigma Phi Epsilon Fraternity also the Theta Nu Epsilon both of Norwich University, a very highly respected young man and one with the brightest of prospects, he was very popular with his associates both in college and outside. His untimely death comes as a great shock. The deceased is survived by his father, his mother having died while he was in college, and one brother Lincoln, who is a Dartmouth graduate and is in California. Lieuts. R. L. Creed and L. H. Cook of the Sigma Phi Epsilon fraternity went to Lyndonville, Monday." / "The sad report was received here Saturday *(9/11)* night that Robert Wilson, who has been at work near Clarington, Ohio, had met with an accident in which he was instantly killed. Robert has been employed for the past year or more as a government inspector in the construction work of dams being built across the Ohio river near Clarington. He went to work at 6 o'clock Saturday afternoon and the accident happened about 7 o'clock. It was part of his duty to see that the cement was properly mixed. The cement was being dumped into the form from a large iron bucket handled by a crane or derrick. He thought the cement looked a little thin and had stepped up to investigate. The bucket had just been dumped and was being swung back to be again filled when a rope slipped, causing the bucket to suddenly swing out of place in such a way as to hit him with great force, throwing him against heavy boards of the form. The injuries received were such as to cause instant death. Robert Wilson was born in Lyndonville, August 21, 1892, the son of Mr. and Mrs. H. C. Wilson. He attended the graded school of this place and graduated from Lyndon Institute in the class of 1910. From here he went to Norwich University, graduating from there int he class of 1914, and at once commenced his work at Clarington. In this work he had received two promotions with increased pay. He was a clean, manly young fellow, strong of physique, pleasing in personality, earnest and enthusiastic in his work, and could enjoy with his companions good fun and a good time as well as any of them. Robert was making good in his work and the future was looking as happy and promising as any young many, just getting a start in life, could well desire. He had become engaged to a young lady, Miss Lucile

Williams of New Martinsville, West Virginia, who arrived here (Lyndonville) Monday evening. They were very happy together and had hoped to be married within a few months. He is survived by his father, his mother having died three years ago, a brother, Lincoln, now on his way here from San Francisco, Cal., and other relatives. The funeral will probably be held on Friday, though the time will not be decided until it is known when Lincoln Wilson will arrive here from California." He is buried with his parents in the Lyndon Center Cemetery. *- The St. Johnsbury Caledonian July 12, 1911 / 1915 Norwich University War Whoop yearbook / Northfield (VT) News and Advertiser - Tue, Sep 14, 1915 pg. 8 / Lyndonville (VT) Vermont Union-Journal - Wed, Sep 15, 1915 pg. 1 / Ancestry.com / Newspapers.com / Find-a-Grave.com*

Keith O. Winchester 1951

Marshfield Corp/Cog Railway Cabins

Derwin Wing 1938

Engineer - *(1938)* "Those who have the responsibility of getting the trains to the summit and bringing them back again without accident are for the most part veterans in this summer railroad business. The dean of the engineers is Michael P. Boyce, 58, of Keene, who has been an employee for 26 years, the last two decades as engineer. Allen Fillian[sic] of St. Johnsbury, Vt., has been an engineer 15 years of the 21 he has been employed. Other engineers include Floyd Williams of Concord, Durwin[sic] Wing of Groveton, Hollis Willard of Campton, foreman, Pliney Granger of Barnet, Vt., a mechanic, and Earl Cone of Billerica, Mass." / Derwin Alfred Wing was born on July 5, 1896, in Newport Center, Vermont to 24-year old Loeva Sarah Matten *(b.1871 d.1920)* and 28-year old Alden Hildreth Wing *(b.1867 d.1911)*. He had three siblings two brothers: Elward Hildreth "Edward" *(b.1890 d.1958)* & Cleon Alden *(b.1905 d.1972)*, and a sister: Lona Martha "Leona" *(b.1893 d.1944)*. In 1910, the Wing's were living New Rochelle, New York where 41-year old Alden and his 19-year old son Elward were doing odd jobs. 17-year old Iona was working as a servant for a private family. 14-year old Derwin was working as an errand boy for a local retail butcher. 19-year old Derwin A. Wing married 19-year old Lunenburg, Vermont native Edith Clavette on September 2, 1915 in Groveton, New Hampshire. It was the first marriage for both. 21-year old Derwin Alfred Wing registered for the draft on June 17, 1918 in Island Pond. He was working in the roundhouse of the Grand Trunk Railway in the village and grey eyes and brown hair. He had three sons with Edith: Gilbert George *(b.1917 d.)*, Howard Orton *(b.1919 d.)* & Earl C. *(b.1922 d.)*. At the time of Howard's birth, the 24-year old Wing had become a boilermaker in the Island Pond shops, and at the time of the 1920 Census he was firing one of those locomotive's boilers. His sister-in-law Eva was also living with the family in Island Pond, a village of Brighton, Vermont. Edith Wing went to court seeking a divorce on grounds of extreme cruelty when the family was living in Berlin, New Hampshire. The contested case was concluded on December 20, 1929 with a divorce being granted. 42-year old steam engineer Derwin Alfred Wing was living in Carroll, New Hampshire when he married 37-year old nurse Eva A. (House) Oakes *(b.1901 d.)* of Concord, New Hampshire on September 24, 1938. It was the second marriage for both. She had an 8-year old daughter, Helen. The 1940 US Census found the 44-year old Wing as a watchman for the Boston & Maine Railroad. He earned $1,494 dollars in 1939. Son Gilbert was living with the family in Hillsborough, New Hampshire. Wing was still working for the railroad when his son, Howard got married in 1941, but the 45-year old Wing was working in the Portsmouth, New Hampshire Navy Yard on April 27, 1942 when he registered for the draft in Kittery, Maine. Mrs. Henry Scheidegger of Boston would be the person who would "always know (his) address." He was 5-feet 8-inches tall and weighed 149 pounds. He had gray eyes and brown hair with a light complexion. In 1946, papermaker son Earl C. Wing said on his marriage certificate his dad was working as a "fireman" in Bennington, New Hampshire. 54-year old Derwin Wing was married for a final time on December 29, 1949 to Margaret M. Burke in Norway, Maine. She died in 1962. Derwin Alfred Wing died on December 3, 1973, in Gardner, Massachusetts, when he was 77 years old. He was buried next to Margaret in the Riverside Annex Cemetery in South Paris, Maine. His tombstone was inscribed: "Carpenter – Steamfitter – Barber."

- Littleton Courier – Thu, Sept 22, 1938 pg. 8 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

Harry Wing 1939

Purchasing Agent / Restaurant Manager - *(1939)* "Harry Wing will be purchasing agent and restaurant manager for the railway *(at the new Marshfield Station next page)* this season. Mr. Wing is well known in hotel circles, having formerly been steward for many years at the Maplewood and at the Mount Washington hotel. He is now assistant manager and steward at the Carolina hotel in Pinehurst, N.C." / Harry Marcus Wing was born on March 27, 1876, in East Montpelier, Vermont to 25-year old Almira Elizabeth Nute *(b.1851 d.1913)* and 26-year old James C. Wing *(b.1850 d.1900)*. Twins Maude M. *(b.1882 d.1886)* & Maurice Tullius Cicero *(b.1882 d.1946)*. 23-year old Harry Wing married 24-year old Dorothy Elizabeth Hill *(b.1875 d.1942)* in 1899. His work in the hotel trade found him in many cities as the US Census was taken in the 20th Century: Meriden, Connecticut in 1900; St Johnsbury, Vermont in 1910 where he and Dorothy were living with her parents Joseph & Polly Hill while he was working in the White Mountains as a hotel steward; Wing was the 42-year old steward at Bretton Woods Hotel when he registered for the draft on September 7, 1918. He was described as being tall and stout with blue eyes and brown hair. Wing showed up Manhattan, New York in 1920; Boston, Massachusetts in 1930; Pinehurst, North Carolina in 1940. The couple had set-up a semi-permanent residence in Piermont, New Hampshire in September 1918. *(1925)* "Harry M. Wing has recently resigned as superintendent of the Fresh-

man dormitories, Harvard College, Cambridge, Mass., to assume the position of operating-manager of R. Marston & Co's restaurants in Boston. Mr. Wing is to be congratulated upon the success that has crowned his efforts in his work for he is looked upon as one of New England's leading authorities on food, and is deserving of great praise for his present appointment. He will still continue as supervising steward of the Mt. Washington at Bretton Woods, a position he has held for the past 15 years." / "Mr. Wing was invited to advise with the owners of the Theodore Vail estate in Lyndonville, Vermont on their plans for hotel purposes." *(1927)* "If one were to advise the average young man, seeking to enter the hotel business that, in order to qualify for, say a position as steward in the Hotel Statler, it would be necessary to take a course of training similar to the one taken by Harry M. Wing, who has just been appointed steward of the Hotel Statler Boston, he would probably choose an easier method… Mr. Wing's training was thorough and the discipline associated with it was as rigid as could possibly be expected from the old fashioned Green Mountain type of mother, whose standard for raising men was of a kind which often had been exemplified in the worth-while citizens of our country. If he needed recreation, he was told to find it in weeding the acres of growing vegetables on that old Vermont farm where he was born and lived during his boyhood. At nineteen his "daily dozen" were obtained by milking fifty cows, night and morning, a feat that no doubt, was a deciding factor against adopting a future made up of 4 a.m. milkings. "But," said Mr. Wing, in speaking with the *(Hotel & Travel News)* writer "those were the years when I received an education that proved a real foundation for a future stewardship, and, it seems to me, such training is most essential for a man who aspires to become a practical purchasing agent." One the farm, he learned, not only to raise potatoes that paid for the labor they cost, but he also early learned the business of butchering and sausage making. The first opening in the long climb of upward steps in the Art Culinary, was in the kitchen of the old Exchange Hotel at Montpelier, Vermont, and from this first experience, he learned the absolute necessity for clean utensils, if one wishes distinctive and appealing flavors. As Dartmouth College counted no department of hotel-keeping among its several branches, he took a course in training, under the direction of his own mother, in a cub connected with the college. Here the young man made many friends and received lasting benefits that have counted largely in his life. About this time, he added to his store of knowledge, something of the science of running an engine, at least he emergency from this experience with some idea of firing a boiler. In 1904, he took a forward step when he accepted a position as butcher in the Mount Washington House. "The best instructor in carving," said Mr. Wing, "that I have ever had the good fortune to work with, was M. J. Moynahan and from him I learned a great deal in addition to what I gained on the farm." Then followed periods, long and short, at various hotels and resort houses that included The Royal Palms, Miami, The Hamilton at Bermuda, the Alcazar and once De Lion Hotels at St. Augustine, Fla., The Carolina at Pinehurst, N.C., the Congress Square, Portland Me., and the Prince George, New York. About the time of the Armistice, Mr. Wing was connected with the Baldwin Industrial Commissaries, Bristol, Pa., where he, as chief steward, took care of the feeding of some 8,000 per day. During the years that his winters were spent with Florida houses he was associated with the Bretton Woods interests in the summer seasons, but in 1924 this connection was severed, and he assumed the stewardship of the dining halls at Harvard University. On April 1st, 1925, he became identified with the R. Marston restaurants in Boston and on January 28th, 1926, was appointed General Manager for that company. Mr. Wing, although a strict disciplinarian, wins the respect of all associated with him in business. He is a keen judge of human nature, an interesting conversationalist and a genial companion in any party. Among the stewards of this city who know that the peculiar and finicky taste of real New Englanders demands, Mr. Wing surely stands with the very best informed." Retired from the hotel trade, 82-year old Harry M. Wing married 70-year old Bessie Bell White *(b.1887 d.1968)* on October 5, 1958, in Bradford, Vermont. *(1958)* "Mrs. Bessie Wheaten of Newbury and Harry Wing of Bradford were married Saturday at the home of the bride's daughter and husband, Mr. and Mrs. Scott Mahoney, in Newbury. They will live in Bradford where Mr. Wing has a home on South Pleasant St." Harry Marcus Wing died in March 1964 when he was 88 years old. He was buried with his first wife, Dorothy and her family *(right)* in the Cedar Grove Cemetery in Piermont, New Hampshire. *(1964)* "Funeral services for Harry Wing, 87, who died Sunday at Cottage Hospital in Woodsville, were conducted Wednesday at 2 p.m. in the Piermont Congregational Church by the Rev. Thoedore R. Ball, pastor. Burial will be in Piermont Cemetery. Mr. Wing has born March 27, 1876 in West Fairlee, son of Janus and Elvira (Nute) Wing. After living for many years in Piermont, he moved to Bradford in 1956, buying a home on South Pleasant St. On Oct. 5, 1958, he married Mrs. Bessie (White) Wheaton, who survives him, as does a cousin, Mrs. George (Daphne) pParker of St. Johnsbury. Mrs. Wing is staying

with her daughter and husband, Mr. And Mrs. W. Scott Mahoney in Newbury. Mr. Wing worked for many years as steward in well known hotels of the East. He was a 50-year member of the Whitefield, N.H., Masonic Lodge; a member of North Star Lodge of Perfection at Lancaster, N.H., Washington Council of Princes of Jerusalem and the Littleton, N.H., Chapter of Rose Croix and the New Hampshire Consistory in Nashua."

- Littleton Courier - Thu, May 4, 1939 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Burlington (VT) Free Press – Sat, Oct 11, 1958 pg. 4 /Bradford (VT) United Opinion – Fri, Mar 6, 1925 pg. 1; Fri, May 13, 1927 pg. 7 & Fri, Mar 13, 1964 pg. 8 / Vermont Union-Journal – Wed, Dec 30, 1925 pg. 8

Stephen M. Winslow 1954

Summit House

W. C. Winters 1916

Conductor - Spur Line: "The crew of the Fabyan and Base train this year is composed of W. C. Winters, conductor; James Spinny, baggagemaster; Ray Bailey, brakeman; J. H. Lawlor, engineer and H. E. Peasley, fireman. The train crew starts from Woodsville this season at 7:50 a.m., running through to Fabyan, where they change for the observation cars to run to the Base, using the same engine. They leave Fabyan again at 5:10 p.m. and run to Woodsville." "Pensioned Passenger Conductor W. C. Winters died recently *(1936)*. Winters commenced in 1881, promoted to passenger conductor in 1895, and retired on pension in 1930. Most of his running was on the "Mountain Road" north of Woodsville, and upon retirement ran out of Groveton, (NH). Sympathy is extended by all to the family." / William C Winters was born on July 24, 1857, in Calais, Maine, the son of Jane Whipp *(b.1831 d.1907)* from Northumberland, N.H. and Calais railroad worker/machinist Frank Williams. He was living and working in Lancaster in 1870. 25-year old William C. Winters married Mary Ann Ogle *(b.1858 d.1887)* on January 30, 1878, in Lancaster, New Hampshire. They had two children during their marriage - Jessie Maud Winters *(b. 1879 d.1897)* and Florence A Winters *(b.1885 – d.1913)*. His wife, Mary Ann died in 1887; daughter Jessie in 1897; and daughter Florence in 1913. All died of tuberculosis. At the age of 67, Conductor Winters married 45-year old clerk Nettie (Nellie) M Bowles *(b.1878 d.1965)* from Lisbon on October 27, 1923, in Woodsville, New Hampshire. She was the daughter of Jonathan Woodman Bowles and Abbie S. Aldrich, and widow of William F. Balch. It was the second marriage for both. He worked on the railroad into the early 1930s before retiring. William C. Winters died of internal hemorrhaging due to colon cancer and a fractured right hip on October 10, 1936, in Lancaster, New Hampshire, at the age of 79, and was buried there. *(1936)* William C. Winters of Lancaster, well known retired railroad man, died at the Lancaster hospital Saturday *(10/10)* as the result of complications following a fall Sept. 29 in which he suffered a broken hip. He was born in 1857 in Calais, Me., but had lived in Lancaster nearly all his life. In the early days he drove a stagecoach up Mt. Washington, later entering the employ of the railroad. He was a conductor and had completed 47 years' service when pensioned in 1930. He was twice married and two children by his first wife, Florence and Jennie, died while young. In October 1923, he married Mrs. Nettie Balch, who survives. He had a half-sister in Rhode Island and a half-brother, George Spaulding of Woodville. Funeral services were held in the Congregational church vestry in Lancaster and interment was in the Summer street cemetery.

- Among the Clouds - Jul 10, 1916 / B&M Employees magazine - Dec 1936 pg. 28 / The History of Woodsville, NH - One Name at a Time/ Groton (Vt) Times - Fri, Oct 16, 1936 pg. 8 / Ancestry.com /Newspapers.com / GenealogyBank.com

Myron E. Witham (1932)
- U of Colorado Boulder yearbook

Myron E. Witham 1932

President of the new Mount Washington Club *(Henry N. Teague's invention)* - "The new club… will not prevent the general public from having access to the top of Mt. Washington. The club is designed, (Teague) said, to make Mt. Washington a more popular resort, and it has been arranged so that temporary memberships will be issued." Myron Ellis Witham was an American football player, coach of football and baseball, and mathematics professor. He served as the head football coach at Purdue University in 1906 and at the University of Colorado at Boulder from 1920 to 1931, compiling a career college football record of 63–31–7 before returning east to Burlington, Vermont and the summer job managing the Mt. Washington Club for a fellow Dartmouth alum. He was also the head baseball coach Colorado from 1920 to 1925, tallying a mark of 29–25. Witham was born in Pigeon Cove, Massachusetts on October 29, 1880. He attended Dartmouth College and was captain of the football team there in 1903. He graduated in 1904. Witham taught mathematics at Purdue, Colorado, the University of Vermont, and Saint Michael's College. He died on March 7, 1973 in Burlington, Vermont. / Myron Ellis Witham was born on October 29, 1880, in Pigeon Cove, *(Rockport)* Massachusetts, to 35-year old Jane Cleaver Story *(b.1844 d.1936)* and Elbridge Witham Jr. *(b.1839 d.1911)*. 30-year old Myron Witham married Marie Minerva Tobin *(b.1887 d.1988)* on October 3, 1911, in Denver, Colorado. They had six children in 12 years while living in Colorado: Amy Charlotte *(b.1912 d.2006)*, Mary Story *(b.1914 d.2003)*, Myron Paul *(b.1916 d.2003)*, Helen Marie *(b.1920 d.1986)*, Marjorie "Marjie" Joan *(b.1922 d.2012)* & Frances Maybelle *(b.1925 d.2006)*. He died on March 5, 1973, in Burlington, Vermont, of a heart attack the age of 92, and was buried in the Locust Grove Cemetery in Gloucester, Massachusetts with his wife, parents and sister, Marjie. *(1973)* "Myron Witham, a Dartmouth College football immortal who helped Dartmouth defeat Harvard for the first time in 1903 *(while Henry N. Teague '00 Tuck '01 was working at his alma mater)*, died in a local

nursing home Tuesday *(3/5)*. He was 92. That Harvard defeat – Dartmouth 11, Harvard 0 – was rather embarrassing because Harvard had wanted to dedicate its brand new stadium with a resounding victory. However, it was a milestone for the Big Green. Witham was not only an illustrious football player. At St. Michael's College he was known as a teacher who wouldn't stay retired.

After he retired from the University of Vermont, he refused to become inactive and was appointed mathematics professor at St. Michael's to stem the postwar GI rush to school. He taught at the Colchester college through the '50s. In 1965 he was nominated for the National Football Hall of Fame. His teaching career included spans at Dartmouth, Purdue and the University of Colorado before he joined the UVM math faculty in 1932. Witham was born in Rockport, Mass., Oct. 29, 1880, the son of Elbridge and Jane (Story) Witham. He belonged to the Cathedral parish here. He *(left)* leaves his wife, Marie (Tobin) Witham of Burlington; a son, M. Paul of Burlington; five daughters; 22 grandchildren and five great-grand-children. The funeral will be held Thursday morning at 10 in the Chapel of St. Michael the Archangel at St. Michael's. There will be no visiting hours and friends re asked to please omit flowers."

