

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 1600 Coggers from the railway’s first 100 years, and another 400 from the past fifty, are assembled in a single work. Consider Volume 2 an incomplete Cog Family Genealogy to complement and help complete Volume 1.

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# MT. WASHINGTON COG RAILWAY ROSTER



2



THE JITNEY YEARS PLUS



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



**1950-1967**  
**THE JITNEY YEARS PLUS**  
*Volume 2*

Edited by Tim "Jitney Jr" Lewis







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*“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*



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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



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# 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*







# Cog Roster

This is a list of known Cog employees from the start of the railroad through the 1950-1967 *Jitney Years*, as well as names of Coggers after 1967 based on obituaries discovered during research for this manuscript. It is far from comprehensive. Early employee reports to the State 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, "Nick-name" and Last name. The year(s) indicate confirmed Season(s) of work. Comments include job/biographical sketch and sources of information. Names without sourcing have appeared earlier in Volume 1 of the *Jitney Years*, or popped up during review of the financial ledgers of the various corporations noted. The authors ask readers with additional names, details and corrections for the 1950-1967 era please contact them so this document may be updated. They leave the job of compiling the complete "1968 to present roster" to someone who was there.

**C. E. Abbott** 1881  
Summit House waiter from Derry, N.H. - *Among the Clouds* - Jul 9, 1881

**James Abbott** 1900  
Summit House employee - *Among the Clouds* - Jul 16, 1900

**Thomas Abbott** 1961  
Summit House

**Gladys Isabelle "Mrs." Adams** 1951 / 1961-1964

Noted in financial ledgers for 1951 - then for four summers starting in 1961 - indicates Gladys followed her daughter, Barbara Greene up to the Mountain in 1951 before husband, Harold started working for the Cog in 1960.  
- *Marshfield Corp/Cog Railway Cabins*

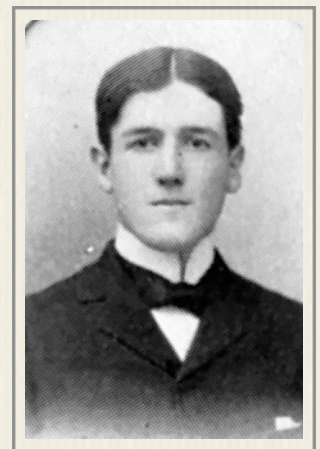
**Harold "Mr." Adams** 1960 - 1974  
Shop Crew - first paycheck June 19, 1960  
- see Vol. 1 Ch. 9 Sec. 4

**John Adams** 1960  
Marshfield Corp

**Julian C. Adams** 1956  
Railway Corp

**Lemuel Payson Adams** 1897

Summit House head waiter - "Mr. L. P. Adams (from Swanton, Vermont - born in Sheldon on July 11, 1875), formerly of the original Hotel Champlain, who has been head waiter at the Summit House this season. Mr. Adams is a graduate of the University of Vermont, class of '97. He also entered the medical department of that college in 1896, and will graduate in 1899." Dr. Adams moved to California, and in 1903 was a "Demonstrator of Anatomy" at the new Oakland College of Medicine and Surgery. The College had a formal opening on January 8, 1904. An *Oakland Tribune* story reported the "college has been established... to teach medical students, but in addition, it permits medical men to carry on scientific researches and experimental study. It tends to make Oakland a medical and surgical center. It is now in the middle of the second year work. No effort has been made to have a large class of students. Only those are permitted to enter the college who in every way meet the advanced standing of the best medical schools." The 1918 *American College of Surgeons Yearbook* has the following listing "Adams, Lemuel Payson, A.B., M.D., Federal Realty Building, Oakland, California. University of Vermont College of Medicine, 1899. Professor of Surgery, Oakland College of Medicine and Surgery; Member of Staff, Alameda County Hospital and Infirmary, San Leandro." Lemuel played baseball at UVM and was captain of the team in his junior



Lemuel P. Adams (1897)  
- UVM Ariel



## Aer - Aik

year. A quote attached to his yearbook picture says, “On their own merits modest men are dumb.”

- *Among the Clouds* - Sep 1, 1897 / 15th Edition of the *Official Register and Directory of Physicians and Surgeons in the State of California* - Nov 15, 1903

**Guilliaem “Rusty” Aertsen IV** 1966 - 1969

Marshfield counter - Brakeman 1967 - on board in cab during accident - see Vol. 1 Ch. 9 Sec. 3 & 7

**C. Raymond Ahrens** 1953

Railway Ledger

**A.B. Aiken** 1951

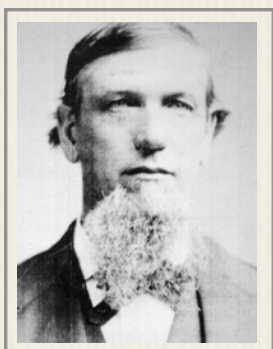
Marshfield Corp/Cog Railway Cabins

**Charles Lowe Aiken** 1868 - 1871

Son of Herrick Aiken and brother of Walter - B&M Research Engineer F.B. Rowell writes in *Employees Magazine*: Charles “was put in charge of the sawmill which produced the lumber used in the track and trestles.” Mr. Charles Aiken “passed away at the home of his son... at Franklin, N.H. March 27, 1925. He was born at Franklin July 23, 1845 and educated in the public schools of Franklin, Franklin and Phillips Andover Academies. He had railroad service of over 50 years, commencing with the construction and running of the first Mt. Washington Railway locomotives, and thereafter holding various responsible mechanical positions on the Lake Shore, Old Colony and other railroads before coming to the Boston and Maine as a Master Mechanic in November 1895 and so served until January 1, 1904. He then served in various capacities until poor health and infirmities compelled him to give up work in August 1920.” The New Hampshire Historical Society’s Guide to the Aiken Family Papers has further details; “Between 1862 and 1864, Charles spent the summers chartering and commissioning ships that sailed to Labrador to trade goods for fish and fur. From 1867 to 1871, he worked for his brother, Walter, building the Cog Railway at Mount Washington. During the winters, he worked in his father and Walter’s machine shop in Franklin, N.H. From 1871 until 1884, Charles worked at various jobs throughout the United States. He then returned to New England where he worked at the Old Colony Railroad and the Boston and Maine Railroad. In 1918, he was in an accident from which he received bad injuries to his ankles and feet. When his application for pension was denied, he returned to Franklin, New Hampshire to live with his son, Herrick, until his death in 1925.

**W. H. Aiken** 1917

Spur Line brakeman



Walter Aiken  
- *Norwich University*

**Walter Aiken** 1868 - 1893

“Builder of the *George Stephenson* engine / Mount Washington Railway President from 1886-1893 - Walter, a graduate of Norwich University, had many business and civic accomplishments. With a colleague and the help of his brother Charles, he built and ran the cog railroad up Mount Washington. He also built and ran the Summit House and US Signal Corps buildings there. For a time he owned the Hotel Hamilton in Bermuda. While engaging in these activities, he also ran a machine shop in Franklin and assumed responsibility for continuing his father’s (Herrick Aiken) manufacturing interests there. His personal relationships with family members, however, were less happy. As noted above, his mother did not approve of his behavior with women. Walter mentioned in letters that he had a poor relationship with his father (he refused, for example, to participate in a “settlement” with Herrick and his brother Jonas.) His brother Charles disliked him and felt unfairly used by him, and his sons, James and Fred were estranged from him for long periods, though they ended up running the Franklin factory after his death. Walter died as a result of a massive infection from a gunshot wound to his foot while he was hunting in Maryland.” - *N.H. Historical Society’s Guide to the Aiken Family Papers, 1830-1930*

“Walter Aiken, in former years a well-known manufacturer and inventor, was born at Dracut, Mass., October 5, 1831, and died in 1893. He was in early life a machinist, and built and operated a large shop in Franklin, N. H., where he invented a machine to knit hosiery; subsequently erecting a mill, he engaged successfully in that line of manufacture. He also invented a machine to manufacture screws, and in all took out some seventy-five patents for various useful inventions, becoming quite noted in this line of enterprise. His hosiery mill he conducted until the time of his death. He also built the Mt. Washington Railroad, designed the engines that were used on the road, and was president of the company until his death. In addition to this, he built the Summit House on Mt. Washington. Mr. Aiken was a patriotic American and at the time of the Civil War offered his services as a soldier, but was rejected on account of lameness. In spite of this, he marched with the company for three months and was granted honorary mention by the state. Among his benefactions he built the Baptist church at Franklin, N. H., and gave it to the society. He numbered among his ancestors the famous Hannah Dustin, whose exploit in freeing herself and companions from Indian captivity may be found in every comprehensive American history. By his first marriage to Susan Colby, he had two children, James and Fred. Subsequently he married, for his second wife, Mary Dodge, daughter of John W. and Harriett (Dunklee) Dodge. John W. Dodge, Mrs. Aiken’s father, was a graduate of Brown University at Providence, R. I. He spent a number of years at Labrador in the fisheries and in carrying passengers. He was the first cashier of the Weare Bank. For several years he was a manager on the Mt. Washington Railroad, and was afterwards landlord of the Tiptop House. His wife, Harriett Dunklee, was from Concord, N. H. In 1846 and 1847 he served his town as representative.” This profile is from Charles A. Hazlett’s *History of Rockingham County News Hampshire and Representative Citizens* published in 1915 - some 22 years after Aiken’s death. The extensive details of his second wife’s father and mother would seem to indicate Aiken’s widow Mary (Dodge) Aiken may have been assisting Hazlett with the copy.



More details of Walter Aiken's service in the Civil War was recounted in Rev. Stephen Abbott's 1890 book, *The First New Hampshire Volunteers in the Great Rebellion*. Organized in April 1861, the New Hampshire regiment arrived in Poolesville, Maryland about noon on June 15th. "No Rebels were met, and nothing of interest occurred, unless veterans would enjoy being reminded of the frequent, respectful raids that were made upon the larders and milk-rooms of the good house-wives along the route. But it should be noticed here that almost invariably, in such excursions, the men were perfectly respectful when politely treated, and cheerfully paid for what they received." The regiment's chaplain says "The boys in blue will never forget the timely visit to the camp in Poolsville of Walter Aiken of Franklin. He came with his pockets full of money which he distributed among the boys with a liberal hand. He did not enlist but took up a musket and did military service as a private during the remainder of the campaign (in the Shenandoah Valley). That these acts of kindness and service were appreciated, not only by the soldiers but by the State, is attested by the following act of the Legislature. *Resolved*, by the Senate and House of Representatives in General Court convened *Whereas*, Walter Aiken, of Franklin served with Co. D, First Regiment, N. H. Vols., during substantially the whole term of service (through August 1861) of that organization, at the front, as a citizen volunteer and without pay ; therefore *Resolved*, That the Adjutant General be requested to place the name of Walter Aiken of Franklin with those of the enrolled members of that regiment in the forthcoming "Revised Records of New Hampshire soldiers in the War of the Rebellion" in such manner as to give him due credit on that record for his said service, and furnish him with a soldier's testimonial. Approved Sept. 30, 1887." Aiken was a Democratic presidential elector in 1888.

**R. Aikens** 1951

Mt. Washington Club/Summit House

**E. J. Airoidi** 1951

Railway Ledger

**Alison Akins** 1954 - 1955

Summit House

**James Albion** 1887

Summit House - Albion is one three Summit House workers who head for a snow bank on Mt. Clay on the 4th of July, 1887. They stop for a snowball fight on a large drift on the rim of the Great Gulf. Albion's colleague, Alfred M. 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.

- *Among the Clouds* - Jul 11, 1887

**Mary D. Alden** 1954

Summit House

**Priscilla Alden** 1954 - 1955

Lancaster Academy graduate (*right*) worked with Mary Lund (Stephen) in Marshfield dining room. She was born in Randolph, Vermont. (1955) "Jefferson notes: Miss Joyce Ferguson and Miss Priscilla Alden of Lancaster are employed at the Marshfield house at the Base Station."

- *Marshfield Corp / Littleton Courier* - Thu, Jun 30, 1955 pg 2 / See Vol. 1 Ch. 9 Sec. 5

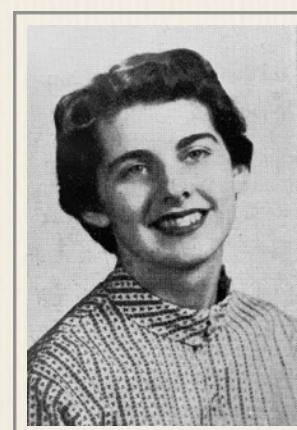
**William Aldred** 1899 - 1904

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. They report a large quantity of snow at the bottom of the ravine."

- *Among the Clouds* - Aug 1, 1899

**David M. Aldrich** 1881 - 1882

From Whitefield, NH - ran the Marshfield House at the Base starting in 1881 - "Mr. Aldrich has refitted his house, and has a very neat place, in one of the most desirable locations in the mountains." (1882) "Mr. John Moore has moved into Mr. David Aldrich's house, Mr. Aldrich having moved his family to the mountains, he being proprietor of the Marshfield House." (1884) "D.M. Aldrich is moving out to the base of Mt. Washington run the Marshfield House." The son of a tanner, he was a Farmer, Shoemaker, surveyor and Lumberman over the years. Born Apr 27, 1835. Married Jane W. Whedon Oct 28, 1857 - They had six children over 17 years. He died Jan 3, 1908 in Whitefield. Big write up in the paper. Local politician and doer of public good. "Mr.



Priscilla Alden  
- Lancaster Academy





## All - And



Track crew 1946

Aldrich is always jovial and has a ready story for any and all occasions. He is original in every sense of the word and a man of wit.” - *Boston Daily Globe*, July 4, 1926 article by Frank H. Burt / *Among the Clouds* - Jul 14, 1881 & August 1, 1882 / *White Mountain Republic* (Littleton, NH) - Sat, Jul 22, 1882; *Littleton Journal* - Fri, Jul 11, 1884 / *Coös County Democrat*



Stanley Allchin (1916)  
- Ancestry.com

### Stanley Danforth Allchin 1905

Summit House employee from Auburndale, Massachusetts - “Evenings in the Summit House are made especially delightful by vocal and instrumental music rendered by Messrs. Davis, Allchin and Clement. Mr. Clement is a pianist of exceptional skill, Mr. Davis a teacher of vocal music and Mr. (Stanley Danforth) Allchin a member (Second Tenor) of the Amherst college glee club.” Class of 1907 - Allchin played first base on the Summit House nine during the 1905 season. Attends 1905 Cog Party “Masked Ball” as Organ Grinder. When Stanley D Allchin was born on January 10, 1886, in Osaka, Japan, his father, George, was 34 and his mother, Nellie, was 25. He had four sisters. He died on February 15, 1958, at the age of 72 after a thirty year career in Buenos Aires as a partner in the Arturo Boote and Co. as well as president of the US Chamber of Commerce Argentina.

- *Among the Clouds* - Jul 27; Aug 10 & Sep 4, 1905

### Robert J. Allen 1952 - 1953

Mt. Washington Club/Summit House

### Thomas Allen 1965

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

### Sherdie S. Allin 1963

Marshfield Corp

### Kay Allison 1960 - 1962

Marshfield Corp

### Charles. R. Alspach 1950 & 1952

Railway Ledger - husband of Ellen Crawford Teague’s older sister, Jane. Niece Anne Teague Koop says he was older than his wife and “into the *New York Times*.” After he died, relatives found material indicating an interest in communist policies. Anne says “My father and mother tolerated him because he was married to Jane.”

### Anna Anderson 1903

Summit House employee - “A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8.25.1903), 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 “Pack of Cards” - *Among the Clouds* Aug 26 & Aug 31, 1903

### Donald C. Anderson 1965

Marshfield Base employee - *Cog Party list*

### Edward Anderson 1903

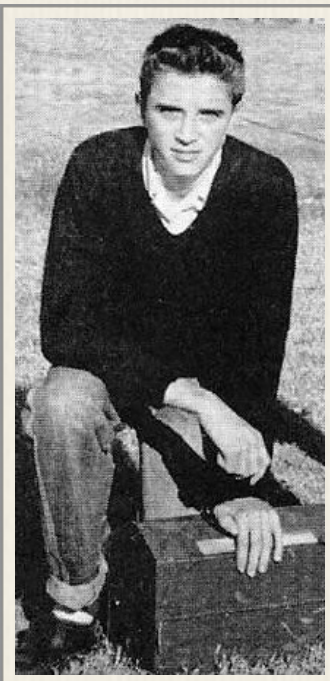
Summit House employee from Chester, N.H. - Part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tuckerman’s Ravine on Sunday afternoon, July 22, 1906.

- *Among the Clouds* - Jul 24, 1906

### Geddes D. Anderson 1958 - 1959

G.G. Dowling’s nephew from South Carolina - brakeman on No. 3 *Base Station*. Geddes Dowling Anderson, 78, widower of Susan Long Anderson, died Saturday, March 24, 2018 at Hospice Care of the Piedmont Hospice House. Born in Anderson, SC, December 16, 1939, he was the son of the late Thomas Carson Anderson, Jr. and Louise Dowling Anderson. Geddes was a graduate of Greenwood High School, Clemson University and a 1972 graduate of University of South Carolina School of Law. He practiced law in Greenwood for over 40 years and was a member of the Greenwood County and the South Carolina Bar Association.

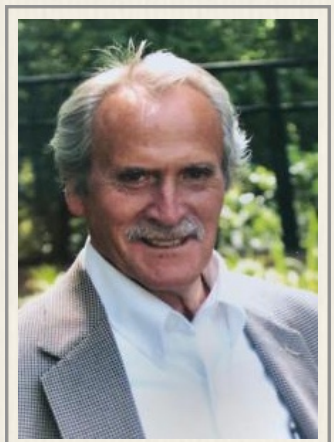




tions. Geddes was a member of Main Street United Methodist Church and also attended Cedar Springs A.R.P. Church. Surviving are one son, Geddes Dowling Anderson, Jr. (Marla) of Jacksonville, FL.; three granddaughters, Amelia Alma Anderson, Maryann Dowling Anderson and Cora Nancy Anderson, all of Jacksonville, FL.; two sisters, Ada Anderson Snow (Borden) of Westport, MA. and Nancy Lee Anderson May (Will) of Greenwood. He is predeceased by a son, Drake Dowling Anderson and two brothers, Thomas Carson Anderson, III and Joab Mauldin Anderson. Funeral services were conducted at 2:00 PM Tuesday, March 27, 2018, at Mt. Lebanon United Methodist Church with Dr. Loyd D. Melton officiating. Burial will follow in the church cemetery. Pallbearers were Scott Mauldin Anderson, David Bryan Anderson, Thomas Carson Anderson, IV, Thomas Dowling May, H. Will May, Borden C. Snow and G. Geddes Dowling. *Greenwood Index-Journal* reporter Damian Dominguez wrote the following tribute: "People looked up to Geddes Anderson, and not just because the

man stood more than 6 feet tall. His debonair appearance gave the air of a Southern gentleman, walking into the courtroom in immaculate suits and ties, with one of his many hats donning his head. When Greenwood Probate Judge Travis Moore — then a young attorney — first met Anderson, it was on opposing ends of a divorce case. Moore was representing the husband, Anderson the wife. "My very first case may have been against him in 1994," Moore said. "My client only had one demand, a couch and a La-Z-Boy. I remember, Geddes pulled me to a room and said 'Let's talk about this case.' He asked me what the issue was and I told him. He said, 'I didn't go to law school to divide furniture, but we can go in there and I'll get you a divorce.'" Anderson was a straight-shooter who was generous with his friendship and quick with a joke, according to those who worked closely with him. He died Saturday at the age of 78 at HospiceCare of the Piedmont. "As far as I'm concerned, the people of Greenwood lost an institution," local attorney Billy Garrett Jr. said. "He truly was an institution — a great mentor for all of us." In the courtroom, Anderson had no need for a microphone, Garrett said. His booming, dynamic voice could fill a room and captivate a jury, which might have been a skill gained from his stint in Hollywood, acting in Warner Brothers projects in the 1950s. "Geddes was a true gentleman and friend to every member of the Greenwood bar," said Circuit Court Judge Frank Addy Jr. "As a lawyer or judge, you could trust his judgement without hesitation, but more importantly I'm proud to have called him a friend." His consummate professionalism made him a mentor and tutor to many of Greenwood's attorneys throughout the years. W. Townes Jones IV has counted Anderson as a friend since 1973, and besides his former solicitor father, Jones looked to only one other person for advice before going into law school. "I was interested in law school and he was a young lawyer," Jones said. "He had just opened his practice in Greenwood, so I went by his law office to talk about law school." Jones went to law school, and when he became Greenwood's solicitor in 1985, Anderson stood on the other side of the courtroom as the area's public defender. Despite being adversaries in the courtroom, they maintained a close friendship outside. "He was, in my opinion, the epitome of a southern gentleman and a trial attorney," Jones said. "His loyalty was unwavering. His word was without fault. He always treated people, his clients, with dignity and compassion."

Anderson caught criticism for his role as the defense attorney for Edward Lee Elmore when he was convicted on a murder charge in 1982 in connection with the death of Dorothy Edwards. After Elmore spent 30 years behind bars, most of them awaiting execution on death row, another attorney helped him win his freedom. A 4th Circuit U.S. Court of Appeals judge wrote in 2011 that Elmore's lawyers failed in their professional duty to investigate the evidence. Garrett worked alongside Anderson on part of the Elmore case. He said Anderson took the criticisms with dignity, and grew from that case to become a more empathic attorney. Even during the case, Garrett said he rarely saw Anderson without a legal brief or document in his hands, diligently reading and studying the case. Jones was the prosecutor in the Elmore case. Despite spending hours observing and testing Anderson in the courtroom, Jones said Anderson kept his professional composure and remained a good friend in the years to come. "He was always prepared. He knew the law, and he knew the facts," Jones said. "Not once during that 40-year plus friendship did he ever say anything different behind my back than what he would say to my face." In the eulogy he wrote for his father, Geddes Anderson Jr. said he knows exactly what the man many knew as





## And

“the Big Guy” would do once he made it to the pearly gates. “The Elmore case — you know my dad will be the first one to ask Mrs. Edwards what really happened.”

- see Vol. 1 Ch. 9 Sec. 7 / Index-Journal - Mar 29, 2018

### Ida M. Anderson

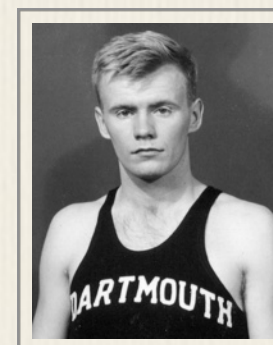
1937 - 1941

Summit House cook - “Mrs. Ida Anderson with one helper serves over 1,000 meals a day. There are on an average 800 people who come by train, 400 by auto and 500 by foot to the mountain top each day. The boys who wait on tables are from eastern and southern colleges.” - *Akron (OH) Beacon Journal* - Thu, Sep 2, 1937 pg. 22 Born in New York state in 1891, Ida M. Sweet (or Swint) is working as a servant in Williamstown, Massachusetts when the 1910 Census is taken on May 14th of that year. She’s working for local grocer, Cassius Phelps helping Phelps’ wife, Ella take care of their nine children (7 boys, 2 daughters) that range in age from 9 to 29. Ida marries Maine native, Wilbur S. Anderson and their son, Nelson W. is born in 1921. The couple and their 19-year old son are living in New Ashford, Massachusetts in 1940. 49-year old Ida is working 48 hours a week as a pastry cook at a college fraternity house, while her husband is spending 56 hours a week working as an assistant janitor. The Census reports Mrs. Anderson made \$280 for 30 weeks of work in 1939. Her award-winning recipe for blueberry crumble can be found in the Vol. 3 *Aggregated Timeline* appendix in May of 1937.

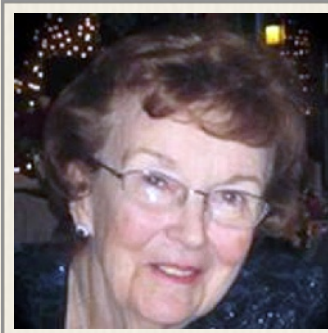
### Kenneth Anderson

1950 - 1952

Dartmouth College student from Hanover, New Hampshire worked at the Cog in the summer and ran cross-country at Dartmouth in the winter. *Collier’s Magazine* reported “During one summer, bug-eyed goofers occasionally saw a man run up the mountain in front of the train - and beat it to the summit by 20 minutes.” It was Anderson (right). Ken F. - Phi Delta Theta ‘50. His family says he drove the Cog wagon and did mail runs down the mountain. Born in Hanover New Hampshire on July 23, 1928, Ken was the son of the late Troyer Anderson and Mary Gerald Anderson. He attended Dartmouth College and Harvard Medical School, and served as a lieutenant in the U.S. Navy from 1956-1959. Ken specialized in internal medicine and occupational health, working at the Philadelphia Naval Yard, Penn Mutual, National Liberty and Crozier-Chester Hospital. His passion in life was spending time with his wife, children and grandchildren. An avid hiker and outdoorsman, Ken enjoyed traveling, hiking and sharing those experiences with his family, especially in the White Mountains of New Hampshire. He died on February 1, 2017. Ken’s daughter joined the Facebook group - *Mt. Washington Cog Railway: We Worked There* in the spring of 2019. Elizabeth Anderson told Jitney Jr.



Ken Anderson ‘50 (1949)  
- Dartmouth College



Janet and Ken Anderson  
- Anderson Family Collection

“My dad spent some summers in Hanover as a child. His grandparents were professors at Dartmouth. After he graduated from Dartmouth, he went to Harvard Med school and worked as a physician until retirement. I remember as a child, he made some house calls and my mother told the story of how he came home with peaches for payment. He believed in the barter system and was always quick to help someone in need. He was married to Janet (Merrick) Anderson for 60 years. My mother died in Sept. 2016 and my dad in Feb. 2017. We lived in Paoli, PA - my parents lived there for 59 years. He made a skating rink in our back yard. He created the rink himself. We and our neighbors had so much fun playing ice hockey and skating. He also loved to create snow sculptures. He has 4 children (Jessica Vinter, Linda Olsen, Ken Anderson, Beth Anderson), 10

grandchildren, and 2 great grandchildren.” Anderson says Ken took the entire family back to the Cog many times. “My dad took his three children climbing the tracks to the top of Washington - we did not beat any records :) . I think I started when I was 8. Dad would hold my belt buckle in case I fell through and we got directions on what to do if there was a run away train. My mother was funny telling the story of the how she was down where the trains leave and these people commenting on this man climbing the tracks with his kids. She pretended she didn’t know us until we all turned around and waved to her. She had to wave back since she was afraid she would not see us again. Of course all the people at the station are looking at my mom like, ‘what kind of mother lets her kids climb the tracks.’ Dad had no fears when it came to Mt. Washington - nothing could go wrong there. My mom on the other hand was not used to the Mountains, but she was a trooper.” It’s clear that Ken’s daughter Elizabeth was definitely a Cog kid. “From 8 years old, I wanted to be



Three generations of Anderson’s atop Mt. Washington (2004)  
- Anderson Family Collection





a brakeman - getting all dirty with coal. My mom tried to convince me that being a waitress at the base station was a better idea :) She never convinced me and when we went back one of the crew, let me shovel the coal - a dream come true! When my daughter was 6 we went on a family heritage trip to Hanover then Mt Washington. We took the train (my daughter was not into the hike). The year after dad died, his 3 children and 7 grandchildren made it up to the Cog again - we hiked up and took the train down." "He loved New Hampshire and the White Mountains - he felt so much at home there. He looked forward to hiking the mountains on our summer vacations, visiting the Cog, and the Teagues . To get in shape for hiking, he would climb up and down the stairs at home - drove my mom crazy."

- Collier's Magazine - Sept 4, 1953 pg. 76 / Correspondence with Ms. Anderson

## Wilbur S. Anderson

1933 - 1941

Summit House manager - (1940) "Succeeding A.P. Fairfield, for the past three years in charge at the (Mt. Washington) Club, are Charles Guiney and Wilbur Anderson, the latter in Colonel Teague's employ for 37 years." (1940) "A summit veteran of successful experience" takes over management duties of the Mt. Washington Club when co-manager Chuck Guiney leaves to become an immigration official in Maine. 52-year old Wilbur lives in New Ashford, Massachusetts with his wife, Ida (*see above*) and works in Williamstown at the Alpha Delta Phi House - the same fraternity that Cog cook "Stubby" Welch will cook at in the mid to late 1940s (perhaps hired by Anderson?) The Census reports Anderson worked 56 hours a week at the fraternity and made \$1,320 in 1939. In 1948, the Williamstown Directory lists Wilbur as the assistant manager of the fraternity. The *Littleton Courier* article indicates Anderson had done for work for Col. Henry N. Teague since 1903. At that point, Teague was running the food service at Dartmouth College. The Anderson's apparently followed Teague to Williamstown when he was managing the Greylock Hotel and then to the Mount Washington Club. (1941) "Wilbur Anderson and Harold Moon will have charge of the Summit House, as last year."

- Littleton Courier - Thu, Jun 6, 1940 pg. 12 & Thu, May 8, 1941 pg. 1 / Mt. Washington Daily News - Thurs, July 18, 1940 / 1940 Census for New Ashford, MA

## Frank A. Andrews

1889

Summit House - "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. Frank Andrews acted as umpire in Wednesday's base ball game on the Summit, and if the vocal kicking he received on the occasion had been inflicted with stoga boots, he would have been black and blue from his nose to his toes." Internet research has uncovered two Frank Andrews in Nashua at that time period. One born in 1865 - another in 1872 which would make Andrews either 24 or 17 at the time of his summit employment.

- Among the Clouds - Aug 29 & Sep 6, 1889

## J. Andronico

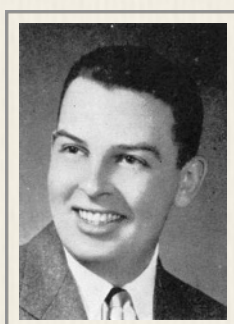
1958

Summit House

## M. P. Andronico

1958

Summit House



Joe Anger (1954)

## Joseph "Joe" Anger

1950 - 1953

A Paul Saunders photo in *Volume 1 Ch. 9 Sec. 12* has Joe with Paul and George Trask at the summit with tourists. From Burlington, Vermont, Joe (*left*) transferred to Lyndon Teachers College from Syracuse University as a sophomore. He played varsity basketball and baseball all three years at Lyndon and was class president his senior year. The yearbook says "When you speak to him you are sure of a civil reply." Anger started working in Marshfield in 1950 - then moved to the trains for his final three seasons at the Cog. Joseph Thurber Anger was born January 24, 1930 at Mary Fletcher Hospital in Burlington. He was the son of the then 28-year old insurance salesman and Burlington native, Joseph Louis Anger and his 27-year old wife, bookkeeper Ruth (Thurber) Anger. Joe was the first child for the couple and grew up in Vermont's Queen City. While still in college at age



## Are - Atk

22, Joe married Ann Marie Beaulieu on December 27th, 1952. The couple would have four children. After graduation Joe went to work in the Winooski school system. He was principal of the K-6 facility first known as Memorial School, and later re-named the John F. Kennedy School. In December 1983, Anger was named to replace Superintendent Donald W. Messier who resigned to take a private business position. School Board Chair David Lister told reporters Ange was chosen because "he's been with the district for the most part of his teaching career. He's familiar with the needs of the district and he was the best candidate." The Burlington Free Press report also noted "Anger was helped by the fact that he lived in Winooski." For his part Anger said he had no specific plans for the district. "We're going to take a look at wherever people think there might be some problem area and try to set some priorities," he said. "It's pretty much an open situation." Prostate cancer discovered in 1993 would lead to Anger's death of heart failure a year later on May 24, 1994 at the Medical Center Hospital of Vermont. He was 64.

- 2014 reunion movie/1954 LTC Verlyn yearbook/Marshfield Corp & Railway ledger / Ancestry.com



Joe with the Thurbers in Fairlee  
- Ancestry.com

### E. H. Arey(Orey?)

1952

Railway Ledger

### Eugene Armstrong

1887 - 1910

Summit House employee in 1900. A "Eugene Armstrong" is noted as a Mount Washington Railway engineer in 1907 - "Engine No. 4 of the Mount Washington Railway, which has been in the shops at the Base for repairs, came up with a freight train Saturday (8/17/1907) for its trial trip and was put in regular service the same night, in charge of Engineer Armstrong." Eugene Armstrong also ran the train up the mountain the night the Summit burned in June 1908, and was listed as an engineer in the end of the 1910 season edition of *Among the Clouds*. Charles A. Hazlett's 1915 *History of Rockingham County New Hampshire and Representative Citizens* contained the following profile, "Eugene W. Armstrong, a successful business man of the town of Windham, where he operates a general store, was born in this town, December 23, 1865, a son of William H. and Elizabeth Armstrong. His father, who is a farmer and butcher, is still a resident of this town, and is a son of Davidson Armstrong, and a member of one of the old families of this section. Eugene W. Armstrong was educated in Windham and reared to manhood on his parents' farm, on which he lived until coming of age. He then started out in life for himself and for twenty-four summers worked for the Mt. Washington Railway. Six winters he spent in Florida, working for Anderson & Price at the Ormond Hotel. He engaged in his present business February 1st, 1910, and since starting has built up a good trade. He is also interested to a considerable extent in real estate in this town. A Democrat in politics, he was his party's candidate for representative in 1910 and 1912, and although the town is overwhelmingly Republican, he gave his opponents a good race and made a creditable showing. He affiliates religiously with the Presbyterian church." He ran against Republican Fred S. Webster in 1912. Armstrong died on August 24, 1925 in Windham.

- *Among the Clouds* - Jul 16, 1900; Aug 20, 1907; Jul 1908 & Sep 14, 1910

### L. Scott Ash

1938

(1938) "Woodsville Notes: L. Scott Ash has employment for the summer doing carpentry work. He is building cabins at the base of Mount Washington." / "L. Scott Ash, who has been employed at the base of Mount Washington, doing carpentry work for the Mount Washington Cog Railway company, has finished work for the summer and has returned home. The company having suspended operations for the present."

- *Littleton Courier* - Thu, May 26, 1938; Thu, Jul 7, 1938

### Susan Ashton

1964 - 1965

Marshfield Corp - (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)."

- *Littleton Courier* - Thu, Oct 22, 1964 pg 4B



Ensign Ed Atkinson (1942)  
- US Naval Reserve

### Brian David Astle

1963

Summit House

### Edward Atkinson

1940

Railway employee - (1940) "For Women Only column: Ed Atkinson, Dick Connors 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." (1942) Edward V. Atkinson - Ensign, D-V(P), USNR - Hagood, SC - Single - BS in Com., USC 1940; LL.B., USC 1941 - Civilian Occupation: Attorney" In October 1954, Atkinson is listed as chairman of the States Rights League of South Carolina based in Sumter. The



non-profit group was organized to “disseminate information relating to the powers of the states not surrendered to the federal government, educate the people by lectures, papers, periodicals and other means of the necessity of preserving and maintain such rights, defending such rights in debate, in court and elsewhere.” In August 1977, the *Greenville (SC) News* reports Atkinson is defending the executive director of the South Carolina Libertarian Party against charges that he (Robert B. Clarkson) violated a court order “prohibiting him from representing persons before the Internal Revenue Service.” Ancestry.com says “When Edward Vandiver Atkinson was born on April 30, 1918, in South Carolina, his father, John, was 41 and his mother, Lalla, was 31. He had four brothers and two sisters. He died on October 15, 1994, in Sumter, South Carolina, at the age of 76, and was buried in Rembert, South Carolina.”

- *The (Columbia, SC) State - Sep 12, 1940 pg 7 / The (Greenwood, SC) Index-Journal - Fri, Oct. 22, 1954 pg 5 / Greenville (SC) News - Thu, Aug 25, 1977 pg 64 / Ancestry.com*

**Carrie E. Atwood** 1881

Summit House waiter from Haverhill, MA.

- *Among the Clouds - Jul 9, 1881*

**D. H. Atwood** 1950

Mt. Washington Club/Summit House

**Flossy L. Atwood** 1881

Summit House waiter from Haverhill, MA.

- *Among the Clouds - Jul 9, 1881*

**Irving S. Atwood** 1950

Mt. Washington Club/Summit House

**Lunette Atwood** 1891

Summit House - Lisbon Notes: “Karl Brummer, Carl Moore, and Miss Lunette Atwood have finished work at the Summit House.”

- *Littleton Courier - Wed, Oct 7, 1891*

**Charles M. Austin** 1955

Summit House

**Frederick L. Austin Jr.** 1955 - 1956

Summit House

**Mrs. Fred Ayers** 1920

Boarding House - “Mrs. Fred Ayers of Bridgeport, Conn visited friends in town the first of the week, and goes Monday (5/10) with Mrs. A. S. (Hattie M.) Bartlett to the Base house at the foot of the Mt. Washington for the Summer. Mrs. Bartlett has his summer job on the Summit railroad.”

- *St. Johnsbury Republican - Wed, May 5, 1920 pg 5*

**John Lloyd Babcock Jr.** 1935-1936

Summit House manager - “A romance of interest to many people in the state and summer visitors, including professors, scientists and geologists, who have stayed at Mt. Washington, will culminate in a wedding ceremony at River Forest, a suburb of Chicago, when John Lloyd Babcock, Jr., of Denver, Col., young manager of the Mt. Washington club at New England’s highest elevation, takes as his bride Miss Ruth Burden, daughter of Mr. and Mrs. James Wiley Burden of Chicago, on Saturday, October 10. The service will take place at the First Methodist Episcopal church of River Forest, followed by a dinner at the Baker hotel in St. Charles, Ill.” John and his fraternal twin, Dorothy Fern were born on May 21, 1909 to John Lloyd and Agnes Fern (Barrett) Babcock in Pueblo, Colorado. John Jr. went to the Carlisle Grammar School there and graduated from Pueblo’s Central High School in 1926. He went to the University of Colorado in Boulder and graduated with B.A. in 1931 and got a job at the Dixie Hotel in New York City as room clerk and night manager. He earned a second degree in Business Administration from UC-Boulder in 1932. From June 1935 to October 1936, he managed the Summit House while going to Cornell for a B.S. in Hotel Management. He picked up that degree and at 27, married Ruth Burden in Chicago. The couple would eventually have three children. As newlyweds, they moved to Florida where Babcock worked as a room clerk at Col. Henry Teague’s Venetian Hotel in Miami. When Henry went back to Mount Washington, John went to work at Columbus Hotel in Miami. He was the steward in charge of the kitchen and dining room. In May 1938, the Babcock’s moved to Elizabeth, New Jersey where John managed the restaurant at the Levy Brothers Department store. In February 1939, Pan American Airways hired Babcock to be their chief steward in charge of Latin America food and services, and the airlines’ stewards. He would work for Pan Am until March of 1944 when he left to become vice president of the Memphis-based Dobbs Houses, Inc., in charge of airline catering and recipes. He worked there for over ten years before opening his own restaurant, the Town & Country in Memphis. Ten months later he was overseeing the restaurant and catering service at the King Cotton Hotel in Memphis. TWA hired him to manage their dining/commissary at Idlewild Airport in August 1956. Three years later he became director of airline operations for the Hot Shoppes Caterers in Washington, D.C. reporting directly to the Marriott broth-



*John L. Babcock Jr (1939)*  
- *Brazil Immigration Photo*



## Bac - Bai

ers. Honolulu, Hawaii was the next stop in November 1960 for the Babcocks. John was general manager of gourmet catering for the Spencecliff Corporation. The couple retired to Pasadena, California where Ruth died on June 16, 1987 at age 74. John Lloyd Babcock Jr. died there as well on June 27, 1991. He was 82.

- Littleton Courier - Thu, Oct 8, 1936 pg. 5 / Ancestry.com

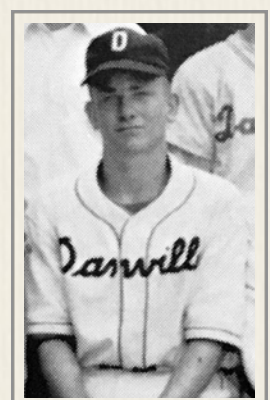
**James R. Bacon**

1961 - 1962

Marshfield Corp



*Bruce Badger (1964)  
- Danville H.S. yearbook*



**Bruce Lyle Badger**

1962 - 1963

Summit House - Bruce L. Badger was born in St. Johnsbury on July 17, 1946, the fifth child of Philip and Geneva (Smith) Badger. Bruce attended public schools in Danville, Vermont and worked on the top of Mt. Washington during his last two summers of high school. Bruce excelled in all three sports during high school (soccer, basketball, baseball) and tried out with the Boston Red Sox at their training camp in Florida after graduating from high school in 1964. The class prophecy for Bruce was he would play for the New York Yankees, and "you will probably read about this marvelous pitcher." As to what he would leave in the class will - "to anyone who wants it my ability to flunk mid-year exams." He attended Utah State University and enlisted in the United States Army in February 1966. Specialist Fourth Class Badger arrived in Vietnam on March 2, 1968 as a tank crewman in C Troop of the 1st Squadron of the 1st Cavalry Americal Division. One month later, 21-year old Bruce L. Badger died during battle in Trung Tin, Quang Nam, Republic of Vietnam. It was the second day of Operation Pegasus - an overland effort to relieve the Marine garrison at Khe Sanh along Route 9. His body was recovered and brought home for burial in the Danville Green Cemetery. His hometown honored him by re-naming Prairie Road that leads from Danville to North Danville, Bruce Badger Memorial Highway. When Jitney and Mrs. Jitney were looking for a place to retire in the late 1970s

that would be closer to their kids, their alma mater, with enough storage for Jitney's collection of memorabilia, they bought a house with a barn and a three-bay garage at 693 Bruce Badger Memorial Highway.



*SP4 Bruce Badger*



**Paul Baggett**

1951

Railway Ledger

**E. Bailey**

1958

Railway Corp

**L. B. Bailey**

1958

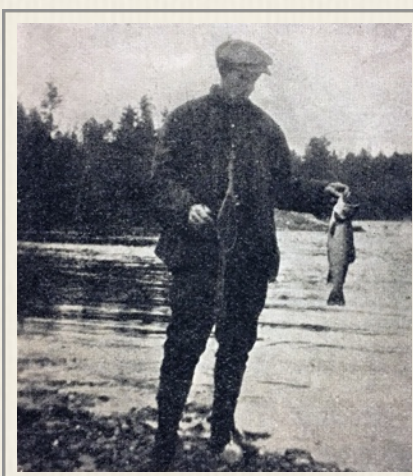
Marshfield Corp

**N. W. Bailey**

1958

Track crew

- Railway Corp

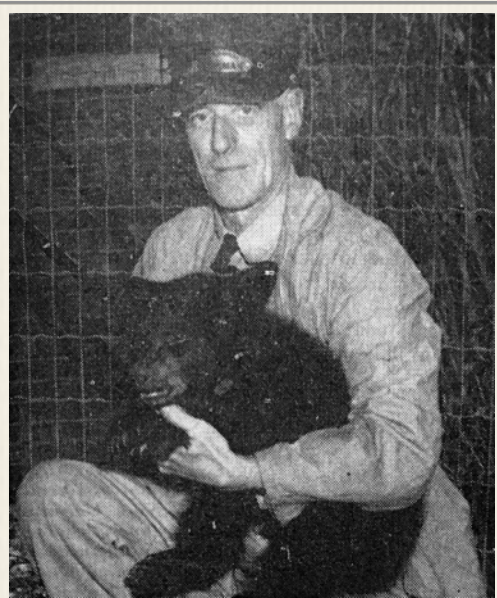


**Ray Bailey**

1916

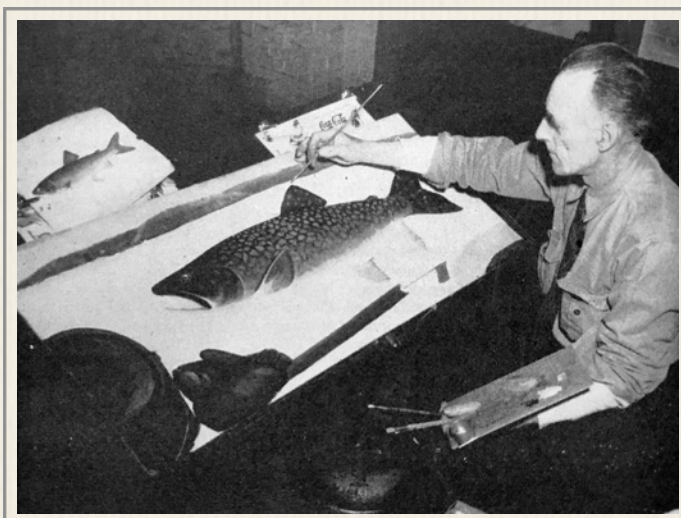
Spur Line Brakeman - "The crew of the Fabyan and Base train this year is composed of W. E. Winters, conductor; James Spinny, baggage master; Ray Bailey, brakeman; J. H. Lawlor, engineer and H. E. Peasley, fireman. The train crew starts from Woodsville this season at 7:50 a.m., running through to Fabyan, 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." Bailey may have used his layover time at the Base to further hone his angling skills in the nearby Ammonoosuc. Nine years later, the *B&M Employees* magazine reported: "Ray Bailey of Woodsville, a trainman of the White Mountains Divisions... tested the waters of the Dead Diamond Stream on the week end of June 6th (1925), where (he) landed the prize catch of the season. The speckled square-tail trout, shown left, measured seventeen inches in length, weighed two and one half pounds, and it required twenty-five minutes to net him. Besides calling out the station names between Woodsville and Groveton, Ray spends his spare time as a taxidermist. It is needless to say that this handsome fish will some day adorn the wall of his living-room. We also hope you win the trophy of the Ammonoosuc Valley Fish and Game Club." Bailey was adept with live animals as well. In the summer of 1944, several "departments of the B&M at Concord





were thrown into an uproar one morning recently on the arrival of No. 402, as baggage master Ray Bailey stepped off at the end of his run followed by a year old cub bear. The two are pictured (left). After a tour of the station, the bear was led up Main Street, visiting the stores and the State Capitol Building, with a special call on the Fish and Game Department. Accompanying Bailey into a lunch room, the cub lay down under the table. Needless to say Ray had the table to himself. The cub was caught beside the track by the section crew at Rumney, N. H. Mike Labbie, a member of the crew threw a stone, hitting the bear in the head and knocking him out. They

then carried the cub, on the motor car, to a near-by farmhouse, where the woman resident brought him to by forcing warm milk down his throat. The bear responded to this treatment, and followed the woman into the house in search of more milk and maple syrup. Labbie said he planned to sell the bear because it cost too much to feed it." Baggage master Bailey was profiled in the magazine a year later. "Ray Bailey of Woodsville, N.H. whiles away many a quiet stop-over period (*in Concord*) indulging in one of several unusual talents, sketching in oils and pastels. Bailey has been handling baggage for most of his 35 years with the Boston and Maine, but his leisure time is devoted to pursuits far removed from railroading. He is a licensed New Hampshire guide and in fishing seasons he's a busy man, what with occasional guiding of fishing parties, serving as official taxidermist to all and sundry in Woodsville, tying flies for himself and friends, and doing a big of fishing on his own, between times. Whenever he goes in the woods he usually has a midget camera, to enable him to follow still another hobby, snapping nature's scenes in the raw. With all these sundry hobbies and jobs he found time to build a six-room house for himself and family, and then bought three others and built them over, doing all electrical work and plumbing in the bargain. His painting and crayon work, which he says is solely for his own "amusement," lean rather naturally to scenery and wild life, although one of his finest paintings to date, according to his friends, is a copy of the famous picture of Marines raising the American Flag over Iwo Jima. Bailey comes naturally by his urge to paint, for that was his mother's hobby. At the age of nine Bailey says he stole his mother's paints and tried copying a picture. His mother thought it was so good she forgot to spank him, and he liked it so well he has been dabbling with oils and crayons ever since. His train run gives him bet-



ter than four hours daily to lay over in Concord, and you can usually find him during that period in his impromptu studio (*above right*) at the Concord Railroad YMCA." (1960) "Woodsville notes: Ray Bailey, 71, died last Tuesday (2/22) at the Cottage hospital. He had been in failing health for some time. Ray Bailey was born at Groton, Vt., the son of Elias and Laura (Wheat) Bailey. The greater part of his adult life was spent in Woodsville. He was employed as trainman with the Boston & Maine Railroad for many years, retiring in 1955. A member of the Universalist church, Mr. Bailey had served as a trustee. He was a member of Kane lodge, F. & A.M. of Lisbon, of the Brotherhood of Railroad Trainmen and was one of the instigators in forming the Ammonoosuc Valley Fish and Game club, serving in various capacities in past years. A great out-of-door enthusiast, Mr. Bailey enjoyed hunting and fishing. He

was artistic and painted many pictures which were greatly admired. Surviving are his wife, the former Miss Alice Gonyer of Woodsville; two sons, Kenneth of Cambridgeport, VT., Robert of Woodsville; three daughters, Mrs. L. J. Pierce, Melrose Mass., Miss Eleanor Bailey, Washington, D. C., Mrs. Donald Simpson of Warren, Ct., and 10 grandchildren."

- *Among the Clouds* - Jul 10, 1916 / *B&M Employees magazine* Aug 1925 pg. 30; Jul 1944 pg. 23; Jul 1945 pg. 9; Jan 1954 pg. 12 & Apr 1960 pg. 23 / *Littleton Courier* - Thu, Mar 3, 1960 pg. 3





## Bai - Bar



**S. A. Bailey** 1917  
Spur Line Engineer

**Thomas “Sticky” Baker** 1966 - 1971  
Spare Brakeman - *See Vol. 1 Ch. 9 Sec. 12*

**Wallace W. Baker Jr.** 1954  
Railway Ledger

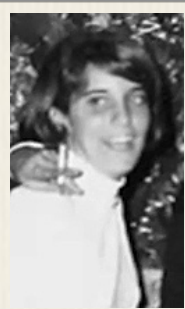
**Mike Balaban** 1954  
Summit House

**Daisy E. Balch** 1889

“Ms. Balch of St. J left for the Tip Top House on July 31st, 1889 where she will work during the summer” - St. J Academy graduate class of 1888, she did “table work at the Hotel Princess” in Bermuda during the winter of 1889. Ms. Balch is living in West Burke in 1891 according to June 25, 1891 *Caledonian Record*.

- *St. Johnsbury Caledonian Jan 17, 1889 & August 1, 1889*

**Lewis W. Baldvins** 1954  
Summit House



**Candace Seward “Candy” Baldwin** 1964 - 1966  
Marshfield counter/dining room (*left*)

**Donald A. Ball** 1950  
Railway Ledger

**Rolland T. Ball** 1922

(1922) Woodsville Notes: “Rolland T. Ball has gone to the Base Station, Fabyans where he has employment.” / “Rolland T. Ball has returned from the base station, Fabyans, where he has been employed for several weeks.”

*Candy Baldwin (1966)*

- *Littleton Courier - Thu, Sep 7, 1922; Thu, Sep 28, 1922*



**J. L. Bardsley** 1962  
Railway Corp

**Margery E. “Marge” Bargar** 1950 - 1973

Worked in Marshfield gift shop/concession stand, lived at “the Hut” and was a long-time friend of Ellen Teague’s from Philadelphia. Ellen says she and Marge became friends while working as nurses providing personal care for Major and Mrs. Charles L. Beckurts - the last two cases in Ellen’s twelve year nursing career. Jitney says Marge’s devotion to keeping the Marshfield cash register resulted in the train crew receiving free coffee. One day, engineer Leo Boucher went into Marshfield to get a cup of coffee and walked past Marge at the register without paying. Leo was sauntering down the towards the ticket office when Marge came storming out the doors after him. “You didn’t pay for that coffee,” she said. Leo stopped, turned and fished a dime out of his pocket and handed it to the fuming Bargar. She headed back towards Marshfield, but was still within ear-shot when Leo commented in his deep baritone easily heard by those watching the exchange, “Who lit her tampon on fire?” The next day employees working on the trains were told there would be no charge for coffee. She was “Aunt Marge” to us, says Art Poltrack - Marge’s name was found in Cog financial ledgers for 1952-1963. *Ancestry.com* says Margery Bargar was born on February 25, 1905 in Pennsylvania - the daughter

*Marge Bargar (1969)*



of 48-year old George Fred Bargar and 27-year old Rana Mae Williams. She grew up in Carbondale, Pennsylvania, and her father died when she was 14. She studied nursing and the *Scranton Republican* reports on July 21, 1925 that Marge and two other local nursing students, Lena Carey and Mary Bevan “have returned to Jefferson Medical College, Philadelphia, after enjoying a three weeks’ vacation at their homes in this city.” Marge never married and died on March 13, 1988 in New Hanover, North Carolina at the age of 83. Dave Woodbury worked with Marge in Marshfield his first year at the Cog: “Marge Bargar was a complex figure. I liked her and got along with her when I was a counter boy for a few weeks in 1960 and thereafter. I dropped in on her at her apartment in Philadelphia once while an undergraduate at Penn. By all appearances, she was a prim and proper spinster nurse, by training. Malicious gossip around the Boarding House, had it a little different.”

## Carrie L. Barker

1881

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. A “Miss Carrie L. Barker is found in five years worth of Manchester, New Hampshire *Directories*. From 1880 to 1882, she is listed as boarding at 251 Manchester Street in the city. In 1883, Miss Carrie L Barker has a room at 296 Merrimack street and is working in the office of the *Manchester Daily Mirror* newspaper. The following year she is living at 294 Manchester Street and is a clerk at a business at 64 Hanover Street. A photographer named Wallace is headquartered in the building as well as *Notes and Queries* - “A Magazine comprising Masonry, Odd-Fellowship, Secret Societies; science, art, literature; folk-lore, legends, traditions; history, games, mathematics, mysticism, occult and recondite information, matters; odds and ends gathered from “many a quaint and curious volume of forgotten lore” edited and published by S. C. Gould. It is unclear whether Miss Barker is employed by either of these firms.

- *Among the Clouds* - Jul 9 & 26, 1881 / *Ancestry.com*

## F. C. Barker

1953

Railway Ledger

## Charles Barlton

1929

Engineer - (1929) “Michael Boyce and Charles Barlton were the engineers of the last two trains that ran the shuttle service between Great Gulf and the Summit House” after the *Peppersass* crashed and stranded more than 200 dignitaries on the mountain.

- *Boston Globe* - Mon, Jul 22, 1929 pg 7

## Lillian Barnes

1905

Summit House employee - Attends 1905 Cog Party Masked Ball as “Among the Clouds”

- *Among the Clouds* - Sep 4, 1905

## C.G. Barr

1908

Reportedly president of the Mount Washington Railway when the Summit House burned in 1908. Told the *New York Times* on June 27, 1908, “the summit of the mountain will be ready for the annual Fourth of July excursion and for hosts of visitors through the rest of the Summer.”

- *New York Times* - Jun 27, 1908 / See Vol. 1 Ch. 9 Sec.

## Florence L. Barrett

1957

Summit House

## Larry Barrett

1964 - 1968 / 1997 - 2006

Worked with Bill Liveston and Pliney III - part of Facebook group, *Cog Railway: We Were There* - retired now living in West Waterford, Vermont - originally from Littleton, New Hampshire - a breeder and horse trainer

- See Vol. 1 Ch. 9 Sec. 4

## Tristan Barrett

1998 - 2003

Second son of Larry, who says Tristan “worked with me on the Cog, in the late 90’s and early 2000’s.”

- See Vol. 1 Ch. 9 Sec. 4





## Bar -

**Trevor Barrett** 1998 - 2003

Third son of Larry, who says Trevor “worked with me during the same time frame as Triston.”

- See Vol. 1 Ch. 9 Sec. 4

**Trace Barrett** 2000 - 2003

Fourth son of Larry, who says Trace “worked the grounds until he was 18 and old enough to brake, left the Cog in 2003 when he went to Los Angeles.” - See Vol. 1 Ch. 9 Sec. 4

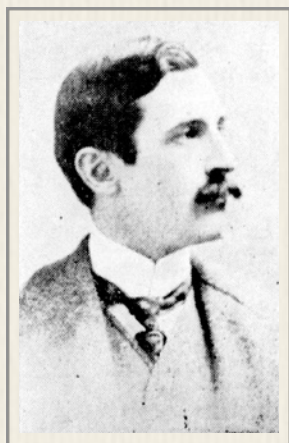
**Troy Barrett** 2001 - 2005

Fifth son of Larry - Troy “worked the grounds until he turned 18 and then qualified as a brakeman in 2002. All of our boys,” says Larry “were very much in demand because of their smooth braking ability, and their success in generating gratuities which were shared among the then three crew members. Also during the period 2000 to 2005 we ran trains with three Barrett’s as the crew.” - See Vol. 1 Ch. 9 Sec. 4

**Abel Barron** 1885

Marshfield House proprietor - “The Marshfield House at the base of Mt. Washington is just the place for visitors who want to find a moderate-priced hotel in the very heart of the mountains. It is pleasantly located and is conveniently accessible by the Mt. Washington extension of the Boston and Lowell road. The rates are \$2 a day, and favorable terms are made to regular boarders. Abel Barron, the manager, will furnish further particulars on application.”

- Among the Clouds - Sat, Jul 25, 1885



Will A. Barron (1903)  
- Littleton Courier

**Will A. Barron** 1886 & 1888-1890

Summit House clerk (left) - “Mr. Will Barron, clerk at the Summit House this season, left on Friday to enter Exeter Academy.”

- Among the Clouds - Sep 4, 1886 & Sep 4, 1901

**Albert S. Bartlett** 1919 - 1924

“Mr & Mrs A. S. Bartlett of St. Johnsbury (Summerville neighborhood) have gone to the Fabyans, so Mr Bartlett may resume his summer work. “He has charge of the Mt Washington Railroad.” Similar notice in 1922 - Left Sat May 10th, 1924 for Cog “Mr Bartlett is the superintendent of the Mt Washington RR. Bartlett was hiring cooks and girls for Base in July 1919. “A.S. Bartlett, foreman of the engine house at the railroad yards has gone to Bretton Woods (May 1920) to take his customary summer job in charge of the Mt. Washington railroad. C. J. Buckley of Lyndonville will take his place at the St. Johnsbury engine house.” In November 1922, Bartlett “former foreman at the (St. J) engine house, has been appointed inspector of motive power on the Boston & Maine railroad with jurisdiction on the lines north of Plymouth and White River Junction. (1919) “A. S. Bartlett of St. Johnsbury is to be located this summer at the base of

Mt. Washington in charge of the engines on that railroad. The trains up Mt. Washington have not been run for two years owing to the war restrictions on coal, but will be in operation this season.” (1939) “Albert S. Bartlett, 76, retired superintendent of the cog railway up Mt. Washington, a post he held for many years, died (in Concord, NH) today (11/29). He had been an employee of the Boston & Maine railroad, retiring in 1932.”

- The Caledonian Record May 5, 1921 / May 3, 1920 / Nov 20, 1922 / The Landmark (White River Jct., VT) - Thu, May 29, 1919 pg 3 / Boston Herald - Nov 30, 1939 pg 47

**B. Bartlett** 1952

Railway Ledger

**Brewster Bartlett** 1965 - 1966

Gas/Bunker worker

- See Vol. 1 Ch. 9 Sec. 1

**Hattie M. Jones Bartlett** 1919 - 1924

Boarding House manager - Wife of Albert Samuel Bartlett - The couple lived in St. Johnsbury and would work at the Mt. Washington Cog Railway during the summer.

**Charles Barwis** 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. One 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.”  
- *Littleton Courier* - Thu, Jul 14, 1949

**Gregory F. Barwis** 1964  
Summit House

**John W. Batchelder** 1872 - 1873

Summit House builder - (1927) “The oldest resident of Warren, N.H., John W. Batchelder, aged 91, died at his home Monday (4/18). He moved to Warren when a small boy and has resided there ever since. He was a carpenter and builder and was employed on and around Mt. Washington helping in the construction of the Summit House and other buildings.”

- *Littleton Courier* - Thu, May 19, 1927

**Claudia R. Bates** 1903

Summit House employee - “A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8/25/1903), starting about 2:30 pm 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 “Zingarella, the Flower Girl” and recited in character the reading “Zingarella, the Flower Girl.”

- *Among the Clouds* - Aug 26 & Aug 31, 1903

**John M. Batjiaka** 1957  
Marshfield Corp

**R. A. Batland** 1950  
Mt. Washington Club/Summit House

**B. H. Battin** 1953  
Railway Ledger

**Boris Bauer** 1966 & 1971

Summit reservations manager - “My year atop Mt. Washington and living in the summit house in 1966 was most grand with its last year of serving overnight guests,” Bauer writes to Jitney Jr in a May 2019 email. “I’m sorry that I cannot relate other names that I worked with that summer. I know that people were a bit amazed that Arthur Teague went out of his way to visit me while in the hospital that summer, and learned later that he felt ‘a connection’ to me since my hometown of Due West, SC was only a short drive from his college years at Clemson University. I was not hired by him to work atop the mountain, but rather was hired by a pre-medical student from the Univ. of Georgia (*Ed Griffin*) who was the hotel’s general manager. The following 1967 summer I worked for Doug Philbrook as a ‘stage driver’ on the Mt. Washington Auto Road. In the fall I found myself teaching middle school social studies in Hudson, NH (on the other river side of Nashua, NH). I continued driving the auto road in the fall. I had just left the ‘Glen’ on September 17, 1967 to return home, when I heard of the cog railway eight deaths accident on the radio. Tragic course of events. The following summer I continued driving on the auto road as a summer job, but was drafted into the military by the end of August. After serving time in the military/Vietnam as a helicopter lead pilot with the 68th AHC in Bien Hoa, I was surprised to find myself once again bidding my 1971 summertime atop Mt. Washington before starting graduate work at the Univ. of SC/Univ. of Utah. I ran the concessions services with three others living in the old hotel during its last year of operation open to the public. What another turn of events. I had a friend, Reid Ellis joined me from SC that summer (he is a retired state lawyer). The other couple’s name I cannot remember. To this day I’m still in contact with Doug Philbrook’s widow, Andrea (Andy Philbrook) who lives in Gorham, NH. After 34 years working for the Greenville County School District and teaching 15 years of graduate studies in USC’s Department of Information and Library sciences I retired in 2008. I now tend to 6 home acres of rhododendron & magnolia gardens, chase the wild vine (Norton grape) in seventeen states so far, travel extensively (both internationally and in a small camper throughout the US) and just sit back and enjoy the hell out of my Mt. Washington memories. I had a full-length Super 8 film of my 1966 summer experience (weather, train arrivals, swimming in the train’s water tank, meals served by the German chef, etc.), but alas have not been able to put my hands on that piece of history after my wife and friend did major renovation to our home. I enjoyed my morning time babbling at you, but now three chain saws await me to take down a tree to make way for yet another deciduous magnolia tree.”

- *See Vol. 1 Ch. 9 Sec. 2 / email to editor*



# Bau - Bed

**Peter Baurgault** 1910

US Census enumerator Richard J. Smith finds the 22-year old English Canadian native, Baurgault as part of four person team led by Patrick Camden working at the Base Station on May 12, 1910. Peter Baurgault is listed as a Laborer. He has been in the U.S. for five years.

- 1910 US Census for Thompson & Meserve Purchase

**Beverly Bean** 1961

Marshfield Corp

**R. Bean** 1952

Mt. Washington Club/Summit House

**W. H. Bean** 1952

Mt. Washington Club/Summit House

**Chester Beattie Jr.** 1946

Conductor on the train that was hit by the runaway flatcar from the Summit - 20 years old from Medford, MA. "The accident was reported by a conductor, Chester Beattie of Medford, who fought his way through a furious gale and electric storm to the summit." The 1943 Medford High School yearbook says Chester B. "Ted" Beattie was enrolled in the technical course of study. He was on Advisory Council his sophomore and junior years. The Debating and Dramatic clubs occupied his time those two years as well. He was a Class Day Usher in the second year. The quote below his picture (*right*) read "Popular boys like 'Ted' are all too few."

- UP story in Carlisle (PA) Sentinel - Mon, Aug 12, 1946 pg.1 / Ancestry.com / State Police Accident Report - August 12, 1946 - See Appendix Sec. 18



*Chester Beattie*  
- 1943 Medford H.S.

**Frank D. Beattie Jr.** 1956

Railway Corp

**John Beaudoin** 1965

Summit House

**L. Beaulieu** 1951

Mt. Washington Club/Summit House

**Roland Beaulieu** 1953 & 1962

Worked for railway in 1953 - Summit House in 1962

- Railway Ledger / Summit House

**Ronald G. Beavers** 1956

Marshfield Corp

**N. A. Beck** 1958

Railway Corp

**Richard Beck** 1952 - 1953

Railway Ledger

**Robert Beck** 1961

Summit House

**Elaine F. Bedell** 1959

Marshfield Corp

**Margaret Bedell** 1930 - 1931

Summit House dining room - (1930) "Monroe notes: Miss Margaret Bedell left last Thursday (6/26) for Mount Washington where she will be employed as a waitress at the 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."

- Littleton Courier - Thu, Jul 3, 1930 & Thu, Jun 25, 1931

**William "Bunker Bill" Bedor** after 1985

William James Bedor, 93, of 31 West Elm Street, Littleton, New Hampshire, died at Littleton Regional Healthcare on Wednesday, April 5, 2017, after a short illness. Bill was born on Sept. 5, 1923, in St. Johnsbury, Vermont, to William George Bedor and Edith M. (McDowell) Bedor. Bill began schooling in North Danville, Vermont, and attended the St. Johnsbury Vermont Trade



School. Bill was predeceased by his parents, several brothers, a sister, and his wife, Winona Bedor. Bill was married to Winona Elizabeth Rivers on June 30, 1942. Of the marriage were born three children: Roger W. Bedor of Littleton, Joel J. Bedor of Littleton, and Elizabeth Ann Bedor, who died at birth. Bill was employed most of his life in trucking and road construction. He began work with his father's construction business, worked for several regional firms, owned a trucking business with his brother, Richard, and was Superintendent of Public Works in Littleton, New Hampshire, retiring in 1985. Never idle, Bill continued working for several more years, first with Tuite Contracting, then with The Mount Washington Cog Railway. Bill is survived by his sons, Roger and Joel, their wives Bobette and Catherine, his grandsons, Bill and Steve, his granddaughters, Annette and Kelly, his great granddaughter, Kaytlin, and several nephews and nieces.



**Joseph W. Belevance** 1954  
Summit House

**George Bell** 1965  
Summit House

**Lewis Bell** 1919

“Lewis Bell (of St. Johnsbury) is home from the summer spent at Mt. Washington.” Two years before, the East Burke Correspondent for the *St. Johnsbury Caledonian*, Mrs. B. F. Humphrey reported that “Lewis Bell has been visiting his sister, Mrs. David John. He leaves soon with a training troop for Forth Ethen Allen for Washington and then to Cuba.” David John was married to Mary Bell, Lewis (or Louis) Bell’s sister. Mary and Lewis were born in Quebec to Henry and Mary Bell. There were a total of six children (two boys - three girls) when the US Census counted the Bell family on June 4th, 1900 in Lyndon, Vermont. Mary was five. Louis was 18 months. Mary would leave David John a widow in 1920. The research trail as to what 20-year old Lewis Bell did after he spent the summer of 1919 working at Mt. Washington is currently cold.

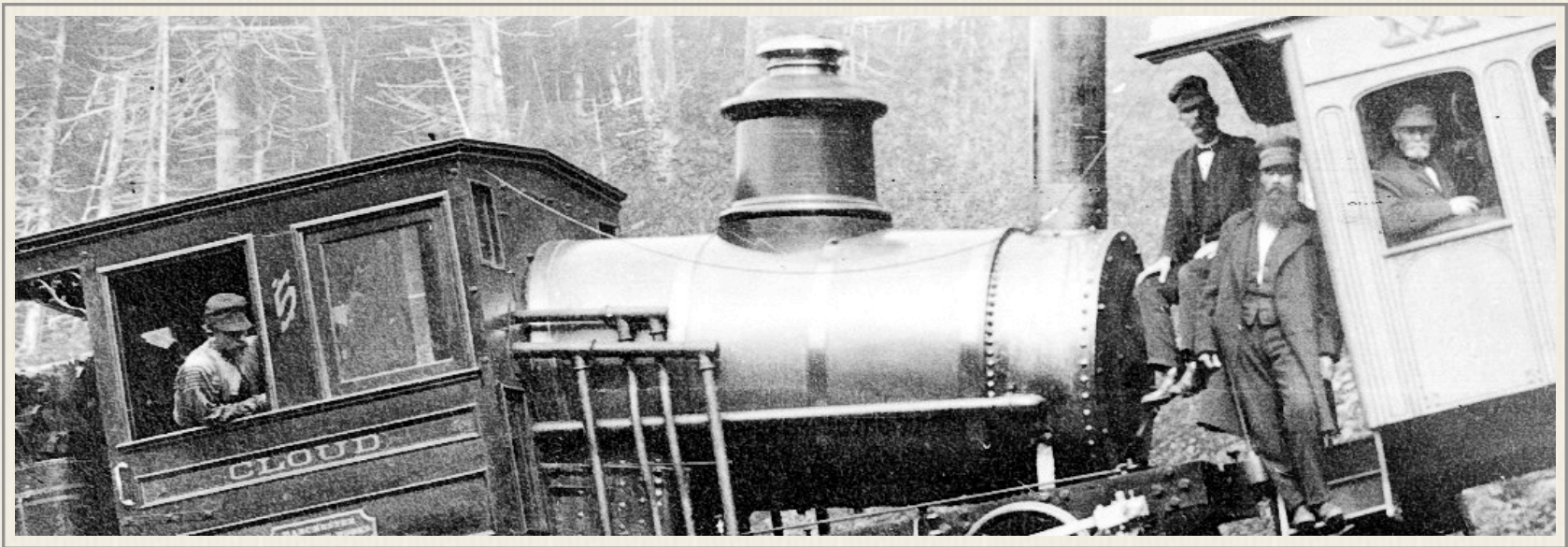
- *Caledonian-Record* - Wed, Oct 15, 1919 pg. 6 / *St. Johnsbury Caledonian* - Wed, Mar 7, 1917 pg. 3

**Jacqueline Bellefeville** 1960  
Summit House

**C. Bellemore** 1951 - 1952  
Mt. Washington Club/Summit House

**Harold Bellows** 1906 - 1907

Summit House employee from Littleton, N.H. - 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. (1907) “Harold A. Bellows has gone to the Summit house for the summer.” / Harold Arthur Bellows was sixteen when he made that “enjoyable tramp” to Tuckerman’s having been born to 38-year old clothing merchant William H. Bellows and his 32-year old wife, Lucia E. (Baldwin) Bellows on June 20, 1890 in Littleton. Harold was the couple’s second child. In June 1900, the family was living on Maple Street. Harold’s older sister, Edith was 16 and younger brother Raymond was a little over a year old. Father William employed 29-year old (English) Canadian Rose Mulleavey and 54 year old Granite stater Charles H. Rix as servants. Ten years later in April 1910, the family is living on High Street. Harold’s mother Lucia is not listed in the Census, but his 61-year old aunt, Mary is in the household along with sister Edith, brother Raymond, and a 25-year old servant Flara V. Downer. Harold is attending Dartmouth College and is a member of the Delta Tau Delta fraternity. He would graduate in 1912. Harold moves south to work as a real estate broker in Springfield, Massachusetts. There he marries the 22-year old daughter of a clergyman. Rachel A. Chase was born in Lyndonville, Vermont and was living at home with her parents, Rev. Charles and Jean E. (Bush) Chase. It was a first marriage for both. The couple would have a son, Charles C. Bellows in 1917. In 1920, Harold is working as the treasurer of the Sumer Co. to support his family. By 1926,





## Bel - Ber

Harold is now apparently part of his dad's business. the 1926 *Littleton Directory* lists him as vice president of the the Bellows & Baldwin Company selling clothing and furnishings on Main Street while still living at 268 Washington Boulevard in Springfield. Father William is not only president and treasurer of the company but he's also the president of the Littleton Savings Bank.

- *Among the Clouds* - Jul 24, 1906 / *Littleton Courier* - Fri, Jul 5, 1907 / *Ancestry.com*



Brakeman Bemis (1966)  
- Morris Root Collection

**Ralph E. Belmore** 1950  
Mt. Washington Club/Summit House

**Tim "L.B. Lazy Bear" Bemis** 1963 - 1967  
Fireman - started in Marshfield in 1963 - moved to trains  
- See Vol. 1 Ch. 9 Sec. 9 & 10

**Steven Harrison Benner** 1964  
Summit House

**Walter F. Bennett** 1898  
Summit House head waiter - "Mr. W. F. Bennett, who was head waiter at the Summit House, last season (1898), came up from Manchester to visit his old friends on Saturday (8/5). The bracing air and the warm welcome he received made his lively and handsome face glow with delight, and he was not slow to express himself with unmistakable emphasis that he was glad to be here. Mr. Bennett is now manager of the New Manchester Hotel, a new and up-to-date house, which has become a great favorite with the traveling public." Walter F. Bennett was the son of a Northwood, New Hampshire shoemaker, Frank H. and his wife, Emily A. (Hill) Bennett. Walter was born in June 1874. Two years after heading to Manchester from Mt. Washington, 28-year old Walter married a 28-year old divorcee from Washington, Vermont, Grace S. Ranno on September 19, 1901. His occupation was listed as "clerk" on the marriage certificate. Grace's dad Henry was a harness maker in Manchester. Walter became a salesman and died of pancreatic cancer at Deaconess Hospital in Boston on January 10, 1924. He was 49. Grace would die ten years later in 1934. They are buried in the Piscataquog Cemetery in Manchester.

- *Among the Clouds* - Aug 7, 1889 / *Ancestry.com*



**G. H. Bent** 1950  
Mt. Washington Club/Summit House

**A. W. Bergquist** 1912

Brakeman on Fabyan-Base spur - "While the train waits over at the Base, conductor 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."

- *Among the Clouds* - Jul 15, 1912

**Carlos "Chuck" Berguido III** 1964 - 1965

From Philly - friend of Joe McQuaid "I do not know if has been noted elsewhere, but Archie Harvey and I dealt with a mechanical failure on return to base just as we exited Jacob's ladder in 1965. An oil line blew on the engine at a fitting. The engine rapidly accelerated away from the car as Archie applied the engine brakes. I brought the car to a stop and dropped the ratchet. In a few seconds Archie and Harvey had travelled about 150 feet down the track away from the car. The passengers were concerned for Archie and Harvey, but calm. Archie repaired the oil line so we would have compression braking again.

Archie and Harvey got a bit annoyed at me because as a firm believer in Murphy's law, I refused to lift the ratchet and use the car brake to bring the car down to the engine, so they had to build a new fire and make a head of steam and come back up the mountain to meet the car. All of us returned to Base safely. Earlier that Summer, an exchange between Archie and Harvey occurred, that I will always remember about my wonderful engineer and fireman as we headed for the kitchen at the top of the mountain.



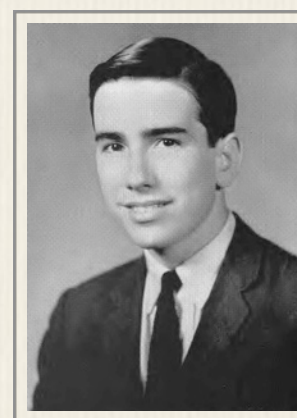
Archie: "Hey Harvey, go get me a Sky Bar."

Harvey: "Archie, they don't have Sky Bars here."

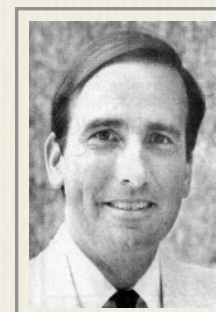
Archie: "Then f' 'em, I'll spend my dime elsewhere."

- *Marshfield Corp / Cog Party list*

**Ronald Bernier** 1953  
Summit House



Carlos Berguido III (1965)  
- Haverford School



City council candidate  
(1992)

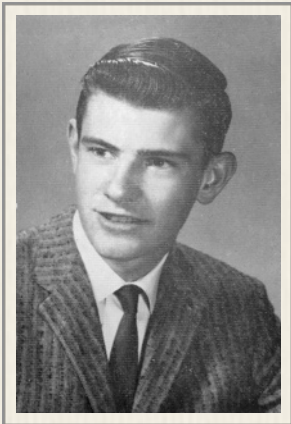


**Anna Bernini** 1953  
Summit House

**Archie Bernini** 1953  
Summit House



**Thomas C. Beroney** 1964  
Born in Berlin on Dec. 6, 1946, the son of David C. and Thelma (Harmon) Beroney. Beroney (*right*) graduated from Berlin High School in 1964 where his nickname was “Farmer” and the class prophesy foretold an episode where Tom would be the symphony leader for a concert at Taylor Hall where “the only Ice Blue Acqua Velva necklace in the world” was stolen from a classmate, Miss Welch. The class last will and testament said Jim Mullins was receiving “some space in “Teen Time” Magazine and about 400 pen pal letters” from Tommy Beroney. Beroney (*left*) served his country in the U.S. Army after graduation. Prior to his retirement, he was an automotive mechanic for Public Service of New Hampshire for 15 years. As a youngster, he worked on Mount Washington at the Summit House.



*Tom Beroney (1964)*  
*- Berlin H.S. Meteor*

- Summit House ledger / <http://www.legacy.com/obituaries/unionleader/obituary.aspx?pid=166817846#sthash.dLaetzl9b.dpu>

**S. R. Berry Jr.** 1950  
Mt. Washington Club/Summit House

**Albert Berube** 1940  
Railway employee - (1940) “Albert Berube, who is employed at the base of Mount Washington, spent the week end with his family in (Littleton.)” - *Littleton Courier - Thu, Oct 31, 1940*

**Edwin Betz** 1923  
Railway employee - (1923) “Whitefield Notes: Edwin Betz who is employed on Mount Washington spent the week end at his home on Littleton road.” - *Littleton Courier*

**Paul Beyer** 1954  
Railway Ledger

**Rocco A. Bianchi** 1967  
Rocco A. Bianchi married Linda Hartman who also worked at the Cog. The couple married in Manhattan in 1969. - *Railway Corp*

**Charles E. Bicknel** 1959 - 1960  
Summit House

**William H. Biden** 1953  
Summit House

**Ben E. Bidwell** 1950  
Was paid by both Marshfield Corp and Railway this summer - *Marshfield Corp Ledger/Railway Ledger*

**E. E. Bigelow** 1953  
Railway Ledger

**J. C. Bingham Jr.** 1950  
Marshfield Corp Ledger





# Bir - Bla

<b>Edna M. Bird</b>	1956 - 1962
Harry & Eddie’s mom - “She and my dad (Harry Sr.) used to work when the hotel closed, but Tip Top house stayed open to serve reduced selections to visitors,” says son Eddie in September 2016. - <i>Summit House ledger</i>	
<b>Edward “Eddie” Bird</b>	1953 - 1964
Rebuilding locomotives in 1961 - <i>see Vol. 1 Ch. 9 Sec. 4</i>	
<b>Harry H. Bird Sr.</b>	1957 - 1962
Father of Eddie & Harry - husband of Edna - <i>Summit House ledger</i>	
<b>Harry H. Bird Jr.</b>	1948 - 1955
Older brother of Eddie - <i>see Vol. 1 Ch. 9 Sec. 4</i>	
<b>Peter Birjejne</b>	1890
Trackman - “A hard rainstorm had set in, but that even did not deter the brave and swift riders, William Boyce, Peter Birjejne and John J. Boyce, from making the trip. Each carried on his slide-board a big pile of papers, and mid the pouring rain they shot out into the dense cloud which hung over Mount Washington. Hardly a minute had elapsed from the start before they were out of sight and thundering away down the mountain toward the Base, three miles below.” - <i>Among the Clouds - Aug 8, 1890 - See Appendix Sec. 8</i>	
<b>David M. Bishop</b>	1956
Summit House	
<b>Mita Bishop</b>	1953
Summit House	
<b>Mr. Bishop</b>	1946
Second fireman on board the train struck by the runaway flatcar from the Summit. State trooper was unable to obtain first name. - <i>State Police Accident Report - August 12, 1946 - See Appendix Sec. 18</i>	
<b>G. B. Bisson</b>	1951
Mt. Washington Club/Summit House	
<b>Joseph A. Bisson</b>	1967
Railway Corp	
<b>Robert Blagden</b>	1962
Summit House	
<b>A. J. Blake</b>	1958
Track crew - Little Albert? - speculation due to court fine of July 25 in Whitefield Court \$10 (from salary) - <i>Railway Corp</i>	
<b>Paul A. Blake</b>	1959
Railway Corp	
<b>F. G. Blanchard</b>	1951
Railway Ledger	
<b>Joseph Blanchard</b>	1953
Marshfield/Cog Railway Cabins	
<b>L. Blanchard</b>	1951
Railway Ledger	
<b>Lettie Blanchard</b>	1903
Summit House employee - “A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8.25.1903), 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 “Bretton Woods.”  
- *Among the Clouds* - Aug 26 & Aug 31, 1903

**S. G. Blanchard** 1951  
Railway Ledger

**Henry O. Blanchette** 1885  
“Henry O. Blanchette, a machinist on the Mount Washington Railway, broke his right leg on Tuesday (9/30), while sliding down the railway on a slideboard.”  
- *Among the Clouds* - Thurs, Oct 1, 1885

**Pierre “Pete Blanket” Blanchette** pre-1876 ?  
Woodsman living at Upper Falls who cut firewood for the engines and with financial help from Walter Aiken bought a farm next to his brother in Canada in exchange for a promise to educate his five children, including Louise Marie, who returned to the old home place and Cog Railway in 1905. The 1871 Census of Canada counts a 36-year old Pierre Blanchette living in Saint Anne Parish of Quebec with his 44 year old wife, Caroline and three children - 9-year old boy, Teophile, 4-year old Elisabeth and 2-year old Marie Louise. Pierre’s occupation is listed as “Navigatuer” or sailor. Two other sailors live next to the Blanchettes. (*see Vol. 3 Aggregated Timeline*)  
- *Among the Clouds* - Aug 3, 1905

**E. A. Blewett** 1951  
Mt. Washington Club/Summit House

**John H. Blewett** 1954 - 1955  
Summit House

**Burton Blood** 1950  
Lunenburg, Vermont man, who grew up with Jitney, is Stubby Welch’s helper at the boarding house kitchen. Burton Ernest Blood was born in Lunenburg on January 6, 1928 - the fourth child of 54-year old William and 28-year old Agnes (Quebec) Blood. Burt died August 21, 1996 in Whitefield, N.H. at the age of 68.  
- *Ancestry.com*

**A. Leo Boisvert** 1950 - 1951  
Railway Ledger

**John Franklin Bolton** 1971 - 1982  
Engineer (1974) Trainmaster (1981-1982) - “Next Gen” Engineer John F. Bolton, age 60, of Pleasant Street in Farmington, N.H., died peacefully at home, early Friday morning, May 17, 2013, after a period of failing health. Born August 26, 1952 in Baton Rouge, Louisiana, a son of Fred James Bolton, Jr. and Ruby Mae (Vaught) Bolton, he resided in New Hampshire for many years, having come from Louisiana. John retired, due to illness, from the Amtrak *Downeaster*, where he was employed as a Train Conductor for many years. He was a member of U.T.U. local 95. John enjoyed boating, fishing, gardening vegetables, walking in the rain, listening to the rain, LSU football and especially love of family and friends at home in Louisiana. Survived by his wife Marlene A. (Giandrea) Bolton, a son Tyler William Bolton, two daughters: Katie M. Bolton and Sarah F. Bolton, a stepson Matthew Hampson, three stepdaughters: Angelina Hassler, Sarah Markey and Melissa Coulombe, fourteen grandchildren, a sister Debbie Thomson, two brothers: Fred Bolton and Jody Petty, also many nieces and nephews. He was predeceased by his parents and a brother William Petty. When word of Bolton’s Fall 2017 memorial service spread through the





## Bon - Bou

next generation of Coggers via the Facebook posting of his headstone (*below left*) tributes and memories surfaced on social media. Amy Wentworth: "I love that the train is on there. That train is responsible for the three gorgeous, wonderful, loving and awesome children I had with Johnny. They miss him so much." Dave Kurz: "Clem and I picked up (*Michael*) Poche who brought Johnny, at Logan. The LSU boys had never seen the cape so we drove down to Provincetown and slept on the beach and awoke to sand fleas trying to kill us! Nice introduction to the summer! That was 1971...." Alan Warner: "As Chief Dave Kurz said in his post, Johnny started in '71. I roomed with him that year, and we both worked on the 3 with Richard Tirrell - Johnny was brakeman & I fired. He fired for me on the 3 the next year. So many great stories and memories. His Waumbek speeches as brakeman were classics. The more bored he was, the wilder his introduction of the crew would become. How many times did I get stopped at the summit by a goofier wanting to know what it was like to compete in the Olympics, or to tell me how impressive it was that I overcame the tough years in an orphanage? A lot. I can still hear him starting a speech: "My name's Johnny Bolton, and I'm from a home in Louisiana..." Loved that guy." David Huber: "I started 1972, I believe JB was Al Warner's fireman that year. He was a class act. In 1975, I experienced some difficulties with Ed Clark. Quit for a week, if it wouldn't have been a long talk I had with JB, I wouldn't



have returned and continued my long career with the Cog. Finished full-time seasons in summer of 1978 and was weekend warrior for over 20 years. Thank you JB." Dave Moody: "My first hangover was in the fall of 72 with JB-mad dog 2020 -and beer!" John Colarusso: "Even though as a young brakeman I was scared to death of him, when he gave you "the look" through engineer's window when you were too heavy. I also had tremendous respect for him and I loved firing for him when I got the chance. A fitting memorial for a Cog legend." Amy Wentworth: "I met John there in the early eighties and were married in 87. We had three children. The kids grew up with the cog in their life." On October 6, 2018, Amy and his children went to the Mountain to ride the 4:30pm train. "We will be bringing some of John's ashes to spread on the mountain," she wrote to the Cog family on Facebook. "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."

### R. C. Bonley

1950

Marshfield Corp Ledger

### Wilfred D. Booth

1872 & 1881

Telegraph operator - Mr. W. D. Booth, an employee of the Western Union Telegraph Company, at Concord, New Hampshire, who had charge of the telegraph office on Mt. Washington six years ago, arrived at the Summit Friday night. When Mr. Booth was here the office was situated in the old depot, which was also occupied by Sergeant Horne of the United States Signal Service. 1881 - Summit Telegraph Operator - Wilfred D. Booth of Concord, N.H.

- *Among the Clouds* - Sat, Aug 24, 1878 & Jul 14, 1881

### Arthur Bordeau

1953

Summit House

### Gene Bordeau

1953

Railway Ledger - Marshfield/Cog Railway Cabins

### Charles Bostock

1899

Watchman - "Charles Bostock, who was employed last season (1899) by the Mount Washington Railway at the Base as watchman, was shot and killed early Friday (9/7/1900) morning at Wells River, by one Burns Nelson. Mr. Bostock was 40 years old, unmarried and up to two days before his death, the proprietor of a shoe store. He failed in business on Wednesday of last week. Bostock had always borne an excellent reputation and his Mount Washington friends will learn with regret of his tragic death." The unmarried Englishman came to the U.S. in 1892 - worked for the B&M in Woodsville as an engine cleaner until February 1900. Nelson was acquitted of the killing following a trial in Chelsea and days later was before judge for intoxication paying a \$57.65 fine in July 1901.

- *Among the Clouds* - Sep 10, 1900 - See Vol. 3 Aggregated Timeline

### Larry T. Boston

1958 - 1959

Summit House

### Louie Boston

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. They report a large quantity of snow at the bottom of the ravine."

- *Among the Clouds* - Aug 1, 1899

### A. J. Boucher

1929

Roadmaster - Singled out for commendation by the Boston & Maine Railroad along with conductor P. H. McCarthy for assisting a passenger on the Mt. Washington Railway, who wrote to the company: "We started the ascent on Mt. Washington the cog





road. One of the party was taken ill and did not dare go to the higher altitude. The conductor (*McCarthy*) suggested getting off at the Half Way House, and a road man (*Boucher*) who was on the train, got off with his axe and helped us start a fire. The conductor insisted on giving us his thermos bottle full of hot coffee from his lunch, and the repairman did everything possible to assist us. The entire episode showed an unusual friendly spirit and willingness to be helpful, way beyond the ordinary regulations of the road.”

- *B&M Employees magazine* - Oct 1929 pg. 29

## Barbara Boucher

1965 - 1966

Summit chambermaid - see Vol. 1 Ch. 9 Sec. 2

## Leo F. Boucher

1940s - 1962

Engineer - Fired for George Wilmot - was in a Lipton Tea commercial “*I’d sooner Lipton*” with teacup in hand from the cab of the *Base Station* - (1963) “Whitefield notes: Leo F. Boucher, 56, died suddenly at the Morrison hospital on Thursday, Apr. 11. A high mass of requiem was sung at St. Matthew’s church on Monday morning and burial was in St. Matthew’s cemetery. Mr. Boucher was a former resident of Whitefield and had been a stationary engineer for the Mt. Washington Cog Railway for the past 11 summers. He served in the armed forces for four years and had resided in Phillips, Me., for 11 years. He is survived by his wife, Mrs. Annette (McKenna) Boucher; a daughter, Mrs. Katherine Wildes of California; a brother, Frederick Boucher of Limerick, Me.; a sister, Mrs. Elsie Fahey of Salem, Me.; and a grandchild and several nieces and nephews.”

- see Vol. 1 Ch. 9 Sec. 7 / *Littleton Courier* - Thu, Apr 18, 1963 pg. 3



*Leo Boucher (1950s)*  
- *Lewis Family Collection*

## G. Bouffard

1951

Marshfield Corp/Cog Railway Cabins

## R. C. Bouley or Bonley

1950

Mt. Washington Club/Summit House

## Richard M. Bowden

1952

Mt. Washington Club/Summit House

## Larry Bowen

1966 - 1970?

Brakeman - Joe McQuaid says “one of the fastest switch throwers” from Stony Brook prep school on Long Island

- *Cog Party list*

## Frank Bownes

1950

Railway Ledger



## Edward Boyce

Mike Boyce’s twin briefly works at Cog, according to Tom Boyce, then worked in Chicopee, Massachusetts

- See Vol. 1 Ch. 8

## Ida P. Boyce

1950 - 1952

Mike Boyce's wife (*left*) receives payments from the railway after Mike’s death for the remainder of the year - payments are made on Aug 4, Sep 15, Oct 15, Nov 15 & Dec 12 1952. They total \$800.

- *Railway Ledger*



# Boy

## James Boyce

1891 - 1900

The US Census reports 42-year old Canadian-born James Boyce is an unmarried brakeman on the railroad and is living at the Boarding House. "A lady passenger on the Mount Washington Railway who was so unfortunate as to lose a valuable gold watch while on the downward trip yesterday (8/31/1891) noon, was much pleased to have it returned to her through the honesty of Mr. James Boyce, a brakeman on the road. Mr. Boyce was handsomely rewarded and believes that honesty is the best policy."

- 1900 US Census for Thompson & Meserve Purchase / Among the Clouds - Sep 1, 1891

## John Boyce

1881 - 1888

Mike's older brother dies on September 10th, 1888 while working at Cog. John Boyce's death certificate says the 22-year old Laborer was "crushed by cars." An 1881 list of railroad employees with long period of service includes a brakeman John Boyce but that would mean he would be only 15 years old in 1881 if his age at death in 1888 is correct.

- See Vol. 1 Ch. 8

## John J. (James?) Boyce

1890 - 1892

Trackman - "A hard rainstorm had set in, but that even did not deter the brave and swift riders, William Boyce, Peter Birjejne and John J. Boyce, from making the trip. Each carried on his slide-board a big pile of papers, and mid the pouring rain they shot out into the dense cloud which hung over Mount Washington. Hardly a minute had elapsed from the start before they were out of sight and thundering away down the mountain toward the Base, three miles below. The distance was covered in a few minutes." Also made two delivery trips in 1891 and was on the 1892 delivery team.

- Among the Clouds - Aug 28, 1890, Aug 28, 1891 & Sep 1, 1892 - See Appendix Sec. 8

## John Owen Boyce

1879

US Census taker Thomas Carleton visits the Base of Mt. Washington on September 29, 1879 and finds a 22-year old Canadian born John Owen Boyce working as a railroad trackman. The author of An Irish Family thinks he may also be a relative - specifically of Ann (Annie) Boyce-Camden (1843-1930). Michael Laughry writes, "Annie's brother John Owen Boyce (1851-1926) was 27 at the time. Given widespread age approximations in censuses, he may be the trackman John Owen Boyce."

- See Vol. 1 Ch. 8



Mike Boyce at Summit  
- N.H. Historical Society

## Michael Peter "Red" Boyce

1903 - 1952

A "Michael Boise" attends the 1903 Masked Ball Cog Party at the Summit House with only a mask. *Among the Clouds'* penchant for mis-spelling names leads the editor to think this is Mike Boyce's first year at the mountain. He would be 25. A correctly spelled Michael Boyce attends 1905 Cog Party "Masked Ball" as "The Balsams." Census taker Richard J. Smith records 27-year old Mike as being a Fireman and part of four man team working at the Base on May 12, 1910. Roadmaster Pat Camden is leading the effort. Mike apparently becomes an engineer in 1913 as a July 6, 1940 newspaper article calls Mike a Senior Engineer who has completed 27 years of "on-time service" as an engineer (*left*) during which he's made 5000 trips to and from the Summit. In addition the article says Pliny Granger and his 3 sons, Al, Guy and Pliny, Jr have combined service of 25 years on the railroad. *B&M Employees Magazine* says "M.P. Boyce, who spends his winters in Keene, left May 6, 1946 for the White Mountains, where he will work as the engineer for the Mt. Washington Cog Railroad." A *Collier's Magazine* article reported in 1953 that Boyce "had his false teeth shaken out of his mouth; the train stopped until he found them." He would take Jitney under his wing as a fireman in 1950, and back Jitney's qualification as an engineer at the end of that summer. A Cog paycheck for \$30.70 cut for Mike on June 6, 1952 was voided after his fatal accident. Arthur Teague described the accident to Joseph Dodge of the Appalachian Mountain Club in a May 12, 1953 letter: "Mike was operating the work train last spring (1952)..."







We came down the mountain at noontime and I was sitting about two seats from him (at lunch) when I heard him tell his fireman to come on out and help him paint the front end (of the engine) as he wanted to do it during the lunch hour. The work car was loaded with lots of heavy timber and the train was stopped just beside the platform of the Base Station building that is the log souvenir shop. Mike went out by himself, climbed up on the work car and tightened up only one hand brake and failed to tighten the second one or drop the ratchet. He then got in his engine and moved it down six or eight feet and was standing on the cog rail with his back to the work car, cleaning the front end of the locomotive. The brakes on the work car failed to hold the heavy loaded work car and it gradually eased down until it pinned Mike between the bumper and roller. Dr. Jones and Dr. Ferguson had to amputate one of his legs just above the knee. He was getting along fine but on the fifth or sixth day he went into pneumonia and was gone in a hurry. I guess he had really aged more than I actually felt he had done during the year. However, he was still in good shape physically and in good health. Mike first started to work for the Mt. Washington Cog Railway in 1909, but in 1911 he left but returned in 1917 and worked from then on until his death. He used to work on the Canadian Pacific up at Island Pond and then he worked for the Boston & Maine for a number of years as a fireman and also in the shops at Keene, N.H., where he lived.”

- See Vol. 1 Ch. 8

**Patrick A. Boyce**

1869 - 1883

The 1880 Census reported that in September 1879, 24-year old Patrick was single and working as a railroad trackman and living at the Base’s “dwelling house.” A 1926 bio says he worked for “about a year as a section hand, and afterwards for eight years in the machine shop at the base of the mountain (~1869-1878). The railroad was in operation only during the summer months, so he spent his winters at Bethlehem, New Hampshire where he was employed as a millwright. Eventually, he became master mechanic on the Mount Washington Railroad, retaining that position two years (~1882-1883)” *Among the Clouds* reports P. Boyce was the prompter for a “very enjoyable dance” at the Base on Wednesday, July 23, 1879 at which “Boyce and Defour’s band” furnished music. Patrick Boyce on 1881 list as blacksmith with long period of service with the Railroad. Master Mechanic Patrick Boyce ran the new No. 7 *Falcon* to the Summit on its maiden voyage in 1883, and later that year accompanied two horse coaches shipped to the top by train.

- See Vol. 1 Ch. 8 - *Among the Clouds* July 25, 1879 / Sept 6, 1881 / July 24, 1883 / Aug 25, 1883

**Peter E. Boyce**

1883

(Brothers) Peter and Patrick Boyce accompanied two horse coaches shipped to the top by train.

- *Among the Clouds* Aug 25, 1883

**Russell E. Boyce**

1957

Marshfield Corp

**Wayland D. Boyce**

B&M RR Historical Society index notes “Boyce, Wayland D.; Former Engineer, Mt. Washington Cog RR, Oct., 1949, p.31 80th birthday in Keene, N.H.” *Employees Magazine* note says “Wayland D. Boyce, former engineer on the Mt. Washington Cog railroad, celebrated his 80th birthday anniversary in Keene and received many congratulatory messages.” Wayland Duette Boyce was born on June 20, 1861 to Philander and Lucy Mehitable (Grant) Boyce in Fitchburg, Massachusetts. The family moved to Keene after a second 3-month old son, Lester, died in 1867. 21-year old Wayland married Lilla M. Pike October 7, 1882. She died in September 1937. In July 1945, 84-year old Wayland married Alice Mable Potter Weaver. She died in 1954. Wayland died in 1955 at age 95.

- See Vol. 1 Ch. 8

**William Boyce**

1890 - 1893

Trackman - “The three plucky coasters - John Boyce, Sam Gingras and William Boyce - alighted safely at the Base in less than 10 minutes, having gone at the rate of 20 miles an hour. (1890) A hard rainstorm had set in, but that even did not deter the brave and swift riders, William Boyce, Peter Birjeje and John J. Boyce, from making the trip. Each carried on his slide-board a big pile of papers, and mid the pouring rain they they shot out into the dense cloud which hung over Mount Washington. Hardly a minute had elapsed from the start before they were out of sight and thundering away down the mountain toward the Base, three miles below. The distance was covered in a few minutes, and on their arrival at the bottom.” (1890) Made another run in 1891. He



## Boy - Bra

was fireman on the first trip of the new engine, *Pilgrim* in August 1893.

- *Among the Clouds* – Aug 22, 1890 / Aug 28, 1890 / Aug 28, 1891 & Aug 3, 1893 - See Appendix Sec. 8

**Stephen Boyd** 1960  
Summit House

**George Boyle** 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, 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

**Patrick Boyle** 1950  
Mt. Washington Club/Summit House

**Alfred F. Bracher II** 1955  
Railway

**G. L. Bradley** 1958  
Summit House

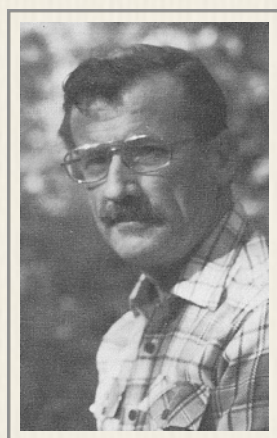
**Joseph L Bradley** 1959 - 1963  
Summit House

**Peter Bradley** 1965

Marshfield Base employee - Rob’s brother - (1965) "Working for the railroad this summer is 17-year-old Peter P. Bradley, of Chestnut Hill, who is a short-order cook in the base restaurant. Peter, a Chestnut Hill Academy student, is the son of Dr. and Mrs. Robert H. Bradley, Jr." - *Cog Party list / Marshfield Corp / Ruth Seltzer's Philadelphia Scene column - Philadelphia Bulletin*

**Robert H. “Bob” Bradley III** 1963

Jitney’s brakeman - “Baby Bob Bradley - the bashful car-bumping broom-breaking brakeman” returns for 1966 Cog party  
- See Vol. 1 Ch. 9 Sec 9



**Donald H. Bray** 1946 & 1972 - 2005

Summit worker & Cog historian - In 2018, 87-year old Bray talked about his first summer at the Cog that started in August 1946: “I was then just 15-years old and upon arrival I was sent directly to the summit to work in the old 1915 Summit House... I THINK I was paid 50-cents an hour plus (room & board). That was a low wage even then, but it was a lot more money than it is now! The summit weather was foul much of the time - with not much visibility and a lot of wind and rain. My job was actually a menial one; I was hired to be a porter when trains arrived on the summit. There were overnight patrons then. Henry Teague fretted over hikers and auto road people using the Summit House toilets and shelter, so he had imposed a 25-cent entry fee for anyone who was not a cog railway passenger.” Young Bray bunked in a room off the kitchen. “I (had) to go down a few steps from the main floor to enter. I do recall that the room was in the back corner of the north end and the (sound of the) water pump at night was an aggravation.”

Donald Bray (1984) “There were a lot of “NO” days then when the weather really affected business. In between train arrivals and departures, they gave me other simple tasks to do and helping to clean out the Tip Top House was one of them. Fortunately, there was a rock tunnel that connected the Tip Top House with the Summit House at the latter’s southwest corner and it wasn’t necessary to go outside. (The tunnel’s) inside had smooth walls painted white and there was one light bulb inside and one little window and an outside door on the south side. The Tip Top House was always referred to by Coggers as “The Annex” and almost never the Tip Top House. It was supposed to be used for overflow overnight guests from the Summit House, but the interior condition was nowhere near in a suitable condition for occupancy that summer. 1946 was the first season the railway opened after the war and the interior of the Tip Top House was a mess of rusted bunks, rotted mattresses, wet wood and the strong smell of rot and mildew from three years of being closed up under a leaking roof. That all had to be loaded on the summit flat car to await an engine to take it down the mountain and that’s what hit (the) train (on Aug 10th - see Vol. 1 Appendix Sec. 18). (T)he (runaway) garbage car (collided) with an upcoming train near the Lizzie Bourne monument which destroyed the number 3 coach to the point of having to be scrapped.”

“There was a lot of excitement that day and the weather was horrible. The visibility that day was about 10-feet! (They) never saw the garbage car coming out of the mist, until the terrific crash announced its arrival. By way of explanation about my rather tender age, there was still an acute shortage of young men for the job market in 1946 because of so many soldiers being retained in service after World War II ended to occupy Germany and Japan which continued for the better part of a decade. That was also the onslaught of the (very) “Cold War.” The summer before, I worked for Joe Dodge at the A.M.C. Pinkham Notch Camp. For a





15-year-old with a yet to be attained high school education and no experience beyond household duties and occasional emergency trail packing to other huts in the A.M.C. system the previous year, my duties on the summit in 1946 were rather menial, but it was nevertheless a learning and developmental experience. No more summer jobs in the mountains after 1946. After high school graduation in 1949, I sought a career in aviation which was interrupted by the Korean War. I ended up in the Air Force for 4 years, including 3 years in the U.K. After discharge in 1955, I sought a career in aviation and completed aviation courses at NEAS and B.U. Airframe and Aircraft Engine Maintenance. Then, I had to take my practical exams both for airframes and aircraft engines. Not long after those hurdles, I was hired by Northeast Airlines in Boston - but my soul was still with the old Cog Railway." Bray's soul and a personal loss would help make him the "official" Cog historian nearly 30 years later. That part of his story is detailed in his Next Generation entry of this Roster.

- email exchange with *Fitney Years* editor

**R. A. Brazier** 1950

Works both for Marshfield and the Railway this summer - (1950) "Littleton Social Happenings: Richard Brazier is employed this summer at the Marshfield Grill at the Base of Mt. Washington." - *Railway Ledger / Littleton Courier* - Thu, Jun 22, 1950 pg 5

**Annette Breland** 1966

Marshfield dining room

- See Vol. 1 Ch. 8 Sec. 3

**Nellie A. Brennan** 1881

Summit House employee - one of five members of the Manchester high school, (Greek class of '82) now employed at the Summit House - *Among the Clouds* - Jul 16, 1881

**L. C. Bridgham** 1887

Summit House - Bridgham is one three Summit House workers who 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. Bridgham's colleague, Alfred M. 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

- *Among the Clouds* - Jul 11, 1887

**Carol A. Briggs** 1966

Summit House

**Bernard Bristol** 1905

Summit House employee - Played left short stop on the Summit House nine during the 1905 season - Attends 1905 Cog Party "Masked Ball" as Uncle Sam.