- Boston Daily Globe, June 24, 1932 pg. 3 / Ancestry.com / Newspapers.com / GenealogyBank.com / https://en.m.wikipedia.org/wiki/Myron_E._Witham / Burlington (VT) Free Press – Wed, Mar 7, 1973 pg. 6

Myron Paul Witham (1941)
- Holy Cross College yearbook

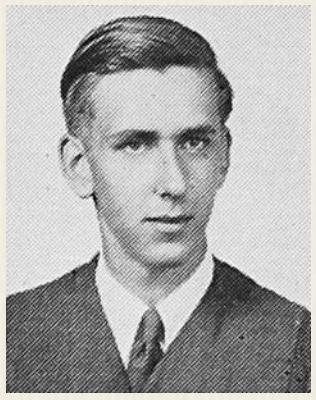
Myron Paul Witham 1934

Summit House employee - *(1934)* The 18-year old son of Myron E. Witham is the first name in the 1934 Mount Washington Club guest register - page 1. He will reappear throughout the register. Witham had just completed his junior year at Burlington (VT) High School. *(1935)* 19-year old Myron (Paul) arrives at the Summit House on July 3, 1935 with his 10-year old sister Frances Witham from Burlington - a note after his name says "Oh why do we have so much to do all at once. A wonderful time while it lasted. Radio was wonderful." / Myron Paul Witham was born on September 23, 1916, in Denver, Colorado to 28-year old Marie Minerva Tobin and 35-year old Myron E Witham *(b.1880 d.1973)*. M. Paul Witham had five sisters: Amy Charlotte *(b.1912 d.2006)*, Mary Story *(b.1914 d.2003)*, Helen Marie *(b.1920 d.1986)*, Marjorie "Marjie" Joan *(b.1922 d.2012)* & Frances Maybelle *(b.1925 d.2006)*. *(1935)* Witham was one of 167 graduates of the Burlington High School class of 1935 that received their diplomas at a Tuesday *(6/16)* morning ceremony at Memorial Auditorium. M. Paul Witham was one of 85 students who had taken "college preparatory" courses. He then went to Holy Cross College in Massachusetts and earned a Bachelor of Science degree with a senior thesis entitled *"Fallacy of Safety in Mortgage Bonds."* His yearbook entry said "The possessor of more aliases than Jimmy Valentine... known variously as Mike, Bud, Hiram, Paul, Myron, Blondie or 'Withouthim.' A member in good standing of the "Flat Work Union." A veritable symphony of paradoxes... never got a demerit in four years... but always ready to "put a show on the road." Smooth in the full sense of the word... a cosmopolite... his acquaintances were geographically dispersed.. and hence his mailbox was never dusty. From his summer labors he brought Mt. Washington home to roost in his room... and to his room came all who needed to put the finishing touches on their sartorial perfection. He combined the best qualities of the breezy Westerner with the cool steadiness of the Vermont Yankee... and he never could choose between Colorado and the Granite State. As purveyor of anecdotes he had no peer... an even disposition... a ribber of note... his chief delights: riling Kelly... kidding Kellar... letting Condron sleep. Steadiness was his keynote... affability his charm." 24-year old M. Paul Witham registered for the draft on October 16, 1940 in Burlington while attending college. He was 6-feet tall, weighed 185 and had blue eyes and brown hair. Myron Paul Witham graduated with a Bachelor of Science degree in business administration from College of the Holy Cross in Worcester, Massachusetts in 1941. *(1941)* "The Navy's Flight Selection Board for New England has announced that Myron Paul Witham of Burlington has qualified for an appointment as a aviation cadet, by completing successfully one month's preliminary flight training at the Naval Air Station, Squantum, Mass. He has departed, or he will depart shortly, for an advanced flight training base in Florida or Texas, where his flight instruction will continue in his college until under Navy and Marine Corps flying officers. Upon graduation from the seven months' course at Pensacola, Jacksonville, or Corpus Christi, he will be commissioned an ensign in the Naval Reserve… and awarded the gold wings of a naval aviator. Then after two weeks leave of absence, he will be ordered to active duty as a pilot in the Aeronautic organization of the Navy. Naval Aviation Cadet Witham… attended Burlington High School and Exeter Academy, during which time he was active in football, baseball and track. He was a student at Holy Cross College and participated in intramural, football, basketball and baseball." Witham went on active duty on May 21, 1942, when he was 25 years old. He flew *(right)* as a navigator for his four years of active duty. 31-year old Myron Paul Witham married Mary Helen Quinn *(b.1922 d.1973)* in Burlington, Vermont, on January 17, 1948. *(1948)* "Miss Mary Helen Quinn, daughter of Mr. and Mrs. Eugene Quinn of 15 Colonial Square, became the bride yesterday *(1/17)* morning

M. P. Witham

of Myron Paul Witham, son of Prof. and Mrs. Myron E. Witham of 41 South Prospect Street, in a lovely winter wedding held at the Cathedral of the Immaculate Conception. A wedding breakfast followed the ceremony at the Hotel Vermont. Mr. and Mrs. Witham left later on an unannounced wedding trip, after which they will be at home to their friends at 77 Shelburne Road. The bride wore a rec suit with black accessories and corsage of split carnations, for her traveling ensemble. The fridge was graduated from Burlington High School in 1940 and the University of Vermont, Class of 1944. She is a member of Pi Beta Phi Sorority. Mrs. Witham was formerly affiliated with the State Department of Social Welfare as field consultant. Mr. Witham, a graduate of Burlington High School and Holy Cross College at Worcester, Mass. served as a lieutenant in Naval aviation during the war for six years. He now is employed by the T. S. Peck Insurance Agency." She died on March 9, 1973. They had been married 25 years. 57-year old Myron Paul Witham married 59-year old Twila (Hartenstine) Hunter (b.1914 d.2011) in October 1973. Witham lived in his second wife's hometown of Pottstown, Pennsylvania from 1995 to 1997 before dying in Florida. (2003) "M. Paul Witham, 86, died Jan. 30, 2003 (in Palm City, Florida) after a long illness. He leaves his wife of 29 years, Twila Hunter Witham. His first wife, Mary Quinn Witham, died in 1973. He was the son of Myron E. and Marie (Tobin) Witham, formerly of Burlington, Vt., and Boulder, Colo. Mr. Witham was born in Denver, Colo. He leaves four sisters, Amy W. Goodale of Cary, N.C., Mary W. Carroll of Houston, Texas, Marjorie W. Healy of Westborough, Mass., and Frances W. Smith of Albuquerque, N.M. A fifth sister, Helen M. Witham, predeceased him. He leaves many nieces and nephews. Mr. Witham graduated from Burlington High School and from the College of the Holy Cross in Worcester, Mass., in 1941. Upon graduation, he enlisted in the U.S. Navy Air corps and served as a navigator for four years in World War II. After his discharge from the service, he worked for many years as an insurance broker in Burlington. Funeral services were private."

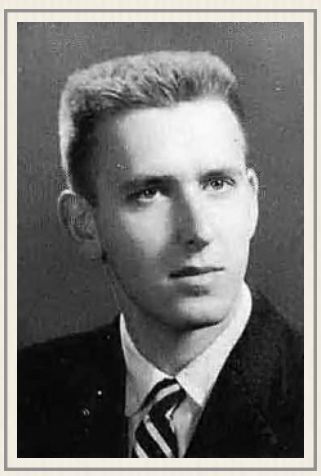
- 1934 Mount Washington Club Guest Register - pg. 1 & 1935 Mount Washington Club Guest Register / Ancestry.com / Newspapers.com / GenealogyBank.com / Burlington (VT) Daily News – Mon, Jun 17, 1935 pg. 2; Tue, Dec 2, 1941 pg. 10 / Vermont Sunday News – Sun, Jan 18, 1948 pg. 8 / Burlington (VT) Free Press – Thu, Feb 20, 2003 pg. 14



Jan Wlodarkiewicz (1953)
- Haaren HS yearbook

Jan J. Wlodarkiewicz 1954

Summit House - Dartmouth '57 - John Hopkins School of Advanced International Studies - Masters of Arts degree '59 / Jan Jozef Wlodarkiewicz was born on September 7, 1935. He and his mother escaped from Poland in 1944 and wound up in New York City where he graduated from Haaren High School in mid-town Manhattan in 1953. The school was noted for its vocational program including classes focusing on internal combustion engines. Wlodarkiewicz was living in Kew Gardens when he graduated. He was part of the 1st term Audio-Visual Aids Squad, a G.O. Delegate and Vice President of from 8B4 as well as an honorary member Arista physicist. In his yearbook, he said he hoped to go to Yale. He wound up at Dartmouth. Between his freshman and sophomore years in Hanover, Wlodarkiewicz went to work at the Summit House *(2018)* Jan Jozef Wlodarkiewicz '57 of Marina Del Rey, California, died in his sleep on December 1, 2018, after a long battle with multiple myeloma. Jan exemplified the American dream. Born into aristocracy, he and his family became refugees during WW II. When he was 9, he and his mother escaped Poland in 1944 on the last train out of Warsaw. They pretended to be French war emigres, according to Jan, who said this was easy for his mother, who spoke many languages, but terrifying for him, who spoke only Polish. His father interned in a Russian labor camp from which he escaped, reunited with his family in London, and they immigrated to the United States, where they lived in a cold-water flat in Queens, New York. Jan came to Dartmouth from Haaren High School in New York City. He majored in international relations and was a member of Delta Upsilon, WDBS (three years), and the Mountaineering Club, serving as vice president. Jan earned a master's in international relations from Johns Hopkins University. Unfortunately, the Cold War prevented him from gaining security clearance for high-level government service. In 1959 Jan changed his focus to the emerging computer industry. He was involved in the development of the first computerized hotel reservations systems as well as large-scale financial services. Wlodarkiewicz and three colleagues received a Canadian patent in 1984 for "a remote presentation station and method for use in an interactive video computer system having a central computer and several presentation stations connected together by an R.F. cable link. Each presentation station includes a television tuner or converter for receiving data broadcast over the cable link by the central computer. The station further includes a video display generator controlled by an internal processing unit. A switch is provided for selectively coupling either the output of the converter or the output of the display generator to a television receiver associated with the station. A switch control signal is provided by the processing unit in response to commands produced by the user by way of a keypad. The user may select various channels provided by either the converter or the display generator using the keypad..." Jan met his wife, Reba, in 1964. He is survived by her, daughters Diana and Cheryl, and son Mark."



Jan Wlodarkiewicz (1957)
- Courtesy Dartmouth College

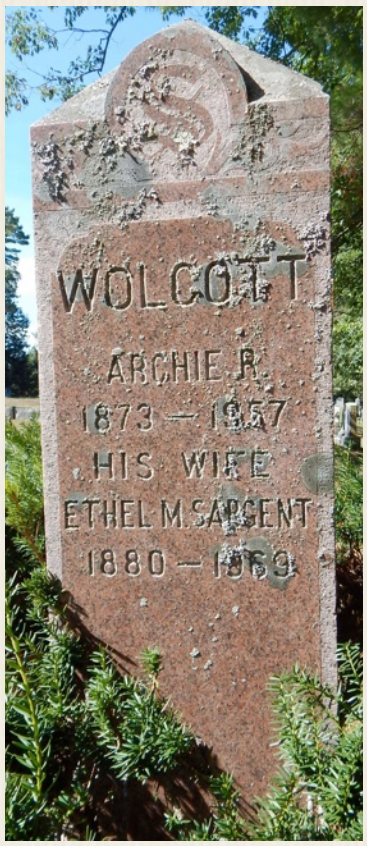
- Summit House ledger / Dartmouth Alumni Magazine - May-June 2019 / Ancestry.com

Archie R. Wolcott (1949)
- B&M Magazine

A. R. Wolcott 1912

"Mr. A. R. Wolcott *(left)* of Woodsville is conductor on the Fabyan and Base trains this year *(1912)* with A. W. Bergquist as brakeman. Mr. Fred Chase of Littleton who is conductor on the Bethlehem branch makes the trip to the Base every Sunday, relieving conductor Wolcott who runs to Woodsville Saturday night and comes back Monday morning. While the train waits over at the Base con-

ductor Wolcott and Brakeman Bergquist spend most of their time fishing in the Ammonoosuc, and the past ten days have been successful in securing large strings of trout." Wolcott is still working on the railroad in 1945. "Passenger Conductor A. R. Wolcott (is) among those who have also had their "holidays" from the railroad's Woodsville operations." Archie R. Wolcott completed fifty years of service with the B&M on June 3, 1945, and then worked for a half a dozen more years. Archie R. Wolcott died on December 1, 1957 in Plymouth, N.H. at age 84.Archie Rawseau Wolcott was born on January 20, 1873, in Lancaster, New Hampshire to 57-year old Newport, Vermont native Electa Beebe *(b.1815 d.1890)* and 55-year old Barnet-born carpenter George S. Wolcott *(b.1817 d.1906)*. He had three sisters: Delia A. *(b.1850 d.1915)*, Isabel F. *(b.1855 d.1928)* & May Adeline "Addie/Hattie" *(b.1857 d.1931)*. Wolcott lived in Lancaster, New Hampshire, in 1880 with his grandparents and completed the 8th grade. 29-year old Archie Rawseau Wolcott married 22-year old housekeeper Ethel Mae Sargent *(b.1880 d.1969)* in her hometown of Warner, New Hampshire, on September 17, 1902. The couple lived on Central Street in Woodsville, New Hampshire, in 1910. Archie and Ethel were living in a rental house at 19 Central Street in Woodsville on Jan 2, 1920. They left Woodsville in 1925 and moved to Rumford Street in Concord, New Hampshire, where 1930 Census takers found them. Ten years later on April 1, 1940, Wolcott was still in Concord, New Hampshire, and had made $2,500 as a B&M conductor in 1939. After retiring, the Wolcott's moved to 1 Summer Street in Plymouth, NH. Archie Rawseau Wolcott died after suffering from prostate cancer for four years on December 1, 1957 in the Plymouth Memorial Hospital, when he was 84 years old. Buried in the Pine Grove Cemetery in Warner, N.H. *(1957)* "Archie R. Wolcott, 84, veteran Boston & Maine railroad conductor died at Plymouth Hospital today. Born in Lancaster, he was a Plymouth resident for the past 18 years. He retired six years ago *(1951)* after 58 years service. He began railroading with the old Concord-to-Montreal Railroad which was taken over the by Boston & Maine in 1905. He leaves a wife, Ethel. Services will be held Tuesday at Nichols funeral home." *- Among the Clouds - Jul 15, 1912 / B&M Employees magazine - Sep 1945 pg. 24 & Dec 1945 / Ancestry.com / Newspapers.com / Find-a-Grave.com / Boston Globe – Mon, Dec 2, 1957 pg. 23*



Retired conductor Archie Wolcott & his dog, Lucky (1952)
- B&M Employees magazine

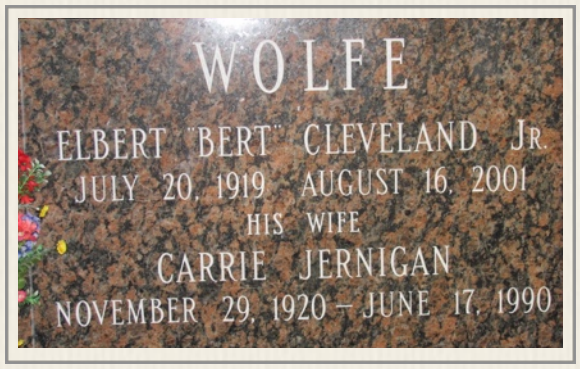
John Wolf Jr. 1953

Marshfield/Cog Railway Cabins

Bert Wolfe 1940

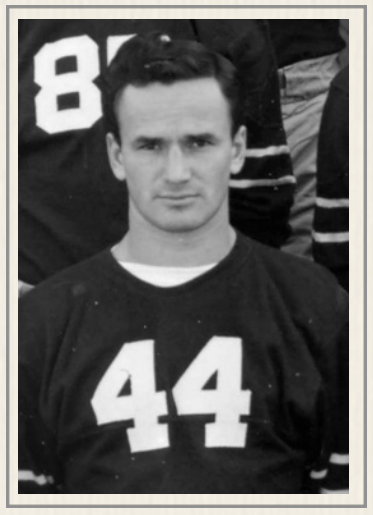
Brakeman – *(1940)* Older brother of G. Raymond Wolfe - a Morris Harvey College student who is also a Cog brakeman this summer / Elbert Cleveland "Bert" Wolfe Jr. was born in Huntington, West Virginia on July 20, 1919, to 24-year old Beatrice Maude Billus *(b.1895 d.1990)* and 33-year old Elbert Cleveland Wolf *(b.1885 d.1960)*, who repaired steel cars for the railroad there. He had three brothers and three sisters: Harold Herbert "Buddy" *(b.1912 d.1995)*, Clinton Earl *(b.1914 d.1994)*, Maxine Aleta *(b.1916 d.2008)*, Madeline E *(b.1918 d.1989)*, George Raymond *(b.1921 d.2002)* and Beatrice Joy *(b.1929 d.)*. The family was living on 8th Avenue when the Census was taken in January 1920. Ten years later, the Wolfe's were living at 409 Camp Street, and 41-year old Albert was working as a railroad car inspector. 21-year old Elbert "Bert" Cleveland Wolfe Jr. was a student at Morris Harvey College when he signed up for the draft on October 16, 1942. He stood 5-feet 10-inches tall and weighed 155 pounds. He had brown eyes, brown hair and a scar in his right eyebrow. In his yearbook, Bert was described as "popular senior class president, is also president of Phi Sigma Phi fraternity and the Pan Hellenic Council. He served as manager of the Morris Harvey athletic teams, was part of the Varsity club and sports editor of the *Comet*." 30-year old Bert Wolfe married 29-year old Carrie Lilian Jernigan *(b.1920 d.1990)* on December 24, 1949 in Chicago, Illinois. They had three daughters. On July 1,1955, Wolfe became the Ford dealer "in the Greater Kanawha Valley" and started a dealership that bore his name. It grew from about 45 employees to over 130 in the next twenty years. He would sell other brands. Elbert C. Wolfe died on August 16, 2001, in Charleston, West Virginia, when he was 82 years old. He was buried in South Charleston, West Virginia. *(2001)* Bert Wolfe, 82, of Charleston, died Aug. 16, 2001, at home after a long illness. He was surrounded by family and caregivers. He served on the Board of Morris Harvey College and was a Trustee and was a 1943 graduate. He was founder of Bert Wolfe Ford, Toyota, Porsche and Audi dealerships in Charleston, W.Va. He served as past president of the Charleston Chamber of Commerce, president of the Ford Dealer Advertising Fund, served on the Ford National Dealers Council with Henry Ford II and Lee Iacocca. He was one of the founders of the Tennis Indoor Center. He was a lifelong member of the Masonic Lodge No. 153, Beni-Kedem Shrine, and Christ Church United Methodist. He is survived by three daughters and sons-in-law, Lee Virgil Lee Cabell, Barrie and Jack Warwick, Amy and Donnie Estep; and son and daughter-in-law, Parke and Penny Wolfe ; eight grandchildren, Amberly and Carrie Cabell, Ryan and Lauren Warwick, P.J. and Chase

Bert Wolfe (1939)
- Morris Havey College yearbook



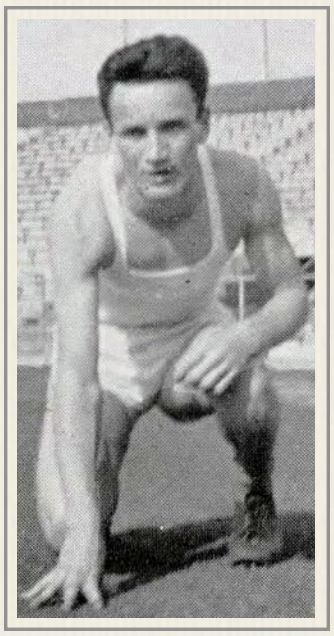
Wolfe, and Eric and Morgan Estep; brother, Raymond Wolfe of Florida; sisters, Imogene Ebert of Maryland, Joy Smith and Maxine Wolfe of Huntington. A memorial service will be held 11 a.m. Monday, Aug. 20, at Christ Church United Methodist with Dr. Keith Clark officiating. A reception will be held at Berry Hills Country Club immediately after service. In lieu of flowers, the family requests donations be made to the American Parkinson Disease Association Inc., 1250 Hylan Boulevard, Suite 4B, Staten Island, NY 10305, or Christ Church United Methodist, 1221 Quarrier St., Charleston, WV 25301. Wilson Funeral Home of Charleston is in charge of arrangements. *- Mt Washington Daily News – Sat, Aug 10, 1940 pg. 1 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com*