- *Among the Clouds* - Aug 10 & Sep 4, 1905

**Charles "Chuck" Broadbent** 1966

Summit counter - See Vol. 1 Ch. 8 Sec. 2

**David A. Broadbent** 1966

Summit porter - See Vol. 1 Ch. 8 Sec. 2

**Harold E. Broadbent** 1964 - 1966

Summit House

**Susie Brogan** 1900

Summit House employee - *Among the Clouds* - Jul 16, 1900



## Bro

**Eugene “Brooksie” Brooks** 1948 - 1950

Dartmouth College student and ticket office worker

- See Vol. 1 Ch. 8 Sec. 12

**R. H. Brooks** 1952

Mt. Washington Club/Summit House

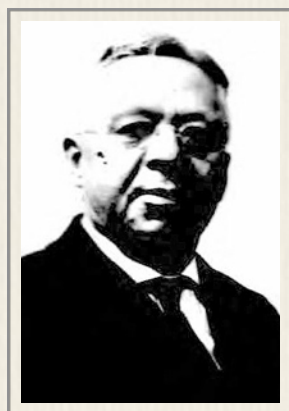
**Wayne Brosseau** 1965

Summit employee - Cog Party list

**Josephine A. (Harrington) Browley** 1899 - 1907 & 1912 - 1913

Wife of Myron P. Browley - Summit House souvenir counter - “Mrs. M. P. Browley of Plymouth, wife of Conductor Browley of the Mount Washington Railway, came to the Summit last evening (7/23/1902) and received a warm greeting from her many friends, who regret that her health does not permit her to resume her duties at the curio stand in the Summit House this season.” (1905) “assists at the souvenir stand” and continues in that position. Born in 1858, the daughter of Samuel and Mary Harrington of Manchester, N.H., Josephine would marry the 27-year old hotel night clerk from Canada in December 1886. They would have no children. She would die on April 22, 1930 at age 73 in Manchester from intestinal cancer - a condition she suffered from for three or four years.

- Among the Clouds - Jul 24, 1902; Jul 13, 1905; Sep 4, 1905; Jul 12, 1906; Jul 13, 1907; Sep 3, 1912 & Jul 30, 1913



Myron P. Browley  
- 1916 Passport Photo

**Myron Patrick Browley** 1899 - 1907

“Conductor Myron P. Browley of the Mount Washington railway has filled the position of conductor since 1899, and always makes the trip to the Summit an interesting one for visitors. He exchanged greetings with Bethlehem friends the other night by means of red fire, the lights being plainly visible at either end of the line. Mr. Browley, by the way, is deservedly one of the most popular inhabitants of the Summit, and fills his position to the general acceptance of the visiting public. Mrs. Browley is also passing the summer (1899) at the Summit House and is a welcome addition to the social circles of this aerial settlement.” “Mr. C. Frank Curtis, clerk at the Summit House, and Conductor and Mrs. Myron Browley took a buckboard trip to Glen Ellis Falls on Sunday (7/31/1899). They had a delightful outing and returned to their duties much refreshed by their bracing ride and enjoyment of the grand and beautiful scenery of Pinkham Notch.” In 1905, Myron is the Cog Party Masked Ball Master of Ceremonies. (1908) “Myron Browley, conductor of the Mount Washington railway during the summer season, has returned from Florida, where he had been spending the winter.” The 1906 *History of Plymouth, N.H. Vol. 2* contains the following biography: “Myron P. Browley, son of Myron P. and Hannah (Buzzell) Browley, b. Georgeville, P. Q. (aka Magog), Jan. 21, 1861, m. Dec. 14,

1886, Josephine Adaline Harrington, b. Jan 7, 1858, dau. of Samuel C. and Mary Jennet (Hastings) Harrington, of Manchester. He has res. in Plymouth since 1891, and has been a conductor on the excursions of Raymond & Whitcomb, and often in summer seasons running trains between Fabyan station and the summit of Mt. Washington. (1907) “Other conductors on the Boston & Maine system may come and go, but Myron Browley still winds his way up and down the mountain. He is well placed, and his topographical and scenic talks during the ascent are a delight to the passengers. No one does more than he to make a visit to the Summit enjoyable.” His 1916 passport application says he came to the U.S. in November 1876 and first lived in Derby Line, Vermont. He became a naturalized citizen in October 1892. He needed the passport as he was about to sail from New York with a tour that would be visiting Cuba, Jamaica and Costa Rica. Browley was just over 5-feet 4-inches tall with gray hair, hazel eyes and a dark complexion. “Myron P. Browley, for years with the Boston & Maine Railroad as conductor on the Mt. Washington Railway, and for the past 20 years associated with the Raymond & Whitcomb Company as tour manager, died at Manchester, N.H., September 16, 1922. He was probably known to more railroad, steamship and hotel officials than any other man in the United States. He leaves a widow, Mrs. Josephine Browley.”

- Among the Clouds - Jul 22 & Jul 31, 1899; Jul 15, 1901; Jul 12, 1906 & Jul 13, 1907 / White Mtn Republic-Journal - Fri, Apr 10, 1908 / Brooklyn Daily Eagle - Wed, Sept 20, 1922 pg. 2

**Adelaide “Addie” G. Brown** 1951 - 1954 & 1956 - 1957 & 1959

Railway Ledger / Marshfield Corp/Cog Railway Cabins - “She was like a second mother,” says Anne Teague Koop. “She worked for Campbell Soup and lived over in Trenton, N.J. She would come over and clean the house (in Philadelphia). When our parents went away she would come over and take care of us.” In the summers, Addie Brown would come up to the Cog to help out.

**Alee Nelson Brown** 1901

Boarding House - (1901) “Mr. and Mrs. E. M. Sheeche 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. Sheeche.”

- White Mountain Republic-Journal - Fri, May 10, 1901





**Arthur E. Brown Jr.** 1967

Marshfield kitchen

- See Vol. 1 Ch. 8 Sec. 3

**Ben "Benjy" Brown** 1966

Summit gift shop manager - See Vol. 1 Ch. 8 Sec. 2

**B. F. Brown** 1924

"B. F. Brown (of Woodsville, N.H.) spent Wednesday (5/22) at the Base Station looking after railroad business."

- Groton Times (Woodsville, N.H.) - Fri, May 24, 1924 pg 8

**Cyrus W. Brown** 1875 - 1877

Conductor - (1875) "Cyrus W. Brown and Hugh Brown of Hampton, NH are at Mount Washington, the former being conductor and the latter brakeman on the Mt. Washington Railway." / Conductor of one of the two cars (the other was Edwin Judkins) for President Rutherford B. Hayes' trip up the Mount Washington Railway to summit on Monday, August 20, 1877. "Cyrus W. Brown and Hugh Brown of Pittsfield, N.H., arrived at the Summit on Wednesday (9/31/1885). The former (Cyrus) was eight years ago conductor of the Mount Washington Railway."

- Portsmouth (NH) Journal of Literature and Politics - Jul 10, 1875 / Among the Clouds - Aug 21, 1877; Oct 1, 1885

**Earl E. Brown** 1959

Railway Corp

**Frank Eugene Brown** 1900

Assistant general passenger agent of the B&M RR dies October 27th, 1913 at his home on Pleasant St, Concord, N.H. after brief illness. Son of the late Horace A. and Sarah S. Brown - was born in Claremont, July 15, 1850 - graduated from Concord H.S. in June 1868. "He was identified for many years with the Mt. Washington Railway." "General Passenger Agent Frank E. Brown of the Mount Washington Railway arrived here last evening (7/26/1900) and had a long conference with Mr. (H.F.) Williams (of the US Weather Bureau) on the condition of the (signal) station and the prospects of its restoration."

- Among the Clouds - Jul 27, 1900 / Portsmouth Herald, Tues, Oct 28, 1913 pg 3

**Hugh Brown** 1875

Conductor - (1875) "Cyrus W. Brown and Hugh Brown of Hampton, NH are at Mount Washington, the former being conductor and the latter brakeman on the Mt. Washington Railway."

- Portsmouth (NH) Journal of Literature and Politics - Jul 10, 1875

**Jennie V. Brown** 1900

Summit House employee (right) - waiter - from Twin Mountain, N.H. attending Whitefield high school. "Jennie Brown has gone to the summit of Mount Washington for a few weeks." Jennie Brown was born on October 16, 1886 in Carroll, New Hampshire, the daughter of 45-year old Maine-born contractor Dana Brown and his 41-year old wife, Manetta (Hobbs) Brown. Six years after Jennie's summer at the Summit House she was teaching music and preparing to marry Dalton, New Hampshire farmer Wallace Shores. He had been born in Brooklyn where his parents still lived. It was the first marriage for the two 20-year olds and occurred on October 8, 1906. Jennie and Wallace were living on High Street in Whitefield in January 1920 with their 12-year old son, Franklin. Wallace was working as a machinist in a garage. The couple were renting a room to the local movie





## Bro - Bru

theater manager, 45-year old Arthur Darrington, and the US Census reports 12-year old Richard Stoughton was a boarder. Ten years later the family was still on High Street. Wallace was working as an antique dealer, and 22-year old Franklin was managing a grocery store. Franklin would move to Waynesboro, Pennsylvania by 1932, and according to the Whitefield Directory, Wallace was operating Shores Garage on Pleasant Street. Jennie would eventually go to Florida to live with her son. She died on August 30, 1981 in Polk, Florida at the age of 94.

- *Among the Clouds* - Sep 10, 1900 / *Ancestry.com*

**Joseph E. Brown Jr.** 1957

Marshfield Corp - Joseph Edward Brown was from Lancaster, N.H. His friend and Cog roommate, Chris Moore says Brown wound up on the track crew, and in 1959 worked at a hotel in Florida. Moore says Brown would marry and have five children. In 1980, he was working for PJ Noyes Co. in Lancaster and died circa 1994.

**Lennie Brown** 1905

Summit employee - She attends 1905 Cog Party Masked Ball as "Sailor Girl"

- *Among the Clouds* - Sep 4, 1905

**Mrs. Mark Brown** 1901

Boarding House - (1901) "Mr. and Mrs. E. M. Sheeche 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. Sheeche."

- *White Mountain Republic-Journal* - Fri, May 10, 1901

**Robert M. Brown** 1960

Marshfield Corp

**Robert Wilmot "Brownie" Brown** ~1930s

ROBERT WILMOT BROWN, son of JOHN BROWN and MYRTIE GRADY. He was born February 7, 1916 in Rock Hill, SC, and died September 22, 1982 in Lynchburg, Va. Robert Wilmot was called Wilmot by his family. He attended the University of SC. He had very fond memories of working on the Cog Railroad at Mt Washington in New Hampshire during a summer while in College. He began to study law while working in Washington D. C. but the war interrupted his plan. He married WANDA UNETA SPENCER: Occupation: teacher - High School Chemistry April 19, 1941 in Washington, DC. Wilmot, called 'Brownie' by close friends, had a great love of family, the Presbyterian Church, and the outdoors. After marrying he was working for the National Aeronautical Association as a chief purchasing agent, this was later to become NASA. He was drafted during WWII and served in the Navy primarily in California, organizing supply warehouses. He returned and wanted to leave the busy D.C. area. At that time by his father in law needed someone to take over his businesses in Lynchburg, Va. ie Lynchburg Storage CO and J.K. Spencer Construction Company, since he was moving to Lexington VA. Wilmot and Wanda moved to Lynchburg in 1948 and remained there. Eventually, Wilmot purchased both businesses from the J.K. Spencer family

- <http://www.genealogy.com/ftm/s/t/o/Carolyn-B-Stoakley/BOOK-0001/0007-0002.htm>

**Carolyn Browne** 1965

Marshfield Base employee

- *Cog Party list*

**William Brownlee** 1965

Summit House

**L. Bruce** 1952

Railway Ledger

**George Conrad Brummer** 1885

Summit House - (1885) Bell boy - "Geo. Conrad Brummer, who has been engaged as bell boy at the Summit House Mt. Washington, for the season, returned home (to Lisbon) this week."

- *Littleton Journal* - Fri, Oct 9, 1885

**Karl Brummer** 1891

Summit House watchman - (1891) Lisbon Notes: "Karl Brummer went to the Summit House on Mt. Washington on Monday, where he will work the coming summer as night watchman. Carl Moore went also as steward." (1895) "Karl Brummer went to Boston to play with the Littleton band at the parade of the Knights Templar." (1947) "Karl J. Brummer, 74, former well known Lisbon citizen and business man for more than 40 years, died at the New England Sanitorium in Stoneham, Mass., Saturday (5/15) of heart trouble. He had been confined to bed for several weeks. Karl Julius Brummer was born in Lisbon on December 23, 1872, the son of George and Lovina (Smith) Brummer, at the family residence in the Brummer block. He was graduated from Lisbon High school and was married in Haverhill in 1899 to Mary A Carleton, who survives him together with a son, Edward C. Brummer of East Jaffrey. Since 1937 Mr. and Mrs. Brummer had been making their home with their son, an East Jaffrey hotelman. Prior to that they had always lived in Lisbon and Mr. Brummer was associated with his brother in the operation of a men's clothing business in Lisbon for over 40 years, under the firm name of George Brummer's Sons company, established by their father



in 1859. G. Conrad Brummer continues the business on a limited scale. A musician of ability, he played the flute and trombone in the town band and local orchestras for many years. Mr. Brummer was known for his affable nature and ready smile. His wide acquaintance included warm friendliness for children. His death came as a shock to many residents of Lisbon as well as in many other parts of the North Country.”

- *White Mountain Republic-Journal (Littleton, NH) - Fri, Jun 12, 1891 / White Mtn Republic-Journal - Fri, Aug 30, 1895 / Littleton Courier - Thu, Mar 20, 1947*

**Carl Brunelle** 1953  
Railway Ledger

**David W. Brunette** 1958 - 1959  
Marshfield Corp - (1958) “Gilman, Vt. notes: David Brunette and Francis St. Cyr have employment at the Mt. Washington Cog Railway for the summer.”  
- *Littleton Courier - Thu, Aug 7, 1958 pg. 16*

**Clarence Bryant** 1967  
Marshfield kitchen - brother of Robert - *See Vol. 1 Ch. 8 Sec. 3*

**Robert “Bob” Bryant** 1967  
Marshfield kitchen - brother of Clarence - *See Vol. 1 Ch. 8 Sec. 3*

**Albion L. “Buck” Bucknam** 1899  
Head Waiter - “Mr. Albion Bucknam, who is attending the School of Technology at Worcester, has charge of the dining-room.” Sometime member of the Worcester Polytechnic Institute Class of 1900 studying mechanical engineering, Albion Bucknam was class president during the first term freshman year in 1896. Class notes in the WPI *Aftermath* yearbook for 1900 says “Buck hailed from down East; he was our first President, and one of the biggest men in the class. He was one of the anchor men on the cane in both our rushes and stuck to it all the time. He also played guard on the varsity foot-ball team for two years. Buck was taken severely ill with heart failure during Sophomore year and never recovered. He used to go to West Roxbury for treatment and we understand he is now cured (his engagement has been announced). He left us at the beginning of our Senior year and has accepted a position with the Sturtevant Co., of Jamaica Plain.” Born in Yarmouth, Maine on October 9, 1874, 28-year old Albion Leaver Bucknam would marry 30-year old Nelle L. Holbrook of West Roxbury, Massachusetts in Boston on June 2, 1902. The couple would have two children. As a mechanical engineer, Bucknam would file a patent with Bexatio F. Hand in 1911 for a “Device for Preventing the Refilling of Bottles” (left) When he registered for the draft in September 1918, Bucknam was a manager for the Sturtevant Company and was described as stout, nearly six feet two inches tall with blue eyes and light gray hair. Albion and Nelle were still living in Camden, New Jersey when the 1940 Census was taken.

- *Among the Clouds - Jul 15, 1899 / Ancestry.com*

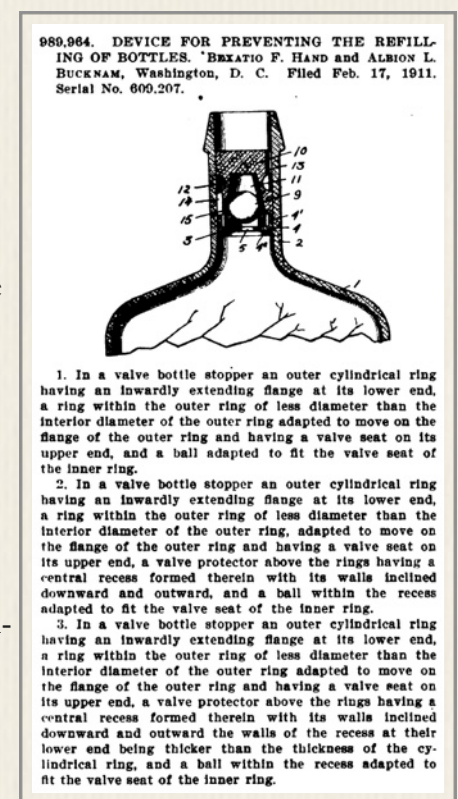
**Charles Buckner** 1932

Mr. & Mrs. Charles Buckner were the Cog’s winter caretakers in 1932 and gave shelter to three young Massachusetts hikers on January 31st who were going to hike to the top of the Mountain the next day. Only one of the three hikers came down alive. An Ancestry.com search found a Charles A. and Eva (Larochelle) Buckner living in Concord, New Hampshire. They got married on June 12, 1911. He was 22 years old working as a pressman in the city, and she was 21 doing housework. Charles had been born in Middlesex, Vermont in September 1888 – the son of Canadian railroad man Albert Buckner and his wife, Kate Hill. (The 1900 Census for Middlesex listed 11-year old Charles A. Buckner as the adopted son of Frederick and Jessie Goodsen. It says Charles was born to French Canadian parents. Goodsen made a living as a “commercial traveler.”) Eva was the daughter of stone cutter Adelaide Larochelle and his wife, Esther Robarge – both were from Quebec. According to the Concord, N.H. Directory for 1911, the couple had moved to Montpelier, but were back in Concord in 1913 where Charles was working as a carpenter. He was still listed as a carpenter in 1932 when the couple spent the winter at Mt. Washington. Charles would work for the New Hampshire Highway Department in their Concord garage in 1939 and 1940. He was listed as a laborer in 1941-42. At age 53, Charles registered for the draft in late April 1942. He was described as 5’8” tall with brown eyes, black hair and ruddy complexion weighing 145 pounds. His “left thumb was cut off to just above the first joint.” He died in November 1954 in Hartford, Connecticut at the age of 66.

- *Stories from the White Mountains by Mike Dickerman / Ancestry.com*

**Eva Buckner** 1932

Mr. & Mrs. Charles Buckner were the Cog’s winter caretakers in 1932 and gave shelter to three young Massachusetts hikers on January 31st who were going to hike to the top of the Mountain the next day. Only one of the three hikers came down alive. “When the rescue party (that brought down the bodies) reached the base they welcomed a hot meal served by Mr. and Mrs. Charles Buckner, caretakers for the Mt. Washington Railway. The entire group of volunteers was made up of Murray Clements, Perley





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Batchelder, John McKinnon and Charles Thayer of Whitefield, J. P. Wright, William Woodmancy, James Webb, James Gall, Dennis Meaney, John Griffin of Fabyans, Archie Glines, Leon Hunt, Roy Brown, Lawrence Fahey, Francis King, John Houghton and Charlie Ricardi of Twin Mountain. Robert and Ralph McAdams, brother of one of the dead men, and Joseph Chadwick, father of the other, were at the base and accompanied the bodies to Whitefield.”

- *Littleton Courier* - Thu, Feb 4, 1932

**Donald E. Bulger** 1957

Marshfield Corp

**R. Bumstead** 1953

Railway ledger

**George Bunch Jr.**

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.”

- *The (Columbia, SC) State* - Sep 12, 1940 pg. 7

**Walter E. Burbank** 1903

Attends 1903 Cog Party Masked Ball as “Arabian Knight”

- *Among the Clouds* - Aug 31, 1903

**Charles E. Burdette** 1879

*Among the Clouds* reports “A brother of the Burlington Hawkeye man is a waiter at the Summit House on Mount Washington. He is also a senior in Brown University.” Research in 2016 revealed the “Burlington Hawkeye man” was writer, lecturer and humorist, Robert J. Burdette. A profile in the July 15, 1899 *The Capital* weekly in Los Angeles, California says journalist Burdette built his reputation as “a humorous writer of prose and verse” while editor of the Burlington Hawkeye newspaper in Burlington, Iowa. In 1879, he had just published a book called “Hawk-eyes.” His brother (and 1879 Summit House waiter), Charles E. Burdette was the historian of the Brown University Class of 1880, according to the 1878 *Liber Brunensis*, the school yearbook. He was also secretary of the Sears Reading Room Association that year. The room offered students a collection of daily newspapers from New York, Providence and Boston, as well a number of weekly publications. Robert J and Charles E Burdette had two other brothers and five sisters. The 1910 Census reports the Peoria, Illinois native Charles was now a clergyman living on Franconia Street in Longmeadow, Massachusetts with his wife of 23 years, Miriam R Burdette.

- *Among the Clouds* - Sat, July 12, 1879

**Joseph Burke** 1949

Brakeman from Syracuse, New York on the No. 6 *Great Gulf* with Mike Boyce during the July 14, 1949 runaway. Burke wrapped up the brakes and stopped car with 40 passengers on board at the top of Jacob’s Ladder as the engine slid away tearing up ties. Or was it Donald Duherst from Manchester, Ct., ? Training trip? (1949) “Duherst was Mike Boyce’s brakeman when the No. 6 *Great Gulf*’s cog gear failed and the Six began sliding, tearing up ties. “While the engine continued on its downward course, to be halted 1,000 feet below after causing damage to the line, the passenger car with its 25 persons aboard was stopped immediately by the brakeman, Donald Duherst of Manchester, Ct., an employee of the line for the first season. The passengers alighted form the car, walked down the track to the Halfway House and boarded another train that took them to the Base. Meanwhile, others waiting for another train at the Summit were transported down the Auto Road by the Glen-Mt. Washington Stage company. Engineer Michael Boyce of Keene, with 48 years of experience on the cog railroad, and fireman Neil Hathaway of Mechanicsville, N.Y., were aboard the crippled engine when it halted it errant run. Manager Arthur Teague lost not time in arranging for repairs to be made while continuing to transport passengers on the reduced schedule.”

- *Troy Record* article July 16, 1949 / *Littleton Courier* - Thu, Jul 21, 1949

**John R. Burnier** 1953

Summit House

**J. B. Burns** 1950

Marshfield Corp Ledger

**John “Jack” Burns** 1900 - 1903

Census reports the 30-year old Canadian is working at the railroad and living at the Boarding House. Attends 1903 Cog Party Masked Ball as “Colored Man”

- *1900 US Census for Thompson & Meserve Purchase*





**Michael Burns** 1900

Census reports the 23-year old Canadian is working at the railroad and living at the Boarding House.

- 1900 US Census for Thompson & Meserve Purchase

**D. F. Burrill** 1951

Mt. Washington Club/Summit House

**Olive Bursiel** 1900 - 1905

Summit House employee - Captain and manager of the Summit House nine during the 1905 baseball season - Attends 1905 Cog Party Masked Ball as "Sailor Girl"

- *Among the Clouds* - Jul 16, 1900; Aug 10 & Sep 4, 1905

**Adelard Bushey** 1929

Brakeman aboard the train just above the *Peppersass* during its ceremonial climb - "Another hero of the day was Adelard Bushey, brakeman, who held fast to the hand brakes when his train began to slide as it reached the place where *Old Peppersass* had torn up the rails."

- *Berlin (NH) Reporter* - July 1929

**Frank P. Busiel** 1873

A June 1915 profile of railroad man Frank Busiel talks about him taking a ride on a runaway train on Mt. Washington at the age of 17 in the early 1870s. According to Frank, they were getting ready to start the season - he was firing. On the way down the cog came out - the train started sliding - everyone jumped except him - the train came to halt. He was made a young engineer for the two trains that went up every day. Born June 1855, he was living in Franklin, N.H. in 1860. Frank P. Busiel married Minnesotan Julia Katilde Wilson in 1881 when he was 26 years old. At the time of the profile, Busiel was the master mechanic of the Union Freight Railroad at the Old Colony shops in South Boston. He'd been with the railroad for 28 years.

- *Boston Daily Globe*, June 6, 1915 pg. 42 - See Vol. 3 Aggregated Timeline

**Dennis Darcy "Stretch" Buss** 1961 - 1963

Brakeman / Fireman - Dennis Buss died on Sunday, November 25, 2018. His wife, Anelya was with him. "It was our last day in Ecuador," she emailed friends, "where we came for birdwatching. We spent 9 days there and were looking forward to come back home. The trip was wonderful, Dennis even wanted to come back. On a way to Quito, near Baez, in the National Park, we stopped for one more attempt to see birds, at about 1pm he fell down. I stayed in the bus, but he was with our guide and two other participants. The guide sent a man for me and started CPR. I arrived at 1:15 pm, Dennis was still breathing. I continued CPR, as I have worked in ICU for years. Ambulance arrived at about 1:40 pm. They performed two electroshocks with their defibrillator, but (it) was too late. We lost him. According to the local laws, we had to wait for different officials from different locations and it took about 5 hours. We could bring him to Quito, instead of Tena, a capital of that province, where it happened. With help of our guide and his wife, without whom, everything would be much more difficult. We arranged everything necessary for him till our return to Boston. The procedure of coming back to the US is all about paperwork from Ecuadorian authorities and our embassy. I am constantly in touch with both parties and the soonest we can come back is Thursday (11/29). His daughters are doing their best to help me and arrange necessary things. You all meant a lot for Dennis. When he talked about your team, his eyes were lit by that special light. He was very proud to be a part of the team, your common achievements and long lasting, true friendship. My priority right now is to bring Dennis home." A funeral for family and close friends at the Mt Auburn cemetery in Cambridge on Saturday, December 8, 2018 where Stretch was buried. A memorial was planned for the broader community who knew him was to be held later at his alma mater, the Massachusetts Institute of Technology.

Dennis Darcy Buss was born in 1942 to Janet and Francis Buss, just days before Frank left to serve in WWII. Dennis lived with his maternal grandparents until the family was reunited and eventually settled in Vermont. Janet recognized and encouraged his academic potential, going so far as applying to university on his behalf. Dennis's years at MIT were happy ones. He enjoyed playing music (violin and guitar), rowing crew, and playing hockey, and he was among 100 outstanding athletes in the history of MIT. He studied for a PhD in Electrical Engineering, and after graduation he joined Texas Instruments, where he was the longest-serving vice president. He worked for Analog Devices in the 1990s before returning to Texas Instruments, eventually making his



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way back to MIT, where he was a visiting scientist. Dennis had a passion for history, nature, and mountaineering, as well as an enduring sense of adventure. He passed away in rural Ecuador while on a birdwatching trip. His achievements in science and technology brought him international recognition and even greater personal satisfaction, but those who knew him will remember his passion for life, generous nature, and commitment to life-long learning. Dennis is survived by his loving wife, Anelya Buss, two sisters Michael Buss and Alexandra MacNeille, three daughters Emily, Laura and Hilda Buss, granddaughter Hazel Follin, nephews Lothian Buss, William Slack, and Merrall MacNeille and niece Ceicile MacNeille. He will be sorely missed by his family, friends, students, and colleagues around the world.

David Woodbury well remembered Stretch in April 2019: “He was a remarkable character. I first met him and Jack (Lynch) the first summer (1961) (my second) they worked on the Mountain. I was immediately drawn to both of them mainly because they took an interest in (or at least tolerated) me, a kid several years younger. Even at that time, I was conscious of the fact that the persona Stretch took on, that of a Vermont country boy pulling himself up by his bootstraps was not entirely accurate. He talked of summer camp associated with the Seeger family and was then a junior (?) at MIT and a member of Lambda Chi Alpha. Those were not things I thought typical of rural Vermont, but he carried it off in style and with great humor. I last saw him when he came back with his new wife, or girlfriend, I think in the summer of 1966. It was only to wave to them from a down-coming train at Waumbek as they were going up. My oldest daughter went to Middlebury between 1990-1994, so we made many trips up there in those years. Our route would always take us through Rochester, sometime following the White River and other times traveling on the then dirt road over the mountain dropping down into Rochester from the east. One time, we stopped either to get gas or for something and I had a little time so I went to the Post Office to see if anyone could remember Stretch or the Buss family. The woman I talked to had very little knowledge, but thought she associated the name Buss with a large, prominent house across from the common on Rt. 100. This reinforced the impression that Stretch had grown up in at least middle class circumstances. There the trail ended and while I have passed through Rochester a few times since, I always remember Stretch.

- *Boston Globe* - Dec 5, 2018 / See Vol. 1 Ch. 8 Sec. 7 & 9 / Woodbury email - Tue, Apr 30, 2019

**Geoffrey R. Butler** 1959-1960  
Marshfield Corp

**D. F. Butterfield** 1951  
Marshfield Corp/Cog Railway Cabins

**Albert W. Butterworth** 1888

“Mr. A. W. Butterworth of West Somerville (MA)... is a son of Master Mechanic S. W. Butterworth of the Mount Washington Railway. The younger Mr. Butterworth was a fireman on the Mount Washington Railway about fifteen years ago and in 1890 was an engineer on the Pike’s Peak Railway.” Manitou & Pike’s Peak Railway archivist, Beth Davis confirms in 2017 that A. W. Butterworth is on the employee roster for 1890 from May through August listed as a fireman, and in August is also listed as an engineer. A. W. Butterworth does not appear in the Pike’s Peak books after that. *Ancestry.com* research indicates Albert W. Butterworth was born on June 19, 1871 to Samuel Butterworth and Jane Eliza “Jennie” Weeks. He was a machinist and died December 5, 1956. The Butterworth story is complicated by the fact there appears to be at least two Samuel Butterworths in the records (Sam B. and Sam C.), both born in England, while the Sam W. of *Among the Clouds*’ reports is missing. The 1880 US Census for Franklin, N.H. (*hometown of Walter Aiken*) lists 34-year old Samuel B. living with his 34-year old wife Jennie, 12-year old daughter Stella and 9-year old Albert.

- *Among the Clouds* - Sep 7, 1903

**Samuel W. “Sam” Butterworth** 1878-1895 & 1902-1910

Cog Railway engineer and machinist, still in active work in Boston (1926), and who was employed in the construction of the railway up Pike’s Peak. Worked at the Summit with Alexander Cusick when Cusick took fatal slide board ride. (This fact would eliminate Sam B. as a contender as Albert’s dad as Sam B. died in 1893) Engineer Sam Butterworth ran the *Hercules* in 1878 as he and fireman Samuel Miller made seven trips on Thursday, July 11th bringing 170 passengers to the Summit. He was an engineer on a list of employees with long period of service on the Mount Washington Railway in 1881. Manitou & Pike’s Peak Railway archivist, Beth Davis confirms in 2017 that “S. Butterworth” was on the Colorado railway’s 1890 employee roster from May through August, but does not appear on the books after that. It appears Sam Butterworth helped build the Pike’s Peak tracks that allowed limited service to the Halfway House Hotel there in 1890. but not to the top. Davis says the 1890 employee roster is the first in their collection. “Unfortunately we do not have any earlier records for employees. Interestingly one area on the COG rail line is called Butterworth Flats,” says Davis. “No one (today) knows why it is called that but it always has been since the opening.”

- *Boston Daily Globe*, July 4, 1926 article by Frank H. Burt / *Among the Clouds* Fri, July 12, 1878; Sep 6, 1881 & Sep 10, 1910 - See Appendix Sec. 8

**Lewis G. “Lew” Buzzell** 1965 & 1967  
Worked at the Summit in 1965 - Bunker worker

- *Summit House / Railway Corp ledgers*

**Doris Byram** 1951  
Marshfield Corp/Cog Railway Cabins



**Louis Cadorett** 1879

Canadian born Louis Cadorett was a married, 55-year old railroad track man in September 1879. The census taker noted that Louis could not read or write.

- 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)

**William L. Cain Jr.** 1956

Railway Corp

**Bruce Callahan** 1965

Mt. Washington Railway Co. employee - Cog Party list

**Edward "Eddie" Camden** 1895 - 1896

Trackman - 1895 Slideboard Express - "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."

- Among the Clouds - Aug 23, 1895 - See Appendix Sec. 8

**John "Uncle John" Camden** 1872 - 1888

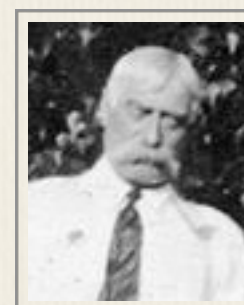
Cog roadmaster from 1874 to 1888 - came from Canada originally with son to work on building the Summit House in 1872. "Uncle John was of French and Irish parentage, with the strong and kindly characteristics of both races intermingled in his nature." The 1880 Census lists John Camden as a 52-year old widowed railroad laborer from Canada. Among the Clouds reports in July 1889 "Uncle John Camden, who was for many years superintendent of repairs on the Mount Washington railway, is now at Seattle." His son, Patrick takes over the position of roadmaster.

- See Vol. 1 Ch. 8

**Patrick P. Camden** 1872 - 1922

At the Mountain from 1872-1922 - succeeded father John as Roadmaster from 1892 to 1922. 1910 US Census taker found the 59-year old Roadmaster working with three 20-somethings from Canada preparing the Base for the summer season. At that point, Camden had been married 38 years. In 1921, Camden offered a photographer ride down slide board - the photographer declined - Pat "had charge of the construction of most of the older buildings on Mt. Washington. His 'stunt' of descending the railway track from summit to base by slideboard in three minutes was the talk of visitors for many years. After his death, two years ago (1922), the railway employees built on top of the mountain as his memorial the little house which serves as a refuge for trampers during the nine months of Winter when Mt. Washington is deserted, carrying out a suggestion of Mr. Camden's. Patrick Camden's sons are in the garage business in Dorchester, MA.

- See Vol. 1 Ch. 8



Patrick Camden  
- Boyce Family Collection

**Phillip Camden** 1891 - 1900

Trackman - North Conway Parade: The slide-board riders were John Boyce, Joseph Gingras, Samuel Gingras, William Boyce, Devane Vachon and Phillip Camden. The 1900 Census lists the 31-year old Canadian-born Phillip Camden as a railroad laborer living at the Boarding House. Listed as Summit House employee later that summer.

- Among the Clouds - Aug 28, 1891 & Jul 16, 1900 - See Appendix Sec. 8

**Thomas Camden** 1879 - 1880

Census taker Thomas Carleton visits the Base of Mt. Washington on September 29, 1879 and finds 38-year old Thomas Camden at the "dwelling house." Camden is Canadian-born, married and working as a "railroad track man." The census also notes Camden cannot read or write." Among the Clouds reports "Thomas Camden, an employee of the Mount Washington railway, received a severe cut on his leg, just above the knee, by being accidentally hit with an ax. The wound is not serious and Mr. Camden will be around again in a day or two."

- 1880 US Census for Thompson & Meserve Purchase / Among the Clouds - Sat July 19, 1879

**John Camden** 1900 - 1903

Census lists a 23-year old John Camden as a railroad laborer and living at the Boarding House in late June 1900 - Nine days later John's slideboard collided with H.N. Gilbert's slideboard. Camden survived the collision and fall to the mountainside below the tracks. Gilbert's skull was fractured and he died within months of the accident. A John Camden attends 1903 Cog Party Masked Ball as "Mother Hubbard."

- See Vol. 1 Ch. 8

**John Camden Jr.** 1879 - 1914

The 1880 census describes John Jr. as a single 19-year old Canadian who provides "railroad help" - US Census enumerator Zeb Howe visits the Base on June 19-20, 1900 and lists a single, 39-year old Canadian born John Camden as a railroad laborer.

- See Vol. 1 Ch. 8



# Cam

## Patrick P. Camden Jr.

1899 - 1903

Son of Pat “also worked for the Mt. Washington Railway at one time” and has since become “well-known in Dorchester, MA as an auto salesman.” A February 8, 1943 F. Allen Burt letter in the Dartmouth archives to a historian trying to clear up confusion about whether the Mt. Washington Railway or the Green Mountain Railway came first says, “I have talked today with Peter P. Camden, son of Pat Camden, and he says he went to work on the Mount Washington Railway in 1899 and that his father told him of the purchase by the M. W. Ry. of the wood-burning engines from the Mt. Desert railway.” The 1900 US Census reports a 19-year old Pat Camden Jr. was a fireman at the Cog and living at the Boarding House on the 19th and 20th of June. Attends 1903 Cog Party Masked Ball as “Cook.”

- See Vol. 1 Ch. 8 - Boston Daily Globe, Feb 7, 1932 pg A41 / 1900 US Census

## F. E. Campbell

1951

Marshfield Corp/Cog Railway Cabins

## G. M. Campbell

1958

Railway Corp

## Gardner Campbell

1946

Summit House manager with wife

## Heather Campbell

1956 - 1960

Bob's sister - Heather Campbell was living with her parents at 139 Central Street when she graduated from Woodsville, New Hampshire high school in 1957. Heather's time at the Cog is estimated from high school graduation and Linc Handford's statement that he kept coming back after his friend, Dave Usher went into the Navy because he and Heather Campbell “were an item” for about four years. Linc says Heather taught for a time in Ketchikan, Alaska. A web-search of WHS alumni found a Heather Campbell Carney living at 116 Old Province Road, Barrington, N.H. 03825.

- Marshfield Corp

## Linda A. Campbell

1956

Marshfield Corp

## M. B. Campbell

1958

Railway Corp

## Margaret P. “Max” Campbell

1967 - 1970

Started as chambermaid - later Marshfield counter/waitress (*right*) - married Rusty Aertsen in 1973

- See Vol. 1 Ch. 9 Sec 3

## Michael Campbell

1962 - 1963

Railway Corp



“Max” Campbell (1968)  
Cog RR: We Were There FB



## Murdock Campbell

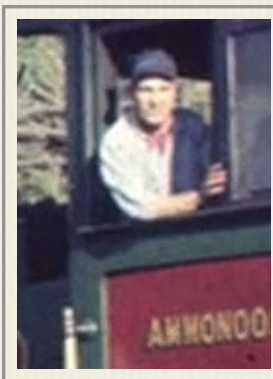
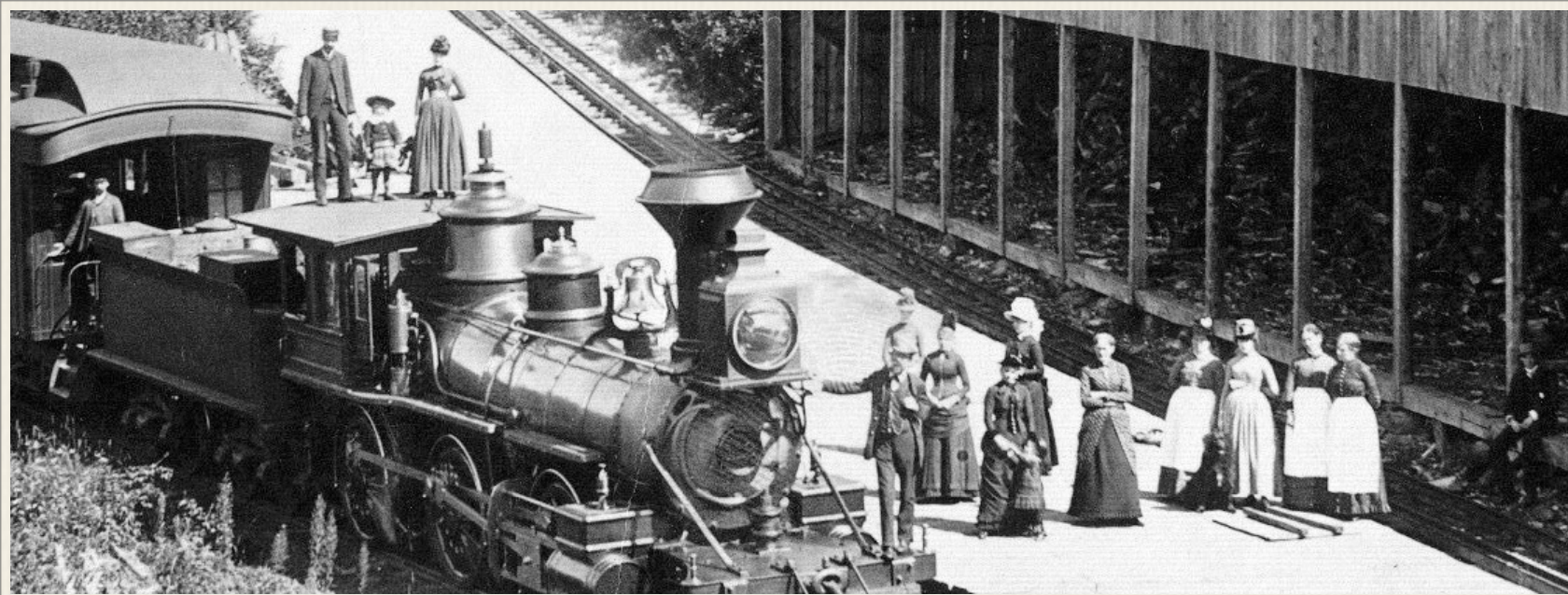
1952

Photo at left: “J. Beattie Richardson, division engineer, converses with Murdock Campbell, 63, (*left*), caretaker at the base. Campbell's lonely vigil included a stretch of three weeks when he was marooned by the snow.” Campbell was paid by both Mt. Washington Club/Summit House and Railway corporations. Born on May 9, 1889 in Scotland, he came to the United States in 1906. 41-year old Murdock Campbell was reported as renting a room from Fred Nickels in Groveton, N.H. on January 22, 1920 when the Census was taken. He was working at the pulp mill. In April 1930, Campbell was renting a room in Jefferson, N.H. from William Gonya and his wife, Delia. Campbell was reported as working the woods. In April 1942 when the 53-year old Campbell registered for military service, the 5-foot 6-inch Scot was living in Fabyan. He weighed 162 pounds and had a ruddy complexion with brown hair and eyes. He told the government, Mr. Alfred Seymour in Twin Mountain would always know his address as Campbell was working in Twin Mountain. Twin Mountain notes: “Murdock Campbell, who

had made his home in Carroll for the past 30 years, died at a nursing home in Jefferson January 27, 1960. He had been in ill health for a year and a half. Funeral services were held at the Astle Funeral Parlor in Whitefield Friday, January 20 at 10 a.m., conducted by Rev. Eugene Levy. Burial was in the Straw cemetery in Carroll, bearers being Charles Ricardi, Bradley Jordan, Wellington Boynton and Bernard McCluskey. Born in Scotland 81 years ago, Mr. Campbell was a gardener by occupation. For the first eight years after coming to Carroll he worked as a gardener for Dr. Sophonie Rosebrook. Later he did the same work at the Mt. Washington hotel and worked winters in various logging camps in the vicinity. Mr. Campbell was fond of children and always had a treat of some kind for them. The younger generation will long “Scotty,” as they called him. He is survived by a brother, Charles Campbell of Worcester, Mass.”

- Railway Ledger / Littleton Courier - Thu, Mar 21, 1952 & Thu, Feb 11, 1960 pg 9 / Ancestry.com





Bob Campbell

**Robert C. "Bob" Campbell** 1955 - 1961

Robert Colby Campbell was one of four children born to Dr. Everett "Deac" Cecil and Salome Evelyn (Colby) Campbell of Littleton. Linc Handford says Bob and Heather Campbell's dad "was an inspirational guy when it came to ethics and integrity. Bob's dad was the son of Anne Knight Campbell, and Bob's grandmother Anne linked the Campbells to the Jitneys as Mrs. Jitney's mom, Cleora was also a Knight. Dr. "Deac" Campbell and his family were living in Woodsville when Bob graduated from high school in 1956 and the University of New Hampshire in 1961 with a degree in pre-veterinary medicine. He was also a member of the Alpha Tau Omega fraternity. Bob would go on to become a veterinarian and practice in Littleton. Bob would marry and have a son and two daughters. He died on March 29, 1992 at the age of 53. He was buried in the Elmwood Cemetery in Franconia, New Hampshire.

His epitaph concludes "...but kinda rough around the edges."

Bob Campbell (1961)  
- UNH Yearbook
**"Soup" Campbell** 1940

Summit waiter - mentioned in first *Mt. Washington Daily News* as working with others to create paths for tourists to walk to scenic "look-offs" at the top

- *Mt. Washington Daily News*, June 30, 1940 pg. 1

**Morrow Gaines Campbell III** 1959

Railway Corp

**William Canner** 1879

William was a 22-year old, married rail track man at the Base when the census taker came call in September 1879. Canner was born in the United States.

- 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)

**H. H. Carberry** 1951

Mt. Washington Club/Summit House

**Peter B. Cardinal** 1866 - 1869

Railway sawyer - (1922) "Mr. and Mrs. Peter B. Cardinal passed their 55th wedding anniversary Thanksgiving Day quietly at home with relatives and friends. Peter Cardinal and Katie Richardson were married by the Rev. Warner of Whitefield at the home of Horace Morse, an uncle of Mrs. Cardinal, at what is now known as the Harrington place at Wing Road, on November 29, 1867. Mr. Cardinal was born near the city of St. Huacinh, Que., and came to the States when a boy of 17, soon entering the employ of the late George W. and Henry Libbey, as a mill man, a work which he followed most of the time during the next 40 years. He was also one of the sawyers who sawed the lumber for the first railroad built on Mt. Washington. Mrs. Jane S. Richardson, aged 93, the mother of Mrs. Cardinal, made the chicken pie and cake just as good as ever, and H. F. Richardson came from Seven Springs for the day."

- *Littleton Courier* - Thu, Dec 7, 1922

**Wilfred Cardinal** 1923 - 1924

"St. Johnsbury - leaves for base where he will be employed during the summer season" - also in 1924 - "returned home the Friday before September 20, 1924."

- *The Caledonian Record* May 12, 1923



## Car



### Edward "Ned" Carey

1951 - 1954

Lancaster Academy classmate of Jitney's - lived in first floor of honeymoon cottage with his wife. Edward Horan Carey (*left*), 88, died at Havenwood Health Service Center on Nov. 2, 2016. He was born in Jefferson, on April 11, 1928, to William B. and Mary H. (Horan) Carey. Ed graduated from Lancaster High School in 1946, served in the 18th Infantry, United States Army, stationed in Germany, 1947-1949, and graduated from Saint Anselm College in 1953. He retired from Lockheed Sanders in 1990. Ed was a longtime resident of Milford, and lived in Concord for the past eight years. Mr. Carey loved the White Mountains, where he worked on the Cog Railway in the early 1950s, climbed every mountain over 4000 feet in New Hampshire with his wife, and attained the 4000-Footer Club certificate. Ed shared his love for the North Country with the Boy Scouts, children, grandchildren, and extended family, by leading hikes through the trails he so enjoyed. Ed was involved in community activities in Milford, including volunteering at the Milford Historical Society, Knights of Columbus, Boy Scouts of America, and Hollis

Beaverbrook Association Trail Crew. He enjoyed woodworking, history, and the family pets. Mr. Carey is survived by Louie D. (Carlisle) Carey, his wife of 65 years; his children, Kathleen Carey and Jules Rousseau of Northfield, Loui Welby of Peterborough, Mary Carey of Natick, Mass., James Carey and Stella Ko of Acton, Mass., J.C. Carey of Albany, N.Y.; his beloved grandchildren, Jenifer Trotter, Charlotte and Michael O'Neal, Mary Welby, Madeleine Carey, Isabel Carey; cousins; and many nieces and nephews living all across this country. In lieu of flowers, donations may be made to the Alzheimer's Association, 166 South River No. 201, Bedford, N.H. 03110; [www.alz.org/MANH](http://www.alz.org/MANH); and the Resident Support Fund of Havenwood & Heritage Heights, 33 Christian Ave., Concord, N.H. 03301. Assisting the family with arrangements is the Cremation Society. To share a memory, visit [www.csnh.com](http://www.csnh.com).

- See Vol. 1 Ch. 9 Sec. 12 / Union Leader - Nov. 8, 2016

### Louie D. Carey

1952 - 1953

Marshfield Corp/Cog Railway Cabins - Mrs. Edward Carey. Contacted after the death of her husband, Louie agreed to jot down her memories of their time at the Cog. She produced the following year-by-year account of The Carey's at the Cog:

**1951:** "The summer of 1951 Ed Carey was hired as a Brakeman. He also worked on track crew. The previous summer he had worked for the Maine Central Railroad track crew in Concord, Vermont. Nothing had prepared him for being upside down leaning under the trestle on Jacob's Ladder bolting the rails to the ties beneath the track. He enjoyed working as Brakeman that meant controlling the passenger car with the brakes on the way down, as well as, entertaining the passenger going up the mountain. Ed was very much a "hands on" person. As he told the story, "I asked Pliney Granger how to become a fireman. He told me on my next day off to go up to the platform to tell an engineer I wanted to fire. Cliff Kenney was the engineer I found. He said, "Hop on." The fireman showed me the job and sat back for a free ride four times up the mountain that day. The job was simple. You scooped up one ton of coal per trip. With one hand you opened the firebox, and with the other you spread the coal evenly over the fire. The fireman needs to keep the fire hot enough for a full head of steam to push the passengers up the mountain. If the fire burned too hot it turned too much water into steam and that used up the water. The next morning in the boarding house someone woke me up with "Eat your breakfast and get up to the platform. You're a fireman now." He fired for Cliff most of that summer. Brakeman Joe Anger was an usher at our September wedding.

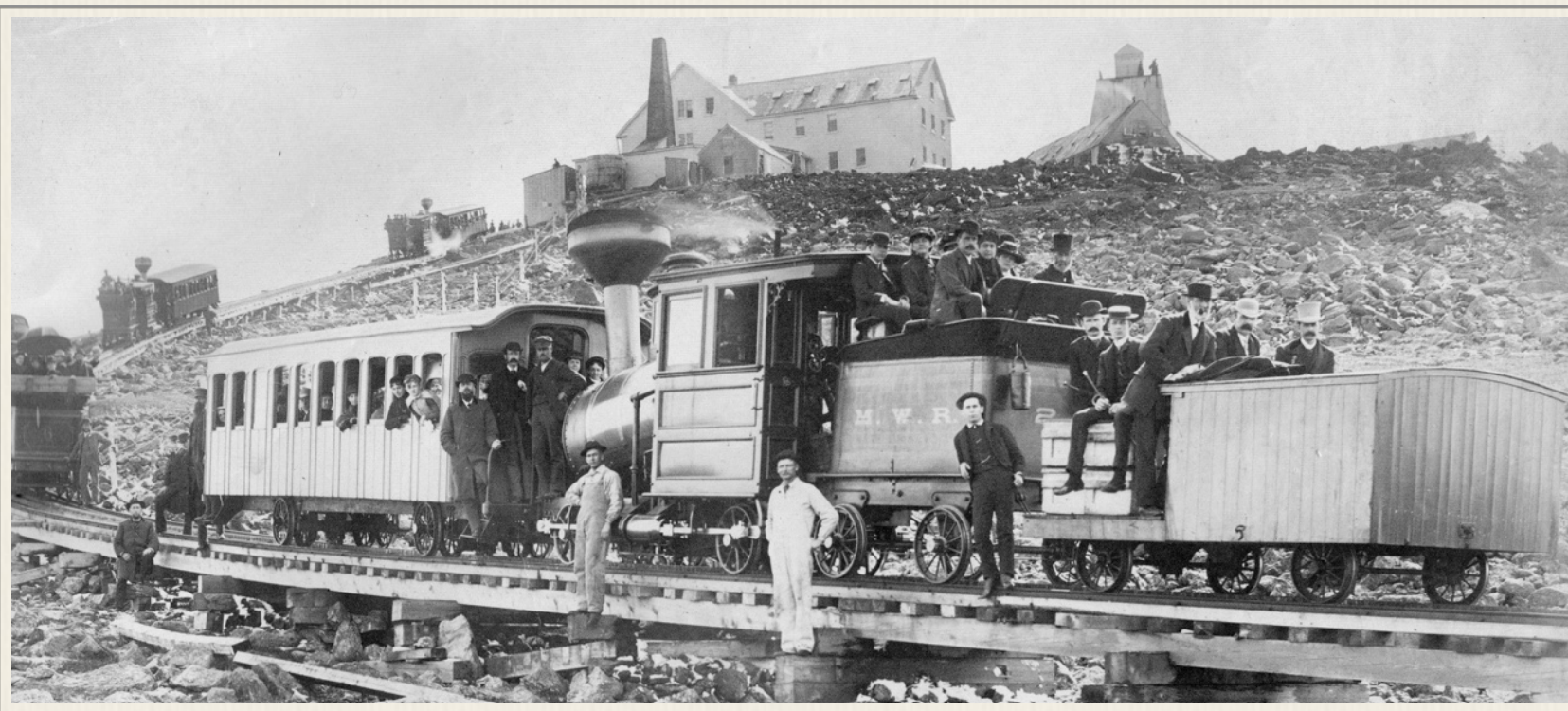
**1952:** "The next summer Ed hired on as a fireman. He fired mostly for Cliff Kenney and for Leo Boucher. Cliff Kenney brought up a kitten for us. She was a combination of black tiger stripes with grey and orange patches. Jitney told us to name her Clinker. He said, "She is the same color as one, and causes as much trouble." (The men hated when the ash solidified into a clinker. It dampened the fire and was difficult to break apart and get out of the firebox.) We had that Clinker for many years. Ed learned more about working with steam power and became very interested in the steam engines. He found Leo Boucher could teach him the finer points of working with steam power. Ed also worked on the track early in the season and after the season when not as many trains were needed. I remember that Ed had a lot of respect for Duncan Greene, but I do not remember where he worked. Barbara Greene worked in the gift shop. I waited on table in the restaurant. We had been married and moved into the Honeymoon Cot-



*Boarding House, cabin row, the Shops with work train on the line and Cogger walking the track. Just behind the train on the right is the sawmill, then "Honeymoon Cottage." (Fall 1952)*

- Margery Bargar Collection





tage just across the tracks. Norm and Barbara Lewis moved in upstairs. The electricity was direct current powered by the Ammonoosic River that flowed down the mountain crossing under the tracks just above Marshfield. The electricity could be used for lights somehow, but electrical appliances could not be used. That meant no refrigerator. A dairy delivered milk every other day. We kept our glass milk bottles cold in the toilet tank. That nice cold water right off the mountain worked reasonably well. There were a few times that it warmed enough so that I used up turned milk by making cottage cheese.

**1953:** When we moved back into the house that spring both wives were pregnant. The guys decided the “Honeymoon Cottage” sign over the door had to go. That was also the year of the fire in the sawmill next door. I remember Ed yelling upstairs but Norm and Barbara were already awake and planning their escape. We were outside and I remember the immense sense of relief when Jitney and Barbara appeared through the smoke sheltered from the flames under a wet quilt. I remember the women were taken into Arthur Teague’s home under the supervision of Mrs. Teague. She was anxious about Barbara because their baby was due very soon. The fire was extinguished and we were able to return to our house. The Lewis baby (Jitney Junior) arrived in his own due time in excellent condition. Ed was now hired as an Engineer. He had graduated from college that spring so we were able to stay later into the fall. We now had a propane refrigerator, a welcome change. We made good use of a cast iron parlor stove that fall. I remember there were several people from Mexico, Maine working that summer. Walt McKenna braked often when Ed was engineer. Ed trusted McKenna to do his job well, moving all sections of the switch and checking the rail alignment. He was also a lot of fun. When the Cog closed for the winter Ed moved on to the apprentice program on the Boston and Maine Railroad with a recommendation from Arthur Teague. He would be working in each department to build a competent background in the railroad business. They were willing to let him take leave during the summer season to work on the Mount Washington Cog Railway. George Trask was also in that program and he may have been the one to interest Ed. Ed worked in the locomotive shops in Billerica, Massachusetts. He moved in with his brother in Boston and rode the train to Billerica each morning. The Trasks moved to Lowell MA. I stayed in Jefferson until our baby was born in December. Then we moved to Lowell. The Trasks helped us find an apartment.



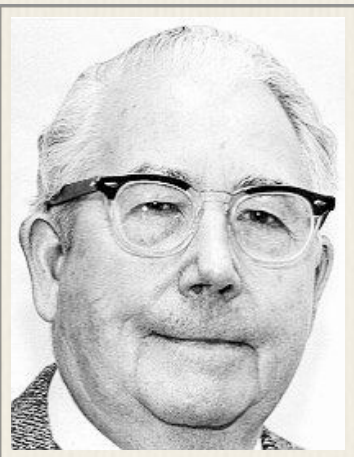
*Honeymoon Cottage & the sawmill before the fire (Fall 1952)*  
- Margery Bargar Collection

**1954:** Come spring Ed and I returned to the Cog with the baby. The Lewis family moved into a house across the way (*Mike Boyce’s old cabin*) and a young couple from Portland, Maine moved upstairs over us. I wish I could remember their names. We enjoyed their company. Her younger sister stayed with them part of the summer. Ed took leave of the Boston and Maine to work in the machine shop at the base. I remember Ed was very impressed with the men working there but they also needed someone who was used to running the engines. Also Ed was small enough to crawl into the locomotive boilers when needed. He didn’t like that confined space, but he could manage to do it. He enjoyed the variety of work done there. He would also test drive the steam engines after repair, going up and down past the cottage to the station platform. One of the perks of that task on the way up by he could call out “I’d like a piece of pie,” and I’d step out to hand him one on the way back down. The men in the shop got used to seeing him come back eating pie. The area is prone to violent thunderstorms. One strike shattered the light bulb in the kitchen ceiling. I snatched up the baby and headed for the shops. The men were amused to see me as after that strike Ed had said, “My wife will be along in a few minutes.” There is one cog story that made a lasting impression on me. Ed was used as an extra engineer when needed. One late afternoon he stopped by to tell me he would not be home for supper. A locomotive had broken down



## Car

on the summit with an inexperienced engineer. Ed was to take the spare train up so the other crew would bring the passengers down with that train. Ed and crew would repair the damaged locomotive and bring it down. It was late in the season so darkness came on earlier that added to the urgency. It got to be very late and very dark and Ed still hadn't come home. I stepped outside and watched the mountain. Eventually I could see light from a fire every minute or two. It was quite eerie and the only light anywhere. Of course, it was the fireman opening the firebox door to add coal. The lights on the locomotive were not working. Ed said he had stopped at both switches so McKenna could walk through, manually inspecting the rail alignment. It was that summer that the Boston and Maine began a downsizing policy that eliminated the apprentice program. Later we realized we might have read the signs that railroads were on the way out. However, the B & M Car Shop in Billerica and the Cog Railway were busy places and we didn't see the larger picture. When the Cog season ended Ed found year round work. He returned to the Cog only to visit friends or as a tourist. It is interesting to note years later when he suffered from dementia and had forgotten much of his adult life he could still remember working on the Cog Railway." - *Louie Carey - April 2019*



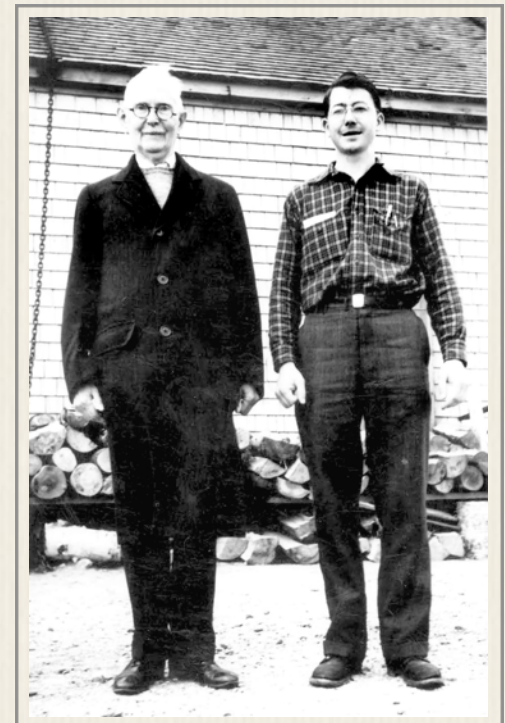
**Richard W. Carlisle**

1936 & 1940

Night engineer at the Summit House in 1936 - Quit his job as a newspaper pressman in 1940 to publish the *Mt. Washington Daily News* that summer - the only year it was produced - went on to a 33-year career with the *Patriot Ledger* in Quincy, Massachusetts. In the spring of 1990, his grand-daughter Jennifer A. Church wrote about his fight at age 74 to recover from a stroke. "Since he was ten," Church wrote in the *Penn State Journalist*, "Carlisle knew he wanted to work for a newspaper. His father gave him a printing press when he was 12 which immediately became his prized possession. He would come home from school every day and head up to his room to spend hours printing stories he would write himself. During high school, Carlisle performed many odd jobs in order to help support his family during the Depression. In 1934, he graduated from Quincy High School and was accepted to Boston University. The summer after his freshman year, Carlisle met a man named Col.

Henry Teague who gave him his first job with a paper. Teague owned Mount Washington in New Hampshire, as it was not uncommon to own such a thing back then. He came up with the idea that what Mount Washington needed was its own newspaper. Carlisle was responsible for the front page. Every day he would write the stories and set the type himself. The back page, as there were only two pages, rarely changed. It consisted solely of the various "legends" of Mount Washington. "What a smart man, with such a love for words, and history and the language we speak," Jini (Carlisle) said, looking at her husband. "Even back when he worked up on Mount Washington he had this incredible love for it all." In his obituary a daughter remembered, "Pop was a real old-fashioned newsman," said Katherine Carlisle of Alexandria, Virginia, one of Mr. Carlisle's three daughters and an editor at the Washington Post. "He felt like he had one of the best jobs in the world bringing news to people every day." His newspaper remembered Carlisle (left) in January 2012 as "a Quincy native who joined the newspaper staff in 1941 as a night editor. He served during the Army during World War II and returned to the paper in 1945, working as a city editor, news editor and associate editor. He was one of two editors who put out the newspaper's extra edition announcing the end of World War II and was the city editor who stopped the presses the day President John F. Kennedy was killed so the paper could get in the latest news on the assassination. He retired in 1979 and died in 2003 at age 87."

AMC archives, Boston / <http://lilamarin.blogspot.com/2010/10/i-googled-pop-tribute.html> / <http://www.patriotledger.com/article/20120106/NEWS/301069778> - See Vol. 3 Aggregated Timeline



"Summit meeting, July 29, 1940, of Frank H. Burt (L), editor [1899-1907] of famed *Among The Clouds*, and Richard W. Carlisle (R), editor of *Mount Washington Daily News*."

**L. Carmen**

1951

Marshfield Corp/Cog Railway Cabins

**William "Bill" Carpenter**

1953

Railway Ledger

**Kit Carroll**

1903 - 1905

Attends 1903 Cog Party Masked Ball as Pat - section hand of MWR with Fanny Tewhill as Mike of "Pat and Mike." Attends 1905 Cog Party Masked Ball as "Tamborine Girl."

- *Among the Clouds* - Aug 31, 1903 & Sep 4, 1905

**William Carrow**

1903

Attends 1903 Cog Party Masked Ball as "Weary Willie."

- *Among the Clouds* - Aug 31, 1903

**Densmore Jackson Carter Jr.**

1953

Summit House



**Nathaniel Carter**

1967

The 23-year old brakeman on the No. 3 on September 17, 1967. Nathaniel Carter was one of three boys and a girl born to H. Adam “Ad” Carter and Ann (Brooks) Carter. The couple married in 1942. Both were teachers, and well-known mountaineers. Based in Washington, DC during World War II, the Carters spent time during winter months on Mt. Washington testing and developing equipment for the US military. Assigned to the Quartermaster Corps, Ad Carter would report directly to the generals. The family discovered after his death that he came up with the original idea for the 10th Mountain Division - a unit specially trained to fight in cold weather conditions. The Carters finally settled down in Milton, Massachusetts where Ad Carter taught foreign languages (Spanish, French and German) at Milton Academy. Their son Nathaniel was born in Washington, D.C. on October 4, 1943. He was a 1965 Middlebury College graduate, where he was a member of Alpha Sigma Psi; oversaw intramural sports for three years; helped organize the Winter Carnival all four years as well as being part of the Mountain Club. Nat played in the College band and was part of the Spanish Club. After graduation, Nat began teaching at the Woodstock Country Day School in South Woodstock, Vermont. He came to the Cog Railway a year after his younger brother Peter (*below*) began working for the Teague’s. - See Vol. 1 Ch. 9 Sec. 7 & Appendix Sec. 15



*Nathaniel Carter (1965)*  
- Middlebury College

**Peter H. Carter**

1966 - 1967

Brakeman from Milton, Massachusetts was riding in the cab of the No. 3 Base Station in Sept 1967. (*Ed Note: State accident reports mistakenly identified Peter as a fireman on the trip*) Ad and Ann Carter’s son Peter (*left*) was born on September 17, 1947 and graduated from Milton Academy in 1965. “We got to know the Teague’s... through the horse riding circuit,” remembers Peter in 2018. “They were the high class and we were sort of the Beverly Hillbillies. My brothers and I and my cousins would ride in the Lancaster Fair Horse Show and the Lisbon Horse Show. The Teague parents and my parents were friends.” While at Harvard in the mid-1960s, Peter was trying to make the U.S. Ski Team and that made him a perfect candidate to be part of the Fall Cog crew. “I would do some summer skiing and then come back towards the end of the summer and work at the Cog... (It) was a good fit for them because they needed more bodies in September. (The Teague’s) hired me to come work to replace the roof on their house (*the Hut*). I was working doing that... and they needed some brakemen, so they said ‘Hey, can we train you as a brakeman?’ That sounded a lot better to Peter than doing the “messy and disgusting work” of tar roofing and he moved to the trains. “I broke for everybody... it was catch as catch can in the fall, so I would brake for whomever needed a brakeman that day. We had a house over in Jefferson, so I just commuted across the Jefferson Notch Road. There were some pretty dumb (tourist) questions. I know one thing I got taught fairly quickly... was tell ‘em that you’re working hard so you can go back to college and you’ll get great tips... if you talked about how you were struggling to get through college it was amazing how generous people were.”

In 1967, “Ellen (Teague) said, ‘Do you have anyone else who can come help us out?’ Peter convinced his older brother, Nat and his girlfriend, Juliet Morgan Swenson (*Peter and Julie met at Milton Academy*) to come work at the Cog late in the season. All three were on the train that would derail at Skyline that Sunday. “Julie... was working in the restaurant at the Base. We had to commute back to Jefferson that day. Nat drew the short straw on what we thought was going to be the last train. It was a nice night. We said screw it we might as well just go up, watch the sunset and the come down again rather than just sit and wait at the Base for him to come back down. We were just passengers going up. There wasn’t room in the car coming down because there were so many people, so I said heck with it I’ll just go climb in the engine.” Peter says when the engine derailed at Skyline, “Rusty (Aertsen) and I were kind back on the tender and got thrown out, so in terms of the burns (*suffered by Gordon Chase and Charlie Kennison*) we avoided the splash. Not one of my favorite nights.” It was also Peter Carter’s 20th birthday. “In terms of nice birthday presents for me,” says Carter “I think of groups of three (traveling on the train), we were the only ones who went home that night without major injuries. Nat did separate his shoulder, and did go to the hospital initially, but by the time I got off the mountain he was back at the Base.”



Cas - Cha

Peter earned a B.A. from Harvard in 1969 and married Julie in Glen Cove, New York that summer. In March 1970, the couple was driving in Boston and had a serious car accident. “Somebody ran a red light and nailed me and killed Julie. I was pretty much out of it for a year - in the ICU for quite a while.” He would serve as the head coach of the Harvard ski team from 1971 to 1975, and helped develop a new process for making snow for ski areas that added fans to the original equipment that just used compressed air and water. The result was a bigger artificial snowflake and better skiing conditions. He went to Vermont Law School in Mrs. Jitney’s hometown (and former high school building) and graduated with a law degree in 1978. Peter was a law clerk to the Vermont district courts for two years before being admitted to practice in Vermont and New Hampshire in 1979. He married Deborah McLane and the couple live in Norwich, Vermont.

Peter says his brother Nat followed the headmaster of the Woodstock Country Day School out to Cleveland and worked with him at the Hawken School, an independent, coeducational, college preparatory day school. He got married on December 18, 1971 in Willoughby, Ohio. Ten years later Nathaniel Carter died of cancer in Cleveland when he was only 38 years old.

- See Vol. 1 Ch. 9 Sec. 7 & Appendix Sec. 15

**Dennis Cassidy** 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

**A. J. “Jon” Cassista** 1957-1958

Marshfield Corp

**William Catania** 1961 - 1962

Summit House

**Janet Catello** 1966

Marshfield Corp

**Joseph E. Cavanaugh** 1955

Summit House

**Bob Cellupica** 1940

Summit crew - “rolled a full barrel of kerosene over to the railway t’other morn. He thought it was an empty. The wind was that strong.” - Mt. Washington Daily News, Wed July 3, 1940

**George G. Chadwick** 1954

Summit House

**Kenneth Chadwick** 1955

Railway

**Lucinda M. (Jennison) Chamberlin** 1922

Boarding house - Peacham woman who married Orin Clinton Chamberlin, and went with him to work at the Base Station. See following entry.

**O. C. Chamberlin or Chamberlain** 1922

“Mr. and Mrs. O. C. Chamberlain [sic] (of St. Johnsbury) who have spent the past three months at the base of Mt. Washington, have returned home.” Orin Clinton Chamberlin was born on December 4, 1851 in Bath, New Hampshire the son of Chester R. and Lucy (Johnson) Chamberlin. At age 19, he was working and living in Monroe. On November 20, 1876, the 25-year old Chamberlin married 22-year old Lucinda M. Jennison in her hometown of Peacham, Vermont where her parents Jonathan and Sarah Jennison ran a farm. The spelling of O.C.’s name is a research challenge for those writing about him. The 1910 Census has 58-year old Orian [sic] in St. Johnsbury working as a core maker in scale shop. The 1910 St. Johnsbury Directory says Orrin C. Chamberlain [sic] and wife Lucinda are living on Mountain Avenue and he’s working at American Fork and Hoe Company. By 1920, the 68-year old Orange [sic] C. Chamberlain is retired. The 1930 Census returns his name to Orin C. Chamberlin. Heart disease claims wife Lucinda on October 17, 1931 at age 78. Orin Clinton Chamberlain dies on November 17, 1931 of pneumonia just three days short of the couple’s 55th wedding anniversary.

- Caledonian-Record - Fri, Aug 4, 1922 pg. 2 / Ancestry.com

**Gordon H. Champion** 1966 - 1968

Brakeman / Fireman

- Vol. 1 Ch. 9 Sec. 5 & 8

**D. C. Chandler** 1951

Mt. Washington Club/Summit House



**George Chandler**

1905 - 1906

Summit House employee from Randolph, N.H. - Attends 1905 Cog Party Masked Ball as “Darky Dude.” Paired with Edith Wheeler for the Cake Walk. They won. 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. George Milbre Chandler was born on August 25, 1885 – the son of Albert L. and Flora E. (Remick) Chandler. George’s mom has died and his dad is building bridges in Manchester, N.H. by the time the 22-year old George marries the 20-year old daughter of Randolph, N.H. hotel proprietor, Labau Watson – Clara Josephine on October 28, 1907. The Census three years later finds George working as a “paper machine hand” in a Berlin papermill. The young couple has two children one-year old Milbie and baby Dorothy. In September 1918, the Chandlers are living in Winona, N.H. when the 33-year old brown-haired, brown-eyed George registers for the draft. At that point, the tall man of medium build is working as a trackman for the Boston & Maine Railroad in Meredith. The family includes seven children – four boys and three girls: 11-year old Milburn, 10-year old Dorothy, 8-year old Albert, 7-year old Catherine, 5-year old Flora, 4-year old Laban, and 9-month old Frederick. George is still working for the B&M in 1942 when he registers for the World War II draft. His hair has gone grey, but the 5-foot 11-inch trackman weighs in at 184 pounds. He told the Census in 1940 he had been working 40 hours a week for the last year and received \$900. His 20-year old son, Frederick was still living at home but had a job on a farm where he worked 60 hours a week for 40 weeks in 1939 and received \$500.

- *Among the Clouds* - Jul 24 & Sep 4, 1905; Jul 24, 1906 / *Ancestry.com*

**Samuel Changrau** 1889

Railway worker known to be one “of the bravest and most experienced” slideboard riders on the mountain. He and Joseph Marceau 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*

**Stephen Chantor** 1953

Summit House

**S. G. Chantos Jr.** 1951 - 1952

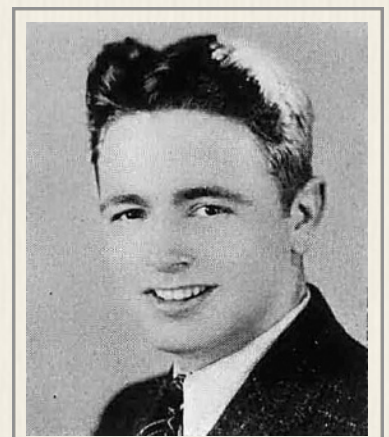
Mt. Washington Club/Summit House

**John B. Chapman** 1933 - 1936 & 1938

Dartmouth College student (*right*) from St. Johnsbury, Vermont - pictured in *Boston Globe’s* All Collegiate Railway Crew photo (*left*). Chapman graduated from Woodsville High School and would graduate from Dartmouth in 1937 with a degree in geology. While Dartmouth identified John’s hometown as St. Johnsbury, it appears the family also lived in Woodsville, and 18-year old John started working at the Mountain in 1933. (1933) “Woodsville notes: John Chapman Jr., has secured a position for the summer and will be employed at the Tip Top House on Mt. Washington.” (1938) “Woodsville notes: John Chapman has returned from Florida where he spent the winter, and will be employed for the summer at Mount Washington.” *Ancestry.com* says John Bailey Chapman was born on February 1, 1915, in Montpelier, Vermont, the fourth child of 26-year old Quebec-



*John B. Chapman (1936)*



*John B. Chapman (1937)*  
- *Dartmouth College*



## Cha

born Mamie Jeanice Bailey and 28-year old motorman John Boyd Chapman, who came from Lancaster, Ontario. John Bailey Chapman would marry Catharine Armit Sturges. He had a daughter in 1941, another daughter in 1942, a son in 1945, another daughter in 1948 and another son in 1952. Before going overseas, the Chapman's lived in Waldoboro, Maine. In 1964, Chapman was living in France with his wife, Catharine; 16-year old daughter, Catharine Sturges and 12-year old son, Jonathan. He was the headmaster of the American School in Paris. He died on November 23, 1964 at the age of 49 when his TWA airplane crashed and burned at the Leonardo da Vinci Airport in Rome, Italy shortly after 2pm. Chapman's older son, Peter was attending Bowdoin College in Maine at the time of his death. His daughter, Mrs. Richard Kinney was living in South Portland, Maine and daughter, Mrs. John Frederick Adams was in Boston.

- *Boston Globe*, Sept 9, 1936 / *Littleton Courier* - Thu, Jul 6, 1933; Thu, May 12, 1938 / *Ancestry.com*

**K. W. Chapman** 1951

Marshfield Corp/Cog Railway Cabins

**Eva J. "Accie" Charlton** 1879

14-year old daughter of Charles and Mary Charlton was born in New Hampshire and is living at home when the census taker comes calling at the Base in late September 1879. Ancestry.com's says "Eva J Charlton was born in 1863 in Lyman, New Hampshire, her father, William, was 25, and her mother, Mary, was 24. At 23, Eva married a 29-year old carpenter from Franconia, William C Phillips on November 29, 1885, in Nashua, New Hampshire. They apparently had no children. She died of neurasthenia (nervous debility and exhaustion occurring in the absence of objective causes or lesions; nervous exhaustion - a condition described in the late 1800s as being uniquely American, believed to most commonly affect those who performed cerebral work, which is now known as stress) on September 11, 1909, in Twin Mountain, New Hampshire, at the age of 46, and was buried in New Hampshire."

- *1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)*

**William Hale "Charlie" Charlton** 1879

Census taker Thomas Carleton visited the Base on September 29, 1879 and found the NH native in charge of "one dwelling house" where he was keeping boarders and cooking for them. Charlton was living there with his wife, Mary - daughter, Accie (Eva J.) and son - Charles W. Ancestry.com says "When William Hale Charlton was born on October 16, 1838, in Littleton, New Hampshire, his father, John, was 47 and his mother, Experience, was 41. He married Mary T Whitney on November 6, 1861, in Waterford, Vermont. They had two children during their marriage. He died on March 7, 1882, in his hometown at the age of 43, and was buried there."

- *1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)* / *Ancestry.com*

**Mary T. (Whitney) Charlton** 1879

Charles' 38-year old Canadian-born wife's occupation is keeping the "dwelling house" for the 16 boarders enumerated in the Census report along with raising her 14-year old daughter and 12-year old son. (1883) "Mrs. Mary Charlton and children go to the base of Mt. Washington to-day (*Tuesday 5/15*) from Willowdale; this is her ninth summer there."

- *1880 US Census for Thompson & Meserve Purchase / Littleton Journal* - Fri, May 18, 1883

**Charles W. "Will" Charlton** 1875 - 1902 / 1910 - 1927

Cog Kid: 12-year old son of Charles and Mary Charlton. Charles would begin his railroad career on the Mountain. (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." (1887) "Charlie Charlton is home again (in Twin Mountain), having finished another long season's work on Mt. Washington Railroad." (1890) Twin Mountain notes: "Chas. Charlton has commenced his work at Mt. Washington." (1891) Twin Mountain notes: "Chas. Charlton has commenced his work at Mt. Washington." (1894) Twin Mountain Notes: "Charlie Charlton commences his labors on Mt. Washington as engineer on Thursday. He is an old settler there and is perfectly at home on the up." (1896) Twin Mountain notes: "C. W. Charlton commenced his labors as engineer on Mt. Washington Monday (*6/22*). An excursion comes to the summit Wednesday." (1910) Twin Mtn Notes: "C. W. Charlton expects to take up his old work as engineer on the Mt. Washington railway this season, a position he has filled for 10 successive summers (1894-1902). Previous to that he was a fireman there for seven years (1887-1893), but has not been on the mountain since 1902." typo in *Courier* - Charles in White Mtn - Goes to the Base from Claremont on Sat, May 7, 1910 - Charlton is listed as an engineer in the September 1910 farewell edition of *Among the Clouds*. He would have been 42. (1911) "Charles Charlton came up from Claremont Monday (*5/1*) stopping for a few hours (in Twin Mountain) on his way to Mt. Washington, where he will be an engineer as usual during the travel season." (1915) "Fabyans Notes: Charles Charlton came to Fabyans Monday (*4/19*) night on his way to the base of Mt. Washington, where he will run one of the engines to summit, the position he has filled for many seasons." *Among the Clouds* lists him as an engineer in 1917. (1920) "Twin Mountain notes: Charles W. Charlton, a resident of Twin Mountain for many ears, is again at his old work as engineer on the Mt. Washington railroad for his 35th season." (1927) "Quite a snow storm here Friday (*5/27*) and fully six inches of snow fell. In some places on the track the snow was drifted badly, but in spite of the bad weather one of the Mt. Washington sturdy little engines and coach, driven by Charles Charlton, an engineer of many years experience, made the trip to the Summit and return in safety." The 1930 Census finds the 64-year old steam locomotive engineer Charles W. Charlton renting a room in Concord, N.H. from Abel J. Dugay, who ran a laundry. While able to read and write, the Census document reports the son of William H. and Mary T. Charlton did not go to school. He died December 22, 1952 and is buried in the Greenwood Cemetery in





Littleton, N.H. - 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Littleton Journal - Fri, Jul 2, 1886 & Fri, Oct 21, 1887 / White Mtn Republic July 11, 1890 / White Mountain Republic-Journal (Littleton, NH) - Fri, Jun 26, 1891; Fri, Jun 22, 1894; Fri, Jun 26, 1896 / Among the Clouds - Sep 14, 1910 & Jul 23, 1917 / Littleton Courier - Thu, Apr 14, 1910; Thu, May 4, 1911; Thu, Aug 26, 1920 / White Mtn Republic-Journal - Fri Apr 15, 1910 / Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg 3 / Ancestry.com / FindaGrave.com

### Dale Chase

1961

Marshfield Corp



Fred L. Chase (1919)  
- Caswell

### Fred Chase

1882 & 1912

(1882) "Fred L. Chase is braking on the Mt. Washington Branch Railroad." (1912) "Mr. Fred Chase of Littleton who is conductor on the Bethlehem branch makes the trip to the Base every Sunday, relieving conductor (Archie) Wolcott who runs to Woodsville Saturday night and comes back Monday morning." Fred L. Chase was born on January 14, 1858 to Littleton millwright Amos K. and Emmerline (Smith) Chase. He had an older sister, Mary. Fred started working for the Boston, Concord & Montreal Railroad on March 15, 1880 and was promoted to conductor in 1883. In 1910, the U.S. Census reports Fred was living on Jackson Street in Littleton with his wife of 24 years, Ida B. Chase. Also in the house, their 24-year old son, Ellie R. Chase who worked as a railway electrician. 45-year old Florence M. Harriman was working as a servant in the Chase home. *Warren (NH) News* Editor C. E. Caswell writes: "Everybody along the road today (1919) knows Fred L. Chase, a popular passenger conductor on the White Mountain division. Fred Chase in his early days was a printer at Littleton. I have often heard it said a printer has a knowledge of matters and things which enables him to engage in most any business or line of work, he so desires. Fred Chase finally laid down the stick and rule and went to work for the Boston, Concord & Montreal. As the old road went out of existence and other managements came and went he stayed through thick and thin, worked his way up the ladder of promotion from a humble beginning, learning all branches of railroad work and to-

day is one of the few men in the harness who started his railroad career on the old BC&M. He is a resident of Concord, highly respected in that city, as well as in the many towns along the line through which he has run for so many years." Conductor Fred served continuously on White Mountain train roster until obliged to give up on account of his last sickness in November, 1934. His last assignment on the "Alouette" passenger train. By then he was the oldest conductor on that part of the B&M. He received a pension on July 1, 1935. He died thirty-five days later on August 4 due to prostate cancer. Conductor Frank N. Keyser was named Chase's successor on the "Alouette."

- White Mountain Republic (Littleton, NH) - Sat, Jul 8, 1882 / Among the Clouds - Jul 15, 1912 / B&M Magazine Jul 1935 pg 26-27 / Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / Ancestry.com

### Gordon "Gordie/El Gordo/Jug-Jug" Chase

Engineer (right) - Cog employee 1953-1967 - in charge of accident train - let fireman run - had 15 years experience on locos. Cogger Chris Moore ('57-'58) remembers Gordon "never lost an occasion to insult or demean anyone except, of course, the Teagues. Gordy was a piece of work. I had an iconic black and white picture of Chase in the cab of "his" engine taken in 1958. I've mislaid it... probably tossed it remembering his negativity.. wish I'd have saved it." - Vol. 1 Ch.9 Sec. 5 also Appen Sec. 15

### Gordon Chaulk

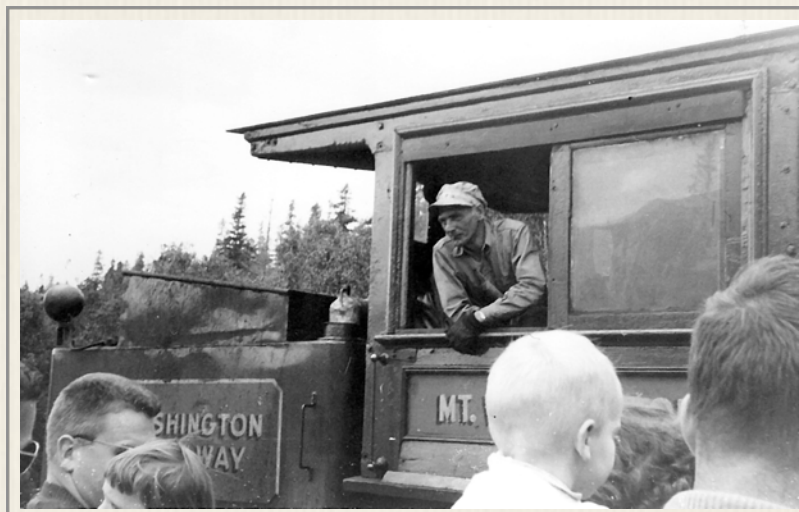
1954 - 1956

Railway Ledger

### Nick Chaykowski

1966 - 1967

Summit gift shop worker - The son of Mr. and Mrs. John Chaykowski, Nick was class president when he graduated from Berlin High School in 1968 and hoped to be a biologist. He served on the student council for three years and was a member of the ski team his first two years. He played trumpet in the school band all four years and was in the Key Club the last three. President Nick



"El Gordo" surveys the Base platform crowd after a run (1962)  
- Ellen Crawford Teague Collection



## Cho

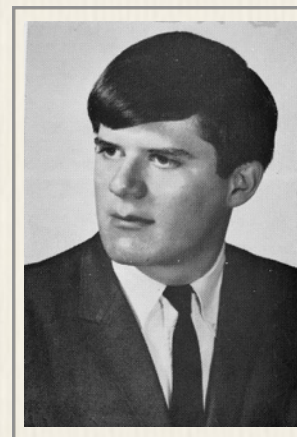
closed his message to classmates in the yearbook with a hope “that some day we will all be inspired with wisdom to use our wealth and our strength to help our brother instead of destroying him.” His classmates prophesied that in the future Chaykowski (*right*) would be on “the nightclub circuit with “Tiny Tim and His Tin Trumpets” and that “Herb Alpert has been warned to be on guard for new talent.” Nick was learning how to brake in September 1967. He and trainer Tom Baker threw the Skyline Switch just prior to the accident.

- Vol. 1 Ch. 9 Sec. 2 & Appendix Sec. 21

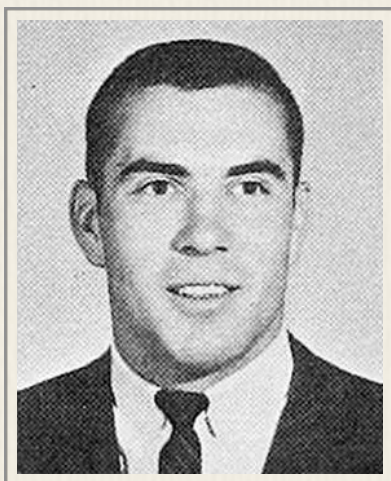
**Steve Chontos**

1954

Summit House



*Nick Chaykowski (1968)*  
- Berlin H.S. Meteor



*Kenneth L. Christy, Jr. (1965)*  
- Maryville College yearbook

**Kenneth Christy Jr.**

1962

Railway Corp - Brother Steve says “Jim (Gordon) was a year behind my oldest brother, Ken. They played high school football together, won the state championship in Florida together. He was a marine, one of the reasons he didn’t return to the railroad was that following year my mother had a child. Her final child. He wanted to be around for the birth she was scheduled for birth in July. When he graduated from college he was a regular commissioned officer as a second lieutenant in the Marines. He was deployed to Vietnam. I think he had two tours there - was shot three times. He received the Navy Cross.” That didn’t occur until 26 years after the fact as reported in the *Navy News* of 25 March 1994 - “Col. Kenneth L. Christy Jr., communications officer, Headquarters and Service Battalion here, was awarded the nation’s second highest military decoration, the Navy Cross, Mar. 25. Christy was recognized for acts of extraordinary heroism while serving in the Republic of Vietnam more than 26 years ago. The heroic act occurred Jan. 18, 1968, in Northern I Corps’ Quang Tri Province. It was Christy’s fourth month in country as 3rd Platoon commander, Company L, 3rd Bn., 4th Marines. The company was conducting a search and destroy operation in an area north-east of Con Thien when it encountered a large enemy force which had crossed the demilitarized

zone heading south. As a brutal firefight broke out, the company was able to form a confined defensive position. The point platoon, however, was trapped in the enemy’s crossfire 100 meters forward. Destruction was imminent for the trapped platoon as the estimated battalion-sized enemy force moved in. Christy’s platoon was tasked with retrieving the crippled point platoon. Christy and his Marines were very familiar with the terrain, having conducted a patrol through the area two days before. As automatic weapons fire, mortars and rocket propelled grenades ripped through the air from positions concealed in the thick vegetation, 3rd Platoon had to maneuver through exposed terrain to reach its objective. When he reached the pinned-down platoon Christy determined about 27 of the men were dead or wounded. He quickly began directing their evacuation to the company’s position. As the Marines began to evacuate the wounded, Christy found four seriously wounded men lying in an exposed position. He reacted quickly, exposing himself to enemy fire by shielding LCpl. Michael Madden, an artillery forward observer attached to the company, with his own body and administering first aid. The enemy fire grew more intense as the last Marines headed for the company’s position. Grenades and small arms fire impacted all around Christy as he grabbed the body of the man he later learned was the point platoon commander. When he lifted the Marine on his shoulders, Christy saw a machine gun on the ground. He picked up the gun, leveled the barrel and held the trigger until the ammunition belt was spent. Then the covering fire and artillery kept the enemy’s heads down until the last Marines pulled back. When he reached the company’s position, the commander told Christy to prepare his Marines to move again. The badly damaged company was about to pull back to another position. Within moments, the company commander was hit, leaving Christy in charge. The battalion commander, LtCol. Lee Bendell, contacted him and asked if the company could move. Christy had too many casualties to attempt a move under such intense fire, but relayed that he could reorganize his defenses and provide security for what was left of the company. However, this meant they would need help quickly since the men were low on ammunition and the seriously wounded needed medical care. As Christy reorganized, Company M, 3rd Bn., 4th Marines, with the battalion commander, headed for the fight. When a helicopter broke the tree-line to evacuate the wounded it drew a torrent of enemy fire. “I thought I had seen some intense fire before,” said Christy, “but it seemed that every North Vietnamese soldier in that province who owned an automatic weapon was shooting at that helicopter. We threw all the wounded we could onto the bird before it took too many rounds. As it left, I saw blue smoke coming from the exhaust -- the hydraulics had been hit.” The Marines were able to get four of their wounded on the helicopter, including the company commander and Madden, who was blinded by a head wound. The co-pilot, one door gunner and the senior medical crew-member were killed or badly wounded by enemy fire. The helicopter later crash-landed in an American-controlled landing zone because of the damaged hydraulics. Christy suffered additional wounds in the battle’s first moments, catching RPG and mortar fragments on two separate occasions (he was still wearing bandages which covered a gunshot wound he received less than two weeks before). At the battle’s end, he did what many other Marines did; remembered what he learned that day and moved to the next mission. The humble officer never spoke of his ordeal and left the past in the past.

Then one Friday evening in late 1986 when Christy was a battalion commander at Marine Corps Recruit Depot, Parris Island, S.C., Christy received a phone call from Michael Madden, a Marine whose life he had saved during that terrible firefight in 1968. During the conversation, Madden asked Christy if he had received the medal he had recommended for him. Christy told him he hadn’t, nor was he seeking one. “What I did for you I would have done for any Marine,” Christy told him. But Madden





wouldn't accept that answer. Christy had saved his life, and Madden was determined to see him recognized for his bravery. Madden researched and submitted information time after time in an effort to see Christy recognized. What seemed to be the largest obstacle was the requirement of an officer in the Marine's chain of command who had witnessed the events to submit a statement detailing the Marine's act. This final condition was met by MGySgt. Jim Day, then a first lieutenant, who was the company's executive officer (forward). Between what he had witnessed and heard while monitoring the battalion's communications, Day was able to fit the puzzle's final piece into place. To Christy, the medal he finally received doesn't represent his specific actions, but rather the brotherhood all Marines shared in Vietnam. "When I was on the plane going to Vietnam, I had a lot of time to sit and hold council with myself," Christy said. "I didn't know if I was going to be able to do the job, but the training I had received prepared me for it. Because of that training, when something happened I immediately reacted to the situation. I didn't think about the moment; I didn't even think about the next step. My mind was already three steps down and calculating that move." Christy also credits the "top-quality Marines" he served with on the battlegrounds. "The Marines there did a superb job. ... If something unexpected happened, they had the experience and ability to adapt and overcome." The citation reads that 2nd Lt. Christy reflected great credit upon himself and upheld the highest traditions of the Marine Corps and the United States Naval Service, but Christy is quick to place the honor on every Marine who proudly served in Vietnam." (*Cpl. Lance Bacon, CPAO, Camp Lejeune, N.C.*)

### Lark Christy

1967

Marshfield counter - cousin of Steve - dated David Koop - Lark (*right*) eventually married a doctor and lived for years in Minden, Louisiana raising three children. One daughter is now a large animal veterinarian in south Louisiana - a son is a pilot for Southwest Airlines. Lark now lives in the Pacific Northwest near her other daughter who is a doctor as is the son-in-law. Cousin Steve said in May 2016, "All in all, she has done well, and is well." Lark Louise Christy was born to Martha Jane Mallory Christy and Ray Magee Christy on December 9, 1949 in San Francisco. She lived a life full of love and passed away suddenly on December 30, 2017 after a glorious week spent with all six of her grandchildren. She grew up in an Air Force household, where her father's assignments took them around the country including Fairbanks, Alaska. Lark had a beloved younger sister, Brooke Hope Christy, and a brother (who died soon after birth), Clinton Mallory Christy. The family settled

in Bossier City, Louisiana at Barksdale Air Force Base. She spent a summer working at the Cog Railway, in the White Mountains of New Hampshire (*See - Vol. 1 Ch. 9 Sec. 3 & 10*). After graduating from Airline High School in 1967, she went to Northwestern State University for her biology degree and then medical technology school at Charity Hospital in New Orleans. She and Warren Lambard then moved to Minden, Louisiana, and had three children, Brooke Hope Lambard Kyle, Luke Gilkison Lambard, and Piper Christy Lambard Do. Lark's focus was raising her family. She was also very active in the community, including Junior League and her church, Minden Presbyterian. She loved singing as an alto in the choir. She treasured her dear friends in the community. In 2006, she moved to Miami where she found great joy as a children's bookseller. She then spent a year living and traveling in Australia (*left*). From there, she moved to Eugene, Oregon in 2009. She found a home in Westminster Presbyterian Church, where she sang in the choir and served as a deacon. She was active in the local arts community including a



Lark Christy (1971)  
- Northwestern State University





## Chr - Cia



weekly watercolor club and an annual art trip to Oaxaca, Mexico. Lark was beloved by all who knew her. She was a ray of happiness in every room and was easily recognizable by her brilliant smile and easy laugh. Lark loved her family and especially adored her six grandchildren – who knew her as Lala or Momma Lark. Her last week was full of love and laughter on a glorious beach vacation with her three children, their spouses, and her grandchildren. Lark will be remembered fondly for her love of organic produce, all birds but especially raptors, Martha Stewart, newspaper comics, various Schnauzers, Oysters Rockefeller, English tea, and for her thoughtful correspondence. Another passion for Lark was the encouragement of reading for children, as evidenced by her immense children's book collection and her volunteer work in her grandchildren's school library. She is preceded in death by her parents Ray and Martha Christy, her sister Brooke Christy, and her brother Clinton Christy. She is survived by her daughter Brooke Hope Lambard Kyle and husband Chris, of Eugene, Oregon; son Luke Gilkison Lambard and wife Kelly, of Benton, Louisiana; daughter Piper

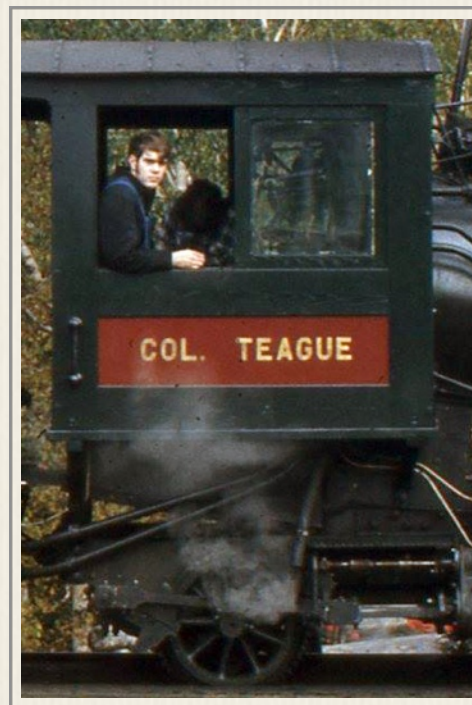
Christy Lambard Do and husband Toan of Austin, Texas; grandchildren Piper, Preston, and Pace Kyle of Eugene, Oregon; Holden, Harrison, and Evangeline Lambard of Benton, Louisiana; cousins Kenneth, Stephen, Keith, Marion, and Gordon Christy; Amy Sisley, Jan Sisley Johnson; and Lynn, JB, and Karen Christy. The best way to memorialize Lark is with smiles, laughter, and time with family. For those wishing to make a donation in her honor, we suggest WellMama, a nonprofit in Eugene devoted to mothers and families with an emphasis on perinatal mental health and bereavement through support groups, crisis resources, and education. Lark's daughter Brooke serves on the board of the group and Lark was greatly involved in their community efforts. [www.wellmamaoregon.com](http://www.wellmamaoregon.com) or 150 Shelton McMURPHEY Blvd Ste 208 Eugene, OR 97401. Lark was taken from us suddenly and unexpectedly. The surprise and shock of her passing reminds us that life is a gift. Never take time with loved ones for granted and never hesitate to express your love to family and friends, as Lark did so often. In the spirit of Lark's thoughtful, timely thank you notes, it is now our turn: Thank you, Mom, for being who you were. For loving us. For being an amazing example of unconditional love. For selfless acts towards others. We will strive every day to live up to the example you set for us. With eternal love, Brooke, Luke, and Piper"

### Stephen Christy

1966 - 1973

Track crew/shop crew 1967 - helped build No. 10 Col. Teague - suggested angling cylinder cock exhaust to under the engine away from tourists at platform - was the first engineer (right) on the brand new engine. Steve Christy came back for his third summer at the Cog in 1968. He had worked on the track crew, learned how to fire, but was drawn to the work fixing engines down at the shop. But just like John Ruggles, he was quick qualified that year as an engineer by owner Ellen Teague. "The same thing happened to me," recalls Christy in 2018. "Just a few days before my 19th birthday, they qualified me as an engineer. I ran that summer until August. I just didn't enjoy running. You know, after awhile... three or four trips a day, it's pretty monotonous. You get to see the girls and whatnot. You know, I just couldn't stand the tediousness of it."

- Vol. 1 Ch. 9 Sec. 4 - See Next Generation entry



Christy in cab of loco he helped build (1972)  
- Kent Family Collection



Thelma & Edward Chumley riding with Ellen Teague (C) in  
Chumley's new aluminum car (Aug 1958)  
-Littleton Courier

### Edward L. "Mr." Chumley 1958

Master torch (bending big pipe for new water line) and builder of first aluminum passenger car. Born in Gadsden, Alabama on February 11, 1887, Edward Lowe Chumley was five foot ten inches tall with blue eyes and dark hair - working for an Ohio railroad when he registered for the draft in 1918. He suffered a heart attack after a stroke earlier in the year, and died on April 20, 1961 in Springfield, Missouri at 74. He had lived in the community for dozen years and was a mechanical engineer with the Railroad Service Company. He was buried in the Hazelwood Cemetery in Springfield.

- Ancestry.com / FindAGrave.com

### Thelma L. Chumley

1953 - 1960

Marshfield/Cog Railway Cabins - Mrs. Chumley was born on May 5, 1891. She died on September 24, 1978 and is buried alongside her husband, Edward in the Hazelwood Cemetery in Springfield, Missouri.

- Ancestry.com / FindAGrave.com

### James Joseph Cianci

1963

Railway Corp - Kevin McKinney writes about his Cog colleague, "Jim Cianci of Tampa, FL came to the Cog with Jim Gordon? (a big, strong, blond, crew cut, easy going guy from FL). Jim worked with Fatha' Larry on the track crew, I think, and also fired, I believe. Around 1967, I was watching the CBS evening news, and I saw Jim, then a Navy pilot, being interviewed about his





*Capt. Jim Cianci*  
- LinkedIn profile

Vietnam experience. I can't find contact info about Jim, but I am friends with him on Facebook. He lives in Port Orange, FL and is a retired B777 International Captain at Delta Airlines." / From his LinkedIn Profile Jim says: "I served in the Naval Reserve on Active Duty as an Officer and Naval Aviator (from Sept 1967 to July 1972). I flew Carrier based light attack aircraft; A4E Skyhawks and A7E Corsair IIs. I made two cruises to Vietnam and I had 155 Combat Missions and over 300 Carrier Landings on the *Bon Homme Richard* and *The Coral Sea*. I've written a Children's Book called "Cooper's Airport Adventure" (published June 5, 2015). My purpose in writing the book is to inspire youngsters 6 to 9 years old to learn more about Aviation and Piloting. The book is dedicated to the EAA (Experimental Aircraft Association) Volunteers who donate their time, airplanes and fuel to fly youngsters in the "Young Eagles" program and to the EAA Volunteers who educate them in the "Wright Flyers" program. \$.50 of the net proceeds of each book sold will be donated to the Daytona Beach EAA Chapter 288 to provide Scholarships for youth to attend the EAA Young Eagles Camp at Oshkosh each summer. The book can be purchased at Amazon.com"

### **Alden H. Clark Jr.**

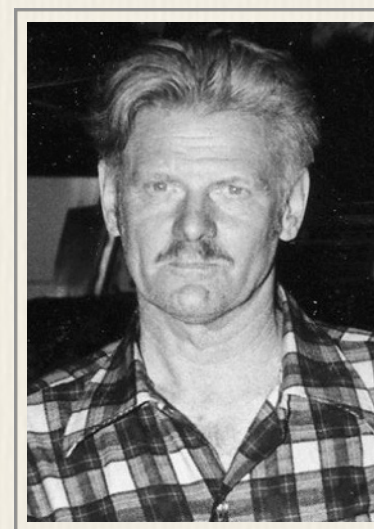
1957

Railway Corp

### **Edward Clark**

1974 - 1976

General Manager - Born in Mamoroneck, New York, Ed was four years old in 1928 when his parents Edward P. and Florence M. Clark moved to Lincoln, New Hampshire to open "Ed Clark's Eskimo Sled Dog Ranch," featuring guided tours of their pure-bred Eskimo sled dogs and artifacts from the far North. The original "Stand," or Trading Post, offered souvenirs, tonic, and maple candy to the motorists on nearby Route 3. Florence and Ed purchased their first black bear in 1931. Clark's Bears acted as the perfect tourist "stopper," a visible attraction, gaining the attention of the curious passer-by. Starting in 1949 Edward and Murray, sons of Florence and Ed, began teaching and training the bears for show work. The Clark brothers and their bears, delighted guests with a healthy dose of wit, humor, and hospitality as they entertained and educated the audience. A man who epitomized Yankee ingenuity, Ed Clark's talents and pursuits were varied and far-reaching. In 1942 at the age of 18, Ed was dispatched to Iceland on a top secret mission to train British troops how to handle Eskimo Sled Dogs. The British mission was to go by dogsled behind enemy lines in Norway to destroy a heavy water plant. When he returned from Iceland, he entered the US Merchant Marines where he served for the duration of World War II. He participated in the invasion of Normandy in June 1944. Ed was co-owner of Clark's Trading Post, a tourist destination that has been entertaining summer visitors for over 80 years. In the early 1950's, the Clark brothers began to rescue steam locomotives from the cutting torch creating "green pastures for iron horses" at the Trading Post. Conceived with a lot of hard work and an impressive collection of locomotives; including models by Climax, Heisler, Shay and Porter, the White Mt. Central Railroad was born. Ed was the general manager of the Cog Railway, and then operated the North Stratford Railroad, a freight line that ran from Beecher Falls, Vermont to North Stratford, New Hampshire. Edward M. Clark died on September 24, 2009. He was 85.