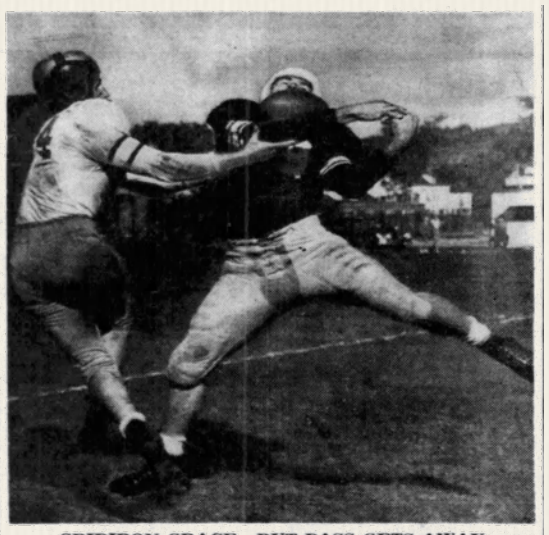
G. Raymond Wolfe 1940



Raymond Wolfe (1942)
- Courtesy Dartmouth College

Brakeman - Dartmouth College student from West Virginia is "super-athlete" and is brakeman on the Cog Railway: "G. Raymond Wolfe *(right)* is a "super-athlete" at Dartmouth College. Last year Wolfe was captain of the freshman basketball team, pitcher on the baseball team, and won recognition for his prowess in track and football. His brother, Bert, is also a brakeman here." Wolfe would letter in football at Dartmouth that fall and repeat in 1941 and 1942 before graduating in 1943. During the summer of 1940, Ray met an 18-year old "water and butter girl" at the Mt. Washington Hotel from Brooklyn, New York. "It was love at first sight and George Raymond Wolfe and Ruth Marie Nyboe were married on January 7, 1943 at the Little Church around the Corner in the Big Apple. Thus, began a love story that lasted a lifetime." Ruth's 2017 obituary outlined that union. "Having four children Mike, Sally, Nancy and Dave and moving every 3 to 5 years with Ray's promotions, filled much of the next third of Ruth's life. But with the changes much was always the same. Ruth was a talented decorator and meticulous housekeeper. Just as she was the 'Most Popular Girl' and Class President of her high school graduating class, Ruth made friends easily and kept in touch throughout her life." She would outlive Ray, who died of Alzheimer's. She died in July 2017. / George Raymond Wolfe was born on August 30, 1920, to 25-year old Beatrice Maude Billups *(b.1894 d.1971)*, and 34-year old railroad man Elbert Cleveland Wolfe *(b.1885 d.1960)*. Like brother Bert, he had three brothers and three sisters *(see Bert Wolfe bio above for names)*. Raymond's athleticism was noted in his freshman year of 1936 *(left)* at Huntington High School: "Raymond Wolfe, one of the members of the athletic Wolfe family… Ray who is only in ninth grade has three brothers who have already starred for the Pony Express." The 1938 Huntington yearbook profiles of "representative students" includes junior "Raymond Wolfe; tall, dark, and handsome… genial… although quiet, he has what it takes… another athlete… his abilities have won him many friends." Wolfe would graduate in June 1939 after playing basketball, football and track his last three years. He was class president in his junior and senior year, and worked on the Torch. Then it was off to Hanover, New Hampshire, Dartmouth and the Big Green's football team. The summer between his freshman and sophomore years, he, like many other Dartmouth football teams before him, went to Mt. Washington to work on the Cog. The 20-year old Wolfe was living at the Alpha Delta Phi fraternity house (which would later be the basis for John Belushi's 1978 film "National Lampoon's Animal House") when he went to register for the draft in mid-February 1942. He stood 6-feet tall and weighed 185 pounds with brown eyes, black hair and a dark complexion. 22-year old George Raymond Wolfe married 21-year old Ruth Marie Nyboe (b.1922 d.2017) on January 5, 1943, in New York City, New York. They had four children during their marriage. Wolfe graduated from the Thayer School at Dartmouth in 1943. He had run track, played basketball and football that year. He was involved with the secret Sphinx senior society & something called the "Vigilantes." George Raymond Wolfe lived in Deephaven, Minnesota, in 1970. He died on May 7, 2002, in Naples, Florida, at the age of 81. Wolfe is buried with his wife and daughter, Nancy Leigh *(b.1956 d.1976)* in the Chamberlain Cemetery *(left)* in Round Pond, Maine.





GRIDIRON GRACE—BUT PASS GETS AWAY
HANOVER, N. H., Oct. 12.—Graceful as a couple of ballet dancers were G. Raymond Wolfe (left), Dartmouth halfback, and Edgar R. Phinney, Colgate back, as they tried to snare this pass intended for Wolfe. The ball fell to the ground and Colgate went on to win, 27-19.—AP Wirephoto.

- Mt. Washington Daily News - Sat Aug 10, 1940 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Miami (FL) News – Mon, Oct 12, 1942 pg. 11

Brian Wood

Brian Wood (2020)
- LinkedIn Profile

Brakeman - According to his *LinkedIn* profile, Brian Wood, most recently at the Maine Maritime Academy in Kennebunk, ME, was at one point a brakeman on the Mt. Washington Cog Railway. But his heart lies 6,288 feet below the summit of the Mountain. / Brian Wood was a Physical Science Technician at the Portsmouth Naval Shipyard in Kittery, Maine for 13 years from 1985 – 1998. He then went to the Maine Maritime Academy for an Associate's degree in Small Vessel Operations. He graduated Summa Cum Laude in 2000. Starting in January 2001, Wood worked as a crew member on ferries operated by the state of Maine. Other work experience involved being an assistant engineer for Glacier Bay Cruise Lines; 2nd Mate/Engineer for American Canadian Caribean Cruise Line; Physical Science Technician for Portsmouth Naval Shipyard; Audiovisual Technician at Naval Shipyard; USAF navigator on B-52, C-141 and F-4; a civilian Photographer USAF at Griffiss AFB; photojournalist at *York County Coast Star*; Brakeman on Mt. Washington Cog Railroad, and occasional crew on Schooner in the summertime.

- https://www.linkedin.com/in/brian-wood-3465a488/

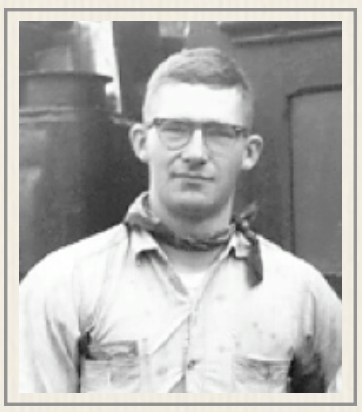
C. R. Wood 1952

Mt. Washington Club/Summit House

Robert H. Wood 1969 - 1978 *(perhaps longer)*

Railway accountant – attended key meeting in early July 1973 about railway operations that summer *(see Appendix – 1973 The Troubles)* ***Engineer Jon Hively***: "Ed Clark *(manager 1974-1976)* once referred to (Ken Randall), Bob Wood, and Walter Mitchell as the Cog's "Sacred Cows," to which he (Ken) and Walter would occasionally moo as they entered the Marshfield kitchen. As far as I understood at the time, Bob Wood was Ellen Teague's accountant and often appeared at the Cog with her attorney, Jack Middleton. Since Bob, Ken, and Walter worked directly for Ellen, Ed Clark had no jurisdiction over them as far as wages, work time, or work level. He felt that they basically rode the clock (a sentiment that was not shared by most of us) and so he once told us that they were the "Sacred Cows of the Cog." I don't have any other information about Bob, sorry, but perhaps someone else may." Jack Middleton: "Bob was the accountant for the Cog when I was involved. I think he worked for the Cog, then graduated from college and returned as the accountant. I think he worked for a firm in Connecticut." ***Engineer Art Poltrack:*** "Bob "trained" under my father at the railway in 1969, with the intent to replace my father after 1969. My father *(Anthony "Tony" Poltrack)* must have announced to Ellen early on that 1969 was going to be his last year, hence the training of Bob (Wood). I know my father, and Mike Haney, wanted to stick it out through the Centennial Celebration at the Crawford House… I remember my cousin Carolyn (Poltrack), baby sat for us *(Tony's sons)* that night in the up most mountain cabin closest to Marshfield. That was the newest of the bunch, and the first-est of class… Ken Randall did the "daily" or more current bookkeeping, he was there every week, while my father, and subsequently Bob Wood, focused more on quarterly(?) reporting, annual reporting (accounting and/or auditing of the great Randallini's work) and finance stuff, to the extent there was any. I think my father did not do a very good job allowing the No. 10's boiler to be acquired *(by Arthur Teague)* in 1958, (only to) remain unbuilt until after *(Tony)* left, as that is what loans are for. I know my father either had a big hand in, or prepared the annual tax return and as VP, and board member, performed those functions, too. Bob also worked with my father at CR Gibson, I'm guessing as some sort of assistant to him for a few years. That didn't pan out for the long haul, as I know Bob was not around *(at Gibson)* while I was in college (1976-80) as my father approached retirement from CRG. Bob must have stuck around at the railway though, (as the auditor) I'm guessing until at least Mr. (Ed) Clark's time *(1974-76)*, and now that I think about it guess after that too. I became an engineer in 1977, so I had no permanent engine assigned to me, I was the "floater" engineer and I think it was 1978 when Bob brought his niece on one of his monthly visits. She was quite attractive, like really attractive. I'm pretty sure her name was Melanie. Somehow, I convinced (cajoled, bribed) her to come on my train (the Deuce) and I "snuck" her into the cab at Waumbek on the way up and out of the cab at Waumbek on the way down. In the good old "sexist" days, it was verboten for any female to be in the cab, so I was breaking the rules, at least Charlie Teague's rules… all the while trying to make a favorable impression on Bob's niece. (Fireman Karl Moody was all tied up by Faith Bencosky, so he had no interest in making an impression). Unfortunately, upon arrival in Marshfield, Bob was at the standpipe, kind of scowling at Karl and me, as we came to a stop. He went over and collected Melanie from the coach, and that was the last I ever saw of her. No date, no dinner, no dancing, no nothing. She never came around again, never said good-bye the next day. I was crushed. Oh well, maybe I tried too hard. I don't know *(any more about*) Ed "Wrong" Wright - Chub (Kenison) would have definitely given him that name. I left the railway very upset after 1979, so much so, that I did not visit again until 1983 for not even a trip, and then not until 1989. I guess I had grown up somewhat at that point and was ready to move on." Art Poltrack has been a weekend warrior during summers at the Cog ever since.

- Railway Corp / email interviews w/ Jitney Jr.



Fireman Woodbury (1963)
- Lewis Family Collection

David Woodbury 1960 - 1966

16-year old Dave Woodbury from Bedford, New Hampshire began his Cog career on the Marshfield payroll as a counterman and driver picking up and dropping off items for the railway. He abandons Marshfield counter for train crew and becomes a brakeman in the summer of 1961 working through September 4th. Woodbury earned $150 a month. He moved into the cab of the No. 6 Great Gulf and fired for Jitney in 1962 & 1963. He now earned $1.10 an hour. As an engineer in

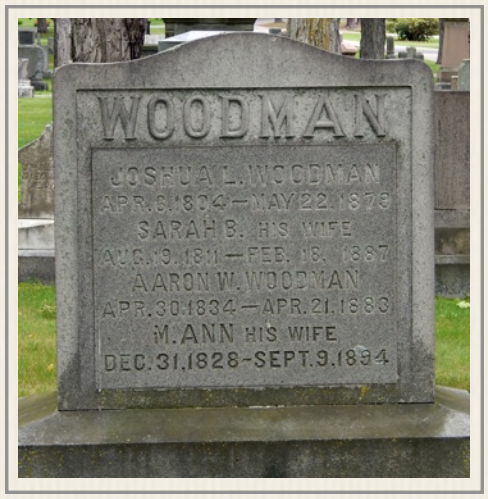
Rep. David Woodbury

1964, Woodbury earned $1.40 an hour while going to the University of Pennsylvania in Philadelphia. Woodbury told Jitney Jr. in the spring of 2019: "After graduating from Penn in 1966, I went to Michigan Law, graduating in 1969. While there I met Candy Carver, from Toledo, Ohio who was finishing up her undergrad years. We were married in 1970 and within a few days, we'll be celebrating our 49th anniversary. We have three daughters, Susanna, Eliza and Carver all of whom are married with two children each. We still live in the house we bought and moved into in April 1971 at 37 McCurdy Rd. in New Boston, New Hampshire. I practiced law, with some gaps, until 2011 and now am retired. Candy is a retired first grade teacher and I serve, at least for now, as a State Representative in Concord. I am working hard to become as proficient a fiddler as I can be in the time I have left. It is a long process." Citizens Count profile: "Representative, NH House of Representatives *(2018 - 2020, 2012 - 2016)*; Selectman, Town of New Boston; Delegate, New Hampshire Constitutional Convention *(1984)*; Member, New Boston Solid Waste Committee *(1991 - 1994)*; Secretary, New Boston Conservation Commission *(1978 - 1990)*; Attorney, retired" / David Woodbury was born on November 15, 1943 to 44-year old U.S. Appeals Court judge Peter Woodbury and his wife, Margaret A. (Reed) Woodbury. Judge Woodbury was appointed by President Franklin D. Roosevelt two years before David's birth. Judge Woodbury would later chair the Mount Washington Study Committee. David had two sisters: Charlotte & Grace. His grandfather served as assistant secretary of the Navy in President Woodrow Wilson's cabinet.

- Marshfield Corp / Bencosky-Desjardins files / email May 2019 / Ancestry.com / Newspapers.com / GenealogyBank.com / See Vol. 1 Ch. 9 Sec. 6 & 9

A. W. Woodman 1878 -1881

44-year old Conductor on the Spur Line - "Mr. Woodman, for several years traveling agent for the Boston, Concord and Montreal railroad, is now conductor of the railroad between the Fabyan House and the Base. Mr. J.H. Priest, who was conductor last year, is now recovering from an attack of typhoid fever." Woodman takes charge of train on Monday, July 7, 1879. 1881 - Conductor (A.W.) Woodman of the B.C. and M. Railroad, running between Fabyan's and the Base, has had an attack of hemorrhage of the lungs and has gone to Worcester for treatment, Conductor (John) Horne of the Mount Washington Railway taking his place." / Aaron W Woodman was born on April 30, 1834, in New Hampton, New Hampshire, his father, Joshua L Woodman *(b.1804 d.1874)*, was 30 and his mother, Sarah Sally Ward, was 29. He had two brothers and sister: Martha M. *(b.1839 d.1920)*, William Edward *(b.1844 d.)* & Charles Henry *(b.1846 d.1921)*. A. W. Woodman lived in New Hampton & Sanbornton, New Hampshire, in 1850. Aaron W. Woodman married Mehitable "Mary" Ann Russell *(b.1828 d.1894)* of Sanbornton on July 16, 1856, in Wolfeboro, New Hampshire. They had one child during their marriage: Hattie Lee *(b.1861 d.1935)*. The family was living New Hampton in 1860, but moved to Manchester, New Hampshire, on July 1, 1863. Woodman lived in Nashua, New Hampshire, in 1870. He died on April 21, 1883, in Nashua, New Hampshire, at the age of 48, and was buried in the Edgewood Cemetery in Nashua, New Hampshire with his wife and parents. *(1883)* "A. W. Woodman of Nashua, a well known White Mountain conductor on the Boston Concord and Montreal Railroad, died on Saturday *(4/21)*, aged 39." / "Travelers to the summit (of Mt. Washington) will miss the old and popular conductor, A. W. Woodman. His death last winter removed one of the best-known mountain railroad employees, and taken from the service an honest and efficient man who had been tried and never found wanting."



- Among the Clouds, Tues July 9th, 1878; Wed, July 9, 1879 & Aug 16, 1881 / Boston Journal - Tue, Apr 24, 1883 pg. 4 / Boston Herald - Sun, May 27, 1883 og, 9 / Ancestry.com / Newspapers.com / GenealogyBank.com / Dover (NH) Enquirer - Thu, Jul 31, 1856 pg. 3 /

Eva T. Woodman 1953 - 1955

43-year old Marshfield employee from Lancaster, New Hampshire - wife of Cogger Harry E. Woodman and mother of Cogger Robert W. Woodman / Eva Theresa Sweeney was born on January 14, 1910, in Templeton, Massachusetts, to 20-year old Liverpool, England-born Harriett Doris Carter *(b.1890 d.1968)* and 20-year old painter Herbert Albert Sweeney *(b.1889 d.1941)*. Eva had three sisters and two brothers: Edith Doris *(b.1908 d.)*, Almer Dustin *(b.1911 d.2003)*, Clarence Ernest Joseph *(b.1914 d.1995)*, Ann Elizabeth *(B.1916 d.1979)* & Helen *(b.1922 d.2010)*. In 1910, Herb Sweeney was working on a dairy farm to support his family. They were renting a house on Cottage Street in Templeton, Massachusetts. Eva Sweeney, completed her junior year in high school, and at 18 married Harry Edward Woodman *(b.1908 d.1973)* on June 30, 1928, in Lynn, Massachusetts. They had three children during their marriage: Richard H. *(b.1929 d.)*, Nancy Rose *(b.1934 d.2001)* & Robert W. "Bobby" *(b.1938 d.2013)*. In the spring of 1930, the Woodman's were living at 30 Railroad Avenue in Derry, New Hampshire. Eva was taking care of 10-month old Richard. Harry was working a taxi driver/chauffeur. The couple had moved to Lynn, Massachusetts by the time of Nancy Rose and Bobby's birth. When the Census was taken in 1940, 31-year old Harry was working as a die-setter and the family was renting 8 Warren Road in Saugus, Massachusetts. When the Woodman's wrapped up the 1955 season at the Mountain, they gave the office their new mailing address of 1319 North East 14th Place in Fort Lauderdale, Florida. *(1993)* Eva Theresa Woodman, 83, of Winter Haven died Thursday at Springlake Nursing Home. A native of Templeton, Mass.,

she moved to this area from Fort Lauderdale 20 years ago. She was a homemaker and Episcopalian. She is survived by two sons, Richard and Robert, both of Pompano Beach; a daughter, Nancy Shoras of Winter Haven; two brothers, Clarence Sweeney of Winter Haven and Al Sweeney of Virginia Beach; two sisters, Helen Stafford of New York and Edith Larton of Lancaster, N.H.; and 21 grandchildren. Crisp-Coon Funeral Home, Winter Haven."

- Marshfield/Cog Rwy Cabins / Ancestry.com / Newspapers.com / GenealogyBank.com / Tampa (FL) Tribune - Sun, Jun 20, 1993

Harry E. Woodman 1950 - 1955

42-year old track foreman from Lancaster, New Hampshire – Jitney remembers him as a "good guy" – One day, Jit was coming down into Marshfield with the work car. Harry Woodman was braking. The car pulled away from the engine, but rather than wind up the brakes and wait for the engine to come back up and collect the car, Woodman started rolling to catch up with Jitney. Jit looked up and saw the car was coming - fast. At that point, Jitney remembered a tip from his mentor. "Mike (Boyce) told me that when a car was coming at you and you were going to get hit hard, kick off the brake and open the air valve so there's nothing holding (the engine) back." Jitney did what Mike suggested. With the air valve wide open and the engine's brake totally free, Woodman and the work car hit the descending and accelerating engine's roller. The car's front beam, apparently rotted a bit, broke on impact. The car wrapped around and hugged the front of the engine with Woodman still at the brake wheel. Jit then slowed the "re-joined" train and stopped at the platform in front of the gift shop. / Harry Edward Woodman was born on May 21, 1908, in Windham, New Hampshire when his carpenter father, Charles Israel Woodman *(b.1865 d.1927)* was 43 and his mother, Lynn, Massachusetts-native Bertha Mabel (Kimball) Woodman *(b.1887 d.1949)* was 21. He had seven siblings: Mabel Lyla *(b.1909 d.1985)*, Rose Ella *(b.1919 d.2001)*, Gertrude Etta *(b.1912 d.1976)*, Charles Gilbert *(b.1914 d.1978)*, Ruth Emily *(b.1916 d.2000)*, Edith Laura *(b.1921 d.1989)* & Walter *(b.1924 d.1935)*. The family was still living in Windham in 1920, but 54-year old Charles had moved from home carpentry and was now a blacksmith – a "general farrier." 20-year old Harry Woodman married 18-year old Eva Theresa Sweeney *(b.1910 d.1993)* on June 30, 1928, in Lynn, Massachusetts. They had three children during their marriage: Nancy Rose *(b.1934 d.2001)*, Richard H. *(b.1929 d.)* & Robert W. "Bobby" *(b.1939 d.2013)*. Woodman found work as a professional driver/chauffeur in Derry, New Hampshire to support his wife and first child in 1930. In mid-October 1940, when 32-year old Harry Edward Woodman registered for the draft, he was living at 77 Millard Avenue in Lynn, Massachusetts. Woodman was working as a die setting at the Eastern Tool Inc. Stamping Co. in Saugus. Woodman stood 6-feet 2½ inches tall, weighed 176 pounds and had blue eyes and brown hair. The family was still in Lynn in 1946 but was now living at 7 Fairview Avenue. In 1949, Woodman had been promoted to assistant foreman. The next year, the Woodman's were living in Lancaster, New Hampshire and Harry went to work at the Cog Railway that summer. He would be at the Cog for six seasons before heading down the Mountain and south to Florida. Harry Edward Woodman died on March 25, 1973, in Fort Lauderdale, Florida, at the age of 64, and was buried there with Eva in the Forest Lawn Memorial Gardens Central.