*Ed Clark (1976)*  
- Teague Family Collection

- <http://www.clarkstradingpost.com/ed-clark.php> / See Vol. 3 Aggregated Timeline





## Cla

**Alden H. Clark Jr.** 1957

Railway Corp

**Frances C Clark** 1956 - 1957

Summit House

**Harold W. Clark** 1956 - 1957

Summit House

**Oscar Clark** 1907

Summit House - (1907) Lisbon notes: "Oscar Clark and Ray McAlpin have gone to the Summit house, Mt. Washington, for the remainder of the summer." / "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." - *Littleton Courier* - Thu, Aug 22, 1907 & Thu, Sep 5, 1907

**Raymond Frank Clark** 1967

Railway Corp - friend of Peter Carter - Mentioned by Old Troll in *Cog Clatter v2 n2*

**F. M. Clarke** 1951

Railway Ledger

**Frederick N. Clarke** 1953

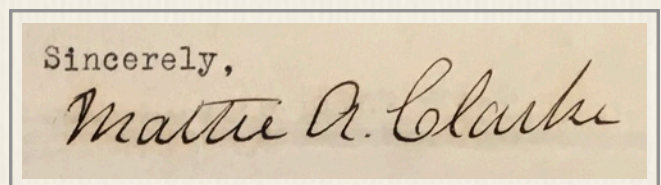
Railway Ledger

**Mattie A. Clarke** 1884 - 1929

Summit Housekeeper - (1892) "Miss Mattie A. Clark [sic], who has been here seven seasons, is housekeeper and in charge of the many assistants required, and of the picture and art store, with Miss Stout as assistant." Clarke continues as housekeeper in 1893 and becomes Summit House manager in 1894. (1899) "Miss Mattie A. Clark [sic], who first became connected with the Summit House in 1884, and who has so successfully managed it for several years past, is the manager this year, and that is saying quite enough to assure

the Summit visitors of first-class treatment. Both here and at the Ormond in Florida, where she is superintending housekeeper, Miss Clarke has made a most enviable reputation, and is known as one of the most capable woman hotel managers in the country." Miss Clarke runs the second Summit House until fire of 1908, then manages the Tip-Top House for the Barron Company, and finally takes charge of the New Summit House built in 1915. In Oct 1920, John Anderson, builder of the first hotel at Ormond, Florida leaves a will characteristic of his eccentric and kindly life that includes Mattie Clarke, "I give and bequeath to Miss Clark - Mattie A. Clark, of Mindhaw Depot, N. H. - to whose never-flagging interest and untiring efforts is due much of the success I have had in my hotel business, \$500, and I would also have sent to her the knitted afghan which she has made for me and in the possession of which I have had much comfort and satisfaction." Martha A.

"Mattie" Clarke was the middle child of three born February 11, 1852 to Joseph S. and Deborah Armstrong Clarke in Windham, New Hampshire. She began her hotel service at the Profile House before going to the Summit House in 1884. When the Marshfield House at the Base was dismantled after the Boarding House and new Base Station is built in 1895, John Horne gave Miss Clarke "an old sofa, which was worn out in its long service" at the hotel. When Clarke passes it along to a new owner, she writes Frank Burt from Florida seeking information on the couch. "(T)he man wants to know the history of the old (Marshfield) house, when built, when burned, some of the noted people that visited it etc., in fact anything relating to it, will be of interest." It's unclear how long Clarke managed the new Summit House, but she stayed within the Barron organization and worked at the Mount Pleasant House, before going to Florida. The 1920 Census listed the 68-year old Clarke as a "60-year old hotel housekeeper" boarding with Isaac and Julia Bartlett in Windham, N.H. She was on her way north from Ormond, Florida in 1933 when sickness overtook her while in the Buttonswood Beach section of Warwick, Rhode Island and she died at 81.



*Miss Clarke's signature on letter discussing rental of new Summit House (1916)*  
- N.H. Historical society



*Hotel Ormond (1900)*  
- Florida Memory Blog

Her death was a front page item in the *Littleton Courier* on June 6, 1933: "One of the oldest and best known figures in the hotel life of the White Mountains and Florida was removed last week by the death of Miss Mattie Clark [sic] in Buttonwood, R.I. the news of her death, at an age said by friends to be well over the 80 mark, was received with sadness by hotel people, employees, managers, owners and guests alike in this section and in the South who have been associated with Miss Clarke for many years. She was buried in her native town Windham Depot, N.H., on Saturday (6/1). She was considered one of the greatest hotel women the





*Clarke's signature was located during research efforts, but no photograph identifying her has not yet turned up. However, Jitney Jr notes this postcard of the new Summit House lobby was taken with very few guests. He suspects the management team may have posed. If so, the woman on the right might be manager Mattie A. Clarke - perhaps long-time clerk A. Frank Curtis is sitting to the left? (1915)*

hiring hotel help. She also had a happy faculty of getting things done. In this connection her friends like to recall a humorous incident that happened in Ormond Beach which illustrates that phase of the woman's character. In the early days, Miss Clarke thought it would be a good idea to buy a cow for the hotel to furnish milk for the children of the guests. The animal was procured but the problem of who among the help would milk it immediately arose. One young fellow jokingly volunteered to assume the duty if the cow was brought into the hotel where he was stationed. Miss Clarke forthwith had the cow escorted up the steps of the house to where the prospective milker could conveniently perform the task. The astounding act solved the bovine help problem very definitely. Miss Clarke numbered among her close friends Mr. and Mrs. George Howland of Lisbon both of whom had worked with her at the Ormond for 39 years. Mrs. Howland had also been employed as a cook at the Mt. Washington Summit House for 20 summers. Among others in this section who had been associated with Miss Clarke were William Chesley, Bethlehem hotel owner, and Karl J. and G. Conrad Brummer of Lisbon."

In her will, Clarke bequeathed her farm in Windham; a cottage on Orchard Lane in Ormond Beach (*right*) known as the "Coa-coochee Cottage;" stock from American Telephone and Telegraph, Swift and Co., Libby; Liberty Loan Bonds; Over \$11-thousand dollars to friends; a thousand dollars to both the Ormond Union Church and the Colored Library of Ormond, the latter to be invested to provide money for purchasing books. Two thousand dollars to the Windham Cemetery to be invested for perpetual care of the family plot. The Windham Library, Presbyterian Church, the New Hampshire Orphans Home in Franklin, the White Orphans Asylum in Jacksonville, Florida and the Nashua Protestant Home for Aged Women all received money from Miss Clarke. Her last adjustment to the document occurred on December 1, 1926. Despite her prominence in the Summit House story, a photo with her identification has not yet been uncovered although the editor is certain she is among some of the hotel staff group shots (*right*) taken at the Summit.

*- Among the Clouds - Jul 7, 1892; Jul 17, 1893; Jul 16, 1894; Jul 15, 1899; Jul 15, 1901; Jul 5, 1910; Jul 12, 1911; Jul 8, 1912; Jul 9, 1914; Palm Beach Post - Oct 4, 1920; Ancestry.com; FindAGrave.com;*





## Cla - Clo

**James M. “Mike” Claypool** 1966 - 1967

Brakeman/Fireman - Stamford, Connecticut

- Vol. 1 Ch. 9 Sec. 6

**C. W. Clement** 1950

Mt. Washington Club/Summit House

**George Clement** 1905

Attends 1905 Cog Party Masked Ball as “Sunny Jim” - paired with Eunice Story for the Cake Walk

- *Among the Clouds* - Sep 4, 1905

**Glenn C. Clement** 1906

Summit House employee from Warren, N.H. - 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. Glenn C. Clement was the older brother of Vernie D. Clement (*see next entry*) and the son of Warren, N.H. farmer, Frank Clement and his wife, Anna K. (Bixby) Clement. Glenn was born on April 3, 1884. He was 22 years old when he worked at the Summit House with his sister in 1906. On September 10, 1918, when five-foot eight-inch tall, blue-eyed, brown-haired Glenn registered for the draft, he was living at 2020 Broadway - a music teacher for G. F. Granberry at 839 Carnegie Hall in New York City. When he again registered for the draft in April 1942 at age 52, he was self-employed and living at 113 West 57th Street in the city. His eyes were still blue, but his hair was gray and he weighed 154 pounds. He died in New York City in December 1967 at the age of 83.

- *Among the Clouds* - Jul 24, 1906 / *Ancestry.com*

**Miss Vernie D. Clement** 1906

19-year old Summit House employee from Warren, N.H. - 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. Vernie D. Clement was born on February 20, 1887 in Warren. Vernie was 23 and an office clerk when she married a 31-year old superintendent of schools from Hancock, N.H. Frank W. Barber was working in Willamantic, Connecticut. The December 26, 1910 marriage in Warren officiated by Henry A. Barber was the first for both. At the time, Vernie’s dad’s occupation was wholesale merchant while her husband’s parents, farmer Alfred Barber and his wife Clare were living in Concord, N.H.

- *Among the Clouds* - Jul 24, 1906 / *Ancestry.com*

**John “Jackie” Climo III** 1952 - 1955

Railway Ledger - *Ancestry.com* research leads Jitney Jr to believe John Climo is the son of printer John Climo and his wife, Louise (Deferrari) Climo who lived in Reading, Massachusetts in 1940. John was born in 1936 and was apparently the first Climo to work at the Cog at age 16. He’s apparently joined by his younger brother at the Mountain in 1955.



**William C. Climo** 1955

Marshfield Corp - John’s younger brother, William Charles Climo is born in Stoneham, Massachusetts on April 4, 1938. He’s seen at left as a member of Homeroom 207 at Reading High School in 1955. He apparently enjoyed New Hampshire later living in Wolfeboro Falls and in 1968 in Sanbornville. He died July 15, 1997 at age 59. He and his wife, Virginia Marie Climo apparently had a daughter, Holly Anne in 1966. However, Jitney Jr still needs to confirm that this pair of Climo brothers are indeed those Climo’s that worked at the Cog in 1950s.

- *Ancestry.com*

**E. M. Clough** at least 1896

“Mr. E. M. Clough of Lakeport, the master mechanic of the Mount Washington Railway, who is engaged just now at the Summit, is a genius in the matter of invention, and a thorough master of his business.

Among other inventions which he carries with him is a small monkey wrench which he made 52 years ago, when he was only nine years old. It is claimed to be the first imple-

ment of the kind ever made, but Mr. Clough never applied for a patent for it, while millions of wrenches built on the same principle have been made and sold throughout the country.” Another Clough invention was a steam-powered wagon that he built in 1869. An 1871 newspaper report says “Among the noticeable things on the ground (of the St. Johnsbury Fair) is a steam road wagon, built by E. M. Clough of Sunapee, N.H., the engine of which may be used for sawing wood, and various kinds of farm work. Its trial upon the track was not a success, as they were not allowed time to get up steam enough after being called on.” Two years later, a Guildhall, Vt paper reported “Mr. E. M. Clough, of Lake Village recently exhibited a steam carriage of his own make, in the streets of (Lake Village), which according to the Times would hold its own in a race with a horse.” / Clough and George Pebbles of Plymouth provide music at Alexander Cusick’s birthday party in September 1898.

- *Among the Clouds* - Sep 4, 1896 / *Vermont Farmer* - Sat, Sep 23, 1871 pg. 3 / *Essex County Herald* - Sat, Aug 9, 1873 pg. 2 / *Lansing State Journal* - Mon, Jan 30, 1961 pg. 21



“Ripley’s Believe it or Not” Feature - 1961



**Henry Clough**

1904

Summit House dining room Head Waiter

**Isabelle Clough**

1925 - 1930

Summit House - (1925) "Lisbon (NH) notes: Miss Isabel Clough left Friday (8/1) for the Tip top House, Mr. Washington." (1927) "Lisbon Notes: Miss Isabella Clough has gone to the Summit House, Mt. Washington where she will be employed through the summer." (1929) "Lisbon Notes: Miss Isabell Clough has returned from Boston, where she had been through the winter, and will go to the Tiptop house, Mt. Washington, for the summer, where she will be employed." "Miss Isabelle Clough has gone to the Summit house, Mt. Washington to commence her work there for the fifth season." (1930) "Lisbon notes: Miss Isabelle Clough returned to the Summit House, Mt. Washington, Saturday (8/23) - Lisbon, N.H. native Isabelle Clough's recollections of her time at the Summit House were published in the Mt. Washington Observatory's *News Bulletin* in the summer of 1989 as she was approaching her 83rd birthday. "Allie Wright of Manchester, N.H., was Manager of the Summit House then, and his wife ran the gift shop. He called a friend (Carl Brummer)... who was a tailor in Lisbon, and told him he needed a waitress. Mr. Brummer called me, and I agreed to help out. I went up on the 3rd of July. Mr. Wright looked at me and said he didn't see how he could use me because I was too fat to wait on tables. He kept me, though and put me to work on the counters for a while. By hiking, working, and eating food that was not Mom's cooking, I lost a lot of weight, and he finally let me wait on tables. We had to work a week on counter one, the next week on tables, and the next week on counter two, and we all had to take turns waiting on the family table of Mr. and Mrs. Wright, as well as Ray Collins, the Desk Clerk. I made good tips, but I don't remember how much I got a week. We had a pastry cook who was a big black woman and 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. During my first summer, I met my first love, a Dutch boy from Maine - a Vincent Van Sobut. *It did not work out!* I took lots of pictures of all the boys and girls, Mr. and Mrs. Wright, and the desk clerk, Ray Collins and his wife. I had lots of other beautiful snapshots - frost feathers, cloud effect, etc. The first year I was there, we would hire the buys to come up an get us (via the auto road), and we would go dancing down in Gorham. One night we almost went off the road. Mr. Wright used to get so mad at us. I was working the time old *Peppersass* went off the tracks (1929). I forget how many people we fed that day. They thought they were on their way home, but they all had to come back, and all they did the rest of the day was eat. We ran out of food! The Bretton Woods Choir Boys used to come up the mountain and stay overnight. They had beautiful voices and would often sing for us in the lobby. I also liked it when the camp kids came. After supper they would give us a concert of their camp songs. First one would sign and then another. One time we had a thunderstorm, and a bolt of lightning came in through the window and went the length of the upstairs hall, down the stairs and out the door, which happened to be open! I used to go down to the engine room to visit with the people there and listen to the lightning come in on the telephone wires and ring the telephone bell. We used to go out on those awful windy days and spread our arms, and the wind would take us over the railroad tracks. Mr. Wright took his wife for a ride one time on one of those boards that used to fit onto the track (*slideboards*). His wife was scared almost to death. I have seen a lot of beautiful sights up there, but one has to be there when they happen. One day I saw three beautiful rainbows, one on top of the other, in the Great Gulf. The moonlight nights were beautiful, especially when the valleys were all filled with clouds, and just the tops of the mountains were showing. The clouds would move just like the ocean." Footnotes to the article indicate Isabelle "first went to work in a glove shop when she was 16, and worked winters at a coffee shop in Boston during the same period of time that she worked at the Summit." An *Ancestry.com* search indicates Isabelle Clough was born October 10, 1906 to carpenter Percy F. and Flora (Dodge Clough in Lisbon. The 1930 Census says the 24-year old was a single woman working as a cafe waitress and living with her parents. In 1940, Isabelle continues to live with her mother (as Percy had died in 1938), but is listed as a divorcee and is working 44 hours a week as a "patch" at the lumber mill making \$600 a year. It's unclear whether she married the "Dutch boy from Maine" and that's why she said the summer romance "did not work out!" She died on June 13, 2001 at the age of 94.

- Mt. Washington Observatory News Bulletin - Summer 1989 pgs. 43-44 // Littleton Courier - Thu, Jun 13, 1929; Thu, Jun 27, 1929; Thu, Aug 28, 1930 / Ancestry.com

**Jeanne Clough**

1965

Summit House

**John H. Cochran**

1873 - 1877

"John H. Cochran is well known throughout Fresno county, where he has been engaged for fourteen seasons in operating a threshing outfit. Disposing of these interests in the fall of 1903 he settled on the property which he now makes his home. He was



## Coc - Col

born in Plymouth, N.H., March 22, 1844, a son of David Cochran, a native of Ireland... John H. Cochran received his education in the common schools of Plymouth, after which he engaged in farming on the home place with his father. In 1866 he secured employment with the Boston, Concord & Montreal Railroad Company, and later became an engineer. He remained in that connection for five or six years, then was employed by the Mount Washington Railway for the ensuing five years. Following this he was engaged as stationary engineer for two years, working principally in sawmills. In 1882 he came to California...”

- *History of the State of California and Biographical Record of the San Joaquin Valley by Prof. J. M. Guinn - 1905*

**James J. Coffee** 1907

Summit House head waiter - “James J. Coffee, lately of the Westminster, Boston, is head waiter.”

- *Among the Clouds - Jul 13, 1907*

**Sadie Coffin** 1900

Summit House employee

- *Among the Clouds - Jul 16, 1900*

**Isabel Martha Cogswell** 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.” / “Isabel Cogswell, who has been employed at the Summit house, Mt. Washington for a few weeks, has returned home.”

- *Littleton Courier - Thu, Sep 5, 1907; Thu, Oct 3, 1907*

**Clayton Colbath** 1925

Summit House employee - (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.”

- *Littleton Courier - Thu, Jul 9, 1925*

**Ellie Colbath** 1899

Summit House employee - (1899) “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. They report a large quantity of snow at the bottom of the ravine.”

- *Among the Clouds - Aug 1, 1899*

**Asa P. Colby** 1950 & 1953

Railway Ledger

**Martin Colby** 1881

Summit House engineer – “Martin Colby received notice of the death of his brother yesterday (8/30/1881) afternoon, and started at once for his home in Franklin (N.H.)”

- *Among the Clouds - Aug 31, 1881*

**R. E. Colby** 1950

Railway Ledger

**William S. “Bill” Colby** 1880 - 1906

Summit House employee from Franklin, N.H. - US Census enumerator Zeb Howe visits the Base on June 19-20, 1900 and says the single, 42-year old N.H. native is working at the hotel while living at the Boarding House. (1905) “Oldest in years of service of all the Summit House employees is William Colby. For over a quarter of a century William has been a true friend to the Summit colony and *Among the Clouds* is indebted to him for many a kindly act. May he celebrate fifty summers on Mount Washington.” (1906) “After some thirty years on the mountain top, still faithfully fills his position” tending the Summit House heating plant. Colby would die at his home on January 8, 1907 of a cerebral hemorrhage while suffering from acute pleurisy. William Colby was the son of Albert Colby and Phebe Eaton born on May 13, 1859 in Franklin. He was a twin to Mary S. Colby, who died in infancy on September 3, 1859.

- *1900 US Census for Thompson & Meserve Purchase / Among the Clouds - Jul 16, 1900; Jul 13, 1905 & Jul 12, 1906 / FindaGrave.com*

**Thomas Cole** 1900

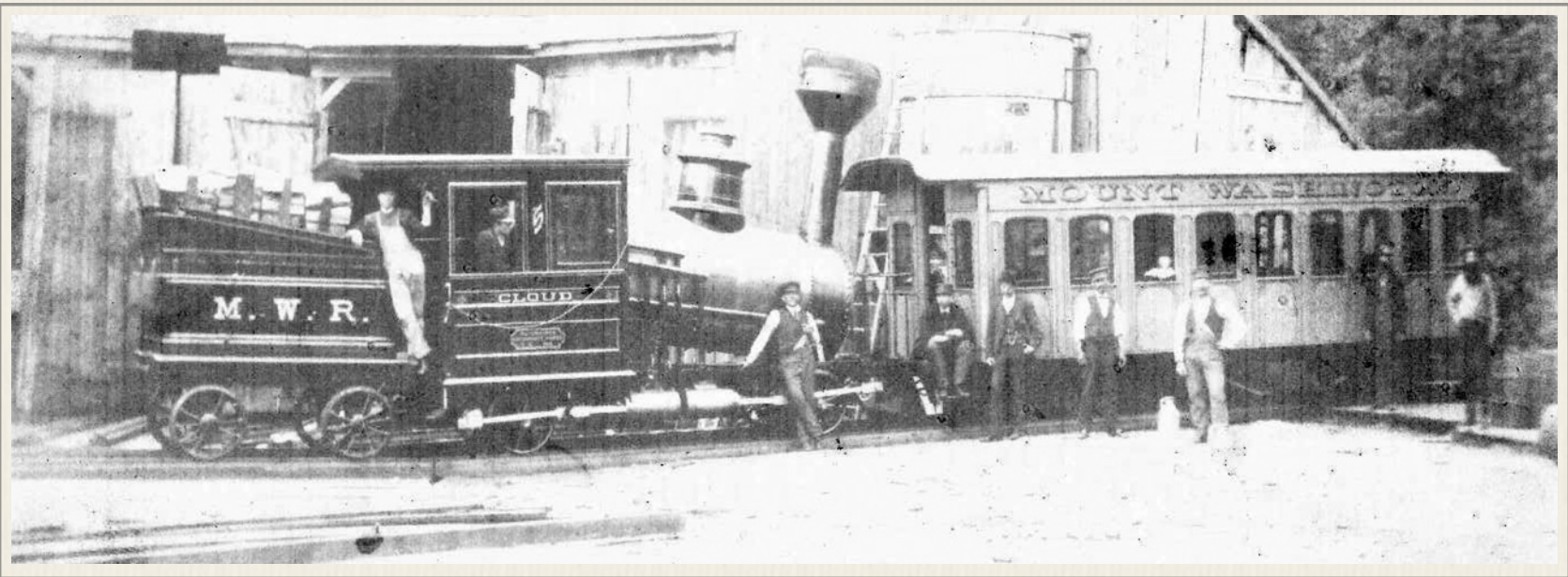
Summit House employee - waiter - Student at Williston Seminary, Easthampton, MA heading for Yale

- *Among the Clouds - Jul 16, 1900*

**Daniel Terrance Collins** 1964

Summit House





**Leo G. Collins** 1958

Railway Corp - (1958) "Lancaster notes: Leo Collins is working at the Cog Railway for the summer."

- *Littleton Courier* - Thu, Jul 3, 1958 pg 10

**Raymond Collins** 1929

Summit House desk clerk remembered by Isabelle Clough

- *Mt. Washington Observatory News Bulletin* - Summer 1989

**Edward "Eddie" Colter** 1905

Summit House employee - Attends 1905 Cog Party Masked Ball as "The Summit Belle."

- *Among the Clouds* - Jul 13 & Sep 4, 1905

**Everett T. Combes** 1955 - 1956

Railway

**Earl C. Cone** 1933 - 1939 & 1966 - 1974

Mechanic after 47 years with B&M - returned in 1966 after working behind the scenes at the B&M to send useful equipment being discarded by B&M north to the Mountain

- *Vol. 1 Ch. 9 Sec. 4*

**James "Jim" Cone** 1950

son of Earl - *Vol. 1 Ch. 9 Sec. 4*



Earl Cone & Henry N. Teague (1940)  
- *B&M Employees Magazine*



Jane Fairbank Conkey (1965)  
- *Coe College Acorn*

**Jane Fairbank Conkey** 1964 - 1966

Waitress (left & right) - older sister of Fran - was born on June 25, 1945 to Albert B. and Alice K. (Wright) Conkey. She received a B.A. from Coe College in June 1967, and married fellow graduate of the college, Louis Jeffrey Moses in July. The couple separated ten years later and were divorced in 1980. 38-year old Jane married 26-year old Wayland K. Campbell in October 1983 in Arlington, Virginia. It was a second marriage for both. They divorced in 2003 after having a child.

**Frances H. "Fran" Conkey Trafton** 1966 - 1967

Marshfield dining room / Cog Clatter typist

- *Vol. 1 Ch. 9 Sec. 3*



Jane Conkey - nocturnal tender painter (~1964)  
- *Owen Jansson Collection*

**Richard (Dick) Conners** 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 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."

- *The (Columbia, SC) State* - Sep 12, 1940 pg 7



## Con - Cor

### Frank Connery

1919

Railway employee - (1919) Maplewood notes: "Frank Connery has moved his family from Maplewood farm to the vacant tenement in Cold Spring house. He is now employed by Carl Harrigan on the railroad section, working at the base of Mt. Washington." This is a provisional Cog name - needs more research to confirm and officially add Connery & Harrigan's name.

- *Littleton Courier* - Thu, Oct 16, 1919

### Frank Connor

1903

Attends 1903 Cog Party Masked Ball as "Society Man." Did song and dance routine during intermission as the newspaper reported Connor "a youthful aspirant for honors on the vaudeville stage."

- *Among the Clouds* - Aug 31, 1903

### Frank Constantine

1919

Base worker - "Mrs. Frank Constantine and daughter, Ida, have gone to the base of Mt. Washington to be with Mr. Constantine, who is employed there." - *St. Johnsbury Republican* - Wed, Aug 13, 1919 pg. 5

### D. F. Cooper

1876

Summit House manager for Mrs. Dodge - "Mr. Cooper is very courteous and obliging and evidently the right man in the right place for keeping a public house up in the clouds."

- *Bellows Falls (VT) Times* - Fri, Jul 21, 1876 pg. 2

### Louis Copell

1887

Summit House Chef - "Mr. Louis Copell, the able and efficient chef of the Summit House, is entitled to much credit for the elegance and the success of the dinner. The menu was of the most elaborate character. It consisted of eight pages. The menu is very elegant, and offered the finest and most expensive banquet ever given on Mount Washington. The dining room was handsomely decorated for the occasion, and the dinner was pronounced by all as very satisfactory; it was certainly the best ever before given at any hotel in the White Mountains." An *Ancestry.com* search revealed a naturalization record for a Louis Copell who was born in France April 5, 1839 and naturalized on November 2, 1876. The 71-year old chef was still cooking at hotels when the 1910 Census was conducted on April 21st in Ward 21 of Boston. Chef Copell's household was crowded containing his wife of 39 years - 66-year old wife Sarah. Their 36 year old daughter Mary and her husband Isaac Smith, who was working at a livery stable to support their son and daughter - Harry & Gertrude; 28-year old son John Copell, a carriage painter by trade with three boys William, John and James; and 26-year old daughter Sarah working as machine operator at a garter factory. In addition, the Copell's had taken in three boarders - a stitcher, a machinist and a furniture painter. Copell died the next year.

- *Among the Clouds* - Sep 5, 1887 / 1910 Census

### Jeremiah B. Copp

1866 - 1867

According to the Copp Genealogy - "He was a skilled woodsman and was often employed by tourists as a guide. He helped lay the first section of the Cog Railway up Mount Washington and worked as a carpenter in the Tip Top House. He resided for 46 years in Littleton, New Hampshire. Dolly Copp and her husband raised four children, as follows: 1) JEREMIAH B. COPP, born 9/7/1832, married Susan Gray Rogers in 1858 and left the farm that year, died in Meredith, N.H. 9/5/1910." A June 21, 1908 *New York Tribune* article dealing with the burning of the Summit House reported "One of the most interesting characters of the mountains is Jeremiah Copp, of Littleton, who helped build the Summit House. He was formerly a guide, and one summer made the ascent of Mount Washington no less than ninety-nine times. He also helped lay out the first section of the Mount Washington Cog Wheel Railway, and was a life-long friend of its inventor, Sylvester Marsh, both men living in Littleton, N.H. He also helped build the original Summit House, which was demolished, and was fond of relating how the lumber was carried up the mountain on horseback. He was one of the mountaineers to assist in carrying down the body of Lizzie Bourne after her death on the summit. Mr. Copp has been known for many years in Littleton, where he always lived, as Diogenes, because of his habit of carrying a lantern about the streets." / *Courier* Anniversary edition: "The basement of the present *Courier* printing plant, where the presses now operate, was once the living quarters of Jeremiah B. Copp, well known Littleton octogenarian, who was night watchman at the Littleton Savings bank until he retired in 1907. The lantern he always carried with him on his nightly rounds won him the sobriquet of "Diogenes." He occupied the downstairs part of the present *Courier* block, which was then the home of Dr. Bugbee. He was famous for his claim of having gone up Mount Washington 99 times in one summer. Born in 1822, his home as a youth was near the site of the old Glen House and it was nothing for him to climb the peak three times a day. He was one of four mountaineers who carried the body of Lizzie Bourne down the mountain after she perished. He worked on the construction of the old Summit house. He helped lay the first section of the cog railway on Mount Washington. The promoter, Sylvester Marsh, was a great friend of his, and when the first train went up the mountain Mr. Copp and his wife were among the few who made the trip. He helped build the former Littleton high school building."

- <http://www.dollycopp.com/dollycopp29.php> / *Littleton Courier* - Thu, Dec 7, 1939

### Gideon C. Corriveau

1919 - 1929

Pump house operator from St. Johnsbury, Vermont - Visited family in St. J the Sunday before July 12th, 1920. He also works the summer of 1921 and the summer of 1922 - Signs his name in the roof beams of Steam Pump House saying from July 1919 to Sept 1929 - 1919 St. J City Directory says he is an employee of American Fork & Hoe Co living at 48 Concord Ave with Mrs. He-





lene Victorine started with F&H in 1916 - 1925 St. J City Directory says he is a Hotel Man - 1930 he's married to Victorine and he's working for the Boston & Maine RR

- *The Caledonian Record* July 12, 1920 / See Volume I Appendix Sec. 9

**Robert Corriveau** 1961 - 1962

Summit House

**Robert L. A. Cote** 1953 - 1954

Marshfield/Cog Railway Cabins

**Henry & Emma Courchiene** 1920 - 1925

Mr. and Mrs. (Henry and Emma) Courschiene (or Courchaine or Courchause) have returned from the Tip Top House on Mt. Washington where they have been employed during the summer - They live in the Summerville section of St. J - Newspaper has notice of their return after the 1925 season, too. The Canadian born Henry is 57 in 1923, while his Vermont born wife Emma is 46. A carpenter by trade, the French-speaking Henry immigrated in 1890. In 1921, Henry "has charge of the electrical work at the summit house on Mt. Washington" (1924) "Mr. and Mrs. Courchene have left for the mountains where they have employment at the Tip Top house, Mt. Washington, for the season." - *The Caledonian Record* Aug 9, 1920 / Jul 19, 1921 / Sept 27, 1923 / 1930 U.S. Census for St. Johnsbury, VT / St. Johnsbury Republican - Thu, Jun 26, 1924 pg. 4

**John B. Coureau** 1919 - 1926

"At the Summit the party was welcomed by John Coureau, who is keeper of that lofty point above the clouds. John is also the man who found the three Harvard students lost on the mountain last winter." Base Watchman - John Coreau was born in 1859 in Magog, Quebec to Joseph and Lucy (Noland) Coreau. On August 5, 1905, the 45-year old French-speaking Coreau married 18-year old Ellen Watson, the daughter of David and Nellie (Hobbs) Watson in Lancaster, New Hampshire. The 1920 Whitefield, N.H. Directory lists Coreau as the Base Station watchman. His job remains the same through his September 23rd divorce in 1925 from Ellen, who successfully sued on the grounds of adultery. Sometime after 1926 at the age of 66, Coreau begins farming in Whitefield. He is father of the bride three times. First in June 1922 when his 19-year old daughter Edna T. Coreau weds 24-year old Littleton native Franklin P. Carpenter. She's a shoe shop employee in Whitefield while her husband works at the bag factory in Dalton. In May 1928, 19-year old Hazel Carrie Coreau marries 20-year old state highway worker Leo John Mayo in Concord, N.H. where he works. Finally, in June 1934, 27-year old bookkeeper Anne Coreau marries Gilman, Vermont chemist Carl A. Anderson - the son of two Swedes living in East Pepperell, Massachusetts. Anne was reported working at the Mountain View House in 1932 and living with her mom while her dad, John continued to farm.

- *Boston Daily Globe*, Jun 19, 1921 pg. E6 / *Ancestry.com*

**Mrs. Abbie Cowan** 1900 - 1905

Summit House employee - Attends 1905 Cog Party Masked Ball as "Elderly Spinster" with Mrs. Hurd.

- *Among the Clouds* - Jul 16, 1900 & Sep 4, 1905

**Rae Cowan** 1900 - 1905

Summit House employee - Attends 1905 Cog Party Masked Ball as "The Summit Belle"

- *Among the Clouds* - Jul 16, 1900 & Sep 4, 1905

**Fred C Cowgill** 1950

Railway Ledger



## Cow - Cox

### Rae Cowing Blair

before 1902

Summit House employee - (1949) "Whitefield notes: Services were conducted at the Whitefield home on Saturday afternoon for Mrs. Rae Cowing Blair, 65, who died suddenly from a heart attack on Wednesday, July 20. She was born in Guildhall, Vt., December 16, 1883, the daughter of Wilbur and Abbie (Stillings) Cowing, and was educated in Lancaster schools. In 1902 she was married to Arthur Blair of Dorchester, Mass., who died about 15 years ago, at which time she came to Whitefield and established a gift shop, spending recent winters in the South. She was engaged in White Mt. resort hotel work before her marriage, including the Summit House on Mt. Washington. A cousin, Miss Edith Sampson of Madison, Ct., and Whitefield was her closest friend. Two other cousins, Mrs. Samuel Holmes of Whitefield and Mrs. Alvah Perkins of Mt. Dora, Flo., also survive. Burial was in the Lancaster cemetery." COULD SHE BE The Summit Belle of 1905 - RAE COWAN ???

- Littleton Courier - Thu, Jul 28, 1949



Osborne B. Cowles  
- Dartmouth College

### Osborne B. "Ozzie" Cowles

1941

Railway manager - "Colonel Henry N. Teague, president of the Mt. Washington Cog railroad, this week announced that Osborne B. Cowles, basketball coach at Dartmouth college for the past five years, will be his assistant as manager of the famous mountain line this summer. Cowles, who is also head freshman football coach at Dartmouth, has had four Eastern intercollegiate league basketball champions at Dartmouth. Known familiarly as "Ozzie," he coached six years at Carleton college in Minnesota, two years at Iowa State Teachers college, and four years at Wisconsin State college before coming to Dartmouth. He is married (to *Luella Elizabeth Kaus* in 1922) and has two children (*Roxanne and David*). He will live at the Base station this summer as he directs one of the best known recreational attractions in the country." Cowles was born in Browns Valley, Minnesota on August 25, 1899. He was the son of Augustus and Elizabeth (Fowler) Cowles. His father was a druggist and farmer in Traverse County, Minnesota, near the South Dakota border. In his draft registration card completed in September 1918, Cowles indicated that he was living at Browns Valley and working for his father as a farm laborer. Cowles attended Carleton College in Northfield, Minnesota. While at Carleton, Cowles played basketball, baseball and football, winning a total of 11 varsity letters. He was an All-State guard for the basketball team and was selected as the team captain during the 1920-21 and 1921-22 seasons. After Cowles scored 21 points against Coe College in 1921, The *Coe College Cosmos* praised his "whirlwind tactics in handling the ball" and noted, "Cowles is quick as a cat, powerful and heady—the personification of speed." During the two years in which Cowles was the captain, the Carleton basketball team compiled records of 13-4 and 14-2. He was also selected as an All-State halfback while playing for the Carleton football team. In March 1936, Cowles was hired as the head basketball coach at Dartmouth College. Fritz Crisler, who was the football and basketball coach at Princeton University at the time, had seen Coach Cowles' teams at Carleton College and recommended Cowles for the coaching position at Dartmouth. (Ten years later, Crisler hired Cowles as Michigan's basketball coach.) Cowles was also the head coach of the freshman football team at Dartmouth. Cowles was the head coach of the Dartmouth basketball team from 1936 to 1943 and 1944 to 1946. In his eight seasons as head coach, Dartmouth's basketball teams won the Ivy League championship seven times and finished in second place the other year. He compiled a record of 144-47 (.754) at Dartmouth. Dartmouth also advanced to the NCAA basketball tournament four consecutive years during his tenure from 1941 to 1944. In March 1942, Cowles led Dartmouth to a 47-28 victory over Kentucky to win the East Championship, and the team advanced to the 1942 NCAA Basketball Tournament title game against Stanford at Kansas City, Missouri. The championship game pitted Cowles against Stanford coach, Everett Dean, who had coached Cowles at Carleton College. Dean recalled prior to the championship game that Cowles was "one of the best guards to play under me." Dartmouth lost to Stanford in the championship game 53-38. In March 1943, Cowles stepped down from his Dartmouth coaching position due to service in the United States Navy. He held the rank of lieutenant during World War II, serving with the Naval Aviation Selection Board. In March 1944, while Cowles was fulfilling his military obligation, his Dartmouth basketball team returned to the NCAA championship game, losing a close game to Utah, 42-40, in overtime. After 22 months of service, Cowles received his honorable discharge from the Navy in December 1944 and returned to his head coaching duties at Dartmouth in January 1945. In February 1946, Cowles led Dartmouth to its eight Ivy League basketball championship in nine years with a 47-27 victory over Columbia. In 30 seasons as a collegiate head basketball coach, Cowles compiled a record of 416-189 (.688). At the time of his retirement, he ranked among the top 15 coaches in college basketball history.

- Littleton Courier - Thu, May 22, 1941 pg. 1 / Sheboygan, Wisconsin Press Thurs, Sept 11, 1941 pg.22 / Wikipedia

### E.K. Cox

1872 - 1873

Proprietor - Marshfield House - "Mr. E. K. Cox, of the Marshfield House, base of Mt. Washington, left his house at twelve o'clock, Monday, July 14, (1873) fished down the Jefferson branch of the Ammonoosuc River, and caught 200 fine brook trout and got home at 8 o'clock in the evening." (1875) "The travel here is steadily on the increase, everything moving like clock work under the management of Walter Aiken, Esq., assisted at the base, Marshfield, by the ever-attentive, polite and courteous Capt. J. H. Priest, while Cox of the Marshfield House is at home and prepared to do his best, and make comfortable the tourist of the ascent or descent of the noted Mt. Washington Railway."

- St. Johnsbury Caledonian August 30th - story about the St. Johnsbury District Clergymen's Association picnic by Hiram A. Cutting of Lunenburg, VT - White Mtn Republic - Thu, Jul 17, 1873 & Thu, Jul 29, 1875 / See Appendix Sec. 3



**Edward Cox**

1922

Summit employee - (1922) Lisbon Notes: "Edward Cox has gone to the Tip Top house Mr. Washington for the summer."  
- *Littleton Courier* - Thu, Jun 29, 1922

**Robert Cox**

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."  
- *St. Johnsbury Republican* - Wed, Jun 30, 1920 pg. 5

**Neil H. Crandall**

1952

Marshfield Corp/Cog Railway Cabins

**Richard W. "Cincinnati Kid" Crandall** 1967 - 1974

Brakeman - In correspondence with Anne Teague Koop in July 2018, the "Cincinnati Kid" updated her on how he came to the Cog and what has happened since. "I came to the Cog just after graduation from high school in July of 1967. When I was applying to colleges, I wrote a letter to the Railway asking about a summer job. I was surprised to receive job offer and an acceptance to Dartmouth, I "adopted" New Hampshire as my new home. I worked at the Cog for four summers. After college (*Dartmouth '71*), I served in the US Coast Guard on Governors Island in New York City harbor just across the harbor from the Statue of Liberty. I worked occasionally on fall weekends during my Coast Guard years, driving up from Manhattan where I lived on the West Side. I married in 1980 a brilliant and gifted woman, Maggie Ganier. She and I are the same age with birthdays 3 weeks apart. We met in Louisville, Kentucky, had our first child, Richard Wellington Crandall, Jr a year after we married. We moved to Kansas City, Missouri (actually Overland Park, Kansas). We both worked and were blessed to have a live-in nanny, Theresa, from El Salvador. Theresa came to the United States legally as her son had married an American woman decades earlier, she had a green card and also brought along a sixteen year old granddaughter, Gina, whom her son had left behind when he came to the States. Theresa was a successful business women in El Salvador. She had housed the parents of a close friend of mine when they served in the Peace Corps teaching animal husbandry to Salvadorans. Kate our second child was born in 1985. Both kids learned Spanish as toddlers. In 1987, we relocated to Chapel Hill, North Carolina. As with many "imports" as people who moved to the Raleigh Durham Chapel Hill area were called, we moved first and sought employment after arrival. We chose Chapel Hill as it had the best public schools in North Carolina. Our son, Wells is now 37 and lives in the Detroit area with his wife, Tara and two long-haired dachshunds. They are not anticipating having kids as Tara is in her mid forties. Kate, 33, is single and lives in Denver." Crandall had contacted Anne Koop in June of 2018 to see if she would like to join him in hiking Mount Manadnock in Jaffrey, New Hampshire "as part of my training for the Tour de Mont Blanc. The just completed trek in the Alps that you (*Koop*) followed on Facebook was a second chapter in an adventure that began in March, 2017 when I went on a supported trek to Chilean Patagonia. The party of 10 in Chile bonded as we hiked together and shared bunk rooms in Refugio's (huts) in Patagonia. A member of the Patagonia group had done the Tour de Mont Blanc the year before, and about 8 months ago Chris and John Dressing started planning the trip to Alps. I signed on and then my daughter Kate asked to join us. Over the course of decades I had done a lot of backpacking in the Sierra Nevada with a Coast Guard colleague as well as trek to Machu Picchu (1979). In 2001, my son Wells and I hiked the John Muir Trail, from Yosemite to Mt Whitney the Sierra Nevada. Not wanting to be left out, my daughter Kate and I went on a 6-day backpacking trip in Kings Canyon National Park, perhaps the prettiest section of the Sierra Nevada. In 2008, Maggie encouraged me to climb Kilimanjaro. I am determined to combat the difficulties of old age by putting one foot in front of another. Maggie has encouraged these excursions as they provide me with renewal." He closed his email by saying "Time to get back to a family gathering we are having in Lausanne, Switzerland. Maggie conceived of this post hike event to celebrate our Nov & Dec birthdays (70th) with our kids."  
- *See Vol. 1 Ch. 9 Sec. 6*



*Richard Crandall (2018)*  
- Facebook Profile Photo





Cra - Cum

William George Crawford 1878

From Bristol, N.H. ran the Marshfield House at the Base - “We were received by the gentlemanly and genial proprietor of the Marshfield House, Wm. G. Crawford, who will always make a trip successful to the tourist if possible.” William G. Crawford was born March 12, 1852 in Alexandria, New Hampshire the son of 24-year old George Templeton and 21-year old Hannah G. (Simonds) Crawford. In July 1860, the family was living in Boston. Father George was working as salesman to support William and his 5-year old sister, Mary Emma. Two years later, a brother Charles Louis was born in Canada and two years after that the family was back in Alexandria where sisters, Alice Isabel and Caroline Maud were born. In 1868, the Crawfords were in Bristol, N.H. where sister Helen Gertrude was born in 1868 and brother Luther was born a year later. Luther lived only three months. William-Crawford ran the Marshfield House at the Mountain in 1878, and in 1880, U.S. Census takers found the entire Crawford family in Conway. 51-year old George Crawford was an agent for the New Hampshire Land Company, 28-year old William was at home and the rest of the kids were at school. On January 28, 1882, William married 23-year old Harriette Eliza Gurdy in Manchester, N.H. She was from Worcester, MA. In 1900, the couple was living in Boston with their 12-year old son, Robert Leslie Crawford. William was working as a news dealer. A second son, Richard Chester born in July 1888 in Boston would live less than a year. The 1920 Census found 66-year old William and 62-year old Hattie living in Bristol, N.H. in January of that year. William would die 11 months later on November 12, 1920.

- Boston Daily Globe, July 4, 1926 article by Frank H. Burt / George Balch in Essex County Herald - Sep 6, 1878 / Ancestry.com

William P. Crocker 1866 - 1869

Civil Engineer - “William P. Crocker, for over 25 years one of the leading citizens of (Turner’s Falls, MA), died Thursday (7/14/1892) afternoon, after a long illness... Mr. Crocker was in his 74th year, and was a brother of the late Col. Alvah Crocker, and the only surviving brother being Samuel, who lives in Leominster. the deceased was a man of sterling honor and honesty, and was affectionately known by the whole community as “Uncle Williams,” a name that at once showed appreciation of a most kindly nature in a man of considerable intellectuality. He was born, like all the Crockers, to the trade and art of paper-making, but in early life he showed less aptitude for it than the others, studied civil engineering, and in a short time became leader in his profession. his greatest work was the topographical survey of Lake Winnipiesaukee, for the Essex company of Lowell, to determine the amount of water that could be stored in the lake for manufacturing purposes... He was engineer on the Fitchburg railroad, and built the section between Concord and Waltham. He laid out the route of the famous Mt. Washington railroad, made the grades and superintended the construction. he surveyed the Boston, Concord and Montreal railroad and made preliminary surveys for one of teh Canadian railroads, and was general engineer in the construction of the Illinois Central railroad.”

- Fitchburg (MA) Sentinel - Mon, Jul 18, 1892 - pg 5

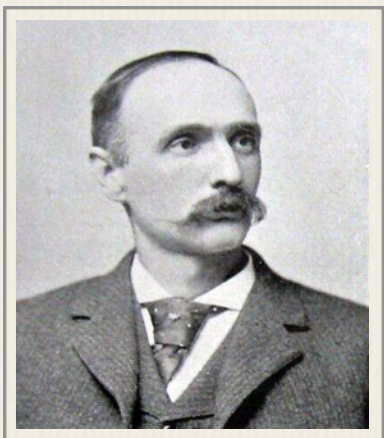
Gerald Cross 1962  
Marshfield Corp

George Croteau 1965  
Summit House

Henry R. Croteau 1964  
Summit House

Joseph “Joe” Crozack 1966  
Summit maintenance  
- Vol. 1 Ch. 9 Sec. 2

Edith G. “Gay” Crozer 1967  
Marshfield counter  
- Vol. 1 Ch. 9 Sec. 3



George E. Cummings (~1900)  
- Concord & Montreal RR

K. Crozier 1952  
RN on Railway payroll

T. F. Cullinan 1951  
Mt. Washington Club/Summit House

George E. Cummings 1904 - 1917  
Mt. Washington Railway director / White Mountain Division Superintendent - George Edgar Cummings was born Rumney, Maine on Oct. 10, 1853; came to Woodsville, N.H. in March 1854; and married Elizabeth P. Fisher, on Oct. 9, 1883. Elizabeth was the daughter of Edwin P. and Helen (Wells) Fisher, born Sept. 29, 1864. They had one daughter, Helen Mariette born July 2, 1886. She went to Wellesley - Class of 1908 and married Dartmouth grad Richard Brackett '08 of Littleton, N.H. George Cummings entered railroad service at the age of 15, and has been connected with all branches of the operating department. Division superintendent of the White Moun-





tain Division, Boston and Maine Railroad twenty-six years. President of the Mount Washington Railway from 1904-1911 and Manager from 1912-1917; director Pemigewasset Valley Railroad; director and superintendent of the Woodsville Aqueduct Co. and Wells River Bridge Co.; president Woodsville Guaranty Savings Bank. On account of impaired health, Cummings retired from active railroad work on Nov. 1, 1918, after over fifty years continuous service. He resides in Woodsville and is interested in, and a promoter of the welfare of the town. Republican, Protestant Episcopalian.”

“The rise of George Edgar Cummings from the lowest to the highest position on the staff of a railroad corporation has been marked by the steady advance that always follows meritorious labor. Mr. Cummings was born October 10, 1853, in Rumney, and is the son of George Spaulding Cummings and Mariette Vinton. In 1854 his parents removed to Woodsville, where his father is now the oldest settler in the place, and in the district school their son was educated. At the age of fifteen Mr. Cummings began work as an engine cleaner for the Boston, Concord & Montreal railroad at Woodsville, and passed successfully and successively through every branch of the train service, becoming in 1882 wood agent of the road and entering the service of the Boston & Lowell railroad when that corporation secured control of the Boston, Concord & Montreal railroad, his position then being that of transfer agent and stationed at Concord. In 1884 he was appointed train master of the White Mountain division of the Boston & Lowell railroad. His next promotion came in 1891, when he was appointed assistant superintendent of the Concord & Montreal railroad, Northern division, with headquarters at Woodsville, rising the year following to be superintendent of the division, which position he still holds and fills to the eminent satisfaction of the road and its patrons. Mr. Cummings has devoted his life to railroad business and with success. His advance has been both steady and merited and came as the reward of solid approbation of solid, faithful work. In every position that he has filled, and those positions have been many, Mr. Cummings has brought to his new duties the best of his ability in their execution. Such a spirit could not fail to win reward, and that it has is as much a source of pleasure to Mr. Cummings’s friends as to that gentleman himself, for no more deservedly popular man has worn the uniform of a train man or has sat at a superintendent’s desk.” (1922) “Death came Friday (7/15) morning to one of Woodsville’s most prominent and substantial citizens, George E. Cummings. While Mr. Cummings had been in poor health for some time, his demise was quite sudden. His age was 68 years. Not only was Mr. Cummings well known as a railroad official, but he was prominent in several local enterprises and a promoter of everything he believed for the good of the whole town and especially Woodsville. Mr. Cummings was of Scotch descent and a Republican in politics. He was a member of the Episcopal church in Woodsville and had been a member of the Odd Fellows since January 4, 1876. His wife, Elizabeth P. (Fisher) Cummings of Woodsville survives him, with one daughter, Helen M., wife of Richard B. Merrill of Pasadena, Calif., three grandchildren, one brother, Charles Cummings of Woodsville, and one sister, Mrs. Robert Noble of Burlington, Vt. The funeral was held Monday afternoon at 2 o’clock at the home on Central Street. There was large attendance of friends, including many railway officials and prominent citizens. Burial was at the Wells river cemetery in the family lot.”

- 1919 History of Haverhill, N.H. pg. 509 / Concord & Montreal RR Officers - pg 390 offered on eBay Sat, Jul 6, 2019 / Groton Times - Fri, Jul 21, 1922 pg. 8

**Richard N, Cummings Jr.** 1959 & 1961  
Summit House

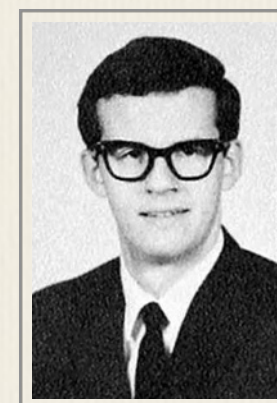
**David “Dave” Cureton** 1966 - 1968

Marshfield Gift Shop - David Lee Cureton, born January 13, 1948, was living in Dunellen, New Jersey when he graduated (*right*) from Maryville College in Tennessee in 1968. His first wife died on May 13, 1983. In September 1983, Dave married for a second time. Sally Ann (Estreb) Gullickson. She was a divorcee six years his senior. They were both living in Alexandria, Virginia at the time of their marriage.

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**Robert Curry** 1960  
Railway Corp

**Christopher Curtis** 1965  
Marshfield Base employee - Marshfield Corp



David L. Cureton (1968)  
- Maryville College



## Cur - Dav

### A. Frank Curtis

1899 - 1917

Summit House office - “Mr. A. Frank Curtis, so long connected with the Quincy House, Boston, has charge of the office.” Mr. A. Frank Curtis, clerk at the Summit House, and Conductor and Mrs. Myron Browley took a buckboard trip to Glen Ellis Falls on Sunday (7/31). They had a delightful outing and returned to their duties much refreshed by their bracing ride and enjoyment of the grand and beautiful scenery of Pinkham Notch.”

- *Among the Clouds* - Jul 15 & Jul 31, 1899; Jul 15, 1901; Jul 13, 1903; Jul 12, 1906; Jul 13, 1907; Jul 5, 1910 & Jul 9, 1914

### Alexander (Alick) Cusick

1877 - 1906

The July 10, 1879 *Among the Clouds* reports Cusick hiked up to the Signal Station that winter in February 1879 with John McCarthy. Cusick was listed in 1881 *Among the Clouds* as a fireman with a long period of service on the railroad. Census enumerator Zeb Howe visits the Base on June 19-20, 1900 and lists the single, 47-year old Canadian born Cusick as a railroad machinist living at the Boarding House. Cusick would marry 37-year old Lucy Ella Shaw from Salisbury, New Hampshire on December 4, 1903 in Barre, Vermont. They would have one son, According to annual report to New Hampshire Railroad Commissioners during the summer of 1906, “Alexander Cusick, employed as a machinist and engineer, while sliding from the summit to the base on a slide board, ran into another slide board, which was being operated by one Lewis Dumont. Cusick was thrown from his board and killed; Dumont was uninjured. Listed in the Accidents to Persons column that indicated accident occurred “from their own misconduct or carelessness.” He was 53. The 1910 Census would find his widow working as a waitress in Franklin Falls, New Hampshire lunch room in order to support her 5-year old son, Alfred E. Cusick. Her sister-in-law, Maggie Cusick was living with her as well.