- Railway ledger / Jitney recollection / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com

Robert W. Woodman 1955

Cog kid / Marshfield employee - *(1952)* "Lancaster notes: Norman Gould is a guest of Robert Wordman [sic] at the Mt. Washington Base station this week." Unable to find a "Robert Wordman" in Lancaster in 1952, Jitney Jr. believes this announcement in the *Littleton Courier* was about a friend's visit to the Cog Railway where 13-year old "Bobby" Woodman was living with his parents, track foreman Harry and his mother, Eva. Three summers later, Robert W. Woodman is listed as a Marshfield/Cabin worker – precisely the employment starting point of a 16-year old Cog kid. / Robert William (Bobby) Woodman was born on February 23, 1939, in Massachusetts to 29-year old Eva Theresa Sweeney and 30-year old Harry Edward Woodman. Two years after leaving Mt. Washington, 18-year old Robert William Woodman was apparently in the Navy. He was married to 17-year old Helen Willis Turner of Portsmouth, Virginia on April Fool's Day in 1957 in Gatesville, North Carolina by Baptist minister William J. Kay. Helen's mother, Helen K. Turner was one of three witnesses present at the ceremony. Sailor Woodman apparently reported for duty shortly after he got hitched. *(1957)* "Arriving in Alameda, Calif., aboard the attack aircraft carrier *USS Ticonderoga* was Robert W. Woodman, fireman apprentice, USN, son of Mr. and Mrs. Harry E. Woodman, Oakland Park, (FL)." Bobby Woodman had two children with Helen Willis Turner. The couple settled in California. In 1967 a "Robert W. Woodman" of Upland, CA was "appointed a roofing – gypsum sales rep in the San Bernardino area of Celotex Corp…" and in 1969, a "Robert W. Woodman" of Folsom, CA received a state license as an insulation and acoustic contractor. California state records indicate Helen and Robert divorced in September 1972. Bobby was Living in California when his father, Harry E. Woodman died in 1973. 38-year old Robert W. Woodman married Carol Louise Foster *(b.1945 d.2016)* on March 27, 1976, in Clark County, Nevada. Woodman lived in Webster, Texas, in 1984. Bobby Woodman and Carol Louise Foster were divorced on May 8, 1987, in Galveston, Texas, after 11 years of marriage. He was 48 years old. Family trees indicate that Robert William Woodman died on September 1, 2013, in Indonesia at the age of 74.

- Littleton Courier - Thu, Aug 28, 1952 pg. 13 / Marshfield ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / San Bernardino (CA) County Sun – Mon, Jul 24, 1967 pg. 12 / The Folsom (CA) Telegraph – Wed, Feb 19, 1969 pg. 2 / Fort Lauderdale (FL) News – Tue, Mar 27, 1973 pg. 28

Woo

A. Eugene Woods 1903

Attends 1903 Cog Party Masked Ball as "Society Man" / He may have been an *Among the Clouds* employee instead of railroad worker as an Newspapers.com search of the era yielded an "A. Eugene Woods" of Bridgewater, Vermont who worked for a Ludlow, Vermont newspaper for several years but had to take "an enforced vacation from his work at the Ludlow Tribune office on account of ill health" in March 1903. This Woods may have taken to his "vacation" to the summit of Mt. Washington that summer for health reasons.

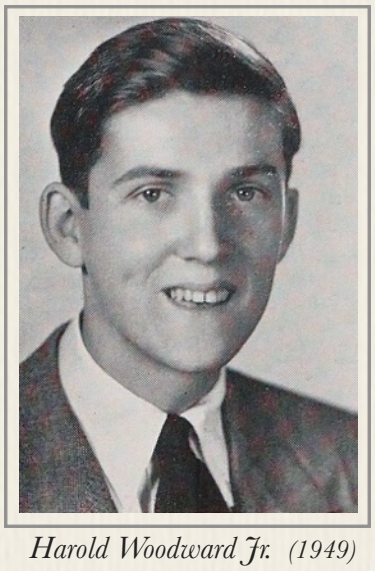
- Among the Clouds - Aug 31, 1903 / Bellows Falls (VT) Times - Thu, Mar 26, 1903 pg. 9

Willow Woods (2022)
- Facebook photo

Willow Woods 1989

Railway employee from La Crescenta, California - "Christie Anderson, we drove my silver bullet from Cali to NH. Great adventure! These pictures are amazing. I remember those two girls. They were funny and very nice. Chris Lemieux, do you remember me trying to feed you a peanut butter and banana sandwich? Some day trip we were all on. Hahaha!" *(2022)* Image from Willow Woods' Facebook page indicates a return to Mount Washington from California occurred in 2022. Willow Woods currently lives in Lancaster, California.

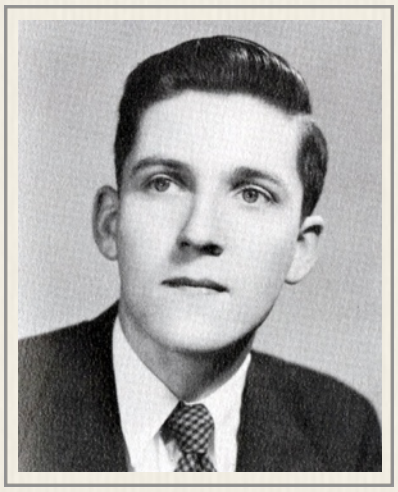
- MWCR: We Worked There / Facebook.com



Harold Woodward Jr. (1949)
- Stevens HS yearbook

Harold L. Woodward Jr. 1951 - 1954

20-year old Harold L. Woodward Jr of Claremont, New Hampshire began his four seasons in 1951 working for the Marshfield Corporation at Mount Washington while he was going to Plymouth Teachers College. When he graduated and got his first job as an elementary school teacher, he came back for his final season of 1954. / Harold Leander Woodward Jr. was born on December 2, 1930, in New Hampshire to 32-year old Emily Maud Breed *(b.1898 d.1980)* and 36-year old Harold Leander Woodward *(b.1894 d.1976)*. He had three older sisters: Carolyn Mae *(b.1918 d.2014)*, Beverly Jane *(b.1927 d.2021)* & Betty Lou *(b.1929 d.2009)*. When the Census was taken in Claremont in 1940, Harold Sr. was shop manager for the local newspaper and his older sister, 22-year old Carolyn *(b.1918 d.2014)* was working as a nursemaid in a private home in 1940. Nine-year old Harold Jr was going to school. He would graduate *(left)* from Stevens High School in Claremont in 1949. His yearbook entry said "Harold is one of those people who face the world with a smile. Wherever you meet him in or out of school, you are always greeted with a friendly, "Hello." His future, which includes going to college is sure to be happy and successful. Best of luck, "Junior." Harold Woodward played in the "A" Band all four years and the "B" band for the first three. He was a member of the chorus and A Capella Choir as a senior as well as part of the orchestra and swing band that year. Woodward was on the junior prom committee and as a senior helped with production of the high school publication *Voice of Stevens* – "Five issues were published during the school year of '48-'49, and many new features found instant favor among the student body. Timely news, feature articles and unusual columns were all eagerly read and discussed. The fact of its popularity is easily attested to by the large number of subscriptions which was sold early in the school year. The efforts of the staff have resulted in a thoroughly successful year for the *Voice of Stevens*." Plymouth Teachers College was next for Harold Woodward Jr. He graduated in 1953, after staying active in the musical organizations of the college as well as being on the Assembly Committee and Ski Club as a senior. Woodward found work right away. *(1953)* "Grades 5 & 6 – Mr. Harold Woodward, Jr. of Claremont. Mr. Woodward is graduating from Plymouth Teachers College *(right)* this June. He is the son of Mr. and Mrs. Harold Woodward of 145 Myrtle Street, Claremont. While in college, he has been active in the band, orchestra and choir, and is a member of the Future Teachers of America organization. He did his practice teaching at the elementary school in Plymouth, grades 4 and 6." *(1956)* "The (Fort Four Rotary) Club welcomed into the fold another member, Harold L. Woodward, Jr - Harold is Principal of our Elementary schools and holds the classification of Education – Administration. He was presented with a Rotary button. His addition to the club puts us back to 17 members again."/ "A letter of resignation, effective July 1st, was ready by the President from our newest member, Harold L. Woodward, Jr., who will leave out country for Japan sometime in July. It was with regret that it was accepted, and the best wishes of the club go with Harold in his new venture. In his letter of resignation Harold expressed his regret at leaving as he stated he had learned a great deal about Rotary and its workings and was very proud to have been a member even for such a short duration." Woodward went on to earn his doctorate and became a college professor of Special Education. He died in a Cincinnati, Ohio nursing home/long term care facility at the age of 81. *(2012)* Harold "H.L." Woodward, Jr., D. Ed. died February 29, 2012 from complications of Lewy Body Disorder following a lengthy illness. He was born on December 2, 1930 in Claremont, NH; the son of Harold L. Sr. and Emily B. (Breed) Woodward. He was a graduate of Stevens High School in the Class of 1949. Prior to retirement, Mr. Woodward was an expert working with dually diagnosed developmentally disabled / psychiatrically ill adults. He is survived by a sister,



Harold L. Woodward Jr. (1953)
- Plymouth Teachers College yearbook

Beverly Damren, W. Lebanon, NH; seven nephews and nieces; his partner, Steve F. Warkany; and loyal friend and former running partner Angelo Dimarzio and family. He is preceded in death by another sister Betty Bychok of Hampton, NH. A memorial service will be held March 9, 2012 at the Alois Alzheimer Center, Cincinnati." Harold L. Woodward Jr's body was cremated, and his ashes given to family members.

- Marshfield Corp/Cog Rwy Cabins / Ancestry.com / Newspapers.com / GenealogyBank.com / Springfield (VT) Reporter – Wed, Jun 17, 1953 pg. 19; Wed, Feb 22, 1956 pg. 18 & Wed, Jun 27, 1956 pg. 21 / The Cincinnati Enquirer – Sun, Mar 4, 2012 pg. B9 & Kentucky Enquirer – Sun, Mar 4, 2012 pg. B9

Leslie Woolhouse Siggins early 2000's

Ticket Agent *(right)*– Married to Charlie Siggins since January 11, 2014. Has a sister Beth. Currently lives in Yarmouth Port, Massachusetts. and is the Chief Acquisition Officer at SAHM (Stay at Home Mom).

- MWCR: We Worked There / Facebook Profile

Leslie Woolhouse (2000s)
- Nigel Day photograph

Trainman Wotton 1992

According to a Cog printout, a train crew member named "Wotton" made 6 trips up the mountain this season. *- Kurdzionak Image - MWCR: We Worked There FB page*

Mr. Alva D. (A.D. or Adlei) Wright 1888 - 1897 / 1905-1907 & 1920 - 1931

Summit House bookkeeper - *(1894)* "Mr. A. D. Wright of Manchester, is the courteous room-clerk of the Summit House this season. This is his seventh season on Mount Washington. *(1897)* Mr. Alvah D. Wright, who has been connected with the Summit House for nine seasons, leaves today *(9/1)* to assume the position of head clerk at the New City Hotel at Manchester, N. H. Mr. Wright came to the Summit when he was only fourteen years of age, and in every position, he has since occupied has been faithful to his duties, and his intercourse with the guests has been marked by attentive and uniform courtesy. His many acquaintances and friends will wish him every success in the new and responsible position to which he has been assigned. *(1899)* Mr. A. D. Wright, who was connected with the Summit House for ten years, during several of which he had charge of the office, is to manage the Windsor Hotel in Manchester, N. H. For several months Mr. Wright, who has developed into an all-around hotel man, has been steward at the New Manchester." / Alva David Wright was born on September 30, 1874 in Braintee, Massachusetts to 29-year old Scottish-born cotton mill worker James Wright *(b.1845 d.)* and 21-year old Jennie Brunton Anderson *(b.1853 d.1922)*. She had been born in France to a Scottish couple. He had one brother: Robert A. *(b.1878 d.)*. The family was living with relatives at 13 Nashua Street in Manchester when the 1880 Census was taken. 5-year old Alvah was recorded as "Alexander." The head of the crowded combined household was 54-year old David Anderson who dyed cloth at the mill and his wife, 53-year old Christina – likely Jennie's parents. Also in the house *(presumably Alva's aunt & uncles)* 21-year old Marion, 19-year old Robert & 17-year old David Anderson. All three worked at the cotton mill. The 27-year old hotel clerk, A. D. Wright married 24-year old Lowell, Massachusetts native 24-year old Georgia Mae Stevens *(b.1877 d.1960)* on September 24, 1901 in Manchester, New Hampshire. It was the first marriage for both, who were living in Manchester at the time. *(1905)* "Mr. and Mrs. A.D. Wright from Manchester arrived on the Summit last *(7/24)* evening. Mr. Wright was connected with the Summit House for many years, his latest duties being those of office clerk. He went from here to manage the new Manchester House, which he successfully conducted for some time. There are several residents here who knew him doing his more than a decade of service, and from them he has received the warmest kind of welcome." The Wright's apparently brought their dog with them as he appeared in an *Among the Clouds* article that summer. *(1905)* "In a late article on animal life at the Summit no mention was made of the dog, Leon, the regular inhabitant for several years, who has made many friends among visitors, his particular preference being those who have alpenstocks in their hands, and whom he delights in accompanying on short walks down the mountain. He has now for a companion, Sox, a handsome bull terrier, whom he tolerates with good natured superiority; Leon, a St. Bernard belonging to Col. Barron, is several times bigger than the newcomer. The latter is two years old and weighs 28 pounds. Sox was raised at the Corey Stock Farm, Manchester, N.H., the home of the celebrated horse, Mambrine Wilkes, and *(the dog)* belongs to Mr. A. D. Wright of the Summit House, whose home is in Manchester. His color is black brindle, with a white ring around the neck and white points. He is the only dog with whom Leon has become on familiar terms here, all others being casual visitors and it was curious to note the dignified curiosity with which the veteran watched the gambols of his young friend when the latter tried to scrape an acquaintance. Finally, Leon nodded (Jupiter sometimes nods) sufficiently to join in the excitement of chasing a ball or stick thrown at a distance, and even went into competition with Sox to catch it, but was never cross when defeated. Both animals are of a kindly disposition and the Summit colony is greatly attached to them. Up here two dogs are better than one." *(Those 1905 articles with the reference that Wright's management of Manchester had been "successfully conducted for some time," but apparently was not occurring at the time of the article, along with the 1908 Manchester City Director saying Thomas Lord was the proprietor of the New Manchester House and that Sox' owner was now "of the Summit House," leads Jitney Jr to believe that Among the Clouds reporters screwed up Wright's name when he and his wife came back to work at the Summit House the next season)*. *(1906)* "Mr. and Mrs. Albert G. Wright are here again." *(1907)* "Mr. and Mrs. A. G. Wright are once more in their

New Hampshire.

The New Manchester House,

Manchester, N. H., leading hotel in New England outside of Boston; equipped with all modern conveniences; headquarters for commercial travelers; centrally located; service unsurpassed. A. D. WRIGHT, Manager.

Advertisement in New York Times - Wed, Aug 20, 1902 pg. 6
- Newspapers.com

Alvah D. Wright at Summit House entry (1930s)
- Stephenson Family photo

respective departments." That Alva D. Wright's name could be misheard or misreported by journalists was semi-confirmed when his grand-daughter explained his role in the family. Sherrel Stephenson writes in July 2017, "My grandfather, Adlei Wright, was the Summit House manager during the thirties. He and my grandmother *(Georgia)* spent their summers managing large resort hotels. He was a big man and a favorite of Elliot Libby *(Libby Company)* whose family owned the Glen (House) and ran the Auto Road. He was pre-deceased by my Grandmother Wright, and he passed in the early 60s. The photo of my Grandfather in the doorway of the Summit House *(left)* is the only photo of him that I have." Sherrel Stephenson's details about "Adlei's" life now lead Jitney Jr. to believe "Adlei" was a family permutation of "A.D. Wright" and that "Grampy" Wright was in fact, Alva D. Wright, who worked at the Summit House in the late 19th Century and returned for another stint in the 20th Century. We remain uncertain whether the "Albert G. Wright" mentioned in the *Among the Clouds* stories of 1906 & 1907 is truly another person or might also be "A.D." recorded as "Albert G." in the newspaper. We have settled on the latter. Sherrel Stephenson's father ran the Auto Road and managed the Glen House. Her mom ran the dining room there. "As a kid I ran the mountains like a personal backyard. Joe Dodge used to tell the hut folks to keep an eye out for me and my cousins at the huts. The one thing I have never done, and you'll find this hard to believe, I have NEVER ridden the Cog. Superstitious. Every time there was an accident on the Cog, an immediate member of my family was on the mountain. I decided not to push my luck." When the *Clatter* publisher performed due diligence to confirm Stephenson's story, he could not find an "Adlei" Wright in any database or U.S. Census records. The research was hampered by the fact "Grampy" Wright was not a blood relative, but a family friend and successful hotelier from Manchester, N.H. who took in Sherrel Stephenson's mom, Lillian Sprague Douglas when her parents died. Lillian worked with the Wright's at the Summit House. She became friends with a young woman who worked at the Glen House. That woman's brother, Earl Stephenson drove "stages" for the Auto Road. Earl started dating Lillian and they married in 1938. / *(1916)* "The Ormond hotel opened for luncheon on Friday *(1/7)*, and D. J. Trudeau, manager, and A. D. Wright, assistant manager, were present to extend a cordial greeting to the many former patrons who arrived. It is a source of gratification to the guests that the hotel entourage will be much the same as last year (including) Miss M. A. Clarke, as housekeeper." 43-year old Alvah David Wright was working as a hotel clerk at the Crawford House for the Barron Hotel Co. when he registered for draft on September 5, 1918. He was described as being of medium build & medium height with blue eyes and brown hair. In 1920, Alvah and Georgia were living on Beach Street and Wright was managing a hotel. *(1926)* "Mr. Wright, the manager of the Summit House, predicted to the newspapermen that there would be snow in (Tuckerman) ravine all summer long. He said that it was the first time in the history of the mountains that so much snow had remained in the ravine *(20-25 ft.)* during the summer." They were living at 558 Belmont Street in Manchester. They had purchased the $5,400 house. Wright was still working as a hotel manager in 1930. *(1932)* "A. D. Wright also came to the defense of the Littleton people in their claim to originality (of riding horses up the Crawford trail to the summit). Last year he completed his eleventh season as manager of the Summit house and is employed this year at the Crawford House." The *Burlington Free Press* reported that "A. D. Wright of Manchester, N. H., took over the position of manager (of the Hotel Barre) held by Harry H. Cookus during the past years" on Saturday, November 9th, 1935. The directors of the hotel corporation announced on Friday Wright "will take over his new duties at once. Mrs. Wright accompanied Mr. Wright from Manchester. The new manager (Alvah D. Wright) is 57 years of age and is well known in New England hotel circles, particular in the White Mountains. For 15 years he has been connected with Mount Washington affairs, having managed the Summit House during that period." A.D. Wright would manage the Hotel Barre for nearly three years. W. Ray Daniels of Barre took over on July 1, 1938, according to the *Free Press.* / Alva & Georgia Wright retired to Manchester, New Hampshire. *(2019)* Granddaughter Sherrel Stephenson writes: "The only tidbit I have besides his time as a hotelier was his friendship with the Loebs of the *Manchester Union Leader* fame. The extent of this friendship I do not know, and I regret that I never pursued info about him/them while my Mother was alive. I do know that I didn't yet have my license when he passed.... He lived on Elm St. in Manchester in one of the brownstones across from the old Sears store. I have boxes of old photos and I think there are some of his wife and him in those pictures. I know there is one of Grammy on the summit *(right)*. It will be a good winter project." Georgia Mae Stevens Wright died on March 20, 1960. Alvah David Wright died on November 25, 1967 at Sacred Heart Hospital in Manchester. He had fallen in his home the month before, and broke his left thigh bone. He developed pneumonia and his heart failed. He was 92-years old. Wright was buried in the Pine Grove Cemetery in Manchester with his wife and mother-in-law. *(1967)* "Alvah D. Wright, of 1458 Elm St., died at a Manchester hospital Saturday afternoon. He was born in Braintree, Mass. and had been a resident of this city for the greater part of his life. He was a retired hotel manager, having managed hotels in northern New Hampshire and Florida. Survivors are two nieces,

Georgia M. Wright (1928)
- Stephenson Family photo

Miss Christine I. Wright and Mrs. Paul Gagnon, both of this city. Services for Mr. Wright will be held at the Goodwin Funeral Home, Tuesday afternoon at 12:30. Those who wish may call there tonight *(11/27)* tonight from 7 to 9 o'clock. Friends are asked to please omit flowers."