- See Appendix Sec. 8

### Dave Cutting

Mentioned in 1968 magazine article, “Wooing passengers became a fine art. Legend tells of a stubborn Vermonter, Dave Cutting, who had struggled to persuade a part of late-in-the season visitors to take the railway. He ended his efforts with one last warning: “Ef I was you, I’d go up now; we’re goin’ to take the mountain down in the fall!”

- *American Heritage Magazine* - April 1968 Vol XIX No. 3

### A. S. Cyr

1952

Railway Ledger

### George Dailey

1938

Assistant Manager to A. P. Fairfield - Mt. Washington Club Summit House: “Assisting the Colonel in the management has been Arthur Teague, Perry Fairfield and George Daley, well known hereabouts. Arthur Teague was last year manager of the Mount Washington Railroad while Colonel Teague was at the Kineo hotel in Moosehead lake; Mr. Fairfield was at the Summit House and Mr. Daley was assistant manager at the Maplewood club.”

- *Littleton Courier* - Thu, Mar 17, 1938 pg. 1

### James Dailey

1905

Railway employee - (1905) Whitefield notes: “James Daily, who is at work at the base of Mt. Washington, spent Sunday (6/18) with his mother, Mrs. Frank Daily in Whitefield.”

- *Littleton Courier* - Fri, Jun 23, 1905

### Lawrence E. Dalessandro

1953

Railway Ledger

### James Daley

1905

Attends 1905 Cog Party Masked Ball as “Irish Woman.”

- *Among the Clouds* - Sep 4, 1905

### Margaret M. Daley

1950

Mt. Washington Club/Summit House

### J. S. Dandereau

1950

Mt. Washington Club/Summit House

### George J. Davis

1899

Summit House - “George J. Davis and George W. Dorey of Portsmouth, N.H. rode on their wheels to the base of Mount Washington on Wednesday (8/15/1900), and walked to the summit, arriving about dark. Mr. Davis passed last season on Mount Washington, being employed at the summit house.

- *Among the Clouds* dispatch in Portsmouth (NH) Herald - Sat, Aug 18, 1900 pg. 3

### Harrison L. Davis

1877

From Franklin, New Hampshire ran the Marshfield House at the base. Some travelers “spending the night at the Base with the pleasant and courteous landlord, H.L. Davis, of the Marshfield House” Harrison L. Davis was born March 25, 1843 in Win-





chester, N.H. to 30-year old Jonathan and 31-year old Melinda (Willis) Davis. The 1850 Census finds the Davis family including seven-year old Harrison and his brothers, nine-year old Henry and 5-year old Everett living in the Poor House in Winchester. Ten years later, the Davis family is in Hinsdale, N.H. 47-year old Jonathan is working as a butcher. His real estate is appraised at \$2000 and personal estate at \$500. In September 1861, middle son, Harrison enlists in Company F of the New Hampshire 2nd Infantry Regiment after the 2nd NH fought in the First Battle of Bull Run. He was with the regiment at Gettysburg, and when were then tasked with guard duty at Point Lookout, Maryland before returning to the front for the Battle at Cold Harbor in early June 1864. Harrison Davis mustered out on September 20, 1864 at Wilson's Landing, VA. On July 1, 1867, the 24-year old veteran marries Estella B. Smith in Winchester, N.H. Three years later, Harrison has taken up his father's craft and is working as a butcher in Franklin, N.H. He has real estate holdings worth \$1000 and personal estate of \$200. It is quite possible that Walter Aiken convinced the butcher in his hometown to take up the running of the Marshfield House at the Base Station. The 1880 Census finds Harrison working as a day laborer in Franklin and Estella keeping house. When Harrison L. Davis' death is recorded on March 14, 1900 in Franklin, the paperwork indicates he and Estella had a daughter, Florence McMahon.

- *Boston Daily Globe*, July 4, 1926 / *Among the Clouds* Aug 2, 1877 / *Ancestry.com*

### **John E. Davis Jr.**

1967

Summit House

### **John L. Davis**

1867 - 1869

Engineer - ran the *Peppersass* with Walter Aiken up to the *Geo Stephenson* with a new axle to replace the one that broke on July 29, 1869 on Jacob's Ladder while the *Geo Stephenson* was descending. The 1886 *Gazetteer of Grafton County, N.H.* says "John L. Davis, was born in Guilford, N.H., January 31, 1834, began work on the BC&M Railroad, when sixteen years of age, and has been in its employ ever since. He was connected with J. J. Sanborn in completing the railroad to the summit of Mt. Washington, and run the first engine ever taken to its summit. In 1876, he erected the Mt. Gardner House, which he conducted for six years." The John L. Davis (born 1834 in Guilford) married Martha L. Woodman in Lisbon, New Hampshire on October 30, 1879. The couple was living in Haverhill in June 1880. 46-year old John's occupation was hotel keeper. 32-year old Martha was listed as a land lady. However, another John L. Davis (born about 1832) was listed as a 48-year old locomotive engineer living in Walpole, New Hampshire that year with his wife Mary E. Davis and their 10-year old son George F. Davis.

- *Railway to the Moon* by Glen M. Kidder / 1886 *Gazetteer of Grafton County N.H.* / *Ancestry.com*

### **Mark A. Davis**

1905 - 1906

Summit House head waiter from Middlebury, Vt. "Mr. Mark A. Davis, who arrived on the Summit Tuesday (7/11/1905) to assume the position of head waiter, came to Mount Washington direct from his return upon a vacation trip in England and Scotland. The contrast between the ocean and mountains makes his introduction to Summit experiences even the more to be enjoyed." Attends 1905 Cog Party Masked Ball as "Lillian Russell." He sang an original song - in it individual personal mention was made of all the Summit House attaches, the printers and the beloved Summit guest, Mrs. Slosson. (The song) enumerated the gifts he would make these personages as he said, "If I only had my way." When Mr Davis was finished it was a clear case of "seeing ourselves as others see us." (1906) "Mr. M. A. Davis is again in charge of the dining room and will have no lonely hours this summer, being accompanied by his charming bride. Now living in Marshfield, Vt." Based on the couple's N.H. marriage license, 26-year old Mark A. Davis married 26-year old Clara E. Foss. He was a music teacher from Marshfield, Vermont. The son of shoemaker George O. Davis and his wife, Sybil M. Grant. She was a school teacher from Pittsfield, N.H., the daughter of Pittsfield blacksmith Horace W. Foss and his wife, Abigail. H. Green. They were married on June 20, 1906 in the bride's hometown. It was the first marriage for both. The newlyweds would settle in Marshfield, and the 1900 Barre City Directory lists Davis as a clerk at the Goddard Seminary.

- *Among the Clouds* - Jul 13-14 & Sep 4, 1905; Jul 12, 1906

### **Harold K. Davison**

1916

Harold Davison of Woodsville is "acting as conductor of the Mt. Washington railroad." "Mr. H. K. Davison of Woodsville is the conductor on the Mount Washington Railway this season." Harold K. Davison of Woodsville who has been agent this season on the Mount Washington Railway, leaves on the 23rd for the Harvard Law School where he has two more years. He reports a very pleasant summer among the mountains, this being his first season around Mount Washington. He stayed on the Summit over



## Dav - Def



Harold K. Davison

Sunday the 10th (*of September*) and was fortunate in having one of the clearest days, the best sunset, moonlight night and sunrise of the season. He walked down to the Lakes of the Clouds Sunday afternoon and Monday morning walked down the mountain to the Base in time to take the train up at 10:45.” The 24-year old Dartmouth College graduate (*Class of 1915*) would interrupt his pursuit of a law degree when he enlisted in 101st Infantry 26th Yankee Division. Davison (*left*) served first in Company G. He was transferred to 101st’s Supply Company, which commanded for two months. He was involved in the battles of Chemin-des-Dames, Toul, Chateau Thierry, St. Mihiel, the Meuse-Argonne and Verdun. Davison was gassed once and received the Croix-de-Guerre and 4 citations. He was discharged two years and one day went into the army on April 29, 1919. The Haverhill town history notes “Harold K. (*Davison*) - b. Apr. 12, 1893 (*in Woodsville - one of two children born to Lewis E. and Anna M. (King) Davison. A sister Mildred was born a year later and died at age 10*); graduate of Woodsville High 1911, Dartmouth 1915, entered Harvard Law School 1915; went to Plattsburg Officers’ Training School May 1917, commissioned second lieutenant Aug. 1917, sailed for France Sept. 6, second lieutenant company G, 101st Regiment American Expeditionary Force and given Croix de Guerre Mar. 6, 1918, for bravery and meritorious work in the front lines against the enemy; commissioned first lieutenant Aug. 13, 1918.” “Returning home, he studied law for a year, supplementing the two years he had had at Harvard Law school. He is a practicing attorney at Woodsville. Mr. Davison was one of the organizers and also first commander of the Tracy Rose Post, No. 20, of the American Legion in Woodsville.” Harold was elected to represent Haverhill in the New Hampshire General Court in 1920 and served at least two terms.

- *St. Johnsbury Caledonian* July 26, 1916 & *Among the Clouds* - Jul 14 & Sep 16, 1916 / *History of the Town of Haverhill, New Hampshire* pg 273 / *L’Anse (MI) Sentinel* - Fri, Jan 23, 1924 pg 3

### Robert Davison

1946

Fireman - son of Harold K. Davison - (1946) “Woodsville notes: Robert Davison left Monday (7/22) for Mt. Washington, where he is employed as fireman on the train which climbs the mountain daily.” / “Woodsville notes: Robert Davison is home from his work on the Mt. Washington Cog railway. He has been ill and has been a patient for several days at the Woodsville hospital.” Ancestry.com says of Harold K. Davison’s son: “When Robert Paul Davison was born on August 19, 1927, in Bow, New Hampshire, his father, Harold, was 34 and his mother, Gladys, was 35. Robert married school teacher Jean Murray Macdonald on June 12, 1948, in Ryegate, Vermont. They had one child, Steven Robert Davison born on October 28, 1951. Robert died on May 11, 2009, in Wentworth, North Carolina, at the age of 81, and was buried in Haverhill, New Hampshire.”

- *Littleton Courier* - Thu, Jul 25, 1946 pg 5; thu, Aug 8, 1946 pg 11 / *Ancestry.com*

### Dean Deakins

1966

Spare Brakeman

- *Vol. 1 Ch. 9 Sec. 12*

### Oscar Dearth

1921

Brakeman - “Oscar Dearth, who has been braking up Mt. Washington this summer is visiting at the home of his uncle, Albert Dearth” in Woodsville, N.H. Oscar Albert Dearth was born in October 10, 1897 in Bath, New Hampshire the son of Enoch C. and Flora M. Dearth. His father died before he was twelve and was living with his mother, and sisters 15-year old Isabelle and 9-year old Ruth when the Bath census was taken in 1910. He was 20 years old when he registered for the World War I draft and working as a laborer at the Cushman Rankin Co. in Bath. The registrar described Oscar as a slender, blue-eyed man of medium height with dark brown hair. His sister Isabelle was his “nearest relative.” The 1920 Census reports that Dearth was working out as a farm laborer in Bath. He was now the head of the household. The next summer he was working on Cog. The 1926 Woodsville Directory lists Oscar as a Boston & Maine Railroad brakeman. He was still working for the B&M in 1941 as the Fall issue of *B&M Employees* magazine notes the 44-year old Oscar A. Dearth, a freight trainman in Woodsville “has been obliged to lay off on account of illness.” The U.S. Railroad Retirement Pension Index lists an O. Dearth as dying in December 1961.

- *Groton Times (Woodsville, N.H.)* - Fri, Oct 7, 1921 pg 4 / *Ancestry.com* / *B&M Employees* magazine - Sep 1941 pg 34

### Horace Deaupher

1879

The Census describes Horace as a single, 23-year old rail track man living at the “dwelling house” as a boarder in Sept 1879. - *1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)*

### Stephen DeBaun

1930s

Born on November 11, 1911 in Haverstraw, New York, DeBaun (34-37) was a member of the Cornell Society of Hotelmen and the 1934 directory of the society indicates DeBaun (*right*) had worked at the Mt. Washington Club at the summit. At the time of the printing of the directory, Stephen DeBaun was living in Scarsdale, New York and working for the National Broadcasting Company in the city.

### Rudy Deblois

1965

Summit House

### Ronald H. Deferreri

1955

Summit House



S. DeBaun (1935)  
- *Cornell University*



**Nelson Defosse**

1916

Summit House - (1916) - "Apthorp notes: Nelson Defosse went Monday (6/5) to the top of Mt. Washington to work."

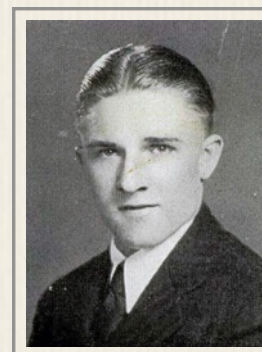
- *Littleton Courier* - Thu, Jun 8, 1916

**Daniel Degasis**

1931

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 Herbert Pike, 1932, and Daniel Degasis, 1932, complete the office staff." Daniel Charles Degasis was the son a couple from Lithuania - Nashua, N.H. insurance agent Alexander and Victoria (Paplauski) Degasis. Daniel was born on March 3, 1911. Dan graduated from Nashua High School in 1929 where according the *Tusitala* yearbook: "Danny" was another football and track star. How he could hit that line, and how he could toss the javelin was "Nobody's business." Did you know that he holds the state record for the javelin throw? Aside from shining brilliantly in athletics, he placed Fourth in the Upper Fourth. No one can say that "Danny" was quiet and retiring, for when he was not yelling signals, he was keeping us in an uproar with his witty remarks. We hear that he is headed towards Dartmouth. Good luck, "Danny," and be to the Big Green what you were to the Purple." In addition to playing football and being on the track team for three years, Degasis was the high school's traffic officer his junior year and was "Merton of the Movies" and at the lunch counter in his senior year. The quote for this yearbook entry was "Form, features, intellect were such as might at once command and win the hearts of all." Degasis was a member of Kappa Kappa Kappa at Dartmouth. On February 10, 1934, the 22-year old student married a 21-year old stenographer Rachael J. Rataf of Nashua, the daughter of a Polish cabinet maker John Rataf and his wife Josephine (Staniliwicz) Rataf. In 1940, Daniel and Rachael were living on Amherst Street in Nasuah where Degasis was working for the government as a senior researcher in the public emergency agency. The couple had a five-year old daughter, Diane. Daniel later joined his father's business becoming an insurance agent in Nashua. He died there on June 4, 1993.

- *Littleton Courier* - Thu, Aug 13, 1931 pg 11 / *Ancestry.com*



*Daniel C. Degasis*  
- 1929 *Tusitala* yearbook

**J. Del Priore**

1952

Marshfield Corp/Cog Railway Cabins

**Albert E. Dennis**

1948 - 1950 &amp; 1952 - 1954

It appears Albert worked at the summit in 1950, 1952 and 1953 before being paid by the railway in 1954. He is also mentioned in a pre-opening newspaper article in (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."

- *Mt. Washington Club/Summit House - Railway Ledger / Littleton Courier* - Thu, May 27, 1948

**George C. Denniston Jr.**

1954

Railway Ledger

**Richard Densmore**

1965

Mt. Washington Railway Co. employee

- *Cog Party list*

**Jane A. Derosier**

1959

Marshfield Corp



# Des - Die

<b>Louis Desautels</b>	1908 ?
Summit House - (1908) - “Louis Desautels, who has been at his home in Montgomery Center, Vt., since the close of school here (in Woodsville), came down Friday (6/19), expecting to go to the Summit house, Mt. Washington, but on learning of the destruction of that house, he returned home for the summer.” WHILE HE DIDN'T WORK in 1908 did HE WORK OTHER SUMMERS??	
- <i>White Mountain Republic-Journal - Fri, Jun 26, 1908</i>	
<b>Richard E. Desilets</b>	1964 - 1965
Summit House	
<b>Grace Deslandes</b>	1954
Railway Ledger - Grand-daughter Dale Ann Granger Eckert says “Grace Deslandes would be Millie and Claire’s mother. Grandma Deslandes would have been 71 in 1954. Grandpa Joseph Deslandes died in 1951. It is possible she needed some extra income. Don’t know when she started but I distinctly remember Grandma working at the Saranac Glove Factory in Littleton in the late 50’s. She was of strong New England/Canadian stock. We got reject deerskin gloves at Christmas for years. After I was born in ‘52 having a baby at the Cog wasn’t so much fun. Mother and Grandma Grace went in together on the property where our house is on South Street in the early 50’s. Grandma had a house trailer and we had the little trailer there. Possible she commuted with Daddy.”	
- <i>Email to Jitney Jr - June 5, 2019</i>	
<b>Mildred “Millie” Deslandes Granger</b>	1940 - 1974
Wife of 2nd generation Pliney Granger, Jr. - worked in the cabins and gift shop	
- <i>See Vol. 1 Ch. 9 Sec. 4</i>	
<b>Claire Deslandes Pickel</b>	1948 - 1951
Millie’s youngest sister - marries Cog engineer Hollis Pickel - works gift shop	
- <i>See Vol. 1 Ch. 9 Sec. 4</i>	
<b>Robert deVries</b>	1962
Railway Corp	
<b>David T. Dewhurst</b>	1950
Railway Ledger - Dewhurst relative Doug Waites says cousin David’s experience as a brakeman kept him from working on the Cog for fifty years. “David was there, fell off the train and broke his arm,” says Waites. “And my mother told me you’ll never work on the Cog as long as you live in this house because there’s nothing up there but hooligans, drunks and blah, blah, blah.” Waites now says “she was partly right” as he went to work at the railway in 2000 as a brakeman for Team Presby-Bedor “long after she had passed away.” Jitney Jr. is patiently waiting for more details about Dewhurst from the family.	
<b>David H. “Dave” Dexter</b>	1966 - 1967
Summit counter	
- <i>See Vol. 1 Ch. 9 Sec 2</i>	
<b>Harvey Dexter</b>	1876
Spur Line Brakeman - 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...”	
- <i>Boston, Concord &amp; Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919)</i>	
<b>William Dexter</b>	1965
Summit House	
<b>Alan Hale Dickinson</b>	1963
Summit House	
<b>D. F. N. Dickson</b>	1951
Mt. Washington Club/Summit House	
<b>Peter Didsbury</b>	1962
Summit House	
<b>D. W. Diehl</b>	1950
Mt. Washington Club/Summit House	





**John W. Dilley**

1886

Summit House - "Mr. John W. Dilley, of the Summit House, left yesterday to enter the lecture field. He will speak upon labor and temperance." - *Among the Clouds* - Sep 4, 1886

**Maurice J. Dineen**

1905

Summit house telegrapher & post office - played left field on the Summit House nine during the 1905 season - left post in late August due to an elbow injury from a fall

- *Among the Clouds* - Jul 13 & Aug 10, 1905

**Hugh W. Dingman**

1959

Railway Corp - (1959) "Whitefield notes: Mr. and Mrs. Lewis Gonyer, Mona and Clifford motored to the base of Mt. Washington on Sunday (8/9) to visit Mr. and Mrs. Hugh Dingman and they all motored to North Troy, Vt., to visit Mr. and Mrs. Darwin Dingman."

- *Littleton Courier* - Thu, Aug 13, 1959 pg 3

**Martin J. Diskin**

1956 - 1957

Railway Corp - (1956) "Lyman (NH) notes: Martin Diskin started work last week at the base station of Mt. Washington."

- *Littleton Courier* - Thu, Sep 13, 1956 pg 15

**Bruce Dixon**

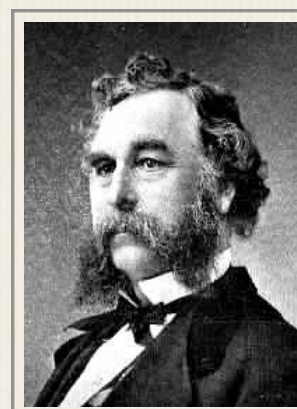
1965

Summit House

**Capt. John W. Dodge**

1869 - 1875

From Hamilton Falls, New Hampshire - entered service of the road when it began operation. Upon the building of the Summit House, 1873-1874, he became the first landlord. After his death in 1875, his wife Harriet assumed the management and carried on the house until 1883. During this period she also kept the Hamilton Hotel in Bermuda in the winter "perhaps becoming the earliest White Mountain hotel keeper to enter into the winter resort field." The Dodge Family Genealogy says John William Dodge was born March 25, 1819 at Hampton Falls and "prepared for college at South Reading, Mass., and graduated from Brown University in 1839. He married, 2 September, 1840, Miss Harriet Perkins Dunklee of Concord, N. H., a direct descendant of Captain Ebenezer Eastman, who was one of the first settlers of Concord. He began the study of law at Exeter, N. H., with Gen. Oilman Marston, but later engaged in business, being for some years a member of the firm, Gilmore, Clapp and Co., of Concord, N. H. He became cashier of the Weare Bank of Hampton Falls, and was largely interested in Labrador fisheries, having a number of stations on that coast to which he was in the habit of sending fishing vessels each summer, and to which he himself took a yacht with excursionists later in the season. On one of these excursions he had as his guest the famous marine painter, William Bradford, and gave him his first glimpse of arctic scenery. During the war he was U. S. consul at St. Johns, Newfoundland." According to Alfred Blackadar's notes on his life in *Ancestry.com*, "John W.



Capt. John W. Dodge  
- *Ancestry.com*



Signed Dodge business card found for sale on web

Dodge was several times representative of his town in the legislature of N. H., and a justice of the peace. During, or just after the Civil War, he went to Washington to plead clemency for a Hampton Falls soldier named Abel Eaton, who had been sentenced to be shot for falling asleep on guard duty. John finally succeeded in getting a personal sitting with President Lincoln. The two men hit it off right from the start, exchanging tall stories for half an hour. Finally Lincoln asked what John had come for, and, with a wave of the hand, announced that a pardon would be granted. His son-in-law Walter Aiken was the inventor and engineer in the development of the Mt. Washington Cog Railway, a pioneer enterprise among the steep railroads of the world. Together with him, John William Dodge, formed the company that built the railway and the hotel at the summit of 6,288 ft high Mt. Washington. From 1867 until his death he was manager of the Mt. Washington railway, and when the Summit House was built, he



## Dod - Dou

took a lease of it. He also owned the lease of the famous Hamilton Hotel in Bermuda, where on account of failing health, he passed the last two winters of his life. John William Dodge died 3 June, 1875, while on a visit to his daughter, Mrs. Walter Aiken of Franklin, N. H.”  
- *Boston Daily Globe*, July 4, 1926 article by Frank H. Burt



Harriet Dunklee Dodge  
- *Ancestry.com*

### Dr. Arthur M. Dodge 1878

Son of Mrs. John Dodge was “clerk of the Summit House in his student days, has lately retired from practice after many years of professional activity in Boston, and is living at his early home in Hampton.”

- *Boston Daily Globe*, July 4, 1926

### Harriet D. Dodge 1874 - 1883

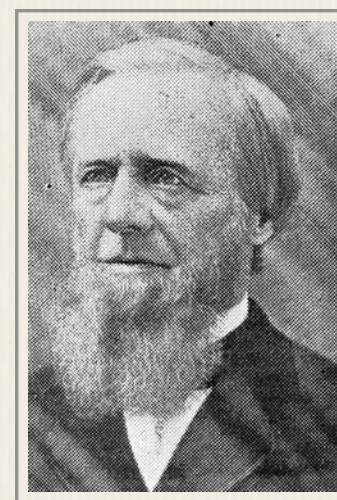
For nine seasons, a period ending with 1883, Capt. Dodge’s widow (*right*) successfully managed the Summit House. *Among the Clouds*’ obituary in September 1903 noted, “Mrs. Dodge’s courage and success have never been sufficiently recognized. She was a woman of dignity and fine presence, as well as great strength of character and executive ability. to those sick or in trouble she was kindness itself, and the late editor of this paper gratefully remembered her kind attention when he was seriously injured by lightning on the mountain.”

- *Among the Clouds* - Wed, Sep 9, 1903 / *Chronicle of the White Mountains*, 1916

### Joseph A. Dodge 1879 - 1883

“Joseph A. Dodge, late general manager of the Boston, Concord & Montreal railroad died of Bright’s disease on Friday, Aug. 10, 1883. Mr. Dodge’s age was about sixty-seven. He was born in New Boston, New Hampshire. His father was a farmer. During a portion of his early life he taught school winters, assisting on farm labor summers. He was a director of the Mt. Washington railway.” B&M White Mountain Division Supt. G. E. Cummings remembered Joe Dodge in a 1901 speech about the early days of New Hampshire railroading. “Joseph A. Dodge was appointed superintendent in 1858, and served as superintendent and general manager until 1883, when he was obliged to retire on account of ill health. I have in my office the payroll for September 1859. Superintendent Dodge was paid \$6.38 per day. Mr. Dodge used to tell me how he started out as a stable boy, taking care of the stage horses at Meredith Village, and from that went to work for Jim Beede in the station, and when headquarters were moved to Plymouth he went with them, and at last became general manager of the road. He was dignified and reserved but when you once got at him you found him one of the kindest hearted of men.” Cummings said, “My own connection with the road dates back to somewhere about 1865. Mr. Dodge got a notion that it would be safer for some one to go over the Connecticut River bridge after the passage of each train. There were at that time four or five trains each day crossing the bridge, and he arranged with my father to have me go over the bridge after the passage of each train to look for fire, and I was paid for this summer’s work eight dollars. Mr. Dodge had always told me that just as soon as I got large enough and was old enough, I should be made a brakeman, and he finally put me on the train in the spring of 1871, and I have been around doing something ever since.”

- *St. Johnsbury Caledonian Fri, Aug 17, 1883 pg 2 / 1919 History of Haverhill, N.H..*



Joseph A. Dodge  
- *Caswell*

### W. M. Doherty 1952

Mt. Washington Club/Summit House

### James E. Dolan 1890

Summit House employee - took part in unsuccessful search for violinist Ewald Weiss in August 1890

- *Among the Clouds* - Aug 24, 1890

### G. Donahue 1952

Railway Ledger

### T. D. Donn 1952

Mt. Washington Club/Summit House

### Z. R. Donovan 1952

Marshfield Corp/Cog Railway Cabins

### Matt Dooley 1965

Mentioned by the Old Troll in *Cog Clatter* - part of the *Base Station Stompers* group that played the 1965 Cog party

### J. D. Douglas 1903

Blacksmith shop - “J.D. Douglas arrived at the Base Monday (8/31/1903) and takes the place of Mr. Perry in the blacksmith shop.”  
- *Among the Clouds* - Aug 31, 1903



**Steven Frederick Douglas**

1964

Marshfield Corp

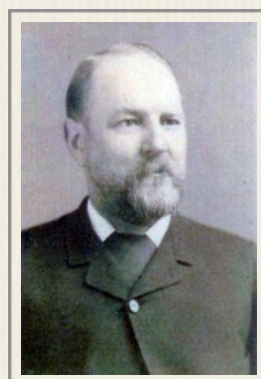


**James Atwood Dow**

1869 - 1870

Machinist/Engineer - James Atwood Dow was born in Atkinson, New Hampshire on November 18, 1836 - the son of Moses Augustas and Sally Page (Hanson) Dow. James had three brothers, George (1840-1910), Moses Jr. (1843-1910) and William (1845-1910). At 24, James was living in Atkinson and working as a shoemaker. At some point, Dow becomes a machinist and moves to St. Johnsbury where the photos (left) were taken.

Cog historian Donald Bray and Dow relative Barbara Taylor believe Dow spent time working at the Mt. Washington Railway and can be seen in several stereoviews (right) standing with the *Geo Stephenson* locomotive - easily recognized with his beard and distinctive overcoat that is held closed by a single top button and flares outward. Taylor says her mother purchased a postcard of the Cog railway in Illinois and told her, "Your great uncle, William Herbert Dow, told me his uncle, James Atwood Dow, was a worker on the cog railroad." In 2016, Taylor asked a cousin (James Thompson) whether his grandfather (William Herbert Dow) had ever mentioned his uncle, James Atwood Dow, working on the Cog. Thompson told Taylor whenever he stayed overnight at his grandparents home in Milwaukee, Wisconsin, he slept in a bedroom that had a picture of the Cog hanging on the wall. Taylor says, "I cannot prove James Atwood Dow worked in some way for the cog railroad" as all the clues thus far are oral, however the retired administrator of an Illinois land trust continues to research her Cog connection. Machinist James A. Dow returns to Atkinson in 1897 where he dies at the age of 68 on July 2, 1905. He is buried with his father and mother in the old section of the cemetery in Atkinson.



*James Atwood Dow*  
- Barbara Taylor Collection



*Machinist/Engineer James A. Dow?*  
- photo by Franklin G. Weller

**L. G. Dower**

1951

Marshfield Corp/Cog Railway Cabins

**David Dowling**

1965

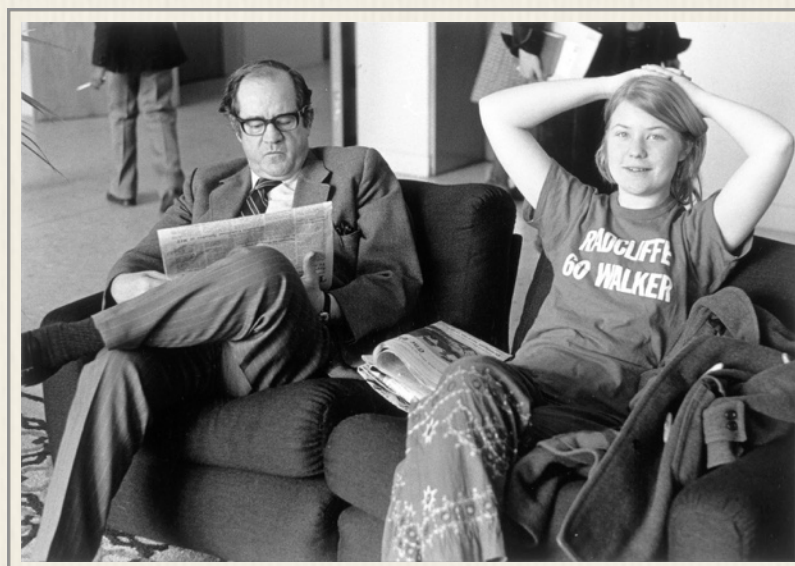
Mt. Washington Railway Co. employee - son of G.G. Dowling - cousin of Geddes Anderson

- Cog Party list

**Elizabeth Dowling**

1969

"Liz Dowling of Beaufort, S.C., is editor of the 1969 commemorative *Among the Clouds*, and is on hand daily at the Marshfield Station to record the names and addresses of all passengers on the Cog Railway." Edith Elizabeth Dowling, daughter of Mr. and Mrs. Grafton Geddes Dowling of Beaufort, S.C., and Benjamin Burton Sendor, son of Mr. and Mrs. Mortimer Samuel Sendor of Queens Village, Queens, were married yesterday (6/18/1978) in the Brotherhood Synagogue in New York. The once, a former reporter for the Charlotte Observer in North Carolina, is an associate editor with Scholastic Magazines Inc. in New York. Her mother is a former film officer with the British Information Service in New York. Her father is counsel to the Beaufort law firm of Dowling, Sanders, Dukes, Novit & Svalina. The bridegroom is an associate with the New York law firm of Cadwalader, Wickersham & Taft. His mother is a professional artist under the name Renee L. Sendor. His father is executive vice president of Sendor Bindery Inc., New York trade binders. The bride graduated cum laude from Radcliffe College. Mr. Sendor, who received an A.B. degree magna cum laude in philosophy and social relations from Harvard College, graduated from the Harvard Law School, where he was an editor of *The Civil Rights-Civil Liberties Law Review*. Liz Dowling-Sendor left reporting and became an Episcopal minister. "Liz Dowling-Sendor, a priest in the Diocese of North Carolina, has served congregations in Durham and Chapel Hill. She is a spiritual director and retreat leader, facilitates Spiritual Formation Groups at Duke Divinity School, and co-leads a weekly service of contemplative prayer in Chapel Hill. She chaired the Diocese of North Carolina's Commission on Ministry and has served as editor for the General Ordination Exams. A former newspaper reporter and magazine editor, she offers writing workshops through the Resource Center for Women & Ministry in the South, where she serves as Writer-in-Residence. Born and reared in Beaufort, South Carolina, she received degrees from Harvard University and Duke Divinity School (M.Div.)" / "Liz Dowling-Sendor has served at St.



*Radcliffe Parents' Weekend scene at the Currier House coffee shop. Mr G.G. Dowling (L) and Liz Dowling '73 (March 1972)*  
- Radcliffe Archives



## Dow - Dra

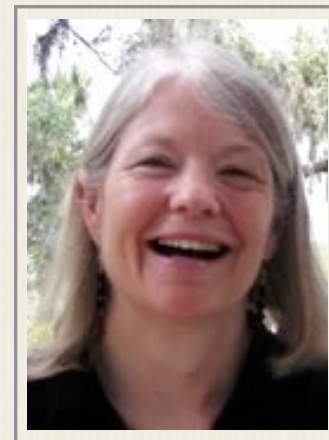
Philip's in Durham and at Holy Family and the Church of the Advocate in Chapel Hill. She was Associate Director of the Anglican Episcopal House of Studies and Spiritual Formation Group leader at Duke Divinity School. Liz also served as co-chair of the Commission on Ministry and on the Diocesan Pastoral Response Team and is a retreat leader and spiritual director. A former newspaper and magazine journalist, she is an editor and writer and contributed to Wide Open Spaces: Women Exploring Call through Stories and Reflections. Liz is a graduate of Harvard and, after an Anglican year at Virginia Theological Seminary, received the M.Div. from Duke Divinity School."

- *New York Times* - Jun 19, 1978 / *Credo* / St. Matthew's Episcopal Church, Hillsborough, NC

### Grafton Geddes "G.G." Dowling Jr. 1935

Greenwood, South Carolina college student employed on the Mount Washington Railway who discovered four lost girls emerging from the woods on the Base Road on August 31, 1935. Friend of Arthur Teague and Geddes Anderson's uncle.

- *See Vol. 1 Ch. 9 Sec. 7*



Rev. Dowling-Sendor  
- *Credo*

### Joab Dowling 1930's ?

Younger brother of G.G. Dowling / (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."

- *The (Columbia, SC) State* - Sep 12, 1940 pg. 7 / *See Vol. 1 Ch. 9 Sec. 7*

### Jessie Downer 1890

Summit House Orchestra - "Miss Downer, pianist, has already become a general favorite by her skillful manipulation of the keys."

- *Among the Clouds* - Jul 28, 1890

### S. L. Doying 1879

St. Johnsbury man takes over Summit telegraph operator position from W.C. Eaton

- *Among the Clouds* - July 9, 1879

### Louis C. Doyle 1903

Attends Cog Party Masked Ball as "Happy Holligan."

- *Among the Clouds* - Aug 31, 1903

### Stacia Doyle 1905

Attends 1905 Cog Party Masked Ball as "Tramper from Madison Hut"

- *Among the Clouds* - Sep 4, 1905



COL. BENJAMIN F. DRAKE.

### Col. Benjamin F. Drake 1873 - 1877

Col. Benjamin F. Drake (*right*), aide-de-camp on the staff of Governor Smith, was born in New Hampton, October 8, 1844. When he was two years old his parents removed to Lakeport, where he was educated in the public schools and French's select school. At the opening of the (*Civil*) war he entered the government employ at the Springfield armory, where he learned a machinist's trade. He was afterward superintendent of two manufactories in Massachusetts, and later was master-mechanic of the Mount Washington railway. (1873) "Mr. B. F. Drake, a machinist of Lake Village, has gone to Mt. Washington, where he is engaged to take charge of the machinery of the railway." In 1878, returning to Lakeport, he became a member of the firm of J. S. Cram & Co., retiring in 1885 to assume charge of the construction of the Lakeport & Laconia water-works, resuming the partnership at the completion of the contract, this time organizing the Crane Manufacturing Co., builders of knitting machinery. Of this corporation Colonel Drake is treasurer, a director, and a moving spirit. Colonel Drake has not limited his attention to his private interests solely, but has been much in public and corporate service. He has been a selectman, sat in the general court in 1883, and was a member of the constitutional convention of 1889. He is a director in the Lakeport water-works, of the National bank

of Lakeport, of the Lake Village savings bank, president of the Mutual Building and Loan association, a trustee of the public library, and a member of the Lakeport board of trade. In 1887 he was appointed steamboat inspector by Governor Sawyer. Colonel Drake is a member of the New Hampshire club, of the Lincoln club, of the Home Market club, and of the White Mountain Travellers' association. In secret society life. Colonel Drake has been and is prominent. He is a Mason, a Knight Templar, and has reached the thirty-second degree: he is an Odd Fellow, a Patriarch Militant, a Red Man, a Knight of Pythias, and present grand vice-dictator of the New Hampshire Knights of Honor. Col. Drake is member from ward six, first city council of Laconia.

- *New Hampshire Men*, 1891 / *Vermont Journal* (St. Johnsbury, VT) - Sat, May 31, 1873





*Mike's Cabin Skyline (1912)*  
- Robert J. Girouard Collection

**Craig M. Drake**

1955

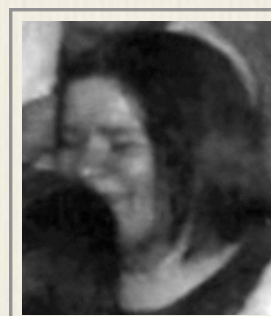
Railway

**Frances G. "Fran" Drake**

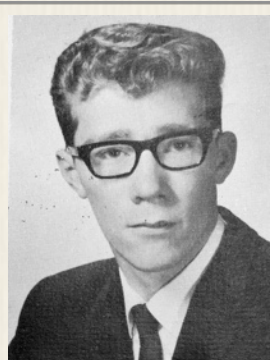
1965 - 1967

Summit gift shop

- See Vol. 1 Ch. 9 Sec. 2



*Fran Drake (1966)*  
- Tom Norcott Collection



**Charles Drapeau**

1910

Fireman

- Among the Clouds - Sep 14, 1910

**Paul Drapeau**

1966

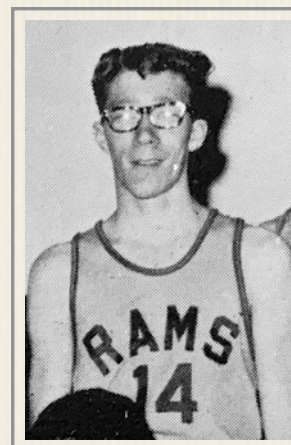
Marshfield kitchen - From Berlin, New Hampshire, Paul graduated from Notre Dame High School (*left*) in 1967. He played basketball at the Catholic school all four years (*right*) and managed the baseball team in his junior year.

- See Vol. 1 Ch. 9 Sec. 3

**Donald F. Drescher**

1946 or 47?

Donald F. Drescher - Dartmouth '48 died in Lavallette, New Jersey, on December 13, 2010. Drescher grew up on Long Island, New York and graduated from Andrew Jackson High School. He came to Hanover to join the Marine V-12 unit and, after service with the fleet, returned for his degree in psychology. He was a member of the Glee Club, Outing Club and Cabin & Trail. One summer he worked as a brakeman on Colonel Teague's Mt. Washington Cog Railway. From college he joined the personnel department of Colgate Palmolive and moved on to Smith Kline Beecham, from which he retired as vice president of human resources and labor relations in 1987. He returned to campus frequently on recruiting trips. His family summered on the Jersey shore for many years and there it was that after his working days he settled to fishing and boating. He was predeceased by his wife of 40 years, Joan, and son Donald. He is survived by children Linda, Gayle and Peter.



*Paul Drapeau (1967)*  
- Notre Dame HS Memories

**J. V. Dressler**

1952

Marshfield Corp/Cog Railway Cabins

**Maureen A. Driscoll**

1966 - 1971

Marshfield Gift Shop & counter (*right*) - Driscoll came to the Cog as a live-in babysitter for Bob and Shirley Kent. "Bob was my 7th grade science teacher and I babysat for the Kents in Essex," recalls Driscoll. "I would come over with the Kents - in the fall we'd get up there on Friday night and go to Marshfield to get hot chocolate for the kids before we went back to a cold house hoping there was kerosene for the heater and that someone knew we were coming and had turned the water on." In 1967 she stopped sitting and started working for Mike Haney in the Gift Shop. She graduated from Trinity College as a special educator in 1971, and was at the Cog that summer when opportunity came in the form of a note on her dorm bed. "I came home from... doing laundry or something and I found a note on my bed saying I had to get in touch with my parents. My parents had called the Summit - a note came down to the ticket booth - and somehow got down to my dorm. Then I had to get down to (Fabyan's) to call them back. I found out that Littleton was looking for a teacher. So it's like 'okay' - I didn't have a car so I had to find out how I could get to the interview. I finally contacted someone in Littleton. The person I con-



*Donald F. Drescher*  
- Dartmouth Aegis 1949

*Maureen Driscoll (1970)*



## Dro - Def

tacted actually lived in Twin Mountain. He was willing to go up to the Cog and he picked me up and brought me to the interview – took me back up to the Cog after it was done. A couple weeks later I found out I got the job. From 1971 to 2006, I worked with kindergarten, first and second graders.” Driscoll married a state trooper in 1983. The couple divorced in 2013. Driscoll-Kennedy’s retirement in 2006 did not keep her out of education for very long. “I was doing some nanny work when I was asked to come back and be a para-educator for a preschooler. So I went back and for 11 years after that, I was either a para or with Head Start.” Her first full year off began in the fall of 2017, but Driscoll-Kennedy will continue to volunteer at Head Start and be substitute para-educator in the Littleton area.

- See Vol. 1 Ch. 9 Sec. 3

**Eugene P. Drouin**

1953

Summit House

**Jonathan B. Druhl**

1958 - 1963

Marshfield Corp/ Railway Corp



Herbert (sitting), Elsa &  
Walter Dryfoos  
- Ancestry.com

**Herbert Dryfoos** 1905

Played center field for the Summit House nine during the 1905 season. Herbert Richard Dryfoos was born on July 10, 1886 to 25-year old Nathan Isaac Dryfoos and his wife, Fannie (Mayer) Dryfoos. Fifteen months later, his brother Walter was born. A sister, Elsa would join the family in 1893. The summer before he began studying at Williams College in Williamstown, Massachusetts, 19-year old Herbert and his brother went to Mt. Washington to work at the hotel. Herbert’s time at Williams was short. The 1909 Class Book says he “left college the end of freshman year (*May 1906*) and since then has been in the employ of the Wolf Envelope Company, Cleveland, Ohio. This last year he spent in Paris in connection with his business.” At age 29, Herbert married 23-year old Ethel Hays Marks. The newlyweds apparently honeymooned in Canada as Herbert applied for a joint passport so they might spend up to six months on the other side of Lake Erie “for pleasure.” His World War I draft registration card describes the press print manager as a short man of medium build with grey black eyes and dark brown hair. He claimed an exemption due to his skills in manufacturing motors. The couple had a daughter, Elaine Martina, born in 1918. Eight months after becoming a father, Herbert Richard Dryfoos died at his home of pneumonia on February 16, 1919 in Bratenhal, Ohio at age 32. The *Jewish Review and Observer* noted Herbert was “one of Cleveland’s prominent business and

club men.” The *Cleveland Plain Dealer’s* obituary said “Dryfoos was president of the Cleveland Alloys Co and director of the Keller Knitting Co. He was a member of the Oakwood, Excelsior and Cleveland Yacht clubs. Mr Dryfoos who was also interested in other large business ventures, was predominately identified with Cleveland charities. Many of Cleveland’s business men and club members will attend Mr Dryfoos’s funeral.” Wife Ethel would approach the century mark before dying in 1982 – also in Bratenahl.



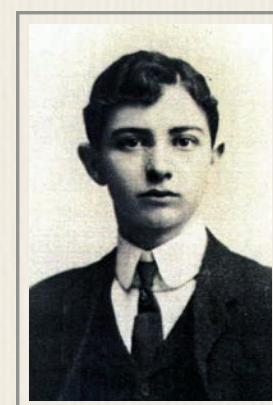
Mrs. Ethel Dryfoos  
- Ancestry.com

**Walter Dryfoos**

1905

Played fourth base for the Summit House nine. Walter Ira Dryfoos was the younger brother of Herbert born on October 20, 1887 in Cleveland, Ohio. Walter was five years old when sister, Elsa joined the Dryfoos family and was 18 when he joined his brother working at the Summit House in 1905. While brother Herbert’s life story is short, Walter’s is even shorter. He died from a tumor on October 23, 1907 in Cleveland, Ohio three days after his 20th birthday. The *Jewish Independent* reported Walter “was a student at University School for about two years, but was forced to withdraw from school on account of illness.” The *Jewish Review and Observer* wrote the young man “was a young man possessed of many excellent trait of character. although he was a great sufferer, he never lost hope. He was always cheerful and had a pleasant word for every one. It was a pleasure to be in his company, and his short life was an exemplary one in every respect, worthy of emulation by those who knew him only to love him.”

- Among the Clouds - Aug 10, 1905 / Ancestry.com



Walter Dryfoos  
- Ancestry.com

**E. E. Dubey**

1958

Track crew - Railway Corp

**Joseph DuCharme**

1907

Summit House employee -  
- Among the Clouds - Aug 10, 1907

**H. Dufur or Defour(?)**

1879

B.C.& M railroad worker on the Mount Washington Branch, who lodged at the Marshfield House at the base of Mount Washington. May have played an instrument and seen a “new species of wild cat” with J. F. Marsh

- Among the Clouds, Aug 12, 1879



## Donald Duherst

1949

Railway Brakeman - (1949) Duherst was Mike Boyce's brakeman when the No. 6 *Great Gulf's* cog gear failed and the Six began sliding, tearing up ties. "While the engine continued on its downward course, to be halted 1,000 feet below after causing damage to the line, the passenger car with its 25 persons aboard was stopped immediately by the brakeman, Donald Duherst of Manchester, Ct., an employee of the line for the first season. The passengers alighted from the car, walked down the track to the Halfway House and boarded another train that took them to the Base. Meanwhile, others waiting for another train at the Summit were transported down the Auto Road by the Glen-Mt. Washington Stage company. Engineer Michael Boyce of Keene, with 48 years of experience on the cog railroad, and fireman Neil Hathaway of Mechanicsville, N.Y., were aboard the crippled engine when it halted its errant run. Manager Arthur Teague lost no time in arranging for repairs to be made while continuing to transport passengers on the reduced schedule."

- *Littleton Courier* - Thu, Jul 21, 1949

## W. A. Dumas

1952

Railway Ledger

## Lewis Dumont

1906

Involved in fatal slide board accident - According to annual report to New Hampshire Railroad Commissioners during the summer of 1906 "Alexander Cusick, employed as a machinist and engineer, while sliding from the summit to the base on a slide board, ran into another slide board, which was being operated by one Lewis (or Louis) Dumont. Cusick was thrown from his board and killed; Dumont was uninjured." Listed in the Accidents to Persons column that Commissioners indicated the accident occurred "from their own misconduct or carelessness."

- *See Appendix Sec. 8*

## William B. Dunbar

1948 - 1950

Railway Ledger - (1948) "Mountain Musing: Among the passengers on the Mt. Washington railroad Friday (8/20), in spite of rain and fog, was the Peruvian Ambassador and his wife. Before leaving they invited the conductor, "Bill" Dunbar, a student at Georgetown university to be their guest at various diplomatic functions this winter." (1960) Capt. William B. Dunbar, FS '52, has been transferred to Castle Air Force Base, Merced, Calif. He is attending Jet training School. (1968) Major William B. Dunbar '66 has been recognized for helping the 3rd Air Division earn the USAF Outstanding Unit Award. Major Dunbar, an air tactical intelligence officer, formerly assigned to U-Tapao Airfield, Thailand, will wear the distinctive service ribbon as a permanent decoration. He and his wife, Mary, moved on to a new assignment in Nebraska recently. "



## Phillip B. Dunham

1959

Railway Corp

## R. C. Dunham

1903

Attends Cog Party "Masked Ball as Siamese Twins with James McPhee

- *Among the Clouds* - Aug 31, 1903

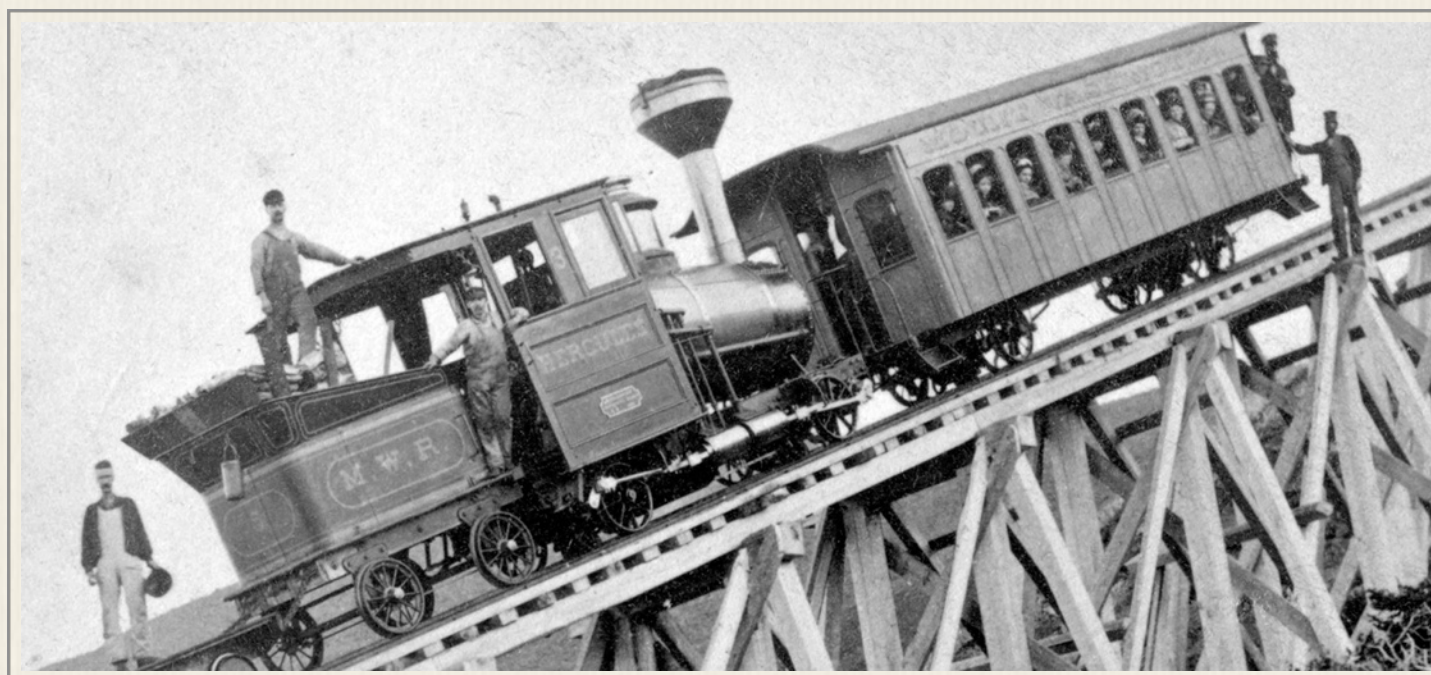
## John W. Dunn

1955 - 1958 & 1961

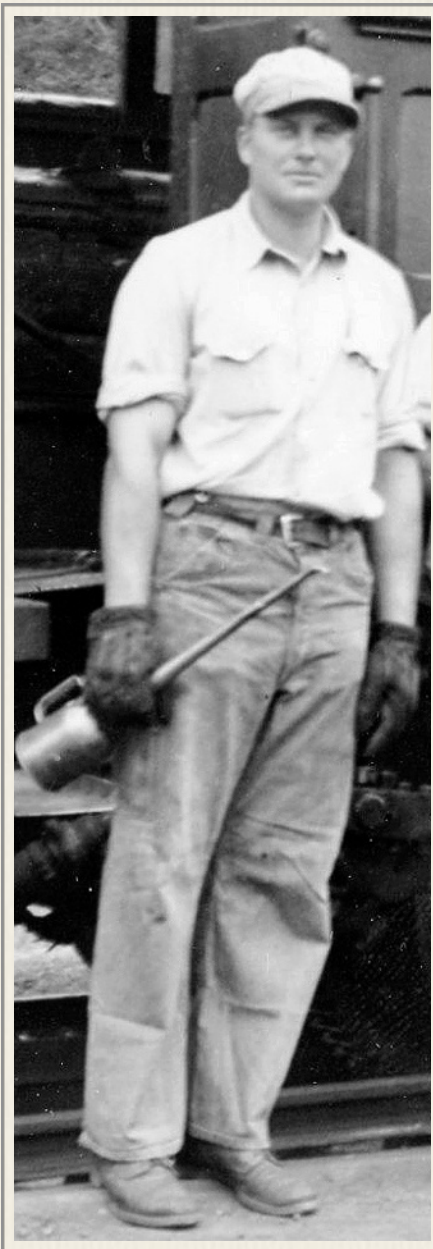
Summit House - Summit House manager in 1961 - see Crotched Mountain wishing well story - August 8, 1961. Dunn was captured putting the first donation in the wishing well - a check from the railway.