Mrs. A.D. (Georgia Mae Stevens) Wright 1905 - 1907

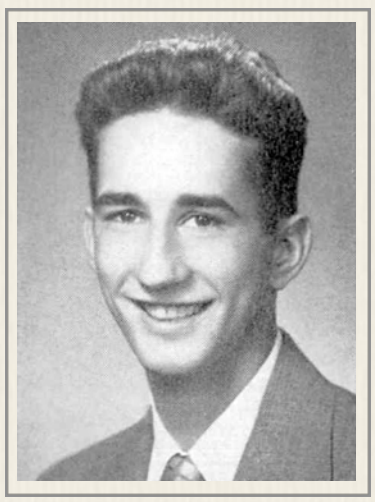
Summit House - Apparently Georgia Wright's new husband, Alvah brought her to the top of Mt. Washington to see (or perhaps work) at his old-stomping grounds four years after their marriage. *(1905)* "Mr. and Mrs. A.D. Wright from Manchester arrived on the Summit last *(7/24)* evening." As detailed in Mr. Wright's biography, Jitney Jr. believes the Summit House employees identified as "Mr. & Mrs. Albert G." or "A.G. Wright" in 1906 & 1907 in Among the Clouds was actually "Alvah & Georgia Wright." We know both Wright's were back at the Summit in 1920s and early 1930s as "Grammy Wright" is seen on the previous page and left on the Summit in 1928. / Georgia Mae Stevens was born on August 11, 1874 in Lowell, Massachusetts to a Maine-born fireman Samuel M. Stevens and 23-year old English-Canadian Mary (Johnston) Stevens *(b.1851 d.1927)*. By 1880, Sam Stevens was out of the picture. Six-year old Georgia and her 30-year old mother, May Stevens were living on River Side Street in Lowell, Massachusetts in the home of 30-year old brick mason John L. Stevens and his family. Georgia's mother was working as a servant in the household. In 1900, Georgia and her 52-year old mother were living at 75 Malvern Street in Manchester. Georgia's birth year had moved from 1874 to 1878, and both women were now recorded as "Mae Stevens." Georgia was working as a stenographer/typist to support the family. Also recorded at the address by enumerator L. Ashton Thorp was 37-year old Charles E. Center, his 20-year old wife, Mattie, and their 3-year old son, Clement. Charles Center was a "wholesale confectioner." Georgia Mae Stevens married Alvah David Wright on September 24, 1901 in Manchester. It was her first marriage, and she had shaved some years off her age from 27 to 24 in her New Hampshire marriage record. They would have no children but did care for Sherrel Stephenson's mom, Lillian Sprague Douglas when Douglas' parents died. Georgia Mae Stevens Wright died on March 20, 1960 from congestive heart failure in the Elliot Hospital in Manchester six days after suffering a blood clot in a brain artery. She was 85. She is buried with her mother and husband in the Pine Grove Cemetery in Manchester, New Hampshire. *(1960)* "Mrs. Georgia M. Wright of 1458 Elm St., died at local hospital Sunday *(3/20)* afternoon. She was born in Lowell, Mass., and had been a resident of this city for 60 years. Members of the family included her husband, Alvah D. Wright of this city and two cousins, Mrs. Ethel Marshall of Lowell and Mrs. Grace Kilvington of Folsom, Pa. Funeral Services for Mrs. Wright will be held at the Goodwin Funeral Home, Wednesday afternoon at 1. Friends are invited and those who wish may call Tuesday evening from 7 to 9."

(L-R) "Giggles" Hamlin friend of Lillian, Grammy Wright &.Lillian Douglas Bob Phipps is the Packard's driver. (1928) - Stephenson Family photo

- Among the Clouds - Jul 11, 1892; Jul 16, 1894; Sep 1, 1897 & Aug 7, 1899; Tue, Jul 25, 1905 pg. 4; Tues, Aug 8, 1905 pg. 4; Thu, Jul 12, 1906 pg. 4 & Sat, Jul 13, 1907 pg. 4 / New York Times – Wed, Aug 20, 1902 pg. 6 / Daytona (FL) Daily News – Mon, Jan 10, 1916 pg. 4 / Orleans County Monitor – Wed, Jul 21, 1926 pg. 2 / Littleton Courier - Thu, Sep 8, 1932 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Stephenson email to Jitney Jr – Jul 2017 & Wed, Oct 9, 2019 / Burlington (VT) Free Press – Mon, Nov 11, 1935 pg. 17 & Fri, Jul 1, 1938 pg. 16 / Barre (VT) Daily Times – Sat, Nov 9, 1935 pg. 1; Tue, Nov 12, 1935 pg. 8 / Manchester (NH) Union Leader – Mon, Mar 21, 1960 pg. 22 & Mon, Nov 27, 1967 pg. 16

Curtis C. Wright 1952 - 1953

Marshfield Corp/Cog Railway Cabins- *(1953)* "Curtis Wright, 23, of Lisbon faced a charge of reckless driving as a result of an accident recently in which a 13-year-old girl received a broken leg and cuts and bruises. Police said Wright, an employee at the Mt. Washington Cog railway, was making a turn into Saranac street in Littleton when the car he was operating struck Sally Young who riding a bicycle. She sustained a broken leg, a large gash in her thigh and many cuts and bruises." / Curtis Chase Wright was born on December 8, 1929, in Saco, Maine, to 34-year old Mainer Helene Gertrude Chase *(b.1895 d.1965)* and 43-year old Newscastle, New Brunswick-born John Melvin "Jack" Wright *(b.1885 d.1972)*. Curtis had a sister and a brother: Olga L. *(b.1927 d.1975)* & Russell Blair *(b1934 d.1999)*. Right after their marriage in October 1923, Helene & John began operating a tourist business on Route 1 in Saco. In 1930, the Wright family was living on Portland road in Saco on what the Census classified as "a farm." 44-year old John & 35-year old Helene owned the place that was worth $15,000. There was no radio set in the household, but Curtis' maternal grandmother, 65-year old Nancy E. Chase was living there as well. By the Spring of 1940, the Census figured out Wright was operating a tourist camp on his property. 13-year old Olga, 10-year old Curtis and 6-year old Russell grew up in the service industry. John's widowed aunt, 79-year old Ellen C. Dresser was also part of the household. Curtis Wright graduated from Thornton Academy in Saco, Maine in 1949. Known as



Curtis C. Wright (1949) - Thornton Academy yearbooke

"Curt"… alias "Redskin"… "Indian"… "Chief Lazybones"… his yearbook entry says Wright has "sparkling brown eyes… dark wavy hair… likes women but never gives the Thornton girls a break… ace of all gym classes… always found at Franklin Street or the Cascade Lodge…. Loves roller skating… a Ross Road Patrolman… never in a hurry… a five-year man." He went on the Washington trip in his freshman year and took general classes. Wright was working at the Cascade Service Station and living with his father in Saco, Maine, in 1950. Curtis Chase Wright enlisted in the Marine Corps on August 18, 1950, when he was 20 years old. While in the Corps, 22-year old Marine Curtis Chase Wright had married Claire Joan Roy *(b.1933 d.2013)* in South Carolina in 1951. Curtis Wright was discharged on March 18, 1952. That summer he went to Mt. Washington to work in Marshfield. Curtis and Claire had seven children during their marriage – six boys: Curtis Jr, Norman, Douglas, Kenneth, Stephen & Jeffrey. Daughter Joan was born on August 24, 1961, and died on September 3, 1961. That fall baby Joan's grandparents celebrated their 38th wedding anniversary. Curtis Wright had started working as a yard brakeman for the Portland Terminal Co Rigby in West Scarborough. In 1963, he continued as a Portland Terminal yard brakeman but had moved to Seabago. Curtis Chase Wright died on June 27, 1987, in either Portland or Standish, Maine, at the age of 57, and is buried alongside his wife, and daughter, Joan in the Dows Corner Cemetery in Standish.

- Marshfield Corp ledger / Littleton Courier - Thu, Aug 6, 1953 pg. 16 / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Portland Press Herald-Maine Sunday Telegram – Sun, Feb 12, 2013

Edward "Ed" Wright 1989

Railway brakeman - *(1989)* "It's late summer 1989. But it could be 1889. Things haven't changed much here at New Hampshire's biggest tourist attraction. Declared a National Historic Landmark in 1976, the Cog is an operating museum of machines running on the cutting edge of 19th-century technology. "It's pretty primitive," says brakeman Ed Wright, who is cleaning the windows of our coach, the one leaving at 10:30. "But it works. When this thing moves, you see a jumble of parts going all over the place in crazy ways. Somehow it's all working in harmony." At 10:20 Ed Wright has finished polishing his windows and is standing by the door of the coach taking tickets from soggy but spirited tourists. There are jokes about the weather, about the great view from the top. We wonder aloud at our willingness to go up a mountain on a day like this, reassured that others have also paid $32 for the ride. A sense of shared adventure prevails. Ed reminds us not to get off for any reason on the way up. "We're the only railroad built entirely on wooden trestle," he says. "Between here and the summit we're anywhere from one foot to 40 feet off the ground — so it could be a long step down." There is laughter, some of it nervous." Ed has turned all the seats around, so we ride down with the mountain at our backs. In front of us, in the down-mountain end of the car, Ed grips one giant brake wheel with his gloved hands and turns. The brakes release with a stuttering creak. He spins the other wheel, throwing his whole body into it. The coach lurches forward. Ed's full attention is on the job at hand. He keeps one eye alert for landmarks that remind him where the track pitches downward, where the flats are. With the other, he carefully watches the distance between the coach and the engine, releasing the brake along the fiats and pushing the engine, applying more brake in the steep spots in order to take the weight off. That's something that surprises a lot of tourists — "goofers" as the Coggers sometimes call them. For safety reasons the coach and engine are not attached. Each has its own braking system, so that if something were to happen to the engine, the car could descend on its own." Suddenly the engineer signals from the cab. The brakeman winds the brakes. Metal screeches. The train halts. The sudden lack of motion is unsettling. A little boy shouts from the back. "Hey, what's going on?" Ed waves a reassuring hand, exchanges words with the engineer about butterfly valves. The fireman fiddles with something outside the engine. When we start again, the relief is palpable." Bobby Trask: "From Maine - His wife worked in the office -her name I believe was Jennifer." Dave Moody: "Ed was an odd one, I believe he was only around for one season but I maybe wrong. On his days off he would ride up on the train and walk down the side of the tracks. He would stack rocks and placed bolts, broken engine parts etc. into "art pieces" that looked good to him but most train crews would look and shake their heads and say "wtf." He did have permission to take some old parts from the dump (maybe a stack or an old wheel?) We saw them later for sale on social media? No idea where he was from or what became of him."

- Yankee Magazine - "Climbing Jacob's Ladder" - July 1990 / Bobby Trask via email - Mon, Jan 10, 2022

Harold J. Wright 1950 - 1952

Railway Ledger

George Wyer 1953

Railway Ledger

W. W. Wyman 1951

Mt. Washington Club/Summit House

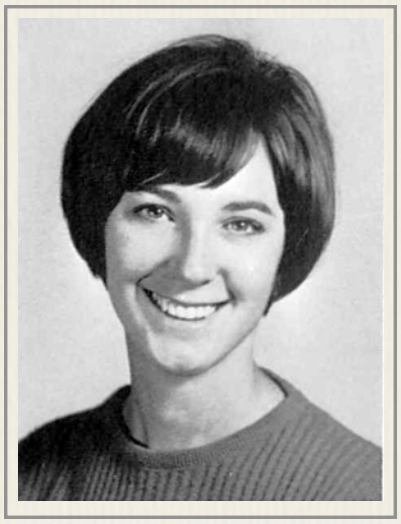
Franklin Wyman III 1968 - 1971

Brakeman from the Boston-area - his family owned a candy shop *(Bailey's of Boston, a chain of candy & ice cream stores started in 1873 credited with inventing the hot fudge sundae)*. Cogger Frank Wyman went to Harvard as a legacy, and worked at the Cog in the summer. Brakeman Frank Wyman celebrated his twentieth birthday at the Mountain in 1968. He came back to work as a fireman in

Frank Wyman (1969)
- Ellen Crawford Teague Collection

Brakeman Frank Wyman starting another down mountain trip from the Summit (1968-70?)
- Kent Family collection

1969, and earned $1.75 an hour. In 1970, Wyman was back in the coach with the passengers as a brakeman earning $1.80 an hour. He worked as a weekend warrior in 1971 and got paid $25 a day. In 2020, an image of Wyman pushing Car No. 7 off the summit *(next page)* posted on Facebook prompted this thread on the *Mt. Washington Cog Railway: We Worked There* page: ***Dave Kurz:*** "Just saw Frank in Durham, (NH) where his aunt was buried. Poor opportunity to reminisce but great to see him after about 50 years!" ***Anne Teague Koop:*** "Frank is living in DC working for the Feds in reference to stock exchange matters!" Koop told Jitney Jr. her sister, Fanny dated Frank for awhile. "(She) really had fallen in love with him," said Koop. "He was not interested in any way, shape or form thinking about long-term relationship." And there is no record that he ever did. / Franklin Wyman III was born on June 22, 1948 in the Richardson House in Boston, Mass to Harvard-grad *('43)* & Boston business executive Franklin Wyman Jr. and Boston debutante *(1943)* & Vassar graduate Ruth (Cheney) Wyman who were living on Clay Brook road in Dover, MA. The couple had married the year before. Frank had three siblings: Janet W., Sylvia & Charles. Frank Wyman received the "Bond Prize for improvement in scholarship" when he was one 47 graduates of the Noble and Greenough School in Dedham, Massachusetts on June 8, 1966. Noble and Greenough is a five-day boarding school along the banks of Charles River. Wyman assisted with the Boston Debutante seasons of 1967 and 1968 serving as an usher at the various function, including the Debutante Cotillion at the Sheraton Plaza Hotel on Tuesday, June 11th 1968. *(1982)* "Ernst & Whinney Boston has appointed six new managers in its Boston office. (Among those) named (was) Franklin Wyman III" He would become a partner in Ernst & Young. In 2020, Franklin Wyman III is noted as giving between $1,000 to $5,000 to support the general operations of the American Independence Museum in Exeter, New Hampshire and is noted as "a member of the Society of the Cincinnati in the State of New Hampshire" due to his lineage from a soldier in the American revolution. The Society listed Wyman as an Alexander Hamilton sponsor *($2,500)* in 2021. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Quincy (MA) Patriot Ledger – Thu, Jun 9, 1966 pg. 3 / Boston Record American – Wed, Jun 12, 1968 pg. 28 / Boston Herald – Thu, Dec 2, 1982 pg. 22*



Gayla Jean Yester(1968)
- Haynesville HS yearbook

Gayla Jean Yester 1969 - 1970

19-year old Gayla Jean Yester came to Mt. Washington from Haynesville, Louisiana to work in the Summit House gift shop during the Cog's Centennial year. Gayla Yester appears on the payroll summary for July 1969 as earning $180 a month. "Free" room and board was worth $93 a month for tax purposes. Her net monthly pay was $150.30. Yester's salary was booked in the Summit House "gift" column. Yester returned in 1970 as an assistant cashier at Marshfield and received to $200 a month for her labors. Gayla Jean Yester was born on October 11, 1949 to Donna Deane (Porter) Yester *(b.1925 d.2015)* and her husband, William E. "Billie" Yester *(b.1926 d.2016)*. Gayla had two brothers: Charles & Martin. She graduated from the Haynesville High School in 1968 after attending school in Cody, Wyoming as a freshman where she was in the Pep Club, on the Tumbling Team and part of the Cody Girls' Athletic Association. Then Yester spent two years in Sidney, Nebraska where she continued to be part of the Pep Club as sophomore and junior. She joined the speech club in her junior year and was a Sydney cheerleader, too. At Haynesville, Gayla Yester took part in the band talent show and the senior play. She and Jonny Taylor emcee'd the first half of the 1967 football banquet. Yester was a member of the High Winds, the library and French clubs. In the fall of 1968, Yester enrolled in Northwestern State University in Natchitoches. She likely heard about the Mt. Washington Cog Railway there as NWSU students Steve Christy and his cousin Lark Christy, as well as Priscilla Farthing had all gone north to work at the Mountain. Yester would graduate in 1972, and then head to the University of West Virginia in Morgantown in pursuit of a masters in social welfare that she received in 1978. She went back to Wyoming at the start of 1979, having married David K. S. Tyler. They would have a son in 1980 and his birth became the subject for a newspaper column involving birthing services in Casper. "My first choice was to deliver at a birth center," wrote Yester Tyler, "but rather than leave town I elected stay in Casper and negotiate with my doctor in hopes of agreeing on a delivery procedure (at Natrona County Memorial Hospital) which would be satisfactory for me and my husband, safe for the baby, and agreeable to my physician. Perhaps if he (the doctor) had attended the birth, our experience would have been more positive. As it turned out, my personal physician was not on call the night the baby arrived, and the attending physician was a man whom I had never met nor talked to. Needless to

GAYLA YESTER TYLER

say, the hours of negotiation and compromise with my doctor went down the drain during those five or ten minutes in the delivery room. I regret that the delivery was not more positive for me. Let me emphasize that I have no complaints about the labor. Medication was offered but not pushed, and my "no" was readily accepted. The nurses were very supportive of my use of Lamaze breathing techniques and gave encouragement when I needed it. I was not confined to the bed and was able to walk or sit as it suited me. My husband was permitted to be with me during labor and delivery. All of the above provided psychological support that made my labor a satisfying, rewarding experience. Now my son is six months old and perhaps in a year my husband and I will want to have a second baby. I hope that we will have a choice for delivery other than traditional hospital birth or unattended homebirth." She proposed "the hospital provide the option of a birthing room… for women with uncomplicated pregnancies who wish to participate fully in the normal process of childbirth." Gayla Yester Tyler and husband, David Tyler would divorce in March 1983. In the fall of 1988, Gayla Yester Tyler filed for a marriage license along with R. D. "Max" Maxfield in Casper, Wyoming. Maxfield was the director of the Wyoming Recreation Commission. In 1990 as Wyoming state government was being reorganized, Maxfield's "high-profile, go-like-hell, damn the torpedoes approach" had him under intense questioning during hearings on his appointment as Commerce Director that year. Star Tribune columnist Paul Krza said one Democratic wag had "mischievously observed… that "R.D.," Maxfield's intitials, stand for "Republican Democrat." In 2001, Gayla Maxfield was the Clinical Services Supervisor for the Casey Family Service division in Cheyenne. The following year, their daughter, Greta Livingston Maxfield (who also mastered in social work) was married. Max ran successfully for Wyoming's state auditor position and sought reelection in 2006. His political bio said he and Gayla "have four children and two grandchildren." *(2022)* Priscilla Farthing Magnuson told Jitney Jr that her friend Gayla Yester was the reason she went north to work in New Hampshire in 1970. "Gayla had worked at the railroad the summer before and thought it would be fun to work together," wrote Farthing-Magnuson. "We have continued to be lifelong friends. My sweet friend Gayla has had early onset Alzheimer's for the last 10 years or so and does remember our days at the Cog Railway, but her grasp on current events is tenuous. She and her husband did go to Mt. Washington at some point in time so she could see it again, and she and Rich Crandall stayed in touch for awhile. Our last adventure together (we have had many!) was to take a pack trip into the Wolf Mountain range of Wyoming. Just as I was not sure what working at the railroad would be like, I did not fully understand that going on a pack trip would entail being on horseback 4-6 hours a day! Life with Gayla was never dull!" *- Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Casper (WY) Star-Tribune – Sat, Oct 22, 1988 pg. 18 / Jackson Hole (WY) News & Guide – Wed, Aug 16, 2006 pg. 140*

Publicity photo for Dr. Robert Sherman York's election as Grand chancellor of the Knights of Pythias of Massachusetts (1915)
- Boston Globe

Roger Sherman York 1890 - 1891

Glen Stage line agent then Summit House Head Waiter: "Umpire York, who, we are glad to be able to announce, survived his double-play decisions." "Mr. R. S. York, who for several seasons ably represented the Glen stage line at the Summit, has returned, and is now head waiter at the Summit House. His many friends are pleased to see him back. Mr. York is taking a medical course, at the Bowdoin Medical College, with the view of shortly becoming an M. D., and it is believed that he will be eminent in his profession." / Roger Sherman York, M.D. began his training at Bowdoin, but completed his degree at the Bellevue Hospital Medical College in 1892. Born in Alton, N.H. on November 29, 1854, the son of James M. and Lucy A. (Willey) York. R.S. York enrolled at Bowdoin in 1890. The 52-year old Dr. York married for the second time a German housekeeper Theodora H. Weiss on June 15, 1907. He became a Mason in November 1913 at the Mt. Olivet Lodge in Massachusetts. As of 1916 he was practicing in Boston, Massachusetts. He died on June 18, 1929 at the age of 84.