- *Littleton Courier* - Thu, Aug 31, 1961 pg. 22

*John W. Dunn (1961)*  
- *Littleton Courier* photo







Paul C. Dunn  
(1936)

## Paul C. Dunn

1930 - 1935 & 1970 - 1973

First "college boy" engineer - in charge of maintenance went to work for B&M in 1932 - named General Manager of Cog Railway by Ellen Teague in 1970 - Paul Dunn of Winchester, Massachusetts is pictured (left) in *Boston Globe* as part of All-Collegiate Railway Crew. Paul C. Dunn was born on April 26, 1910 in Boston. Mr. Dunn received his A.B. degree from Dartmouth College (right) in 1932 and his M.S. from the Massachusetts Institute of Technology in 1941. He entered the service of the Boston & Maine in January, 1935, as a special apprentice after spending summer seasons from 1930 to 1935 with the Mt. Washington cog railway in various capacities including fireman, engineer, mechanic and finally as assistant to president in charge of operations. In 1938, both Paul Dunn and Arthur Teague are listed as corporate directors of Col. Henry's railroad. The next year Dunn is not. (*Fitney remembers being told there was competition between operations manager Dunn and passenger agent Arthur Teague for the general manager's position at the Cog when Col. Henry agreed to take over management of the Mt. Kinross House in Maine in the fall of 1935. Henry selected Art. Dunn went to the B&M.*) The *Littleton Courier* noted Dunn's Cog job in 1931 in a blurb pointing out the Big Green's contribution to Henry Teague's operation. "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." Paul Dunn married Miss Dorothy Brown of Winchester, Mass. on June 8, 1935. On completion of his apprenticeship in 1939, Mr. Dunn was appointed traveling B&M mechanical inspector at Boston. From June 1940 to June 1941, he was on leave of absence from the railroad while studying business and engineering administration Massachusetts Institute of Technology on an Alfred P. Sloan fellowship. He was one of eleven men from various industries throughout the whole country to take this course and traveled around the country visiting a dozen or more railroads. In July 1941, Mr. Dunn was appointed engine house foreman at Dover, N.H., and in February 1942, he became general foreman at East Deerfield, Mass. The following December he was appointed manager of the suggestion system, with headquarters at Boston. It appears Dunn and B&M president Edward S. French adopted Henry Teague's program of cash rewards to employees who came up with ideas that either improved efficiency or saved the B&M money. Dunn also adopted Henry's penchant for promotion. Dunn penned an article for the November 1942 *Employees Magazine* headlined "more Money for 'Mamma'" that said, "An entirely new Employees' Suggestion System which gives



Paul C. Dunn  
- *Dartmouth Aegis* 1932

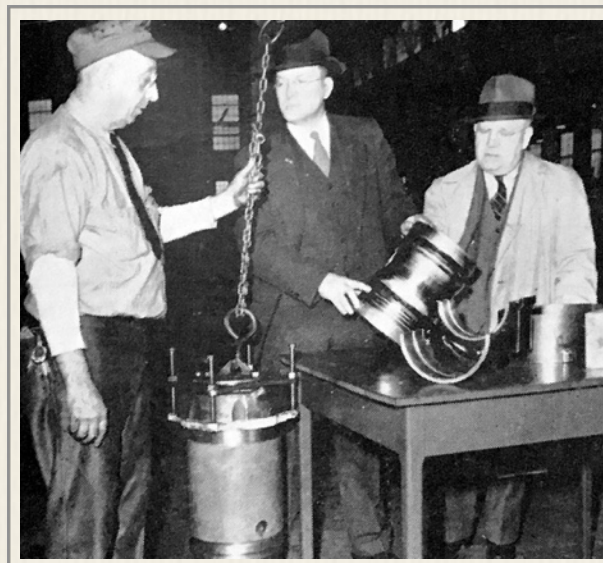
everyone on the railroad an opportunity to win cash awards of unlimited amounts was announced throughout the Boston & Maine system by a recent letter of President Edward S. French. It really is a swell chance to make some extra money, and the amounts which anyone may win are practically limitless, depending on the monetary value of the saving resulting from the suggestion or its value in added revenues to our railroad." The system generated more than 1,500 suggestions during the first six weeks. 72 employees received an extra \$1,124 dollars in their paychecks. By June of 1943, \$3,712 had been paid out to 311 employees, and in November, Dunn was happy to report that signal maintainer Michael W. Bell received \$386 for suggesting the retirement of one track of a double-track leg to the Lowell Junction wye and rearrange the signal facilities. Bell's award, the largest paid up to this point, "represents 10 per cent of the first year's savings to the railroad."



Capt. Dunn

On March 4, 1944, Paul Dunn was granted a leave of absence from B&M and entered the United States Army as captain in the 752nd Railway Operating Battalion, serving in France, Belgium, Holland and Germany, leaving the Army in January 1946, as commander of the 764th Railway Shop Battalion, with the rank of major. On return to the Boston & Maine, Mr. Dunn was appointed assistant supervisor Diesel maintenance and operation on February 1, 1946, which he held until he was appointed assistant general superintendent of motive power of the Boston & Maine, the Maine Central and the Portland Terminal at Boston. In

1950, Dunn promoted fellow Cogger Earl C. Cone of the Billerica Shops to work with him in Boston. As the Boston & Maine had phased out its steam locomotives, both men had directed spare parts and equipment that could be used on Henry Teague's railway to the mountain. In 1952, Paul Dunn's 16-year old son Stephen went to work at the Cog. In 1953, Dunn moved Cone back to Billerica to run the shops there. In the spring of 1960, Dunn became the railroad's chief mechanical officer and Cone came back to Boston as Dunn's as-



General Foreman G. W. Woodward (L), Supt. Paul C. Dunn (C) and Master Mechanic H. F. McFarland (R) inspect a diesel locomotive cylinder assembly (1951)  
- *B&M Employees magazine*





sistant. Dunn would become General Manager of the Mt. Washington Railway in 1970. Dunn not only bridged the era of all three Teagues (Henry, Arthur & Ellen) but was witness to some of the last runs on the Fabyan spur line while working on the Cog as a Dartmouth College student. Next Generation Cogger Roger Clemons says Dunn “talked about working at the Cog during his college days and taking the old B&M engine down to pick up a hopper of coal. Had to run the engine in reverse to keep the water on the tubes in the boiler.”

- *Boston Globe*, Sept 9, 1936 / *Littleton Courier* - Thu, Aug 13, 1931 pg 11 / *Railway Age* - Sep 13, 1947 Vol. 123 pg 100 / *Employees Magazine* / *Ancestry.com*

### Philip Dunn

1960 - 1961

Railway Corp - Son of Paul Dunn - Philip Newton Dunn was born on March 21, 1943 to Paul and Dorothy (Brown) Dunn. Phil was the second child for the couple. Daughter Janet Cushing Dunn was born in 1938. Phil was seventeen when he started at the Cog. He would enlist in the U.S. Army on August 16, 1966 and served six years before his release in August 1972. He would die just three years later on October 13, 1975 in Malden, Massachusetts. He was 32 years old.

- *Ancestry.com*

### Richard Dunn

1948

Summit House manager - (1948) “Richard Dunn, assistant manager of the Gasparilla Inn, Boca Grande, Fla., has arrived to take over the Mount Washington Club at the Summit House, and hopes to have it open on the 20th of June for the summer season.”

- *Littleton Courier* - Thu, Jun 3, 1948

### Ross Dunn

1939 - 1940

Railway Gift Shop manager - “The Gift Shop will be run as usual by Ross Dunn.”

- *Littleton Courier* - Thu, Jun 6, 1940 pg 12

### Rossel Dunn

1930 - 1942 & 1945 - 1946

Cabin manager - (1951) “Rossel O. Dunn, 72, manager of the Mt. Washington, N.H., Cog Railway Camp for 15 years prior to his retirement from the hotel business in 1946 died yesterday (3/18) at his home, 141 Tidewater Drive, Warwick, RI after a long illness. Husband of the late Nellie (Senlason) Dunn, he had made his home in Warwick for 30 years. He was born in Brownsville, ME., on Apr. 2, 1878, the son of Olin and Mary (Jones) Dunn. A veteran of the Spanish American War, he was a member of North Star Lodge, F. and A.M., in Maine. He leaves four sons, Olin of Brankfort, Me., Beecher of Portland, Me., Rossell of Paramount, Calif., and Arthur of New Brunswick, N.J.; two daughters, Miss Mary Dunn of Crantson, and Mrs. Nellie Waite of Paramount, Calif.; one brother, Emery Dunn of Warwick; two sisters, Mrs. Rena Whitcomb of Orono, Me., and Mrs. Elisbeth Collins of Warwick; 11 grandchildren and three great-grandchildren. Burial will be in Highland Memorial Park, Johnston, RI.” IS THIS ROSS DUNN ??? of the Gift Shop ??? in 1939-40 ???

- *Providence (RI) Journal* - Mar 19, 1951 pg 14

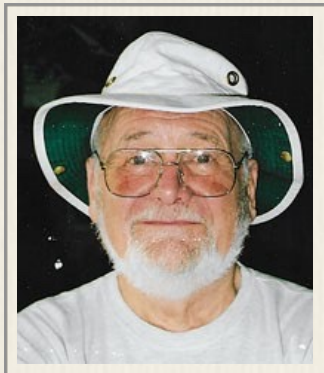
### Stephen W. Dunn

1952 - 1954

Son of Paul - Starts work at the Cog at 16 years old - Stephen W. Dunn, 80, died Monday, Jan. 23, 2017, at his home in (Goshen, Connecticut) surrounded by his wife and family. He was the beloved husband of Lois (Andrews) Dunn. Stephen was the love of Lois' life, and Lois was the love of his life. The couple had spent 33 wonderful years together. Mr. Dunn was born in Winchester, Mass., on June 19, 1936, son of the late Paul and Dorothy (Brown) Dunn, and had been a Goshen resident for the past 31 years. He was a graduate of the Thayer School of Engineering at Dartmouth College, class of 1958, and Trinity College, where he earned a degree in economics in 1972. Mr. Dunn had been employed at planning agencies in Warren and Bristol before creat-



# Dun - Eag



Stephen W. Dunn (2015)  
- Dunn Family Collection

ing and becoming the executive director of the Northwest Connecticut Transit District, which he retired from in 1999. His hobbies and interests included antique cars and model train collecting. He was an avid Patriots, Red Sox and Giants fan, and enjoyed traveling and spending time at the family camp in Ashburnham, Mass. Mr. Dunn was a talented musician, playing the coronet and baritone horn. He had played with the Salisbury Band and Kent School Band for more 20 years. Survivors, in addition to his wife, Lois, include his sons, Douglas Dunn and his wife, Kathryn, of East Hartland, Matthew Dunn of New Britain, Ross BeBault of Sandisfield, Mass., and Corey BeBault of Goshen; a loving sister, Cynthia Barber of Newark, Vt.; two grandchildren, Keri BeBault and Cody BeBault, and their mother, Nancy Bynack; a great-granddaughter, Ki'Ari Roland; a niece, Bonnie Cook of South Hadley, Mass.; a nephew, Randy Breakell of Harwinton; and Stephen's loving pets whom he adored, Schnitzel, Doc and Millie. Mr. Dunn was predeceased by a brother, Philip Dunn, and a sister, Janet Dunn

- Railway Ledger / Ancestry.com

<b>L. T. Dupere or Dupree</b> Marshfield Corp Ledger	1950
<b>J. J. Duquette</b> Marshfield Corp/Cog Railway Cabins	1951 - 1952
<b>John Durant Jr.</b> Summit House	1962
<b>Nellie M. Durant</b> Summit House waiter from Chester, Vt. - Among the Clouds - Jul 9, 1881	1881
<b>R. Durant</b> Mt. Washington Club/Summit House	1952
<b>Pauline F. Durkee</b> Summit House	1954
<b>Charles C. Duso</b> Marshfield Corp	1955
<b>David Dutton</b> Summit House	1962
<b>Warren Dutton</b> Summit House	1960
<b>John Duza</b> Summit House	1953
<b>Claire Louise Dwyer</b>	1967 - 1971

Provided secretarial support for Cog corporations. Claire Dwyer's first summer doing secretarial work at the Cog (1967) was Jitney's last summer at the Cog. Her office location was off the track regularly beaten by cub reporter, Jitney Jr. and so her bio (like many others that summer) did not make it into volume II of the Cog Clatter. However she was willing to tell the tale in 2016. "I started at the Cog following my freshman year in college," writes Dwyer. "Although I did not know the Teagues, had never heard of the Cog Railway, or been to New England, I grew up just about two miles from the Teagues (in Philadelphia). My father knew of Col. Teague and the Cog through a friend. He suggested that I try to get a job up there for the summer rather than go to the New Jersey shore for the summer. He considered that too wild a place at my then age! Anyway, he called Col. Teague and inquired on my behalf. Initially, Col. Teague said they had no openings. My father gently persisted and mentioned that I was in the secretarial program in college (I was only pursuing an associate degree in secretarial science at the time). Col. Teague said they could use a secretary, so that got me in." While Dwyer's dad had secured a summer job for his daughter at a tamer(?) location, there was still a problem. "I was reluctant to go on this adventure on my own, so my father called again and asked if they could accommodate a friend. That's how my high school friend Margie Campbell aka 'Max' got a job there."

- See Vol. 1 Ch. 9 Sec 1

<b>David Eagleson</b> Summit House	1964
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## Frank Eames

1886

Summit House - "Mr. Frank Eames of the Summit House leaves today (9/23) for his home in Wilmington, Mass. He enters the sophomore class of Harvard college the first of October." "Frank Henry Eames was born at Wilmington, Mass., February 9, 1863. He attended the public schools of his native town, and in 1882 entered Phillips Academy, Andover, where he was graduated in 1885, third in his class. He made many friends while at Andover, and won the respect of his elders as well as his school-mates by his cheerful courage, his studiousness and his earnest, independent character. His college life (*at Harvard*) was marked by the same qualities of sturdy faithfulness and religious seriousness, and by lively interests, especially in books and music. He was not widely known in college, but he had warm friends who will miss him from their lives. Early in 1890 he received an appointment to a clerkship in the office of the Union Pacific Railway at Omaha, Nebraska, from which after some months he was transferred to the office of the Railway at Salt Lake City, where he died on the 28th of November (1890). His is the first death to take place among the graduates of the class."

- *Among the Clouds* - Sep 23, 1886 / *Harvard College Class of 1889 - Secretary's Report, No. II., 1892*

## William Eames

1916

Summit House chef - "Mr. Wm. Eames, who has been chef at the Summit House this summer, leaves for Boston on the 20th. He will be with the Edison Light Co. this winter." 28-year old Englishman William Herbert Eames arrived in Boston aboard the passenger ship *Scythia* on December 1, 1895. The *Scythia's* manifest lists Eames' occupation as "confectioner." He is living in Rutland, Massachusetts on October 27, 1900 when he swears the oath to become a naturalized U.S. citizen. Eames' paperwork says he was born July 21, 1867 in Great Britain. The 43-year old chef is living at 16 Ferdinand Street in Boston when he marries Nova Scotia born waitress, 41-year old Anna B. Bennett on February 24, 1911. It is the first marriage for both of them. The couple is living in an apartment on Warrenton Street in Boston when the 1920 Census is taken. William's occupation is listed as hotel chef. Eames joins the Navy in 1925 and is a chief steward. After he dies on January 22, 1929, an application to the War Department for a headstone for the unmarked grave of a sailor is granted. A marble headstone is shipped from the manufacturing plant in Proctor, Vermont on December 10, 1930 and is placed on William Herbert Eames' grave in Mount Hope Cemetery in Mattapan, Massachusetts. He was 61 years old.

- *Among the Clouds* - Sep 16, 1916 / *Ancestry.com*

## James B. Eastman

1957

Marshfield Corp

## R. L. Eastman

1951

Marshfield Corp/Cog Railway Cabins

## Bob "The Bookkeeper" Eastright

1966

Bookkeeper - received chrome piston valve as joke at Cog party never really did figure out what the part was. - *See Vol. 1 Ch. 7 & Vol. 1 Ch. 9 Sec. 1*

## S. L. Eaton

1951

Railway Ledger

## Willard C. "Willie" Eaton

1876 - 1877 & 1879 - 1882

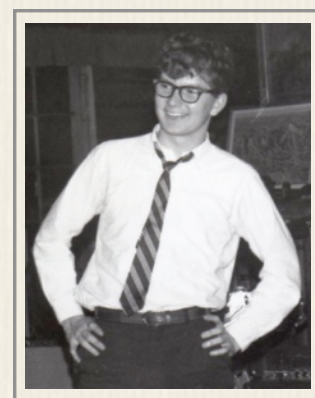
Telegraphy operator at the Summit House, has been furnished with a heliotrope, an instrument for signaling at long distances with flashes of sunlight, by Mr. Quimby of the Geodetic Survey, and will on pleasant days communicate with the party under Mr. Quimby's charge, on Starr King mountain. The Morse alphabet will be used, the length of the flashes indicating dots and dashes. Eaton becomes Base operator and clerk of the MWR in 1879. He would fill-in as MWR conductor in 1880 while George Ferguson was away from the mountain. W.C. Eaton who has spent some time in the West and in California, has returned to his former place at the Base station (1879). (1881) blurb says Base operator "Mr. Eaton of Warren, N.H. has had two years' experience at the Base and three at the Summit." (1893) "Willard C. Eaton, only child of E. B. and M. L. Eaton, died May 21st, aged 36 years. This will bring sorrow to everyone who ever had any acquaintance with him, and in this little town where he has been so well known we are all mourners, and many tears are falling for the bright young life so early taken from us. It has been a long, weary illness, but no murmur has ever escaped the patient sufferer, who so longed to get well yet was ready to go. Faithful in business, always helpful, interested in church and every good work, in his death Warren has met with a great loss. He was a member and for four years Master of Moosilauk Lodge A.F.&A.M., and was buried with Masonic honors, thirty-five Masons from different lodges being present among them... John Horne of the Mt. Washington Railroad, and a large number of relatives and friends."

- *Among the Clouds* - Aug 21, 1878; July 9, 1879; Jul 30, 1880; Jul 14, 1881 & Sep 2, 1882 / *Littleton Courier* - Wed, May 31, 1893

## Sharon Edgar Commeau

1961

Summit House - "I worked for the Summit House in 1961... since that was owned and operated by the Cog... I guess I would be part of the alumni also. It was a great summer job." 2015 photo (*right*) from Facebook - *FB Cog Railway - We Worked There*



Bob Eastright



Sharon Edgar Commeau



## Edg - Elm

**Barry Russell Edgerton** 1964  
Summit House

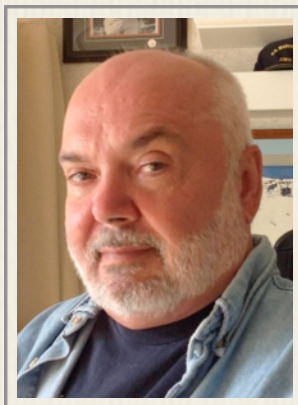
**J. Rayner Edmands** 1908

Summit House - (1908) "The following dispatch was sent from the top of Mount Washington last Thursday: Tip Top House, 9 a.m. - August 28, 1908. Temperature 4 deg. F. Wind high all night. Not yet safe to venture out on rocks, which are covered on the windward side with white frost features two to four inches long. Some young men arrived at 10 a.m., up through Tuckerman's Ravine with frost on their hair, but there is no snow whatever. The frost is a far more unique phenomenon. Clouds barely cover summit so that the sun occasionally makes everything glisten. J. Rayner Edmands."

- *Littleton Courier* - Thu, Aug 27, 1908

**M. C. Edwards** 1958  
Summit House

**Robert Edwards** 1954  
Railway Ledger



*Bucky Elcik (2015)*  
- *Elcik Family Collection*

**Andrew W. "Bucky" Elcik** 1971 - 1975 estimated

Summit House - "Andrew W. Elcik formerly of Willard Street in Berlin and a current resident of Edgewood Centre in Portsmouth, NH, passed away Friday, April 29, 2016 at Holy Family Hospital in Methuen, Mass due to a medical complication while recovering from an illness. He was 62. Andrew was born on May 16, 1953 in Lewiston, Maine, he was the son of Andrew and Barbara (Morse) Elcik who pre-deceased him. Andrew was known to friends and family as Bucky. He and his family moved around a lot in his youth and he had many fond memories of the places he lived such as Madawaska, Maine, Albany NY, Millinocket, Me and then Berlin, NH where he eventually settled down. He was a graduate of Berlin High School in 1971. Following high school he went to the Maine Maritime Academy for one year until he transferred to the University of New Hampshire, graduating in 1975. He had a bachelor's degree in Environmental Conservation. During his college years, in the summers he would work on top of Mt. Washington. He loved telling his grandchildren about his adventures on top of the mountain those summers and his journey's up the hill on his motorcycle. After graduating from UNH he returned to Berlin NH and married Deborah (Johnson) Elcik in 1975 and began his career at the paper mill, The Brown

Company. He moved his way up the company to paper machine superintendent until he had a swimming accident in 1984 leaving him a quadriplegic. Andrew continued his work at the paper mill as it changed ownership to James River and Frazer and when he retired in 2005 he was a Quality Assurance Diagnostian. In 2011 Andrew moved to the Edgewood Center in Portsmouth, NH to be closer to his daughter and grandchildren. He spent the last five years exploring all that seacoast town had to offer and the staff and residents at Edgewood became an extension of his family. He leaves his wife Deborah of Old Orchard Beach, ME, his uncle and aunt Eugene and Loraine Elcik of Lisbon Falls, ME, his sister Sue Elcik and her wife Lorrie Mitchell of Lucerne, ME, his daughter Meagan Desjardins and her husband Ralph of Biddeford, ME. Andrew was very proud of his eight grandchildren Becky, Ashley, Ryanne, Jamie, Nick, Jayden, Olivia and Drew Desjardins of Maine. Burial will be at Hillside Cemetery in Lisbon Falls, ME at a later date. In lieu of flowers the family ask for people to donate to the scholarship fund Andrew was so passionate about: NH Long Term Care Foundation."

**J. H. Eldredge** 1950  
Marshfield Corp Ledger

**William M. Ellingwood** 1955  
Railway

**Cora Elliot** 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, 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

**William Neil Elliot** 1967  
Track Crew - mentioned by Old Troll in *Cog Clatter* v2 n2

**Robert C. Ellis** 1957  
Summit House

**Carey M. Elms, RN** 1951  
Railway Ledger





*Ted Ely (1955)  
- Dartmouth College*

## **Theodore N. Ely Jr.** 1952 - 1954

Ted (*left*) was the fireman on train taking Dartmouth President John S. Dickey and other college officials to Summit of the mountain they took ownership of when Col. Henry Teague died. The train had to stop when Ely (*Dartmouth '55*) of Rumford, Rhode Island lost his shovel. Ted told Col. Arthur Teague vibration had shaken his coal shovel from the engine and it had fallen into the bushes under the railroad's wooden trestle. Col Teague returned to the passenger car and told the passengers, "The train will proceed as soon as the fireman recovers his shovel." The train didn't start until Ely had found it. Theodore Ely Jr. (*below*)

passed away peacefully at his home in Holyoke, Massachusetts in the company of loved ones on July 26th, 2015. Born on September 23, 1933 in Providence, Rhode Island to the late Theodore Ely Sr. and Laura Weeks Ely. Ted was educated at Providence Country Day School and graduated Dartmouth College in 1955. At Dartmouth Ted was a member of the DOC winter sports division and Sigma Chi and attended Tuck School. Always an outdoorsman, Ted continued

skiing and backpacking for most of his life. He worked as a self-employed salesperson and was affiliated with several companies in central Massachusetts. He loved jazz and attended many concerts and musical performances in New England. His notes in the class reunion book showed a philosophical individual as well as an active one. He is survived by his wife Gertrude, children Laura and Thomas, stepdaughter Julia and two grandchildren.

*- Collier's Magazine - Sept 4, 1953 pg. 74 & Obituary online and Dartmouth Alumni Magazine*



*Ted Ely, Jr.*

## **Bertha Emerson** 1906 - 1907

Summit House - (1906) Dalton & Scotts. Notes: "Bertha Emerson went Saturday (7/7) to work at the Summit house, Mt. Washington, for the summer. (1907) "Dalton Notes: Bertha Emerson has gone to the summit of Mt. Washington for the summer." "Bertha Emerson returned from her summers work at the summit of Mt. Washington Saturday (9/14)"

*- White Mountain Journal-Republic - Fri, Jul 13, 1906; Fri, Jul 19, 1907; Fri, Sep 20, 1907*

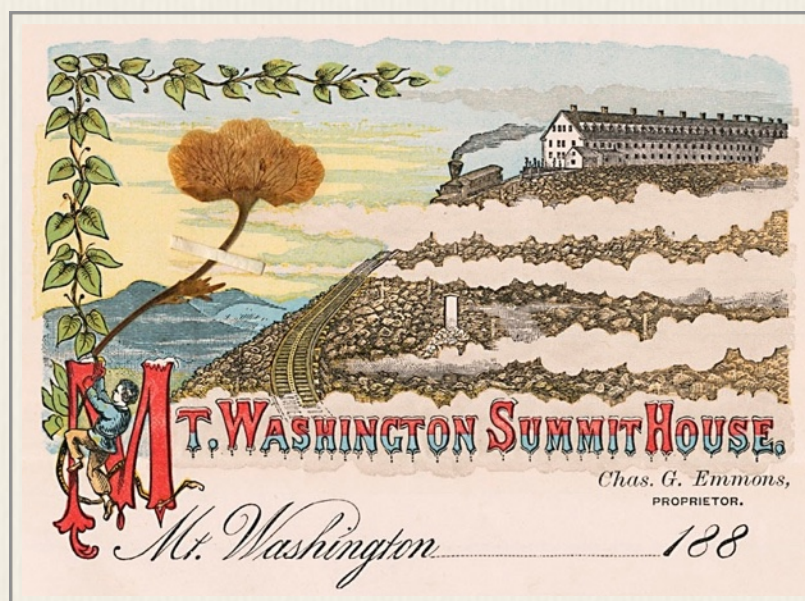
## **G. A. Emerson** 1879

Acting clerk at the Summit at start of 1879 season

*- Among the Clouds July 9, 1879*

## **Charles G. Emmons** 1879 & 1884 - 1885

Mr. Charles G. Emmons, for the last eight years clerk of the Crawford House, is to be clerk of the Summit House, Mount Washington (*in 1879*). He is assistant clerk of the New Hampshire House of Representatives, and will assume his duties here as soon as the legislature adjourns. Mr. G. A. Emerson is now acting clerk at the Summit and will hold the position until the arrival of Mr. Emmons. Emmons managed the Summit House for two seasons 1884-1885 just before the hotel was leased to the Barron, Merrill, and Barron Company. He was born September 20, 1849 in Bristol, New Hampshire - the "Son of Jonathan Emmons and Margaret Sanborn Dolloff. Charles graduated from the Hampton Literary Institution in about 1876, and read law in the office of Judge David Cross, Manchester, Hillsborough, New Hampshire. He was assistant clerk of the New Hampshire House of Representatives in 1878 and 1879, and clerk of the same body in 1881 and 1883. While reading law he became interested in hotels and served as chief clerk of the Crawford House. Charles was connected with Hotel Wentworth in 1882-1883; had charge of the Summit House at Mount Washington 1884-1885; and the Hamilton Hotel in Bermuda in the winters of 1883-1884 and 1884-1895. In Feb 1886, Charles left Manchester, Hillsborough, New





## End - Eve

Hampshire to take charge of a large hotel in California for the Pacific Railroad. At the Fifth Avenue Hotel in New York City, New York, he was taken sick with brights disease and there died (*March 7, 1896*). He was a man of good promise.”

*Among the Clouds July 9, 1879 / Chronicle of the White Mtns 1916 / findagrave.com*

**R. H. Enderson** 1951

Marshfield Corp/Cog Railway Cabins

**Barbara Jane Enman** 1963 - 1964

Summit House - (1962) “Lisbon notes: Miss Barbara Enman has returned home and is employed at the Summit House on Mt. Washington this week.” (1963) Jefferson notes: Miss Barbara Enman started work at the summit of Mt. Washington Wednesday (6/26).” (1964) “Jefferson notes: Miss Barbara Enman has been with her parents for a visit. She has completed her second year at Berkshire Christian college in Lennox, Mass., and will be employed at the Summit House on Mt. Washington this summer.”

- *Littleton Courier* – Thu, Sep 6, 1962 pg. 8; Thu, Jun 27, 1963 pg. 2A; Thu, Jun 18, 1964 pg. 6C

**Bruce Enman** Six Seasons

Whitefield, New Hampshire - worked for 6 years - Bruce Neal Enman is the younger brother of Donnie Enman. He was born in Lancaster, New Hampshire on May 16, 1949 and died in October 24, 1983 in Hartford, Connecticut.

- *Ancestry.com*

**Donald Paul “Donnie” Enman** 1959 - 1967

Engineer in early 60s - ran the No. 3 *Base Station* - mentioned in *Mountain Dew* parody song

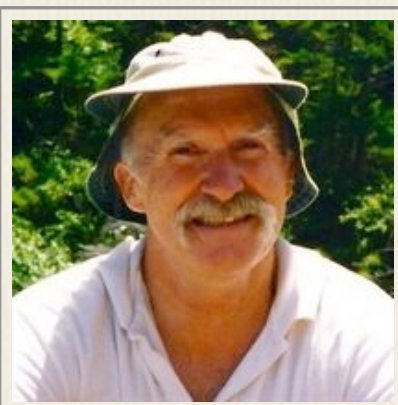
- *See Vol. 1 Ch. 9 Sec. 7*

**Ruth Ann Esposito** 1964

Summit House

**Leroy (G. Hanna) Este** 1953

Railway Ledger



*Joel Estey*

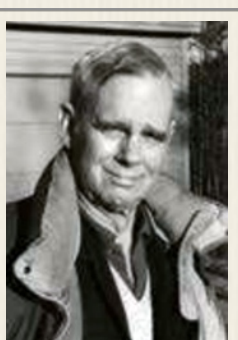
**Joel Q. Estey** 1953 - 1954

Joel Quentin Estey, 78, of New Sharon, beloved husband of Joanne “Bonnie” Estey and father of Kara and Pauline, passed away in the comfort of his own home on Friday evening, Feb. 13, 2015, of natural causes. Estey (*left*) was born Aug. 21, 1936, in Brookline, Mass., a son of Roy and Wilma (Kimball) Estey. He received his education in Massachusetts schools and attended Lowell Technological Institute (UMass, Lowell) and took classes at M.I.T. He was a wiz at mathematics and was an electrical engineer who worked on guidance systems for navy submarines and tactical missiles while a member of the US Air Force during the Korean Conflict. He worked as an electrical engineer at General Electric in Western Massachusetts, and later at Charles Draper Lab in Cambridge, Mass. He retired and returned to his family roots in Maine in July of 1993. He enjoyed working with his hands, whether it was dismantling a barn and repurposing it as a carport or repairing old tools and tractors. He appreciated architecture and was deeply passionate about history. In his younger years, he was athletic and encouraged his daughters to pursue their interests in various sports and hiking. As described by them, “Dad was always our best advocate!” He enjoyed encouraging the gifts and strengths of others and would often tutor his nephew, (an example of his persistence in helping others achieve their maximum potential.) He worked on the cog railway system in New Hampshire and was a member of the Appalachian Mtn. Club. He enjoyed canoeing, kayaking, mountain and rock climbing. Being a good steward of the environment was his passion as well as supporting the people he loved and cared about.

<http://www.wilescremationcare.com/obituaries/Joel-Estey/#!/Obituary>

**Leroy G. Estey** 1956-1959

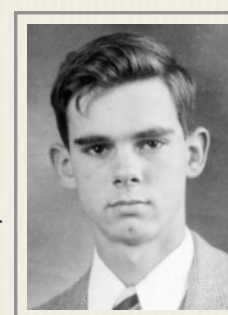
Train crews - *Railway Corp*



**Edward Foster Everett** 1954

Edward Foster Everett ‘54 - Mr. Everett (*right*) went on to Dartmouth College, where he studied geography and was a member of the Tri-Kap fraternity. An adventurous soul, Mr. Everett spent one college summer working at the United States/Danish weather station in Thule, Greenland, traveling to his post on an ice-breaker. He spent another summer as a brakeman on Mt. Washington’s Cog Railway and two winters working at the weather observatory on the top of Mt. Washington. From 1955 to 1957, Mr. Everett served in the U.S. Air Force, from which he was honorably discharged as a captain. Everett (*left*) spent his career working at Morrill and Everett Insurance and Real Estate in Concord.

- [https://www.sps.edu/flipbook/alumni\\_horae\\_spring2013/files/assets/basic-html/page63.html](https://www.sps.edu/flipbook/alumni_horae_spring2013/files/assets/basic-html/page63.html)



*Edward Everett*  
- *Dartmouth College*



**Tom B. Ewing** 1951

Mt. Washington Club/Summit House

**Rachel P. Fagnant** 1959 - 1960

Marshfield Corp

**Thomas Fahey** 1953

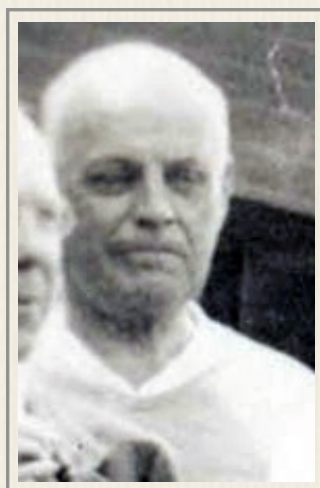
Railway Ledger

**A. P. Fairfield** 1937 - 1939

Mount Washington Club manager - "Arthur P. Fairfield of Hanover has been named manager of the Summit House by President Henry N. Teague. He will begin his duties June 20. Mr. Fairfield was for many years manager of the well known Hanover Inn." / "Under date of December 8, 1937, we have a most interesting letter from Mr. A. P. Fairfield, manager of the Mount Washington Club, in which he gives further facts in connection with the death of Mr. Wheeler on Mt. Jefferson on July 4 (1937), referred to in the last number of the (*MtWObs*) bulletin. "A messenger first brought to me the news that a man was very ill on Mt. Jefferson, and I immediately sent two of the Summit House boys to see what was the matter. A second messenger brought word that the man had died. Our boys assisted in bringing the body to the railway, then Mr. Arthur Teague furnished without charge the train to take it to the base, notified the coroner, and made all necessary arrangements. Meantime, Mr. Anderson and I greeted, warmed, fed and clothed the surviving members of the party, so that everything possible was done for them." Henry Teague's hiring of A. P. Fairfield (*right*) to manage the Mount Washington Club in 1937 was just another chapter in the intertwined story of these two Dartmouth men - Class of 1900. Arthur Perry Fairfield was born on April 23, 1877 in Lyme, New Hampshire - the first-born child of store clerk Payson E. Fairfield and his wife Caroline "Carrie" P. (Churchill) Fairfield. A daughter, Helen would join the family in 1879. Arthur would attend Kimball Union Academy before going to Dartmouth College. There he was initiated as a member of Phi Delta Theta in 1897. He played on the class baseball team for three years, was a member of the Dartmouth Reserve Baseball Team and graduated with Henry Nelson Teague. While Teague studied at the new Tuck Business school after graduation, Arthur got a job in Lyndon, Vermont. "Arthur P. Fairfield, of Lyme, a graduate of Dartmouth college, class of 1900, has been engaged as principal of Lyndon academy and graded school for the coming year... The fall term will commence August 27 (1900)." When Dartmouth President William Jewett Tucker made Henry the Controller of the College Club, including the Commons in 1901, Arthur was made business manager of the Hanover Inn. The next year, he married Amelia Griffith in Dorset, Vermont two days before Christmas 1902. In 1909, Fairfield took over Teague's position as Comptroller of the Dartmouth Dining Association when Henry headed to New York to manage a hotel. The Fairfield's had a one-year old daughter, Marion when the 1910 Census of Hanover was taken. According to that count, Arthur was managing a staff of 21 including a clerk, two cooks, nine waitresses, a fireman, a serving woman, a laborer, a housekeeper, three chambermaids and two launderers. Fairfield was still comptroller and managing the Hanover Inn for Dartmouth in September 1918, when he registered for the draft at age 41. He was described as a tall man of medium build with gray eyes and brown hair going bald. The Fairfield family included three children in 1920; eleven-year old Marion, nine-year old Walter and six-year old Ruth. The kids were still at home for the 1930 Census. Five years later, Arthur was the president of trustees when his prep school decided to end coeducation at Kimball Union Academy. KUA archivist Jane Fielder wrote about the episode in a 2013 commemorative book, *On The Hilltop - Two Hundred Years At Kimball Union Academy*. "In 1935, KUA received a gift of \$50,000 from Madge Miller, daughter of Charles Ransom Miller. Despite the generous gift, the trustees decided it was advisable to change to a school for boys only. A publication sent to the Alumni and Friends of Kimball Union Academy in 1935 assured all present girl students at the Academy, boarders or otherwise, that they could finish their course and receive a diploma. President of the Board of Trustees Arthur P. Fairfield wrote, "The Trustees feel that it is necessary to abandon the policy of co-education (except for day pupils from Meriden and vicinity) for which the school has stood so long . . . for many years we have unceasingly endeavored to remain both co-educational and self-supporting; we have not succeeded. The trends of the times are against co-education. Parents will not send their boys to a school of that sort; and if they would the boys refuse to come. The number of boarding pupils has steadily decreased (although the day pupils have increased rapidly) and with the decrease have come steadily increasing deficits. The Trustees . . . must try other ways in which to make the school self-supporting and so preserve its continuity and opportunity for service."



*Arthur P. Fairfield*  
- Courtesy Dartmouth College



- Littleton Courier - Thu, Jun 3, 1937 pg 1 / Mt Washington Observatory News Bulletin - February 1938 / Ancestry.com / St. Johnsbury Caledonian - Wed, Aug 8, 1900 pg 6



## Fal - Fay

**Robert C. Falsani** 1965  
Summit House

**J. E. Faltin** 1951 - 1952  
Marshfield first summer / railway second summer  
- *Marshfield Corp/Cog Railway Cabins*

**Larry K. Farland** 1956  
Marshfield Corp

**Hattie A. Farnsworth** 1881  
Summit House waiter from St. Albans, Vt. - piano player, too.  
- *Among the Clouds - Jul 9, 1881*



*Mrs. Farr*  
- *Farr Family Collection*

### Ellen Frances Burpee Farr

Ellen Frances Burpee Farr (*left*) - (Mrs. Evarts W. Farr) was born in New Hampton, November 14, 1840, and was the only daughter of Augustus and Sarah Glines (Robinson) Burpee. She was educated in the New Hampton Institution and at Thetford (Vermont) Academy, returning at the age of eighteen to fill the position of teacher of drawing in the New Hampton Institution. The 19th of May, 1861, she was married to Capt. Evarts W. Farr of the Second Regiment Volunteers. As a resident of Littleton, Mrs. Farr was actively interested in every movement for the social, education and material improvement of the people, and contributed largely for their advancement. She is especially proud of having translated the letters and papers from the French engineers that were of great assistance to Mr. Marsh while building the Mount Washington Railway

- *1895 New Hampshire Women pg. 155*



*Mr. Farr*  
- *Farr Family Collection*

### Evarts Worcester Farr

1866 - 1869

Marsh's lawyer - (1942) Letter from Ida Farr Miller: "My father was Major Evarts Worcester Farr who lost his right arm in the battle of Williamsburg, Va., the first year of the war, when he was 20 years old. He remained in the service until July of 1865. He left Dartmouth when the call came for volunteers and was the first one from Littleton to enlist. At the close of the war he was back in Littleton studying law, and became the leading lawyer for the railroads and hotels and was the lawyer for Mr. (Sylvester) Marsh in building the Mount Washington Cog railroad. Major Evarts Farr was elected to Congress in 1877 and served until 1880 when he died."

- *Littleton Courier - Thu, Dec 17, 1942*

**Anthony Favoraza** 1927

Railway employee - "Anthony Favorzza(sp) and Glenn Sauls, boilermakers, will finish their work here this week and return to Woodsville."

- *Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3*



*Marshall Faye (2013)*  
- *Facebook*

### Marshall "Tiny" Faye

1960 - 1967

Mentioned by the Old Troll in *Cog Clatter* v2 n2 - From St. Johnsbury - According to his Facebook account, the former executive pastry chef (*left*) at the Trapp Family Lodge, who studied at the Culinary Institute of America, now lives in Essex, Vermont. Faye says his culinary career "started by accident" at the Cog. "Arthur hired me to work on the tracks and help them out with the steam engines. Arthur actually used to crawl right into the steam engines and help us with cleaning and welding. He was very hands on," recalled Faye in April 2019. "My job was to go up in the spring, get the summit house open - get the shutters all off... the cover off the chimney, and get everything operational." So when propane gas started leaking from a line to the stove, Marshall was sent to repair it. "We had all the propane brought up on the train so we didn't want to waste any. I was in there fixing a leak and (assistant cook) Bob Potvin quit. He got mad at the chef and walked out. The dining room was fairly busy. The chef turned around to me and said, 'Can you put an apron on and help me finish the night?'" After service that night was completed, the chef asked Marshall, "Do you have some food experience?" I said, "Yes, I cooked for the Boy Scouts - cooked for the

whole troop. He said, 'I'd like you to work for me.' He made me an offer that stunned me at the time (*Faye says he was getting 'like \$125 a month plus board and room'*) I said, 'I'd like to, but you'll have to ask Arthur.' The chef called Arthur on the track phone. Arthur said, 'If you want him in the kitchen and you need him, then he can go to work for you.' So I wound up working in the kitchen the rest of the summer as a second chef. And the chef's name was Tom Williams."

Williams made a life-changing impression on young Faye, who continued cooking summers at the summit. "He was really a neat old man," recalls Marshall. "He was 80 when I was working with him. He was just straight as a ramrod, and wore a big chef's hat at night. I was quite impressed by that. I said, 'Boy, I'd like to learn how to do that.' I wrote to my mother and told her what I was doing. She wrote back and told me about a culinary school in Connecticut that I could apply to. So I did, got accepted





and wound up going to CIA (*Culinary Institute of America*). And I graduated with high honors. I actually got three years for the price of two because I had finished a whole second semester by the end of the first semester. (*He took a baking class at midterms and scored the highest grade.*) I'm the only student in the history of CIA that got three years for the price of two!"

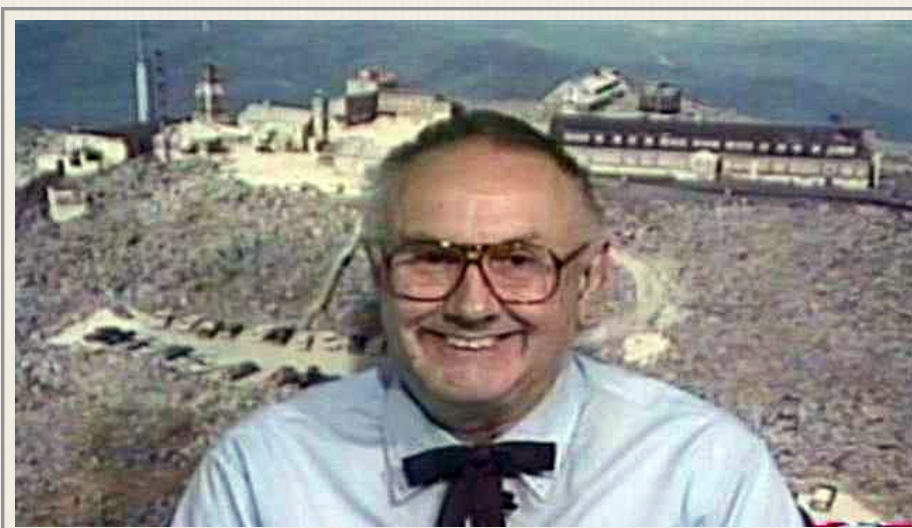
Train crews would enter the Summit House through a window into the kitchen area, and Faye says it would sometimes become a stage for play-acting for the tourists. "Dave Koop used to like to fool around. He would come in the window into the kitchen, and I would pretend to be upset with him. He'd roll back out the window and people were looking, thinking there was a fight going on." There was little animosity. In fact, Faye made sure the last train crew down at night (*the Sunset Special*) was well fed. "When they left the Summit House, I would give the guys steaks and potatoes and a pie. They would cook the steaks on the fire shovel, which was scrupulously clean from shoveling coal," he says chuckling. "It only took a few minutes with that heat... then they'd have steak, baked potatoes and butter and pie for dessert on the ride down the mountain."

After the last train left and the tourists were settled in their quarters, the after-hours nightlife of the workers in the collective Summit community got interesting. "There was a guy by the name of George Wickersham, who lived (*in the Tip-Top House*) 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 to organize a prank with a couple other guys. "(We) waited until he 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."

Faye says Summit House management would also get in on the act. Tom Baker (*who would marry Margie Teague*) was managing the facility, and gave one young woman the following orientation to life at the top: "We had a party one night and (Tom) had told this new girl... a new hire about the monsters that lived on top of the mountain... (they) would come out on foggy nights and all this other horse shit. This girl had a room up in the second floor of the hotel. Tom put on a rubber mask that was grotesque. He crawled out on that second floor lip... crawled around to her window. (He) had his hands on the window ledge... leaned into her window and made some kind of noise. She screamed and slammed the window shut on his fingers... he lost his balance and fell off the goddamned hotel. He landed down below. We had to go pick him up and make sure he was all right."

The Cog Summit crew would party with the weather observers and the staff of WMTW Channel 8. Faye says clinical alcohol was mixed with lime Kool-Aid at the tv transmitter site. Sometimes the party would start before Marty Engstrom gave his live weather cut-in on the 11 o'clock news. "They used to hang a blanket over a door and then put a little desk in front of that... (Marty) put a big heavy coat on and gave the Mount Washington report. It was hot in there. He was sweating because the clothes he was wearing. We used to all sit around the outside edge and try to make 'em laugh. We pulled all kinds of stunts to see if we could get him to laugh while he was on doing the live report. At one point one of the guys got up... tripped over one of the cords and there was a hand with a can of Budweiser that went down in front of the camera... all the phones lit up from Channel Eight. One night, after several rounds of clinical alcohol and lime Kool-Aid, I tried to go back to the hotel and couldn't find the door. It was foggy and I wound up crawling pretty near around the whole hotel on my hands and knees before I finally found the door."

Marshall Faye says that sometimes life at the Summit got serious. "My friend Steve Smith actually saved my life up there. I had to go out... climb the ladder and measure the water in the water tanks. Then I had to call the Base and have 'em turn the pumps on to fill the tank up to a certain point... then put in a gallon of Clorox® so the water was disinfected. I climbed up there one night... it was raining... it was miserable and cold... I got to the top of the ladder and swung my legs over and dropped a string with a nut tied on it down to the bottom... brought it up to see how much water was in the tank. (I) went down... called for water and climbed back up to make sure that everything was working. A gust of wind hit me... I fell into the tank and the ladder fell down. So I'm treading wa-



**Marty on the Mountain:** TV engineer & weather observer Martin Engstrom spent 38 years (1961-2002) at the summit making sure Ch. 8 stayed on the air and giving viewers nightly reports on weather conditions. His memoir, *Marty on the Mountain*, was published in 2003  
- WMTW



## Fay - Fer

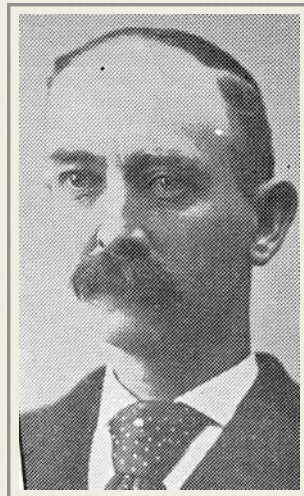
ter in this tank thinking I'm going to drown in here. I had a jack knife in my pocket. I drove the jack knife into the wood... worked it into the tank to give me something to hang on to. Meanwhile, Steve Smith realized that I wasn't at the party (inside)... that I'd gone out to check the tanks and hadn't come back in. He went out to find me... found the ladder down. He puts the ladder (back against the tank) and climbed up. I said, 'Jesus, will you go get some rope and help me get out of here before I drown in this water?' He managed to get me up to the top so I can get on the ladder and get down. I was some water logged by the time I got inside... I was cold... it took a few beers to get me back to normal."

Marshall Faye (kinda) returned the favor? "We used to get down to the Mt. Washington Hotel and party with the staff," says Faye. "(Steve) went out with this girl (from the hotel). Steve got really drunk one night... proposed to this girl and she turned him down... He came up (to the Summit... kept drinking...) and decided he was going to commit suicide. He walked out on the tracks until he thought he was down on Jacob's Ladder... jumped off and passed out. Well, he was only about 30 feet from the hotel when he did (jump) and only dropped about a foot and a half. We went out... found him... brought him back in and put him on a table in the dining room. We took his clothes off and covered him with a sheet. I tied a meat tag from the kitchen on his toe and then we all sat around with candles... all the girls and everybody. We were all drinking beer... and all of a sudden he started to move. He came to and (saw) all this candlelight through the sheet... felt the meat tag on his toe and didn't have any clothes on. It took him half an hour to dare to even try to sit up. He thought he was dead."

Marshall was cooking during the horrible summer of 1967. Margie Teague was managing the Summit House when her father took his life. "I rode down the train with Margie crying on my shoulder," remembers Faye. When Arthur and Ellen Teague's youngest daughter, Lucy died two weeks later, Marshall went down the mountain. He told Jitney Jr. his thinking at that point, "It is time I left here before anything else happens and I was getting married on the 28th of August that year." Marshall Faye and his new wife did return in the fall of 1967 - driving to the Summit on Sunday night, September 17th to help with rescue efforts. As detailed in *Vol. 1 Annus Horribilis*, she made sandwiches for rescue workers while Marshall helped carry victims on litters up to the Summit from Skyline to be taken by ambulance to the hospital. Marshall was now cooking at Lyndon State College and working nights for the Lyndonville, Vermont police department. As they drove home very early Sunday morning, the pair came upon another emergency situation.

"I think it was two in the morning... Bonnie and I were on our way back home. It was very foggy and we were coming down through a little town... there was a camp ground to the left, and just before the camp ground, Bonnie said, 'I think there's a fire at that house.' It was a huge log cabin house on the right and I said, 'No, can't be.' I was exhausted... I'd made maybe five trips from the train wreck site up to summit and back down again. She said, 'No, I think I saw a flames.' There wasn't any traffic, so I turned the car around and went back. Sure enough, the back of this huge log cabin house was all in flames. I ran to the house first ... there were some gas bottles on the back... I ripped them off and rolled away from the house. Then I went downstairs and found out the garage door wasn't locked.... I opened the garage door... there were kids toys in there. So I went up the stairs and pounded on the upstairs door and went into the house... I could see the flames in the back and there was nobody home... we left and drove to the camp ground... because there was a payphone there. The place was closed.. so I kicked the door in and went in to use the payphone... they'd shut it off. We drove to the next house and whoever the guy was, he had a school bell on his front lawn that he'd set up as a lawn ornament. I grabbed the ringer and started clanging that school bell... the lights came on and the guy came to the door with his shotgun... I said call the fire department the next house up is on fire, the log cabin. We stayed there till the Lancaster Fire department got there... They got the fire put out, they saved the main cabin. The lean-to on the back was gone. I received a really nice letter from the owner of the cabin... his mother had been living there by herself and has just left to go down to see them... in Massachusetts. She had left a flat iron on an ironing board in the back (lean-to) that was her sewing room... the flat iron (had) burned its way through and started the fire. So not only did I go to a train wreck, but I managed to save somebody's house that was on fire the same night."