- Among the Clouds - Sep 6, 1889; Jul 14, 1890 & Jul 10, 1891 - See Appendix Sec. 8 / General Catalogue of Bowdoin College, 1794-1916 pg. 585

G. K. Young 1952

Mt. Washington Club/Summit House

Lawrence R. Young 1967 - 1969

17-year old Railway employee from Hanover, New Hampshire came to work at the Cog in 1967 - Lawrence Young appears on the July 1968 Railway Co Payroll summary as earning $658.35 a month with a $68 room & board credit and a net pay of $370.54. His compensation is booked in the "car repairs" column. Cog paperwork indicates Lawrence Young was paid $2 an hour for work done in the car hop in 1969.

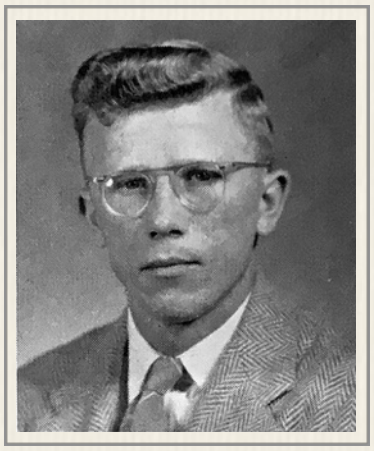
- Railway Corp / Bencosky-Desjardins files / July 1968 Railway Co Payroll summary

Miss Young 1882

Summit House dining room waitress - *(1882)* "The waiters at the Summit House gave a concert in the hotel parlor yesterday forenoon *(9/1)*, Miss Young officiating at the piano. The singing of Messrs Hill and Tyson and the Missess Stott and Blood, was especially praiseworthy."

- Among the Clouds - Sat, Sep 2, 1882 pg. 1

E. J. Zebrowski 1951



Edward Zebrowski (1951)
- Dartmouth College

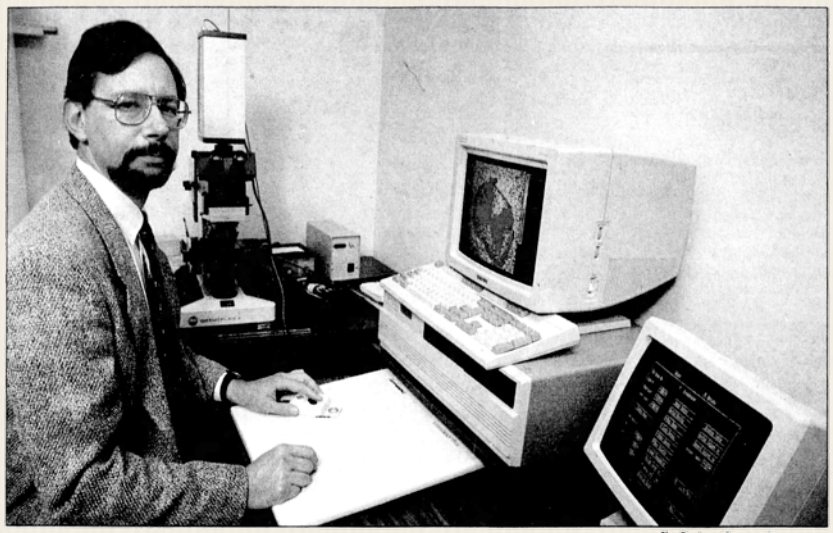
Dartmouth College student Edward Julian Zebrowski came from Thompsonville, Connecticut and worked on the trains. He was a graduate of Enfield High School and graduated pre-med from Dartmouth. *(2017)* "Dr. Edward J. Zebrowski died peacefully at his home Saturday *(April 22, 2017)* after a brief illness. He was 91. Born the youngest of eight children of Polish immigrants, he was raised in Enfield in the height of the Depression. He left high school to join the Army in World War II and was proud to have participated in the liberation of several concentration camps. He returned to the U.S. and was graduated from the University of Rochester, where he met his future bride, Elizabeth. They were married and went to San Francisco, where he completed one of the first rotating internships in the country. They chose to settle in Plainville in 1955, where he opened his medical practice and began raising a family. During his career he delivered many babies, assisted at his patients' surgeries, attended employees at local factories, made countless house calls and rounded on his patients in Bristol, Southington and New Britain hospitals. He was active in the Hartford County Medical Association as well as the medical staff at Bristol Hospital. He retired from the practice of medicine in 1991 to devote himself to his second passion, writing, and produced four books which he enjoyed promoting - giving talks at local bookstores about his time in the war and his time treating patients. He worked passionately to establish a local branch of the Combat Infantryman's Association and attended several of their national conventions. He is predeceased by his wife and all his brothers and sisters and is survived by his three children, nieces, nephews and grandnieces and nephews. Heartfelt thanks to his caretaker and friend Janusz Kalita who made his last years the best they could be. Funeral services and burial will be held privately. In lieu of flowers donations may be made to the American Cancer Society."

- Railway Ledger / Hartford Courant - Apr. 23, 2017

Frank Zemlan (1965)
- Council Rock HS yearbook

Frank P. Zemlan 1964

17-year old Frank P. Zemlan *(left)* came to work at Mt. Washington from Newtown, Pennsylvania having completed his first year at Council Rock High School. He spent the summer of 1964 working on the Summit House counter and waiting tables in the dining room for $100 a month. / Frank Paul Zemlan was born in Oglesby, Illinois on March 6, 1947, to 22-year old Marian Arlyne Fedran *(b.1924 d.1972)* and Illinois-native, 23-year old mechanical engineer Frank Zemlan (b.1923 d.1967). He had three siblings; a brother, Paul was born on February 16, 1949, and passed away that same day. Sister Mary Jo *(b.1950 d.2007)* was born in Muskogee, Oklahoma, and a brother, John. Frank Zemlan graduated from Council Rock High School in 1965. He had transferred to the school during his sophomore year from Father Judge. His favorite quote was "What's happening?" His classmates described him as a "Hi-Fi bug… deep, bass voice… and a folk singer." Indeed, he was in the school's folk singing club his first year, the chorus as a junior and senior after having represented the school at the district chorus event. He took part in the Senior Play and was a Mathlete his last year. He was on the chess club the entire time. Frank Zemlan went to Villanova University where he earned a B.A. and Masters in Neuroscience in 1970. Frank P. Zemlan received his Doctor of Philosophy degree from the University of Pennsylvania in December 1978. He spent a year as a fellow at Princeton University before going to New York City and a four-year fellowship at The Rockefeller University. He began teaching and researching Alzheimer's at the University of Cincinnati in 1980. *(1986)* "Dr. Frank P. Zemlan of Mount Adams (OH), a University of Cincinnati scientist, has received a grant for research… from the American Federation for Aging Research – Ohio Affiliate. Zemlan's proposal, which involved developing a simple laboratory test to identify Alxheimer's patients before their symptoms become severe, was selected in statewide open competition by a peer committee of scientist and practicing physicians. Physicians currently cannot diagnose the disease until it has progressed to an advanced stage." In the fall of 1989, Zemlan was the director of the College of Medicine's Alzheimer's Research Center testing an experimental drug. "It was as though she were sleepwalking. She neither spoke nor responded to others. Alzheimer's disease robbed her of her memory, her contact with the present, her hopes of the future. Then relatives brought here to the Alzheimer's Research Center. There she received, free, her first weekly dose of the experimental drug, HP 029, as part of her four-month trail. One week later, startled relatives reported that the woman talked, dressed herself, remembered days and dates, even when to go to the bathroom. Her family felt they could leave her alone without fear. The victim said of herself, "I feel like a human being again." The drug HP 029 boosts the activity of the brain's surviving neutrons [sic], with few side effects. "It makes the remaining neurons work harder," Zemlan says. "We see in some cases dramatic improvement with selected patients… We will continue to accept Alzheimer's victims into this free program through January *(1989)*. Those who benefit from it have the option to go on maintenance dosages for minimal costs." But HP 029 is no cure." Zemlan would co-author a patent for a clinical test for the detection of Alzheimer's Disease. Zemlan married Dr. Cheryle Branche Webb



The Cincinnati Enquirer/Gary Landers

Dr. Frank P. Zemlan directs the Alzheimer's Research Center at the University of Cincinnati's College of Medicine.

The Philadelphia Jug Band will give a free concert Saturday, July 26, at the Mainstay in Rock Hall.

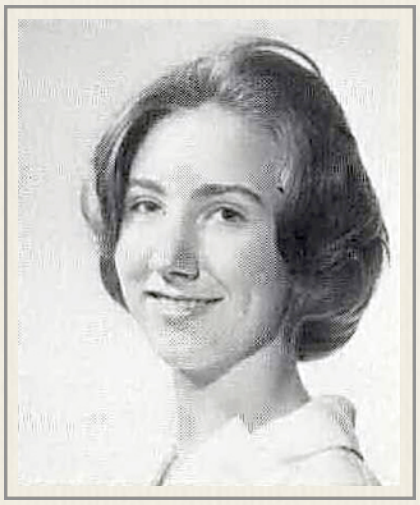
on 23 May 1992 in Hamilton County, Ohio. She practiced internal medicine specializing in endocrinology. Dr. Webb had graduated from the University of Florida College of Medicine in 1977. It was the first marriage for both. He founded and was the first CEO of P2D Bioscience (P2D) – a "specialty pharmaceutical company focused on developing innovative drugs that fulfill unmet medical needs in the treatment of central nervous system (CNS) and pulmonary disorders including attention deficit/hyperactivity disorder (ADHD), obesity, anxiety, depression, Alzheimer's disease, traumatic brain injury and chronic obstructive pulmonary disease (COPD)" in 2005. Zemlan became its president in February 2016. Throughout it all, Zemlan kept in musical touch with some high school buddies through the Philadelphia Jug Band. *(2003)* "The original members of the Philadelphia Jug Band – Dave Gauck, Jim Klingler, Steve Miller and Frank Zemlan – began playing music together while juniors and sophomores at the Bucks county school (Council Rock High school). Forty years later, working in various careers and living in different states, they still come together to make music with a jug, washboard, washtub and guitar. The band "was a way to have fun and meet girls. Music has always served that purpose for men," Klingler said. "You can't help but smile when you are playing and listening to jug music." *(2013)* "The core band *(above left)* is Frank Zemlan on guitar and vocals, Jim Klingler on guitar and vocals, Bob Beach on harmonica, flute and vocals, Dave Guack on washtub bass and jug and Steve Miller on washboard, blues kazoo and vocals. They always play New Year's Eve at a band member's home." Frank Paul Zemlan died on September 2, 2020, when he was 73 years old. *(2020)* Dr. Frank P. Zemlan, beloved husband of Dr. Cheryle Webb for 28 years. Devoted brother of John (Pamela) Zemlan and the late Mary Jo Zemlan. Cherished uncle of John (Elizabeth) Zemlan, Andrew Zemlan, and David (Victoria) Zemlan. Dear great uncle of Henry, Burke, Alexander and Isaac. Passed away Wednesday, September 2, 2020, at the age of 73. Dr. Zemlan was very active at the Indian Hill Church as the chair person for pastoral care. He served 12 years on Vestry and sang bass in the Choir from 1991-2020. He was the Director of Alzheimer's research at the University of Cincinnati and was a professor in the Department of Psychiatry. Frank played lead guitar and sang with the Philadelphia Jug Band for over 40 years. Visitation will be held on Friday, September 4, 2020, from 6:00 p.m. until 7:30 p.m. at the Spring Grove Funeral Homes, 4389 Spring Grove Ave, Cincinnati, OH 45223. A private graveside service will be held on Saturday at the Indian Hill Church Cemetery. Due to COVID-19 a memorial service will be held at a later date. In lieu of flowers memorial contributions may be given to The Indian Hill Church or the University of Cincinnati. Sympathy may be expressed at www.springgrove.org.

Frank P. Zemlan (2020)
- Zemlan Family Collection

- Summit House ledger / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / LinkedIn / Bucks County (PA) Courier Times – Mon, Dec 4, 1967 pg. 18; Cincinnati Enquirer – Tue, May 27, 1986 pg. 68; / Philadelphia Inquirer – Sun, Mar 16, 2003 pg. L03 / Kent County (MD) News – Thu, Sep 5, 2013 pg. 17 / Easton (MD) Star-Democrat – Fri, Jul 25, 2014 pg. 2 / https://prabook.com/web/frank_paul.zemlan/3578357

F. Zielonka 1952

Marshfield Corp/Cog Railway Cabins



Evelyn Zimmerman (1965)
- Kalamazoo College yearbook

Evelyn "Lynn" Zimmerman 1966

Lynn Zimmerman is the first of the three Zimmerman kids to appear in the Cog Roster but the last to start work there. Evelyn Zimmerman appears on the Summit payroll summary for July 1966 as earning $145 a month. "Free" room and board was worth $75 a month for tax purposes. Her net monthly pay was $103.66. Zimmerman's salary was booked in the Summit House "gift" column. Lynn Zimmerman's older brother, Philip was the first to come to work at the Mountain for family friends, Arthur and Ellen Teague. Ellen and Lynn's mother, Carol Winthrop Tidball had both graduated from the Agnes Irwin School in Philadelphia. Lynn Zimmerman told Jitney Jr in 2022 that the Agnes Irwin grads would meet every couple of months so Frank and Carol Zimmerman and their kids, *(Philip, Lynn & Janet)* became good friends with Art and Ellen Teague and their kids. In the spring of 1966, 20-year old Lynn Zimmerman had just finished her first year at Kalamazoo College in Michigan when she packed her bags in Wallingford, Pennsylvania and headed for the Summit House where she would work in the gift shop. The Zimmerman's had visited the Teague's at Mt. Washington over the years so it was familiar ground. Zimmerman she was moving into her Summit House room over the kitchen thinking it was going to be a good summer. "There were nine girls and 27 guys at the top of the mountain," says Zimmerman. "That was heaven," and although not as good, the ratio for dating at the Base where her sister, Janet worked "was still darn good." Her things put away in her room, Lynn went exploring. She walked down to the other end of the hall to the fire extinguisher box. A nozzle and some hose could be seen through a window at the top of the

door. She peaked in. She saw just a foot and a half of hose. "That's when I realized this really is a wooden building. I'm living above the kitchen." She asked the young man across the hall about the situation. He suggested she open the window in her room if fire broke out and determine which way the wind was blowing. If it was blowing towards her, she should go out the window. If it wasn't, he said come across the hall into his room, open the window and just before she jumped wake him up and let him know the building was burning. No fire occurred in 1966, but romantically things got hot. *(1970)* "Mr. and Mrs. Francis F. Zimmerman… have announced the engagement of their daughter, Miss Evelyn Dana Zimmerman, to George Peter Ouellette, son of Mr. and Mrs. Edward G. Ouellette of Berlin, N.H. The bride-elect attended Kalamazoo College and will be graduated from Moore College of Art in May. Her fiancé attended New England College and is at present serving in Germany with the Army. A June 6th wedding is planned." The couple met at the Summit House in 1966. Ouellette was a tall dining room waiter, who had just graduated from high school. The love affair continued beyond September through college and his entry into the military. By the time of their engagement, George Ouellette had been to Vietnam, and was a Green Beret. However, drugs had come home with the war and George who liked to party wound up in the base hospital with an addiction problem. He was in Germany preparing to be dropped into Laos to conduct espionage. He had been taught languages, including Russian. Lynn didn't understand the decision to put him in Laos as an intelligence officer as "he was twice the size of the people he was meeting!" The couple planned to marry right after she graduated from college and just before he headed back to Southeast Asia. However, June 6th did not turn out the way it had for Ellen Crawford and Arthur Teague twenty-seven years earlier. Two weeks before the wedding, on the night Zimmerman graduated, Ouellette called the wedding off. He thought they were "too young to get married" but had waited to tell her so she would finish her degree in art education. "I was tremendously broken up, like a lame bird," Zimmerman remembers fifty years later. She later tried to get together with Ouellette after he got out of the Army, but in tracking him down, Ouellette's father had her promise not contact George. He had lost his first wife and had just remarried. A new baby was on the way, and Ouellete had a child from his first marriage. Zimmerman says her father, Frank was not happy. "If George had walked up the driveway," says Zimmerman "my father would've shot (at him) between his knees… maybe a little higher up." It was a heartbreaking end to a relationship begun in what Lynn remembers as a "very magical summer" that meant so much to her. Only recently have the pair talked again. George had open heart surgery and there was a third wife and two kids. She says they "very much regretted we hadn't gotten together." Zimmerman became an elementary art teacher. She currently lives in Princeton, New Jersey. *- Summit House / Ancestry.com / Newspapers.com / GenealogyBank.com / Delaware County (PA) Daily Times – Wed, Mar 18, 1970 pg. 12 / See Vol. 1 Ch. 9 Sec. 2*

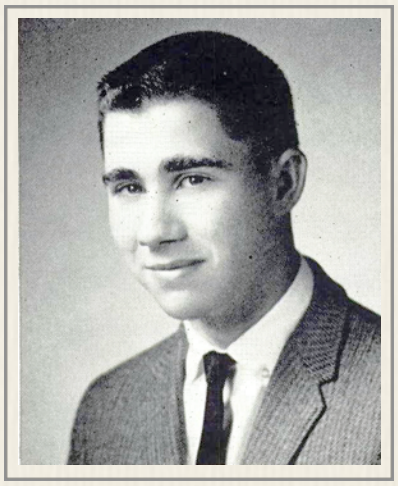
Janet Zimmerman 1965 - 1966

Janet Zimmerman (1965)
- Kent Family Collection

17-year old Janet Zimmerman had started working at Cog two years after her brother, and one summer ahead of her sister. Janet was good friends with Anne Teague and worked in Marshfield for two summers. *(1966)* "Mr. and Mrs. Francis F. Zimmerman, Nether Providence (PA), have returned from a trip to Prince Edward Island, Canada. Enroute home they spent several days with their daughters, the Misses Evelyn and Jane Zimmerman, at Mount Washington, N.H., where the girls are spending the summer." Anne Teague Koop says "I have such vivid memories of (the Zimmerman's) and their visits (to Mount Washington). They would stay at the Hut in the back quarters, where Henry Teague lived. (Frank) was a professional photographer and he took all the wedding pictures at Margie's wedding as well as mine. Frank Z took many family pics at the Cog… Many of the (Teague) family pics I shared with you were also taken by him."/ Janet Zimmerman was born on December 6, 1947, in Wallingford, Pennsylvania to 31-year old Francis "Frank" Fisher Farrar Zimmerman *(b.1916 d.1985)* and 34-year old Carol Winthrop Tidball *(b.1913 d.1988)*. Janet had one brother – Philip and one sister - Evelyn. Ancestry.com family trees indicate Janet lived in Levittown, Pennsylvania, in 1980 and in Rose Valley, Pennsylvania, in 1993. She had married Andrew Purbrick by the time her father died in the summer of 1985. Lung disease claimed long-time smoker Janet Zimmerman on November 25, 2000, in Media, Pennsylvania, at the age of 52. She was buried in the Unitarian Universalist Church Memory Garden in Media.

- Marshfield Corp. / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Delaware County (PA) Daily Times - Wed, Aug 3, 1966 pg. 12 / Philadelphia Inquirer - Sun, Oct 19, 1986 pg. 411

Philip Zimmerman 1960 & 1962



Philip R. Zimmerman (1963)
- Perkiomen School yearbook

15-year old high school sophomore Phillip R. Zimmerman came to Mount Washington as a teenager to first work for the railway for $130 a month taking care of the bunker and gas station in 1960 from Wallingford, Pennsylvania. The summer of 1961 he stayed home preparing for his move from the Nether Providence High School in Wallingford (where received honors in the spring of 1961) to the Perkiomen School, a private boarding & day college prep school in Pennsburg, Pennsylvania. In 1962, he returned as both a brakeman and working down in the shop. Col. Teague having recognized the young man's mechanical ability. Philip R. Zimmerman was born in 1945 to Francis "Frank" Fisher Farrar Zimmerman *(b.1916 d.1985)* and Carol Winthrop Tidball *(b.1913 d.1988)*. Philip was named after his paternal grandfather. Zimmerman would graduate from Perkiomen in 1963. His yearbook entry said Phil was "a participant in the Perkiomen parade

for two years…. Preoccupies himself with model airplanes and "Hair-pile"… suspicious of people who detect electrical systems… Mr. Lytel's physics class stimulates him… garbage dumping campaigns enrage him… wastes time with Ahlborn… Dartmouth bound." He was in the Science club and Glee club, played soccer and fenced as a Junior. He ran spring track his junior and senior year while participating in the Periomenite publication and was a Yeomen member as a senior. In the Class will, Zimmerman was quoted: "I… bequeath to Mr. Hrisko one hour of static-free T.V. viewing each night for the rest of his life." The class prophecy predicted "Phil Zimmerman will derive a great craving for unusual foods." Zimmerman did develop a craving for California sunshine. He was living in Berkely, California when he came back to the Cog to work as shop machinist in 1976. He is currently retired and living in California with wife art historian Ann Harlow, whom he married on May 15, 1982. They have two boys, Brian and Adam. *- Railway Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Chester (PA) Delaware County Daily Times – Mon, Apr 3, 1961 pg. 12*

Sally Zitin (upper left) with Anne Teague (lower right) at the Stevens School (1967)
- Stevens School yearbook

Sally I. Zitin 1968

18-year old Sally Zitin was a classmate of Anne Teague *(left)* at The Stevens School in Philadelphia. When they graduated from the college prep school, Zitin came north with Teague to work in Marshfield that summer. Sally L. Zitin appears on the 1968 Marshfield payroll summary for July 1968 as earning $130 a month. "Free" room and board was worth $62 a month for tax purposes. Her net monthly pay was $107.43. Zitin's salary was booked in the Marshfield "restaurant" column. In her junior year at Stevens, Zitin was on the Blue & Gold staff, sang in the Glee Club, played JV Basketball, was part of the school's flower girls, a member of Beta Sigma and an officer in the Dramatics Club. *(1965)* "The Teen-Theatre of Allens Lane Art Center will present "Cheaper by the Dozen" Friday *(3/12)* and Saturday *(3/13)* nights at Allens Lane and McCallum st. (in Philadelphia)… Featured are Roz Kricheff, Dianne Salinger, Sandy Martin, Donna Haskins, Carol Ingster, Melanie Smith, Amy Robertson, (14-year old) Sally Zitin… (The play) will continue through Sunday with a 2 p.m. performance." It's unclear whether Zitin worked through the entire Cog season, but it is clear the daughter of Samuel and Eleanor (Stein) Zitin, born on March 25, 1950 had her heart set on a career in the theater. She landed a part in a production of "Three Men On A Horse" at the John B. Kelly Playhouse in the Park in Philadelphia featuring Tom Poston as the lead in 1969. Critic Craig R. Waters was not kind. "(Tom Poston) has got lots of physical substance… but dramatic substance? No… which is one of the problems with (the play.) The other problem is… the comedy, by John Cecil Holm and George Abbott, just isn't that funny anymore. It may have been once upon a time…. When American theatergoers were engaged in a frantic search for sweet, inane simplicity. But you can get that stuff now on teevee." Waters was kinder to Poston's co-star. "Abe Vigoda… turns in a rather amusing performance." Sally Zitin rounds out the cast listing in the review. Zitin made the move to New York City in the fall of 1969. "Localites Sally Zitin and David L. Friedman accepted for theater arts training in NYC's Neighborhood Playhouse, a 41-year-old school which lists Steve McQueen, Joanne Woodward, Gregory Peck and Eli Wallach among its grads." Six years later, Zitin was part of the Group Repertory Theater in North Hollywood, as "the first of a series of four productions planned to run repertory" debuted. Critic Sylvie Drake wrote "And if all can come up to the standards displayed by this initial effort, a new day will have dawned on theater in Los Angeles.

Students model period costumes at the Stevens School Centennial Ball fashion show. Left to right is Elizabeth LeVay, Sally Zitin, and Megan McLaughlin (1987)
- Charles T. Higgins photo - Philadelphia Evening Bulletin

Sarah Zitlin (2021)
- Facebook Profile

Let's get it out: "Happy Days Are Here Again Blues" is an experience…. Certain performances stand out. Chief among them is Jennifer Billingsley as the failed movie star, Mae… More peripheral but just as noteworthy are Vincent Cobb's bitter rage as the cobbler, Clyde, and the agonies of his dying wife Anne (Sarah Zitin)… But the real masterstroke here is the high standard of work done on all levels and in all aspects of the theater craft. In the three years since Equity released West Coast actors from its stringent workshop code and then turned them loose…. the predicted raising of standards has been slowly taking shape. This GRT production reinforces the theory. It is hard evidence of creative forces engaged in serious work for its own reward." Sally/Sarah Zitin's Facebook profile says she has three siblings: Maureen, Stuart & Wadude and studied theatre at Northwestern University in the Class of 1982. Zitin did not forget her roots at The Stevens School participating in fashion show of period costumes in the fall of 1987. And later Zitin says, "I studied Chinese Herbology at The Institute of Chinese Herbology in Berkeley, Ca. I attended The Jaffe Institute of Medical and Spiritual Healing in Napa, CA. I also attended Every Woman's Village in Los Angeles. I am a certified Chinese Herbalist, energy healer with expertise in bodywork, reflexology and acupressure." She wrote a book called "A Simple Guide to Immunity" about immunity, detoxification and healing

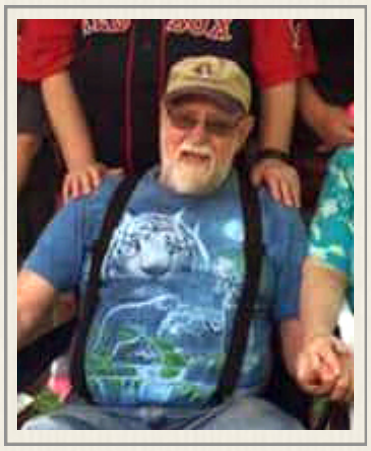
autoimmune disorders, and was the editing director for a time at Leaf'd. She has her own website - sarahzitin.com

- Marshfield Corp / Ancestry.com / Newspapers.com / GenealogyBank.com / Camden (NJ) Courier-Post – Wed, Jul 16, 1969 pg. 10 / Philadelphia Daily News – Wed, Nov 5, 1969 pg. 37 / Los Angeles Times – Tue, Apr 22, 1975 pg. 18 / Philadelphia Evening Bulletin – Oct 16, 1987

The Zwaagstra's of the Mount Washington Railway

(in order of appearance at the Mountain)

Gerald Zwaagstra 1977



Jerry Zwaagstra (2021)
- Zwaagstra Family photo

40-year old Gerald "Jerry" Zwaagstra took over the Marshfield kitchen in 1977 and the notoriously finicky Cog crew was apparently well pleased. ***David Huber:*** "One of my favorite 'Cog Chef's'... Jerry (Zwaagstra)....and wife Colleen. Jerry was an awesome cook and I remember him convincing many of us young lads to look upon 'Liver and Onions' in a different view. One week he bet that he could cook us each 'Liver and Onions' that we would like..... In my case he won, and I believe that he convinced a good number of the crew that "the cook could make or break the food." ***Art Poltrack:*** "The Zwaagstra's two daughters who also assisted in the kitchen... All excellent chefs!" ***Terry Flaherty:*** "Yep the Zwaagsta's were good people. Yes, Jerry had a way with liver and onions. Yummy." / Using brother Pier's 2021 British Columbia obituary and an oral history by brother George, Jitney Jr can report Cogger Broer Gerald Zwaagstra was born June 13, 1937 in the village of Tjerkwerd, in Friesland, The Netherlands to Sjouke and Anna Zwaagstra. Gerald had two brothers: Pier *(b.1930 d.2021)* & George nee Sjouke Jr. *(b.1933 d.)* who both emigrated to Canada. Broer Gerald *(left)* was just three years old when Germany invaded and occupied Holland. His father, Sjouke Sr. was an area leader with the Dutch Underground "finding hiding places for Jewish citizens, moving caches of weapons and gasoline, passing on contraband leaflets, hiding forbidden radios and forged ration cards." Jerry's brother George Zwaagstra told the Canadian Museum of Immigration at Pier 21 he was "7 years old when War started. Remember very well when the Germans arrived in our village on a Sunday morning. War started May 10, 1940. Dad had a grocery and food for cattle store *(below)*. Dad was also an area leader for the Underground during the war." Pier Zwaagstra told his family that "owing to his tall, blond, athletic physique, (Pier) was offered membership in the Dutch Hitler Youth, something he pretended not to understand. Looking blankly at the recruiter, he'd shake his head trying to look as simple and backward as possible. The recruiter finally gave up in frustration. *(Later in life as a Canadian Army officer, Pier would serve in Germany and act as a translator)*. In reality, (Pier) was often tasked by his father to ferry important documents from one resistance household to another. Papers hidden in his shirt, he'd politely wish the German soldiers at bridges and checkpoints a cheerful good day as he was waved through. The consequence of being caught cannot be understated." George said he, too, carried messages for his father in '43, '44 and '45 as Tjerkwerd became a place of refuge. "Hunger evacuees, children from big cities arrived, evacuee families arrived, young men fleeing from the Germans arrived, Jewish children arrived, military who fought against the Germans came and went into hiding," said George. Pier told his kids, "At war's end, the family learned that they had been betrayed to the Gestapo. It was only the timely arrival of the Canadian Army *(in April 1945)* that saved them from an awful fate." After the war, Pier was the first to emigrate to Canada where he worked three jobs, pumping gas, fixing cars and delivering milk" and carried "a bowtie in his back pocket so that he could work evening shifts at the Dominion grocery store, and as often as possible, tried to pick up hours working as a stevedore at the docks in Halifax." Pier wrote back to his brother, "George, Canada is a land of milk and honey, BUT you have to find your own cows and bees." The Zwaagstra's *(Sjouke, Anna, 18-year old George and 14-year old Gerald)* left Holland in 1951. "Thursday, April 19,1951. 4 am - Waiting for bus to Rotterdam," recalled George Left Rotterdam by train for Paris, France at noon. Arrived in Paris 6 pm in heavy rain. Spent Friday in Paris. (Notre Dame, Hotel des Invalides, Eiffel tower, 385 steps to the top of the Notre Dame. Left Paris April 20 in the afternoon for Le Havre. Left Le Havre 1 am Saturday April 21, 1951 on the *MV Georgic (1 funnel)*. Arrived in Halifax April 27 5pm at Pier 21. The reason we came on the Georgic was because we could not get a place on a regular emigration ship. If we would have waited we would have to go do the process all over. Paperwork, medical, etc. Dad decided to pay our own way over. When we arrived in Halifax, my brother (Pier) was waiting for us. As we were the only ones that stayed in Nova

Sjouke Zwaagstra Sr. standing with a horse & cart outside the Zwaagstra family store (perhaps family members) in Tjerkwerd, the Netherlands, A sign on the store reads "Cafe Billard - S. Zwaagstra." An advertisement for tea above the door. (1940s.)
- Donated to Canadian Immigration Museum Pier 21, April 17 2010, by George Zwaagstra

White Star Line's MV Georgic in Australia while she was operating as a migrant transport ship. The Zwaagstra's came to Canada aboard her. (1949) - Wikipedia.com

Scotia, we were almost processed immediately. It did not take long for our baggage to be inspected. I brought one suitcase with clothing. My father and mother had a couple of suitcases. Their furniture arrived 9 weeks later in two 5-ton crates. My mother was deeply affected by the War. We always had something to eat." Perhaps that was where Gerald Zwaagstra learned how to make "liver and onions" in a way to please a Cog palate. While his brothers stayed in Canada, Gerald came south to New Hampshire. *(1968)* "B. Gerald Zwaagstra, 31, of Nashua, N.H., pleaded guilty and paid a $25 fine on a charge of speeding 85 in a 70-mile zone on July 27 at Newport. Trooper Andresen was the complainant." *(2011)* "Littleton Police Log: B. Gerald Zwaagstra, 74, of Bethlehem was involved in a single vehicle motorcycle accident on Cottage Street about 3 p.m. Oct. 8 and was transported to Littleton Regional Hospital." In September 2021, Gerald & Colleen Zwaagstra's family *(below)* gathered in Bethlehem to celebrate the couple's anniversary. Jerry Zwaagstra would die eight months later.

Gerald & Colleen Zwaagstra's family gather in Bethlehem to celebrate the couple's anniversary in September 2021. Gerald front row center. Colleen front row sitting right. Cogger daughters Cheryl in Red Sox jersey & Lorie blessed. (2021) - Zwaagstra Family photo - Cheryl Zwaagstra FB page

(2022) "Broer Geert (Jerry) Zwaagstra, Aliases Mr. Z/ The Flying Dutchman/ Hosses Ass/ Shit Stirrer/ Smelly Old Goat/ Turd Turner/ Grampy Z - Jerry died suddenly Thursday, May 12, at his home doing what he loved, gardening. He was born in the Province of Friesland in the Country of the Netherlands (Holland), B. G. Zwaagstra. He grew up as a young boy surviving World War II. Sometime during the early 1950's Jerry's family immigrated to Canada. Not knowing the English language, Jerry had to start school in the first grade as a young teen. When he learned English, he was able to pass several grades in less than two years. Around age 17, Jerry dropped out of school after grade 6 to work helping to support his family. He worked on his family's dairy farm, several logging camps, at Halifax, and Nova Scotia Dairy Company. While working at the dairy company Jerry met the girl he would marry *(left)* in 1958. "The love of his life" and the boss's daughter, Colleen Graves. They had a son, John Wayne born in 1959. In 1960 the family of three immigrated to the United States of America through the port of Boston Massachusetts. It was here that two daughters joined the family. Cheryl Anne was born in 1961 and Lorie Ellen was born in 1963. Jerry worked a union job at a large dairy company and then went on to learn the donut business at a Mister Donut. In 1964 Jerry and Colleen moved the family to Nashua, NH. Here they started a small successful business called Lorie's Donut Shop that was located in North Chelmsford, MA. They later built a home in South Nashua. In 1973 Jerry and Colleen sold their home and business and moved the family north to the White Mountains to Bethlehem, NH. They built their home where they currently reside. With the help of their children they owned and operated several large and small restaurants. They worked for several other food service businesses and non-food services. In time their daughter Lorie married Rob Hayward and they brought grandchildren into their lives. Granddaughter Jerusha Hayward in 1982 and grandson Serry Hayward in 1984. Jerusha Hayward later married Ben Fish and gave Jerry and Colleen great-grandchildren. Mia Fish was born in 2014 and Cora Fish in 2016. Around the year 2000 Jerry retired living a busy comfortable life with his love Colleen and K9 buddy Chipper. Jerry and Colleen came to the USA, raised a family, lived, worked hard, and successfully achieved the American dream. When Jerry was asked about himself he would reply "I was the little dutch boy who saved Holland from flooding when I stuck my finger in the dike!" He had the permanently bent finger to prove it! He was pre-deceased by his grandson Serry in 2005. A Celebration of his life will be held on Saturday, June 11, 12:00 – 4:00 PM, at the old Wedding Pioneer Barn, 21 Sunset Hill Road, Sugarhill. There will be burgers, hot-dogs, soda, and water. For anyone who would like to bring a dish to share it would be appreciated. To RSVP and let the family know what dish you could bring please contact Cheryl Zwaagstra at 603-745-5003. ***David Huber:*** "I met Jerry in 1977 or 78 while working at the Cog Railway. He was hired on as the cook in Marshfield's kitchen and helped

feed all the young men who lived and worked at the Cog. Jerry offered up some awesome meals and track lunches. He introduced me to "Liver and onions" - As I remember he made some kind of wager to the crew, that he could serve us Liver and onions and we all would enjoy it. Jerry succeeded with me and I now enjoy it when I can. I never went hungry nor left the kitchen feeling underfed the years he worked there. We ate like kings." *- Marshfield Corp / Bencosky-Desjardins files / Mount Washington Cog Railway: We Worked There FB page / Ancestry.com / Newspapers.com / GenealogyBank.com / Bangor (ME) Daily News – Fri, Aug 9, 1968 pg. 18 / Caledonian Record - Oct 12, 2011 / www.comoxvalleyrecord.com/obituaries/pier-zwaagstra/ / Courtenay, British Columbia Comex Valley Record – Dec 11, 2021 / https://pier21.ca/content/the-immigration-story-of-george-zwaagstra-dutch-immigrant*

Colleen Zwaagstra (2021)
- Zwaagstra Family collection

Colleen C. Zwaagstra 1978 - 1982

39-year old Colleen C. Zwaagstra followed her husband, Gerald into the Marshfield kitchen in 1978 and would be there through summer of 1982. She was paid $3.80 an hour during the 1981 season. Her daughter Cheryl worked with her in 1978 through 1980. Younger daughter, Lorie was in the Marshfield kitchen for just the 1978 season. Internet research has turned up a December 16, 1939 birthdate for Colleen, but no names of parents, a maiden name nor when she might have married Gerald. That was revealed in Jerry's obituary. The Zwaagstra's did live in Nashua where she was involved with her children's activities. *(1968)* "An awards ceremony and annual inspection of Cub Scout Pack 257 of the Infant Jesus Parish (in Nashua) was held at the November meeting in the School hall. The Scouts marched into the hall, formed a circle and gave the pledge of allegiance. Anthony Dublow gave the opening prayer. Introduced were the new Den Mother, Elizabeth Badeau, new assistant, Colleen Zwaagstra and new secretary, Sandy Adams." *(1970)* Broer G. & Colleen C. Zwaagstra lived at 6 April Drive in Nashua. *(1972)* "The New Hampshire Sweepstakes Commission announced today *(8/12)* that prize checks totaling $24,675 are being sent to 368 winners" in the 50/50 Sweeps game. Colleen Zwaagstra of Nashua was a $50 winner. The Zwaagstra's moved north to Bethlehem and again, Colleen was involved in the community. *(1977)* "A flea market will be held on the lot between H&H Outdoorland and the Village Grocery Store (in Bethlehem) during the month of July. Volunteers are needed to work. Further information may be had by calling Mrs. Colleen Zwaagstra." / Bethlehem's Selectmen's Blotter for July 18, 1977: "Gerald Zwaagstra of Beech Hill was in to discuss the extension of a permit for a "flea market" presently being conducted on the Frederick Aldrich vacant lot by the newly-formed Chamber of Commerce. Selectmen informed him that they have no authority to extend this permit and are trying to consult with Town attorney regarding their exact duties in this area." -
Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Nashua (NH) Telegraph – Sat, Nov 23, 1968 pg. 2; Tues, Sep 29, 1970 pg. 14 & Sat, Aug 12, 1972 pg. 20 / Littleton Courier - Wed, Jun 29, 1977 pg. 7A & Wed, Aug. 3, 1977 pg. 9B

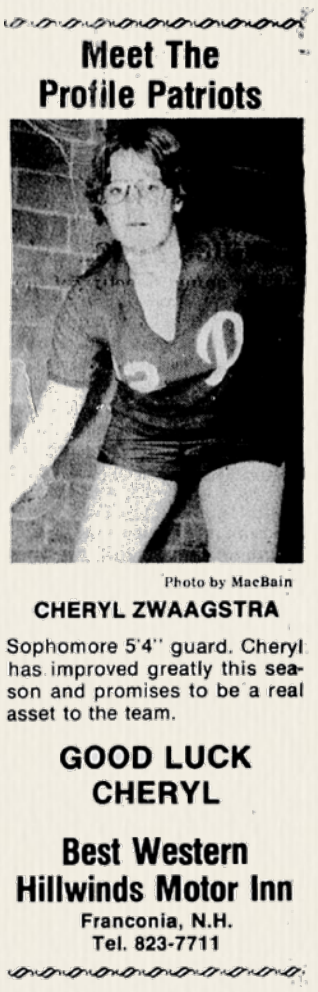
Colleen Zwaagstra behind Ruth Mason (1979)
- John Rolli collection

Cheryl Zwaagstra (1979)
- John Rolli collection

Cheryl Zwaagstra (2021)
- Zwaagstra Family collection

Cheryl Anne Zwaagstra 1978 - 1980

17-year old Cheryl Zwaagstra came to the Base with her mother, Colleen and sister, Lorie to work in the Marshfield kitchen in 1978. She had just finished her junior year at the brand-new Profile High School. Cheryl would be in the Marshfield kitchen with her mom in 1979 and 1980. She earned $3.10 an hour. Cheryl Anne Zwaagstra was born on January 10, 1961 to Broer Gerald and Colleen C. Zwaagstra. The summer before she came to the Cog, Cheryl had visited the continent where her father, Gerald Zwaagstra was born. *(1977)* "NACEL *(Northern Atlantic Cultural Exchange League)* conducts a reverse program where American students visit French families for a month. Three local students departed on a *Capital Airlines* DC-8 on Thursday, June 30, Wayne Ives, Cheryl Zwaagstra and Colleen Ritchotte are all in Southwest France near Bordeaux. As part of their French experience, they spent three days in Paris." That fall, Cheryl Zwaagstra continued to be a standout on the playing fields. "Profile *(Girls Field Hockey team)* traveled to Conway Friday *(9/16)* and battled a highly skilled Kennett team. Kennett scored twice in the first half despite a strong Profile defense. Cheryl Zwaagstra made several excellent saves in goal for Profile. Profile had opportunities to score but were frustrated every time. Twelve minutes into the second half Kennett had a chance to increase their lead on a penalty shot, but goalie Cheryl Zwaagstra denied the Kennett forward the score. Despite the defeat, Profile played an excellent game. The team's record is one win, two losses, one tie." / "The girls field hockey team beat Groveton 3-0 on Thursday *(9/22)* as the offense for profile played their best game of the season. On Friday *(9/23)* the team traveled to Stratford and came home with their second consecutive shutout. They dominated the game throughout as they got off twice as many shots as their opponents. It was the defense, however, that high-



Cheryl Zwaagstra

lighted the game. *(Future Cogger)* Kathy Presby played well with her fine flipping and scooping. In their last two games the defense has allowed only six shots on goalie Cheryl Zwaagstra." In their second season, the "Profile girls field hockey team, coached by Leslie Turner, enjoyed a record of 8-3-2, and looks forward to tournament action starting Nov. 10. The determined defense includes Cheryl Zwaagstra and Kathy Presby. High points of the season included beating the Littleton Crusaders twice, and winning five games in a row, four of which were shut-outs." The Profile Girls posted a shutout in the opening round of the tournament with Zwaagstra in the goal. Cheryl Zwaagstrat *(left)* was one of 25 members of the Class of '79 at Profile Jr./Sr. High School to receive their diplomas at Graduation Exercises on Friday, June 15 *(1979)* at the school. Cheryl was the class salutatorian. She received a Dollars for Scholars award, a Jason-Sommerville award and a Senior Athletic award."

- Marshfield Corp / Bencosky-Desjardins Collection / Ancestry.com / GenealogyBank.com / Littleton Courier - Wed, Jul 13, 1977 pg 8A; Wed, Sep 21, 1977 pg. 8; Wed, Sep 28, 1977 pg. 10; Wed, Oct 26, 1977 pg. 12 & Wed, Jun 13, 1979 pg. 1 & 11A

Lorie Ellen Zwaagstra 1978

Lorie Zwaagstra

When her mother, Colleen took over the Marshfield kitchen after her father, Gerald had cooked there in 1977, 15-year old Lorie Zwaagstra came along with her older sister, Cheryl to help feed the Cog crew. Lorie had just finished her sophomore year at Profile High School where Katy Presby was in her class. Academically it had been a good year for both future Coggers. *(1977)* The Profile School Principal's List *(2.75-2.99)* included Freshmen *(& future Cogger)* Kathy Presby and Lori Zwaagstra / High honors (3.5 and above) - Sophomore Cheryl Zwaagstra / The Zwaagstra girl's superior grades continued into the third quarter and were joined by senior Wayne Zwaagstra. Brother Wayne Zwaagstra would graduate in the first Profile Class and tied for salutatorian honors with Mark Corlis. Lorie would only be at the Cog for only one summer. She would graduate from Profile High School alongside her sister, Cheryl as a member of the Class of 1979. Lorie Zwaagstra would marry Rob Hayward Jr of Sugar Hill, New Hampshire. They would have two children: son, Sean "Serry" Deanglis *(b.1984 d.2005)* and daughter, Jerusha. There was a divorce. Lorie Hayward is listed as the president of the Welding on Wheels company in Alton, New Hampshire registered with the state in August 2002 which provided portable welding services for fabrication and repair of ornamental fences and railings. The company's business registration has since expired. Her son, who graduated from the Baron Technical Institute died on Saturday, September 24, 2005 following a single-vehicle accident on Route 302 in Bethlehem. Police said Hayward was heading east about 5 in the morning when the Chevy pickup truck left the roadway, struck a stonewall, a tree and then rolled over - throwing the 21-year old carpenter from the cab. Cheryl Zwaagstra said Serry's friend, Liko Kenney helped Lorie Hayward "build a garden at the accident site even though he felt it was creepy being there." And Kenney continued to keep in touch with his friend's mom. "The most heart-warming thing Liko did was on Mother's Day last year *(2006)* he called Lorie because he knew his friend Serry would want him to wish his mother a Happy Mother's Day in his place. Not too many young men would do something like that. You should be very proud of Liko." Cheryl told Kenney's parents that in May, 2007 the 24-year old died in "a tragic accident" in Franconia. "Know that my families' thoughts and prayers are with you, and I really believe that where ever Serry and Liko are today they are together and carrying on where they left off. Having Fun!!!!" Lorie Hayward became a Licensed Nursing Assistant (LNA) and worked at Wentworth-Douglass Hospital. However, a Facebook posting indicates she may be changing careers again. "I am getting out of the healthcare industry because of the mandate... been there 10.5 years, was a hero last year & disposable this year."

Lorie Zwaagstra (2021)
- Zwaagstra Family collection

- Marshfield Corp / Bencosky-Desjardins files / Ancestry.com / Newspapers.com / GenealogyBank.com / Facebook.com / Littleton Courier - Wed, Feb 9, 1977 pg 8A & Jun 15, 1977 pg. 8 / Caledonian Record - Sep 27, 2005 / phaneuf.tributes.com/obituary/print_selections/89831359?type=6

Known by a Single Name

Those Known by Single or Nick Names

Albert

Summit custodian/caretaker

- See Vol. 1 Ch. 9 Sec

Albert "Little Albert"

"Little Albert" was working at the Base at roughly the same time (early 1950s) when "Albert" was doing maintenance at the Summit House. Jitney says "Little Albert" and some other Coggers went down the mountain for some libations and during the trip ran the car off the road. Police arrived at the scene and Little Albert began giving the officers a hard time. Tired of putting up with this mouthy, inebriated but not really belligerent person, one officer finally tells Little Albert to "Go over there and sit on that bank - You're nothing but a common drunk!" Little Albert wobbled over, sat down and had the last word, "I may be a drunk, but I'm not common!" Another time on a busy day with lots of tourists milling about, Mrs. Jitney spotted Little Albert holding a hose down by the bunker so it looked like he was urinating. She couldn't stop laughing.

Cyrus of the Summit 1885

"Have you seen Cyrus? He is one of the characters at the Summit. The other day he was explaining the mysteries of the slide board, which the workmen on the Mount Washington Railway use in making the descent to the Base, to an inquiring visitor who remarked, "Well, now, that is a good way to go down the mountain, but they can't slide back, can they?" "Oh no," says Cyrus, "they have tried it several times, but it won't work." The visitor departed.

- Among the Clouds - Jul 21, 1885

Great White Spirit

Caretaker

- See Vol. 1 Ch. 13

Mickey & Charlie of the B&M late 1950s

Cog boilermakers before Ray Gilman arrives. The two men were a couple. Doug Taylor remembers they "were a Mutt & Jeff pair from the B&M shops in Billerica, (MA) probably found and hired by Duncan Green." Bookkeeper Ken Randall remembers that Mickey & Charlie were never officially on the Cog payroll. "They would come up each year in the spring. The Cog never paid them directly, but reimbursed the B&M for their work" reconditioning the engines' boilers to pass static pressure tests to be run pushing passengers up the mountain. Ken says the Cog "tried to make sure the duo's work was done before the 4th of July because if they had to stay later they would receive double-time pay." "No one wanted to get in a boiler with those two," says Doug. "My first encounter with a non-stereotypical gays. I think they lasted until 1962 season."

"**Smith"** 1868

In 1900, Mrs. Archibald Mclaren wrote to the editor of the *Among the Clouds* about her time as a young girl known as "Little Jessie" growing up at the Base Station when the railway was being built. She gave a child's eye view background to some already on the Cog roster in 1869. Her 1900 letter focused on "One man whom I will call Smith that was employed on the railway during its construction. He was one of the most peculiar looking men I ever saw, not exactly a freak of nature but very near it. He was not what is termed cross-eyed, as the right eye looked outwards and the left upwards, but the most singular part was that each eyelid winked alternately, instead of together. His peculiar look was not exactly a calamity, sometimes I though it an advantage as I have seen the men sitting around the stove smoking and Smith would beg a pipeful of tobacco, when a dozen hands would dive in their pockets, each man thinking he was the one addressed, it being utterly impossible by looking at Smith's face to tell where he was looking."

The Pea-pickers

In discussing memorable Cog workers from their era, Sandy Stephen asked, "Have you got the Pea Pickers? From (the) Carolina(s) – they were SOB's as far as I was concerned. They didn't stay very long." His wife, Mary (Lund) Stephen explained, "Well they didn't do anything. They were always wandering around in a daze." Sandy: "I knew them from the trains. They left early." Mary: "It took them forever to get a sentence out – they were 100 percent Southern"

Walter the Dishwasher 1954

Cleaned dishes alongside Sandy Stephen in Marshfield kitchen - left early - leaving Sandy alone in the soapsuds.

- See Vol. 1 Ch. 9 Sec. 5

Hut Boys - The Jitney Years

As a final personnel memory prompt for those who worked at the Mount Washington Cog Railway during the Jitney Years *(1950-1967)*, here is the list of Lake-of-the-Clouds personnel from the Appalachian Mountain Club website listing "croo" for the various huts and various years. *http://www.ohcroo.com/lakes.cfm* These people became regulars around the Base as they and their supplies rode the trains to Skyline during the summer to then pack their way over to their jobs assisting hikers along the Presidential Range trails.

1950

Andrew Macmillan
Charles Rowan
Tim Saunders
Bob Smith
A. Brooks Parker
Willie Hastings

1951

Willie Hastings
Larry Eldredge
Harry Adams
Charles Rowan
Richard White

1952

Al Starkey
Roger Smith
Lindsey Rice
Bob Monahan
Larry Eldredge
Carl Hoagland
John Hobbie

1953

John Hobbie
Carl Hoagland
Larry Eldredge
Roger S. Foster Jr.
Dick Clement
Bob Monahan
Al Starkey
Brooks Van Everen

1954

Andy Taylor
Dave Stephenson
Richard White
Al Starkey
Kent Neilson
John Hobbie
Willie Hastings
Joe Hoag

1955

Roger S. Foster Jr.
Lew Lloyd
Tim Smith
Ray Scheimer
Terry Underwood
Al Starkey (HM)

1956

Tim Smith
Sam Reed
Chuck Kellogg
Lew Lloyd (AHM)
Ray Scheimer (HM)
Roger S. Foster Jr. (HM)

Hut Boys: 1957 -1962

1957

Lane Emerson
Peter Grote
Chuck Kellogg
John Hopkins
Donn Springer
Greg Prentiss

1958

Greg Prentiss
Donn Springer
Chuck Kellogg
Jim Hainer
Bob Cary
Bill Belcher
Ken Smith

1959

Bill Belcher
Bob Cary
Steve Cram
Chuck Kellogg
Ray Scheimer
Greg Prentiss
Tom Martin

1960

Jon Sisson
Peter Ward
Lane Emerson
Clark Dean
Bill Belcher
Chuck Kellogg (HM)

1961

Allen Koop
Lane Emerson
Ted Blatchford
Peter Ward
David Raub
Tom Martin

1962

Richard Meserve
David Raub
Peter Ward
Frank Dean
Stan Cutter
Paul Buffum
Allen Koop

In 1908, a Maine Chamber of Commerce's Board of Trade Journal article dealing with Mt. Washington and its Railway noted, "The curious Lake of the Clouds, source of the Ammonoosuc - "the hand-mirror of Venus" - is another of Mt. Washington's surprises. It has been aptly called "a fairy haunt, rock-rimmed and fringed about with Alpine shrubs, half disclosing, half concealing its bare bosom."

Hut Boys: 1963 -1967

1963

Pete Clark
Stan Cutter
Frank Dean
Whit Barry
Terry Wright
Dave Swift
Tom Martin

1964

Bob "Rocky" Morrill
Ken Olson
John Nutter
Dave Lewis
Dal Brodhead
Jed Davis
Stan Cutter

1965

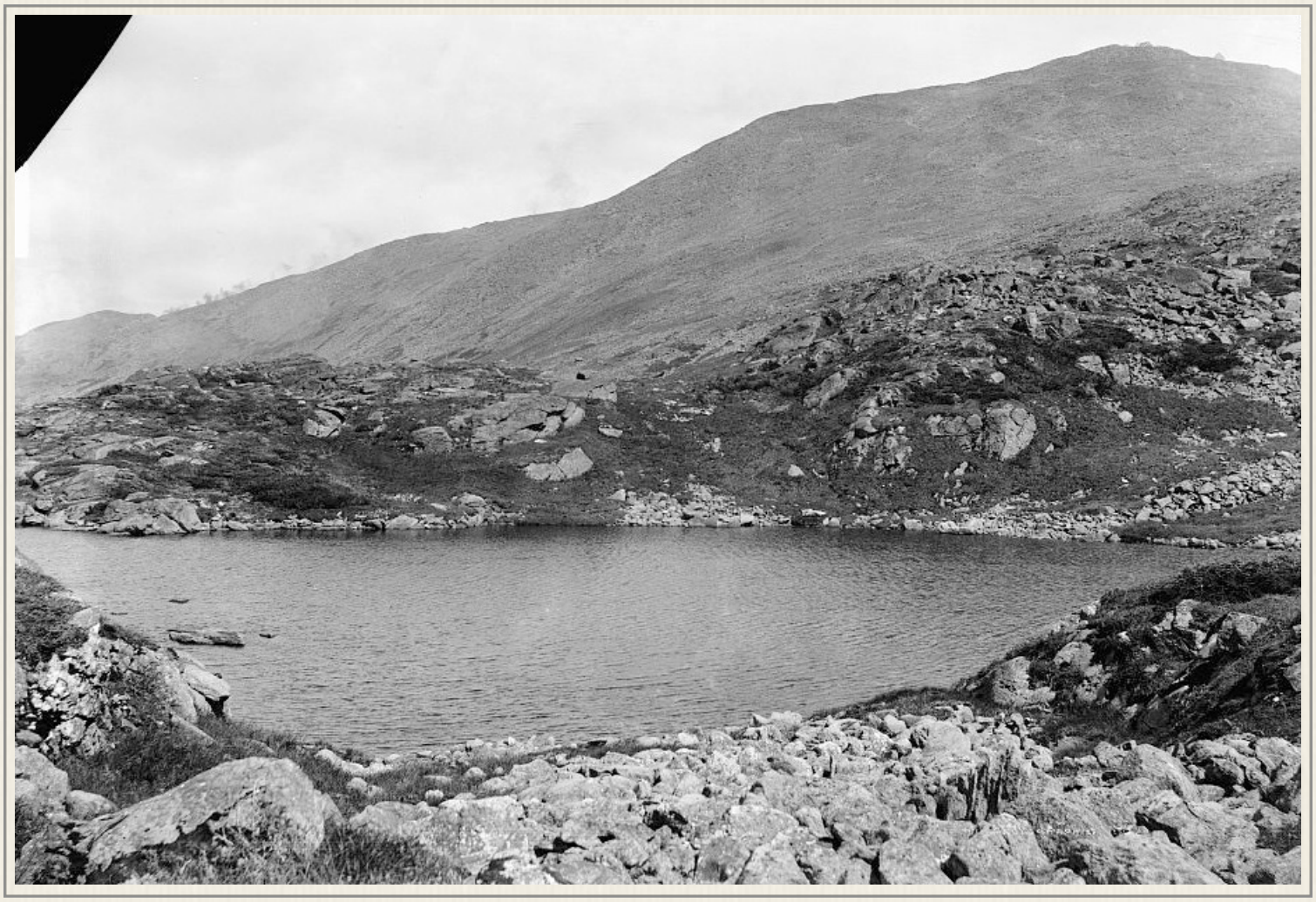
Stan Cutter
Jed Davis
Doug Hotchkiss
Jon Glase
Dave Lewis
John Nutter
Bob "Rocky" Morrill

1966

John Nutter
Ken Prescott
Steve Paxson
David Kelley
Jed Davis
Bill Cox
Nils Bendixon
Duncan Wanamaker

1967

Nils Bendixon
Jed Davis
Ed Damon
Brian Copp
Jon Glase
Brian Fowler
John Riley
T. Sam Waite



Beyond

Beyond "Next Generation"

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

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

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

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

Mount Washington Railway cap badge
- Harriet Riendeau Collection

"But wait, Will there be More...?"

Sunset Edition: You are reading one of the final versions of *The Jitney Years* manuscript. The "Sunset Special" was the last train up the mountain. This is an online update to the July 2019 document sent out in at the mid-point of a year in the eight year-long effort to collect additional Cog employee names, information and stories. As 2023 moves forward, *The Jitney Years* project continues preparations to send the last train up the mountain before committing to a final print-out of the manuscript. This is another "last call" for any information that should be included.

If you or your relatives worked on the Cog Railway, please contact Jitney Jr. so he might include your family's mountain tales in this manuscript.

And if you would like to receive notification when newer versions of the manuscript are posted, please contact Jitney Jr. at the following email address:

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OR via USPS at:

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