Marshall Faye considered going back to the Cog in 1968 as the new president of the railroad, Ellen Teague was looking to replace head cook Pete Rusinski in the Marshfield Station kitchen. "She tried everything to get me to come back and run the Base Station," says Faye. "She didn't have the money. She couldn't get enough money together to excite me about working there anymore. I remained friends with the (Teague) family, but I didn't go back as executive chef."



George A. Ferguson (1915)  
- Caswell book

Reflecting on his eight summers at Mt. Washington, Faye says, "I was young and stupid - thought I was invincible - you know. I don't like heights and I used to have to climb up on top of the Summit House to take that metal cover off the chimney and things like that... climb those ladders and check the water tanks. Today I couldn't even climb a step ladder."

**G. Ferguson** 1951  
Mt. Washington Club/Summit House

**George A. Ferguson** 1876 - 1882

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 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 for George Ferguson on the *Mount Washington* the first summer of operation to the Base. "(Geo)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..." (1879)



The engineer of the passenger train between Fabyan's and the Base, has succeeded Mr. Judkins as conductor of the trains between the Base and the summit of Mount Washington. On August 7th, George's wife (*Mary Elizabeth*) relocates to the summit (*for some reason*) as reported in *Among the Clouds*, "Mrs. George A. Ferguson, wife of the conductor of the Mount Washington railway, arrived at the Summit House yesterday, where she intends residing the balance of the season." Ferguson and his wife returned to spend the night at the Summit House on Sunday, August 20, 1882. (1895) "George A. Ferguson, master mechanic of the Concord & Montreal railroad, located at Lakeport, has been given a similar position in the Boston & Maine shops at Springfield, Mass. Mr. Ferguson was for several years the engineer of the train between Fabyan's and the Base, and also conductor on the Mount Washington railway. Previous to leaving Lakeport he was presented with a gold watch and chain by the motive power department. He took charge of the Springfield shops yesterday (8/3/1895) "George A. Ferguson, for several years conductor on the Mount Washington trains and for a long time engineer on the branch between Fabyan's and the Base. After a long and busy life, most of which devoted to railroad service, Mr. Ferguson died at his home in Lakeport, N.H., on the 11th of June 1916. "in the death of Mr. Ferguson," says the *Laconia Democrat*, "Lakeport loses one who was for many years one of her leading citizens and one who was a credit for the city which has been his home since early childhood." He was 17 years master mechanic of the Concord & Montreal railroad and afterwards filled important railroad positions in Springfield and Buffalo." George Aaron Ferguson was born on October 7, 1847 in Lowell, Massachusetts - the son of railway conductor from Pelham, N.H., David Ferguson and Surry, Maine native Clara (Smith) Ferguson. A 20-year old machinist living in Gilford, N.H., George married an 18-year old "tailoress" from Sanbornton, Mary Elizabeth Batchelder on November 28, 1867. She was the youngest daughter of Capt. Josiah B. Batchelder - a farmer, captain in the militia, and a successful teacher of vocal music between 1823 and 1840. George is still working as a machinist in Lake Village, N.H. when the US Census is conducted in June 1870, but ten years later he is listed as locomotive engineer. George Ferguson died of kidney disease at the age of 68. Mary died nine years later in Lakeport on July 26, 1925. They are both buried in Bayside Cemetery. Six years before her death, Mary Ferguson wrote to the *Warren News* with details about her husband's career: "Mr. Caswell: With pleasure I give you some of the dates regarding Mr. Ferguson while employed by the old Boston, Concord & Montreal and later the other roads. Mr. Ferguson went to work and learned the machinist trade and did spare firing then after two years ran spare as engineer for a while, after which he went to the Fabyans and run the engine between Fabyans and the Base of Mt. Washington three successive summers, and the fourth year he ran the engine to the Base and as conductor up the mountain if I remember correctly four summers; after which he was appointed assistant Master Mechanic of the BC&M in April, 1881. Appointed Master Mechanic of the White Mountain Division of the Boston & Lowell, Sept. 1884; Concord & Montreal, June 1, 1889. After the Boston & Maine leased the BC&M he was transferred to Springfield Mass. After six months he resigned to accept a position as foreman on the New York Central, with headquarters at Depew, N.Y. After four years he was transferred to Boston, as foreman of four engine houses. After a few years he resigned on account of poor health. He later accepted the position as superintendent of





## Fer - Fil

a building in Pemberton Square, Boston. After four years there, he moved to Lakeport, and lived the short time of one year and two months, passing away June 11, 1916. I hope this will be of some help to you. It is all I can remember. Mrs. Geo. A. Ferguson”  
 - *Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) / Among the Clouds July 9, 1879; Aug 8, 1879; Jul 9, 1881; Aug 22, 1882 & Aug 4, 1895 / Ancestry.com*



Carol J. Ferguson  
 - Lancaster Academy

**Carol J. Ferguson** 1954 - 1956

One of “The Twins” - two graduates of Lancaster Academy born in Lexington, Massachusetts, Carol (*left*) worked with Mary Lund in Marshfield

- *Marshfield Corp - See Vol. 1 Ch.9 Sec 5*

**Joyce M. Ferguson** 1954 - 1956

One of “The Twins” - two graduates of Lancaster Academy born in Lexington, Massachusetts, Joyce (*right*) worked with Mary Lund in Marshfield. (1955) “Jefferson notes: Miss Joyce Ferguson and Miss Priscilla Alden of Lancaster are employed at the Marshfield house at the Base Station.”

- *Marshfield Corp - See Vol. 1 Ch.9 Sec 5 / Littleton Courier - Thu, Jun 30, 1955 pg 2*



Joyce M. Ferguson  
 - Lancaster Academy

**Diane Ferland** 1966 - 1967

Marshfield counter / Went up with Judy Kenney on the rescue train on the night of the accident.

- *See Vol. 1 Ch. 9 Sec. 3*



GEORGE A. FERNALD

**George A. Fernald** 1891

GEORGE ALPHEUS FERNALD, broker and member of Boston stock exchange, was born in East Concord, N.H., February 13, 1850, the son of Josiah and Mary E. (Austin) Fernald, and was educated in the public schools and at Penacook academy. He then entered the banking business with the National State Capital bank, and was later with the Loan and Trust Savings bank. For sixteen years and a half he was continuously connected with these banks until November 28, 1885, when he went to Boston and engaged in business for himself, under the firm name of George A. Fernald & Co. Mr. Fernald is a director in the Shoe and Leather National bank, and a trustee of the Home Savings bank in Boston, and a director in the Mount Washington

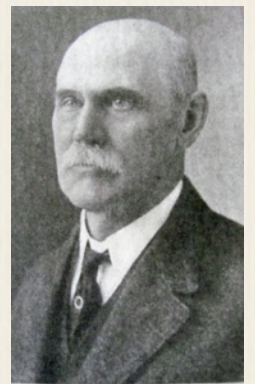
railway. Mr. Fernald’s removal from Concord was the occasion of much regret to his business associates, and suitable action was taken by them at that time, to express their high appreciation of his services and of his character. Of his services, it is enough to say that during his years as treasurer of the Loan and Trust Savings bank he saw its deposits grow from \$500 to \$1,800,000. And of his success in a new field, it is enough to say that confidence followed him.

- *New Hampshire Men - 1891*

**Josiah E. Fernald** 1895

Railway Management - George Fernald’s brother, Josiah was the Mt. Washington Railway’s treasurer one year. Ancestry.com says “Josiah Eastman Fernald was born on June 16, 1856, in Loudon, New Hampshire, when his father, Josiah, was 39 and his mother, Mary, was 40. He married Anna White on December 8, 1880, in Concord, New Hampshire. They had four children in 12 years. He had two brothers (Frank & George) and two sisters (Sophia & Ella). FindAGrave.com says “FERNALD, JOSIAH EASTMAN - Banker; b., Loudon, N.H., June 16, 1856; s. Josiah and Mary Esther (Austin) Fernald; ed. public schools of Loudon and Pittsfield, N.H., academy; came to Concord in March, 1875, and entered employ of the National State Capital Bank, working his way up from latter position since 1905; vice-president, Loan and Trust Savings bank; president, Concord Axle Co; president, New England Cable Co.; treasurer, Capital Fire Insurance Co.; treasurer, Abbot-Downing Co.; treasurer and trustee of Mary Baker Eddy estate; treasurer, N.H. Centennial Home for the Aged; treasurer Concord board of trade since organization; member, First Baptist church, Concord; holds the medal of the Mass. Humane Soc. for gallantry in saving life at Ogunquit, Me., July 29, 1899; m. Dec. 8, 1880, Anna White; children, Edith F. (Mrs. James A. Giberson), Mary F. (Mrs. Edward S. Willis), Ruth F. (Mrs. Englehart W. Holat), Residence, Concord, N.H. (1949) “Services for Josiah Eastman Fernald, 93, Financial advisor to the late Mary Baker Eddy, founder of the Christian Science Church, will be held tomorrow (7/3) at his home, 9 Tahanto street, Concord, N.H. Mr. Fernald passed away yesterday (7/1). He rose from a bank messenger in 1875 to president of the National State Capitol Bank, an institution which he headed for 44 years. He was active in business until six months ago. he served as administrator of Mrs. Eddy’s estate and also a trustee and treasurer of Colby Junior College. Survivors include three daughters, Mrs. Edith F. Giberson, Mrs. Mary F. Willis and Mrs. Ruth F. Holst, all of Concord.”

- *1895 N.H. Railroad Commissioner’s Report / 1001 New Hampshire Notables - pg 57 / Boston Traveler - Sat, Jul 2, 1949 pg 5*



JOSIAH E. FERNALD

**William Ferrier** 1952 - 1953

Railway Ledger

**Allen Fillion** 1917 - 1947

Engineer - father of Joe - engineer for more than 30 years - WWI Draft registration card indicates 21 years old working for Mt Washington Railway in June 1917 - 1940 Census has him working as a laborer in the bowling pin industry. 30 plus years has





him at Cog until at least 1947 - Recapping tires at death in 1974. *Littleton Courier* article Sept 1938 says "Allen Fillian of St. Johnsbury, Vt., has been an engineer 15 years of the 21 he has been employed." So became an engineer in 1923. "Allen Fillion, track foreman, of St. Johnsbury has returned Saturday (5/28) with his family, who will spend the summer in their camp here."

- See Vol. 1 Ch. 9 Sec. 12 - *Vermont Union-Journal* (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3

### Garfield Fillion

1910

Brother of Allen - worked at Cog Railway as track inspector in 1910

- *Among the Clouds* - Season of 1910 (Fall) / See Vol. 1 Ch. 9 Sec. 12

### Joseph R. "Joe" Fillion

1946 - 1949 and 1980s

Engineer - 2nd generation - son of Allen - went to college with Jitney

- See Vol. 1 Ch. 9 Sec. 12



Allen Fillion (1968)  
- Fillion Family Collection

### Mark A. Fillion

1967 - 1969

Marshfield kitchen then Bunker & track crew - 3rd generation - son of Joe

- See Vol. 1 Ch. 9 Sec. 3 & 12

### Stanislaus "Stanis" Fillion

1910

Fireman - Stanislaus (Stanley) Thomas Fillion was born on September 12, 1886 in St. Patrice de Beaurivage, Quebec. The first child of Thomas and Aurelie (Vachon) Fillion. A sister, Alexandrine would arrive a year later. Then brothers Irene and Joseph Arthur. Thomas and Aurelie would have another daughter and four more boys before she died in 1901. Stanley's father would re-marry and seven half siblings would join the family. 23-year old Stanley entered the

U.S. in November 1909 traveling by rail from Canada to Fabyan, New Hampshire. He stood 5-feet 8-inches tall, weighed 140 pounds with brown hair and grey eyes. In August 1914,

27-year old Stanley married 25-year old Mary Margaret Joyce in Boston. The couple would settle in Brighton, Massachusetts where their daughter, Ethel Stephanie was born on December 26, 1914. A second girl, Margaret Lillian would arrive in February 1916 with a son, Stanley Anthony following in June 1917. That month, the 30-year old former Cog fireman declared his intention to become a U.S. citizen. He was now working as a house painter. He took the oath in early August 1922 after another boy and girl had joined the family. Wife Mary would die in June 1947. Stanis died on May 12, 1971 in Milton, Massachusetts at the age of 84. He is buried in Calvary Cemetery in Waltham.

- *Among the Clouds* - Season of 1910 (Fall) / *Ancestry.com*

### Tom Fillion

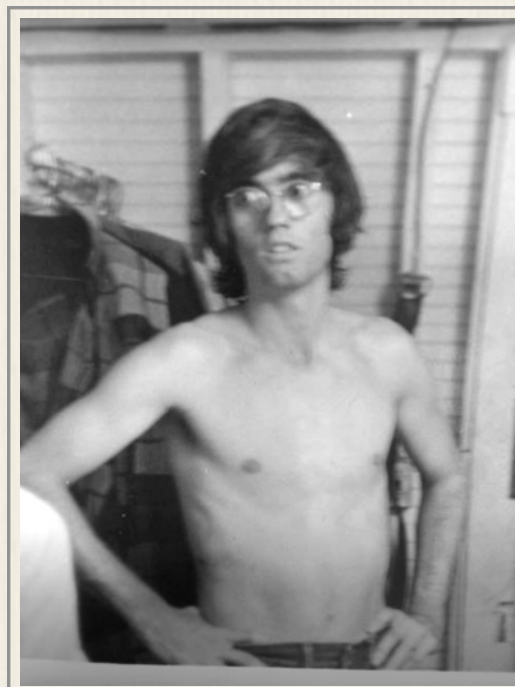
1968 - 1971

Marshfield kitchen - 3rd generation - son of Joe - Tom (right) would author a number of books available online; *The Dream Mechanic* (2012), *Giuseppe's Award* (2013), *When The Moon Is In The Seventh House: Sex And Violence In Southern Literature* (2015), *Archipelago of Myself* (2015) and *New England Book of the Dead* (2016) which includes vignettes from his time at the Cog Railway. - See Vol. 1 Ch. 9 Sec. 12

### Peter W. Findlay

1956

Summit House



Next Gen Cogger Dave Kurz says "this is around the time he was auditioning for a male dancing position with Chippendales! Boarding House 1971 most likely!"  
- David Kurz Collection



## Fis - Fog

**E. H. Fisher** 1951

Mt. Washington Club/Summit House

**Emily Fisher** 1906

Summit House employee from Plymouth, N. H.

- *Among the Clouds* - Jul 12, 1906

**R. M. Fitts** 1950

Paid by both Summit and Railway that summer

**Mary Fitzgerald/Mrs. George Howland** 1889 - 1908

Summit House pastry chef - "The pastry cook at the Summit House for several years, who took her departure as Miss (*Mary*) Fitzgerald last autumn (*1891*) returned this season as Mrs. (*George D.*) Howland, and is entitled to the congratulations of those who have so long admired her culinary skill. Her most worthy husband has long been connected with the Crawford House." Summit House housekeeper "for several years" - Pastry Cook 1899 - "This is Mrs. Howland's ninth year as pastry cook, and in this line she is unsurpassed." (*1901*) "On the westerly side of the new part is the pastry room, where Mrs. Howland prepares her far-famed pies and other delicacies, and the baking room is just in the rear." "Mrs. George Howland of the Summit House was agreeably surprised on the occasion of her birthday yesterday (*7/23*), when the gentlemen residents at the Summit presented her with a beautiful Dresden china cracker jar and a silver mounted toilet set as a token of good will and esteem." Attends 1903 Cog Party Masked Ball as "Italian Queen." Mary Fitzgerald was born in Lisbon, N.H. and was cooking professionally by the age of 22 when she married 29-year old hotel foreman George D. Howland on April 30, 1892 in Littleton. The couple was living in Carroll, N.H. and Mary was still making pastry professionally when the Census was taken in the spring of 1910. George would drive a horse-drawn Concord Coach from the Crawford House to Base with dignitaries on board bound for the 1929 *Peppersass* celebration. The 1940 Census found Mary and George - now in their 70s living in Lisbon. Mary would leave George a widow before he died in the spring of 1946. Mattie Clarke's obituary in 1933 "numbered among her close friends Mr. and Mrs. George Howland of Lisbon both of whom had worked with her at the Ormond for 39 years. Mrs. Howland had also been employed as a cook at the Mt. Washington Summit House for 20 summers." - *Among the Clouds* - Jul 12, 1892; Aug 20, 1894; Jul 15, 1899; Jul 16, 1900; Jul 12 & Jul 24, 1901; Jul 12, 1902; Jul 13 & Aug 31, 1903 & Jul 13, 1905 / *Littleton Courier* - Thu, Jun 6, 1933 / *Ancestry.com*

**Donald J. Fitzmaurice** 1959

Summit House

**C. A. Flanders** 1951

Paid by both Summit House and Railway that summer

- *Railway Ledger*

**Christopher Flavell** 1960 - 1962

Marshfield first summer then to railway

- *Marshfield Corp*

**Patrick Fleming** 1911

Railway employee - (1911) "Patrick Fleming, of Roxbury, Mass., who has been employed on the Mount Washington railway the past few months, died at the Littleton hospital, Wednesday, October 25, from typhoid fever. He was apparently about twenty-five years of age. The burial was in St. Rose de Lima cemetery (*in Littleton*)."

- *White Mtn Republic-Journal* - Thu, Nov 2, 1911

**Arthur Flint** 1947 ?

Railway employee who quit just prior to a June 18 trip to the N.H. Public Utilities Commission with a Frank Hill. They talked to a PUC staffer who wrote this memo, found in PUC files, to Winslow Melvin. "Frank Hill, who worked for Cog RR last summer and Art Flint, who just quit work for Cog RR - were in for a chat today (*6/18*). Report Cog RR is snafu - has problem keeping help because of poor pay and so forth. Dumping garbage in Ammonoosuc river over old railroad bridge. Still using old equipment - Has been running about 1 train a day. Hasn't had much business this year. Report Summit House to have a more friendly atmosphere this year but still 50 cents to use rest rooms if you don't ride Cog RR." Partially dated note (no year) found in file on 1946 flatcar collision. No other documents found dealing with "this chat" with state officials by former employees - trl.

**David G. Flint** 1957

Summit House

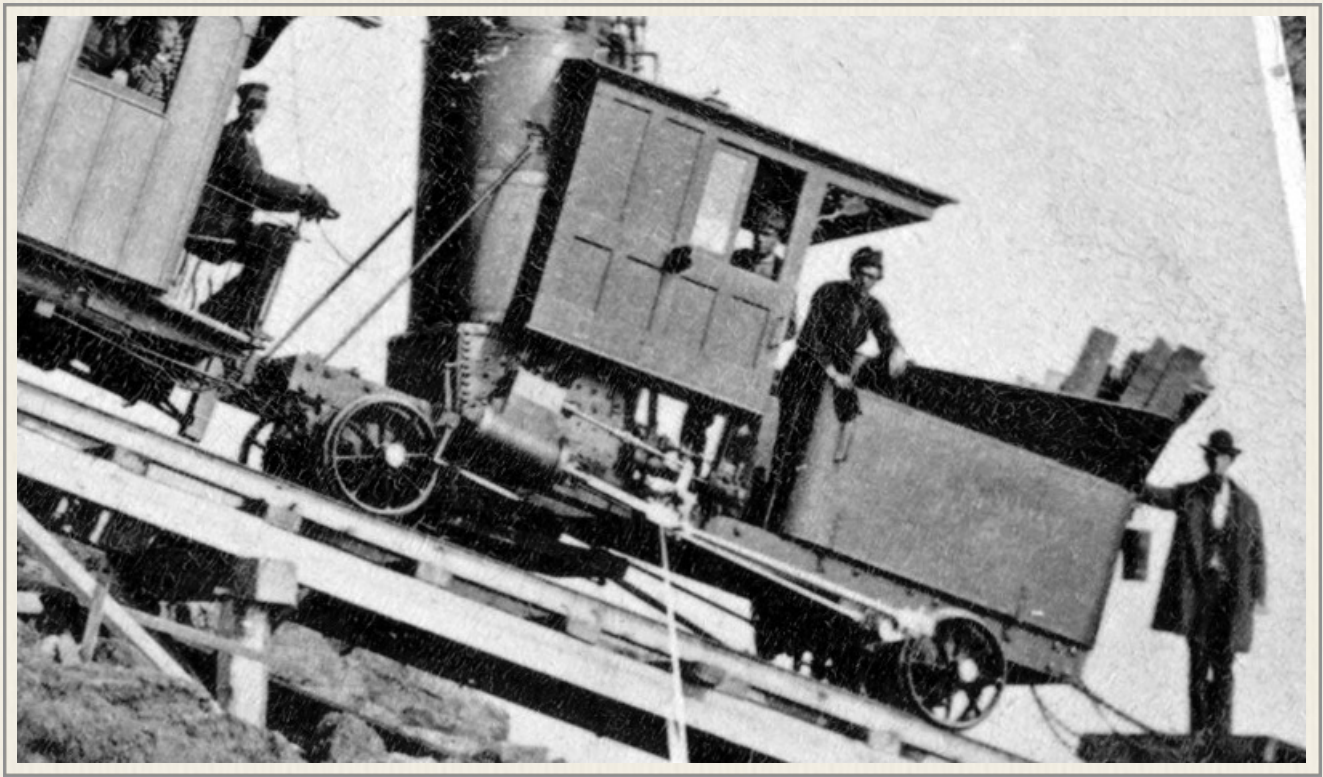
**William Flynn** 1960 - 1962

Railway Corp

**Judy Fogg** 1957

Summit House





**H. E. Folsom** 1920 - 1924

President Mt. Washington Railway - “All employees were sorry to hear of the death of Retired General superintendent H. E. Folsom at Lyndonville, on December 5 (1935), at the age of 86. Folsom, in addition to being superintendent of the Passumpsic Division for a great many years, was also president of the St. J. & L. C. and MWR Railroads, as well as interested in many civic enterprises in his home town. He served as general superintendent of the Second District from August 1918, to September 1, 1925, when he retired.” Harley Eugene Folsom was born on January 14, 1850 in Lyndon - the son of Charles and Flavia (McGaffey) Folsom. At age 28, he was a railroad superintendent and married Clara E. Bailey on August 7, 1878. They had a son, Fred Schott on August 7, 1880, but she died on October 30th. Seven years later, he married Jennie L. Darling. Harley and Jennie had a daughter, Flavia Gladys on July 28, 1900. The couple were still together when he died in 1935. At the end of his life, he suffered from chronic myocarditis and officially died of influenza.

- B&M Employees magazine - Dec 1936 pg 28 / Ancestry.com



H. E. FOLSOM.

**Josiah Folsom** 1868

Engineer - ran the first paying passenger train up the mountain

- Railway to the Moon by Glen M. Kidder

**William N. Footer** 1953

Railway Ledger

**L. D. Forrest** 1950

Mt. Washington Club/Summit House

**Gail Forsythe** 1959 - 1961

Summit House

**William N. Forter** 1951

Railway Ledger

**V. Fortune** 1950

Railway Ledger

**D. R. Foster** 1950

Mt. Washington Club/Summit House

**Sarah P. Foster** 1959 - 1960

Summit House - (1959) “Lisbon notes: Miss Sarah Foster commenced work at the Summit House on Mt. Washington Tuesday, June 23. She expects to be there all summer.” / “Lisbon notes: Miss Sarah Foster, who is employed at the Summit House on Mt. Washington, spent the weekend at her home with her parents, Mr. and Mrs. Harold C. Foster. Miss Foster was on TV with the weather from the top of Mt. Washington Thursday (7/23) evening. Many views in this area saw her.” (1960) “Lisbon Notes:



Fos - Fre

Miss Sarah Foster, having completed here duties at the Tramway, is now working at the Mt. Washington Summit House until the end of the season.” - Littleton Courier - Thu, Jun 25, 1959 pg 2; ; Thu, Jul 30 pg 2; Thu, Sep 15, 1960 pg 2

W. H. Foster 1951  
Railway Ledger

Bruce Fox 1966  
Summit assistant cook  
- See Vol. 1 Ch. 9 Sec. 2

Emma Aldisa Fox 1905  
Played catcher for the Summit House nine during the 1905 season. Emma A. Fox was born in Lebanon, Pennsylvania on August 19, 1883 - the daughter of Jacob and Malinda (Bahey) Fox. She married boilermaker Harry C. Frankheiser on October 18, 1906. The couple had no children. She was a “faithful member of the Seventh Street Lutheran Church in Lebanon. Shortly before 4 pm on Thursday, January 31, 1957, Emma “was found lying on the sidewalk at Sixth and Church Streets, and was conveyed to the (Good Samaritan) hospital in the First Aid and Safety Parol ambulance” where she was declared dead on arrival due to a heart attack. She was buried in the Mt. Lebanon Cemetery. She was 73 years old.  
- Among the Clouds - Aug 10, 1905 / Lebanon (PA) Daily News - Fri, Feb 1, 1957 pg 2 / Ancestry.com

G. E. Fox 1962  
Railway Corp

Charlotte C. Foye 1955  
Railway

James Frank Frantz 1964  
Summit House

William Frappier 1960  
Summit House

D. Frechette 1951  
Marshfield Corp/Cog Railway Cabins

H. Freebairn 1958  
Marshfield Corp

Col. Orville E. Freeman 1866 - 1868 & 1872 - 1873  
Orville E. Freeman died at his home in Lancaster, N. H., on Friday, February 4, 1876 of Cerebro-Spinal-Meningitis, or Spotted Fever, after an illness of about two weeks. “Mr. Freeman has been for years an active energetic citizen. A son of the late Dea. Reuben Freeman of Guildhall, Vt., he has been a resident of Lancaster thirty years. By occupation a builder, he has left many edifices as marks of his labor. He was active in the completion of the Steam Railway up Mount Washington, and had much to do with the construction of the Mountain Hotel and Boarding House system. Col. Freeman was born Aug. 17, 1818, and had been married to his present widow, Eluthera P. Crawford, a daughter of Ethan Allen Crawford, of White Mountain fame, a most excellent woman and wife, for thirty years. He had never been sick enough to require medical attendance, although he has undergone, during his active life, periods of great mental and physical fatigue.” Mount Washington: A Handbook for Travelers (1906) says the route for the railroad was surveyed and located by Freeman, a civil engineer who went on to be “a millwright and mill-owner, at one time carrying on a furniture factory in Lancaster.”  
- Guildhall (VT) Essex County Herald - Sat, Feb 12, 1876 pg. 3

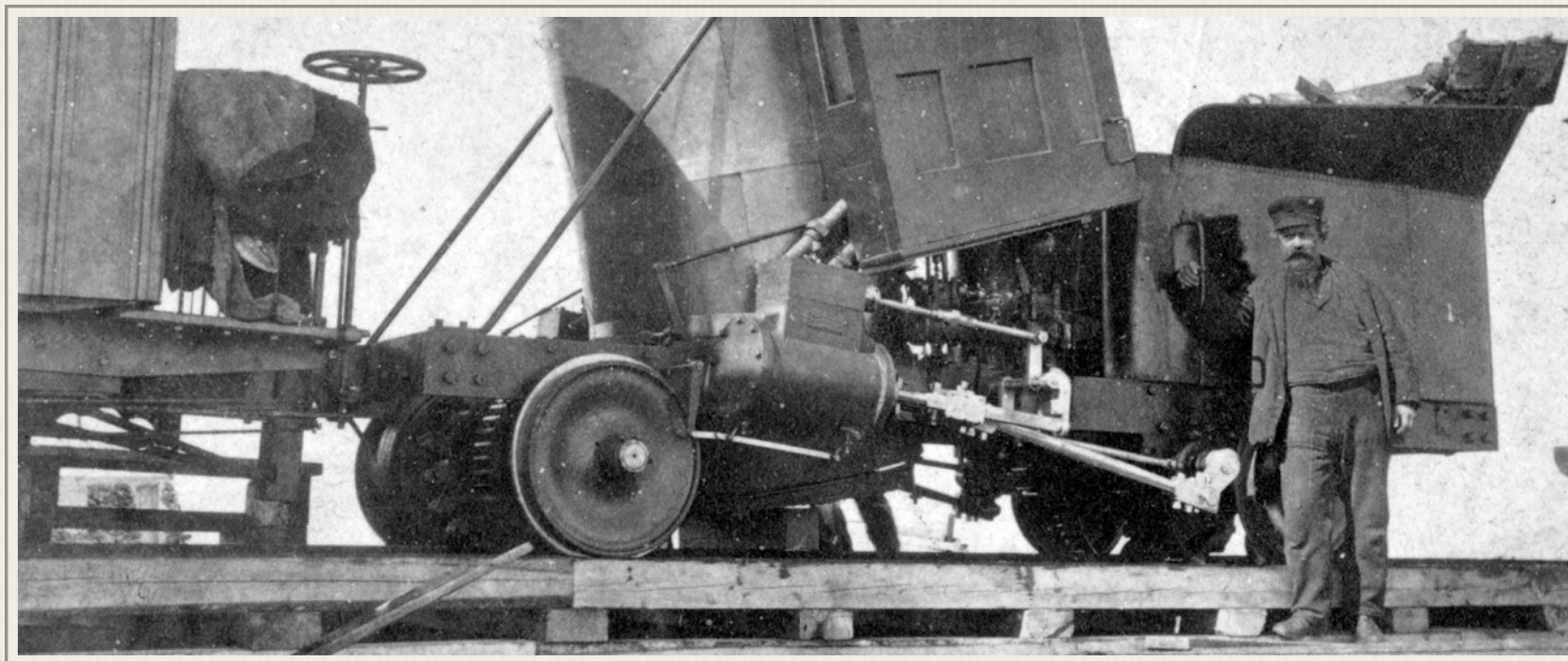


Flora Freeman 1900  
Summit House employee  
Clouds - Jul 16, 1900

- Among the

Edward Sanborn “Ned” French 1930  
Mount Washington Railway President - Due to his position as president of the Boston & Maine Railroad from 1930 to 1952, French, who had managed the Springfield (VT) Terminal Railroad and worked there with George Trask’s Aunt Margaret, engineered the B&M’s sale of the Cog Railway to fellow Dartmouth alum Henry Nelson Teague in 1931. “(French) attended Somerville Public Schools, graduating from the Latin high school in 1902, president of his class. He attended Dartmouth College, from which he graduated in 1906 with the degree of A. B. He at present an accountant at the Boston office of the Boston & Maine Railroad. He is a member of the Soley Lodge of Free Masons, of the Acacia Masonic Fraternity; of the Benevolent and Protective Or-





der of Elks at Claremont, New Hampshire; of the New Hampshire Club of Boston.” / “April 9, 1930 - Edward S. French of Springfield, Vt., operating head of several independent railroads in Northern New England and president of a group of waterfront and warehouse rail terminals here, was elected today president of the Boston Maine Railroad at a meeting of the board of directors in Boston.” (June 10, 1968) “Edward Sanborn French, board chairman of the Maine Central Railroad and former president and chairman of the Boston & Maine, died yesterday at his home here. He was 84 years old. Before assuming the presidency of the Boston & Maine in 1930, he had had a wide range of railroad and other interests. He had been vice president and general manager of the St. Johnsbury & Lake Champlain, and president of the Montpelier & Wells River and Barre and Chelsea Railroads, and of the Mystic Terminal Company. He also ran a hardware business, a machine company, a woolen mill, several talc mines and mills and two granite quarries. During the Depression he struggled to keep the road solvent. The Boston and Maine was the first railroad in the East to put into service a lightweight streamlined passenger train. Control of the Boston and Maine was lost in 1955 to a group headed by Patrick B. McGinnis, then president of the New York, New Haven and Hartford Railroad. Mr. French had been president and chairman of the Jones & Lamson Machine Company of Springfield, now liquidated. He had been a director of the Association of American Railroads, the Federal Reserve Bank of Boston, the First National Bank of Boston and the Oxford Paper Company. He was a life trustee of Dartmouth College, from which he graduated in 1906.”



*Ned French (1968)  
- Obituary Photo*

- NH Railroad Commission Annual Report / Rob Bermudes research / <http://markdionne.com/ged/individual.php?pid=I7763>



*Julia French (2018)  
- Facebook*

**Julia E. French** 1967  
Marshfield Corp

**Kathy French** 1967  
Marshfield dining room  
- See Vol. 1 Ch. 9 Sec. 3

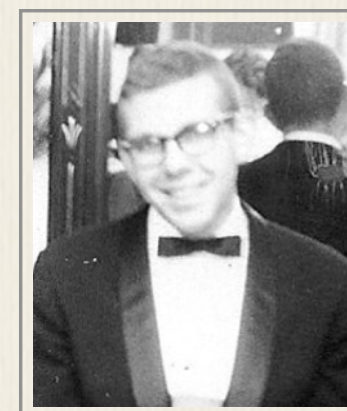
**Barbara Y. Frescoln** 1956 - 1957  
From Pennsylvania - worked at Marshfield - married Paul Saunders  
- See Vol. 1 Ch. 9 Sec. 9

**Diane L. Frey** 1958 - 1960  
Marshfield Corp

**Frank Charles Frey** 1963  
Marshfield Corp

**Freeman Z. “Freezy” Frey III** 1960 - 1963

Marshfield 1960 / Summit 1962 / Railway 1961 & 1963 / Track Crew / At the 2014 Cog Reunion Frey’s memories didn’t quite line up with the payouts recorded in the financial ledgers: “I worked here at Cog from 1958 to 1962 and I came back again in 1972 for a short trip. I worked everything from the kitchen up through an engineer, had all kinds of experiences. You’ll never, you’ll never be able to figure them out. We were just talking over here a little while ago about things that happened to



*Freezy Fry (1960)  
- Teague Family Collection*



## Fre - Fry

the brakemen. What he found, and one thing I'll never forget, is the track crew had been working and they hung a pipe wrench over the Cog rack... of course, try to get over a pipe wrench when you're going up the Cog railway. I worked my last summer right here on the summit and we had very interesting times up here then."

- Marshfield Corp / Railway Corp / Summit House

**Kenneth Frizzell** 1962

Railway Corp - Bob's dad - right-of-way brush cutter

**Robert H. Frizzell** 1963 - 1964

Railway Corp - (1963) "Gilman, Vt. Notes: Robert Frizzell has employment at the Cog Railway at Mt. Washington." (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 McQueen were at the Mt. Washington Cog Railway on Saturday (6/13) to visit the Gilman boys there." / Bob wrote Jitney Jr in June 2019: "I now live in Charleston, VT. In 1963 and 1964 I worked summers at Cog Railway while attending St. Johnsbury Trade School. I also worked a couple of weeks in the Summer of 1965. I was a Brakeman, a fireman and on the track crew or wherever needed. I would stay at the Boarding house while working on the Cog. My father, Kenneth Frizzell also worked on the railway cutting brush. Others I remember working with at this time were Clayton Roy, David Fox, Dave Pelletier and Ronnie Hubbard. Pete Liberty worked up top in the kitchen."

- Littleton Courier - Thu, Jul 3, 1963 pg 8A; Thu, Jun 18, 1964 pg 4B / email Sunday, June 16, 2019 at 8:15 PM



Edward "Jack" Frost (1929)  
- B&M Archives

**Edward C. "Jack" Frost** 1910 - 1929

Engineer on *Peppersass*' last run (left) - from Concord, N.H. - "one-time master mechanic of the Cog railway and the holder of the record for the descent of the mountain - two and three-quarter miles from the top of New England to the Ammonoosuc River near the Base by the use of a slide-board on the middle rail of the track." ICC Report on *Peppersass* crash said Frost's regular B&M position was engine house foreman, 'had worked on the Mount Washington Railway for six consecutive summers as machinist, extra engine man and master mechanic." Edward Charles Frost was born in Lancaster Massachusetts on May 22, 1884, the son of a Georgia-born insurance man, Nicholas Frost and Boston native Ellen Leora Daniels. He entered the service of the B&M as an apprentice on January 3, 1903 and June 1906 was made a machinist at the Concord Car shops. On July 18, 1908, 24-year old "Jack" married 19-year old Millie Irvana Gallup from Jay, Vermont. At that point, Frost was working as a steam railroad machinist for the Boston & Maine Railroad in Concord, New Hampshire. The September 1910 farewell edition of *Among the Clouds* lists Frost as a Cog machinist. On July 5, 1912, he was transferred to the Concord engine house. When he registered for the draft in September 1918, he was described as a tall man of medium build with blue eyes and brown hair. In 1920, the Frosts were living on Ironworks Road in Concord and they had four children; 10-year old Elizabeth, 6-year old Caleb, 3-year old Kenneth, and 1-year old Nicholas. (Caleb would join his dad on the *Peppersass* in 1929 and be the first to jump when gears broke on *Long Trestle*.) A year before the wreck, Edward Frost was promoted to foreman at the engine house. When the Census was conducted in 1930, the Frost kids were still living at home - a home worth \$5,000 and containing a radio set. Edward Charles "Jack" Frost would die on June 4, 1936 in the Margaret Pillsbury Hospital after being admitted in February. His death certificate blamed a brain tumor - "astrocytoma - malignant by location." He was 52 years old.

- New York Times - July 9, 1929 / Ancestry.com / B&M Employees magazine - Jun 1936 pg. 19 - See Appendix Sec. 11

**Jerry Frost** 1951

Marshfield and Railway cut checks for Frost in 1951

- Marshfield Corp / Cog Railway Cabins / Railway Ledger

**Ramona H. "Mrs." Frye** 1963 - 1971

Cabin keeper - "Mrs. Frye has been living in Danville Vermont for 30 years although before that she lived in St. Johnsbury. She has been at the Cog for 4 years. Along with caring for the cabins, she has filled in for Cass White on his days off and controlled the cash register during the fall." (Cog Clatter v1n9 - September 2nd, 1966) In addition to her time at the Cog, Ramona also worked for the Mount Washington Resort, Lyndon State College and the Stowe Inn. Arthur Teague clearly appreciated Mrs. Frye meshed with the Cog family as he wrote to her in March 1965 to invite her back to the Mountain for the summer of 1965. "Dear Mrs. Frye, Here we are again around to Spring. It is sometimes difficult to realize where the Winter has gone. Actually we have had a very mild one here (in Philadelphia) and are thankful. Some of the buds on the maple trees are about to burst and tomorrow will be St. Patrick's Day; so we know that business is just around the corner. I will be heading North the first of April to sum up the Summer situations. We do hope that you will be back again with us this year. You seemed to fit in with the Cog group so easily and it is a pleasure to ask you to return. I will be looking forward to hearing from you very soon; so that I can get the crews lined up. Your Salary will be the same, \$180 per month, plus room and board, which we allow a minimum of \$64. See you soon, hope all is well. Sincerely yours, Arthur S. Teague."



Ramona Frye  
- Frye Family Collection





Mrs. Frye's relatives let Jitney Jr. look at her Cog memorabilia in 2019. On a Cog pamphlet she wrote, "I went up 4 times in 1966."

- *AST Letter* - Mar 16, 1965 / See Vol. 1 Ch. 9 Sec. 1

**Leon F. Fulford** 1950  
Marshfield Corp Ledger / Railway Ledger

**Rory A. Fulford** 1950  
Railway Ledger

**K. Fuller** 1958  
Marshfield Corp

**Peter D. Fuller** 1955  
Railway



*John A. Fyfe (1962)*  
- *UVM Yearbook*

**John A. "Big John" Fyfe** 1958 - 1962

Edward Chumley's assistant building the first aluminum car came from St. Johnsbury - Kevin McKinney remembers: "John Fyfe who worked with Ed Chumley one summer, and then on the trains. Real funny guy. He went to University of Vermont and played football there. He was from Burlington too." Jitney remembers "Big John" fired for him - chased a rabbit at Waumbek. Fyfe, himself, remembers well being in the cab on a particular double-header with Jit - the No. 6 *Great Gulf* in the lead with Gordon Chase and the No. 1 *Mt. Washington* following. "We both had full cars," recalls Fyfe in November 2018. "I was firing for Jitney that day, and what happened was you burned a lot of steam going up the steep grades. (Jitney) always had to watch the water level over the firebox." Above Skyline Switch the trains ran into the clouds. "It was foggy... real foggy," remembers Fyfe. "You couldn't see I don't know, maybe seven, eight, maybe 20 feet - 30 feet" in the soup. Jitney slowed a bit to give the brakeman more time to scan the tracks, and the injectors more time to fill the boiler so there would be enough water to safely pitch over onto the Summit after the last grade at Lizzie's. "So we're just about ready to pitch up," says Fyfe. "I turned around... looked over the tender and there I see the front of the (No. 1's) car approaching us at speed... I turned to Jitney and said. 'Jitney, Look!'

Jitney looked - then he turns the (forward steam) valve as fast as he can to get away from Gordon Chase's passenger car (to keep it from slamming into our (tender)... Jitney did his damndest to get (the Six) going and he did. You could really feel the lurch and feel us take off. Well, (Gordie) came right up to us about maybe six, seven feet away and then we started to pull away... when we got to the top, Jitney had 'a conversation' with Gordie Chase about that deal, you know what I mean?" he said with a chuckle.

Jit remembered a conversation he had with his fireman. Big John kept showing up late for work. One day John showed up late again and Jit started letting him have it. When Jitney finished, John just said he'd just come to say good-bye because he was leaving to go back to UVM to start the football season - the Colonel had agreed to let him go early. The *Bennington Banner* reported in September 1961 that John earned praise (along with three other sophomores) for their play in a "heavy scrimmage" at Peterboro, New Hampshire on Tuesday, September 5th. Coach Ed Donnelly had just 25 days to figure out his line-up before the University of Vermont's 1961 home opener against Coast Guard at Centennial Field in Burlington. The 6-foot 1-inch 210-pound St. Johnsbury Academy graduate went to UVM after playing for the Vermont squad in the 1959 Shrine Maple Sugar Bowl. The next spring after the first full week of practice the new UVM football coach, Bob Clifford called the 50-some candidates for the Cata-mount squad "a spirited bunch... willing to work." The *Burlington Free Press* story said Clifford "singled out one group of the returning veterans, giving them verbal pats on the back. Included was a trio of former schoolboy stars at St. Johnsbury Academy, end Paul Toussaint, tackle John Fyfe and halfback Pete Weiss. All three lettered as sophomores last fall." But John was not in school in the fall and missed the 1962 season. John was back at UVM in the spring and on the track team when they opened its first indoor track season on Saturday, March 2, 1963. Coached by Archie Post, the *Free Press* said "John Fyfe and Dave Sequist figure to be the



Gag - Gar

top hopefuls for points in the discus and shot put.” However later that winter, John injured his knee in a skiing accident and had to pass up spring football practice.

John Alexander Fyfe was born on June 15, 1940 in Maine – the son of William A. and Barbara (Potter) Fyfe. 28-year old John was working at International Business Machines in Essex Junction in 1968 when he became engaged to 22-year old Diana Lynn Jarvis – a Winooski High School graduate who was working in the traffic department of New England Telephone and Telegraph Co. Within three days of the announcement being published in the Burlington Free Press, John was looking in the same paper for someone to buy his metallic blue 1966 Pontiac Grand Prix with black vinyl top and interior, mag wheels, power steering and power brakes for \$2500. The couple married on June 15, 1968 in Winooski. That fall, newlywed Fyfe was one of four hunters hospitalized with gunshot wounds on the opening weekend of the 1968 deer season. Fyfe was listed in “good condition at Brightlook Hospital (in St. Johnsbury) suffering from a thumb gunshot wound received Saturday (11/9) while hunting at Sutton.” In January 1970, John and Diana welcomed a son, Sean Alexander into the Fyfe family, and there would be a daughter Shannon Lynn. However at the end of December 1984, the couple would divorce. Diana would later marry David Erinson of Underhill. John would live in Essex until moving to Newport, Vermont to be closer to his parents in 1994. A Google search found Fyfe now living in Sandy, Utah where his son lives.

- Railway Corp / Ancestry.com / Burlington Free Press

Jerome D. H. Gagne 1955  
Railway

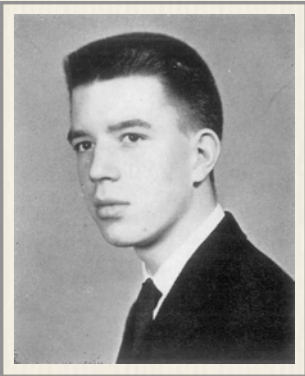
Arthur G. Gagnon Jr. 1954  
Summit House

Charles R. or D. Gailis 1955 -1957 & 1959 - 1962  
Summit House corp for all but 1961-62 when on railway payroll  
- Summit House

Joseph Galarneau 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

John Alan Galbraith 1958 - 1959  
Summit House soda fountain clerk in 1958 and manager of the gift shop in 1959 - son of J.K. Galbraith - became a lawyer and now mayor of St. Helena, California in the Napa Valley.  
- See Vol. 1 Ch. 9 Sec. 2

Richard W. “Dick” Gallup 1949 - 1950  
Friend of Stephen C. Saunders: “I probably would have gone back the next year but ended up joining the Air Force with one of my friends from the Cog (Dick Gallup) We went through jet training together and he died back in 2008. I went to his Memorial Service at Arlington Cemetery where he was buried with full Military honors.”  
- See Vol. 1 Ch. 9 Sec. 2 - Railway Ledger



Alan Galbraith (1959)  
- Phillips Exeter Academy

John Galway 1900  
Summit House employee  
- Among the Clouds - Jul 16, 1900

John F. Gannon 1903  
Attends Cog Party "Masked Ball as Society Man  
- Among the Clouds - Aug 31, 1903

R. J. Gannon 1952  
Mt. Washington Club/Summit House

Lois Fredda Garibotti 1964  
Summit House

Louis William Garneau 1964 - 1965  
Summit House



**Richard Garrett**

1953

Railway Ledger

**David W. Gates**

1950 - 1953

(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!"

- *Railway Ledger / Littleton Courier - Thu, Sep 20, 1951*



David Gates (1950)  
- *Melrose HS yearbook*

**Edward E. Gates**

1959

Fireman through August 1st

- *Railway Corp*

**Janice M. Gaudette**

1956

Summit House

**Zed Gaudette**

1890 - 1895

Base crew - part of *Among the Clouds* newspaper train for a number of years - "Zed" Gaudette was ready with his team, and at 5:35 the papers were at the Fabyan House." (1890) keeps one of the fastest horses in Northern New Hampshire, known as "Old Pete." Well, "Pete" is a good deal of horse, although old age is leaving traces on his wrinkled brow. He has done valiant service as a cavalry horse in the army, and is never so happy as when he is galloping over hills and plains in the discharge of honest work (1891) Zed and Arcade Vachon slid in 1894 before Zed drove the papers to Fabyan. (possibly Xavier Gaudette?)

- *Among the Clouds - Aug 22, 1890 & Aug 28, 1891 - See Appendix Sec. 8*

**Alfred Gauthier Jr.**

1958 - 1960

Railway Corp

**Lorraine Gelpey**

1958 - 1959

Summit House

**Charlie George**

1905

Watchman at the base of Mt Washington - son of Mr. and Mrs. J. A. George of Wells River "spent a day last week here with his parents" Charles L. George was born June 8, 1878. The oldest of three sons of James A. and Abbie (Mason) George. The 1900 Census found the 22-year old Charlie working as a day laborer - living with his family that included four sisters in Newbury. His dad was a house painter. His brothers, Frank and Fred were listed as expressmen in the occupation column. He married 28-year old Alice Mae Ford in her hometown of Rumney, N.H. on September 16, 1914. The marriage license said she was a housemaid while Charlie was a "railroad man." He died less than a year later in 1915 at the age of 37 in Newbury.

- *The St. Johnsbury Caledonian Sept 20, 1905 / Ancestry.com*

**John H. George**

1886 - 1888

Mount Washington Railway president -





## Ger - Gil

**L. Gero**

1951

Marshfield Corp/Cog Railway Cabins



*Peter Gervais (2014)  
- Gervais Family*

**Peter Gervais**

1992 - 2014

“Peter Roland Gervais, 71, of Carroll, passed away on Feb. 27, 2015. He was born in Lewiston, Maine, on Jan. 31, 1944, to Roland and Ethel Gervais. Peter graduated from St. Dominic's High School in Lewiston, Maine, in 1962 and attended St. Michael's College in Winooski, Vt. Upon graduation, Peter taught English for two years in East Corinth, Maine. He then moved to Burlington, Vt., in 1970 and to Connecticut in 1974. Peter spent several years living and working in Connecticut and then headed back up north to settle in New Hampshire. Since 1992, he had worked at the Cog Railway as a cook extraordinaire. For those who knew him, Peter enjoyed life in a humble sort of way. A day of greeting friends and lifting others' spirits was just the right antidote that made for a very pleasurable day. Always a smile, a kind word and a hug was the best medicine for each day for all who knew him. He is survived by his son, Peter Roland Gervais Jr., of Washington; daughter Jacqueline Michelle (Gervais) Nathan and son-in-law Kobi T. Nathan; and two grandchildren, Zain and Seetha, of New York; along with many Carroll friends including his Cog family. Peter brought many years of joy to peoples' lives and he enjoyed his friendships beyond measure. He will be dearly missed.”

**Richard Geubert**

1900

Summit House employee

*- Among the Clouds - Jul 16, 1900*

**Ida Mary Gibbons Boyce**

1920

Mike Boyce's wife from St. Vincent's Bay, Newfoundland worked at the Summit House as a waitress

*- See Vol. 1 Ch. 8*

**Phyllis Ann Giberson**

1963 - 1964

Summit House

**Elizabeth “Lizzie” Gibson**

1903 - 1905

Summit House - Attends 1903 Cog Party Masked Ball as “Country Girl” - Pitches for the Summit House nine during the 1905 season - Attends 1905 Cog Party Masked Ball as “Nurse Girl”

*- Among the Clouds - Aug. 31, 1903; Aug 10 & Sep 4, 1905*

**John Gibson**

1962

Summit House

**Lottie Gibson**

1903 - 1905

Summit House - Attends 1903 Cog Party Masked Ball as “Flower Girl” - Attends 1905 Cog Party Masked Ball as “School Girl”

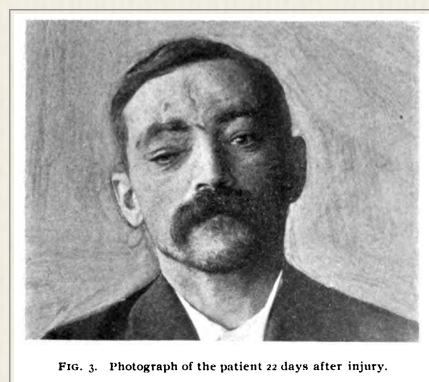
*- Among the Clouds - Aug. 31, 1903 & Sep 4, 1905*

**Will F. Gibson**

1881

One of “five members of the Manchester high school, (Greek class of ‘82) now employed at the Summit House.” A Willie F. Gibson shows up in the 1879 Manchester, N.H. Directory as a student boarding at 421 Manchester Street in the city. He is there in 1880, 1881, 1882, but in 1882, Willie becomes William F. Gibson at the same location. He is listed there in 1884. In 1887, William has not moved but is now working at the principal at the Webster Street Grammar School. A job he holds at least through 1889. Later directories indicate he remains living at 421 Manchester Street but also shows a connection to Tilton, perhaps the Academy?

*- Among the Clouds - Jul 26, 1881 / Ancestry.com*



**FIG. 3. Photograph of the patient 22 days after injury.**

**Étienne Gilbert**

1900

The US Census lists the 37-year old Quebecois as a railroad laborer living at the Boarding House - M. Gilbert has been married for 11 years at this point. Is he the man killed in the slideboard accident nine days later? The September 30, 1900 *New York Times* says a 35-year old H.N. Gilbert will not recover in a Concord, New Hampshire hospital. From Dr. Conn's report on Gilbert's slideboard injury: “After the first few days his recovery was uneventful and quite rapid, as you will perceive that he was up and had his photograph (left) taken twenty-two days after the accident, and that he returned to his home about forty miles this side of Quebec in twenty-eight days from the date of the injury.” *- See Appendix Sec. 8*



*Marcia Gilbert (1964)  
- Teague Family Collection*

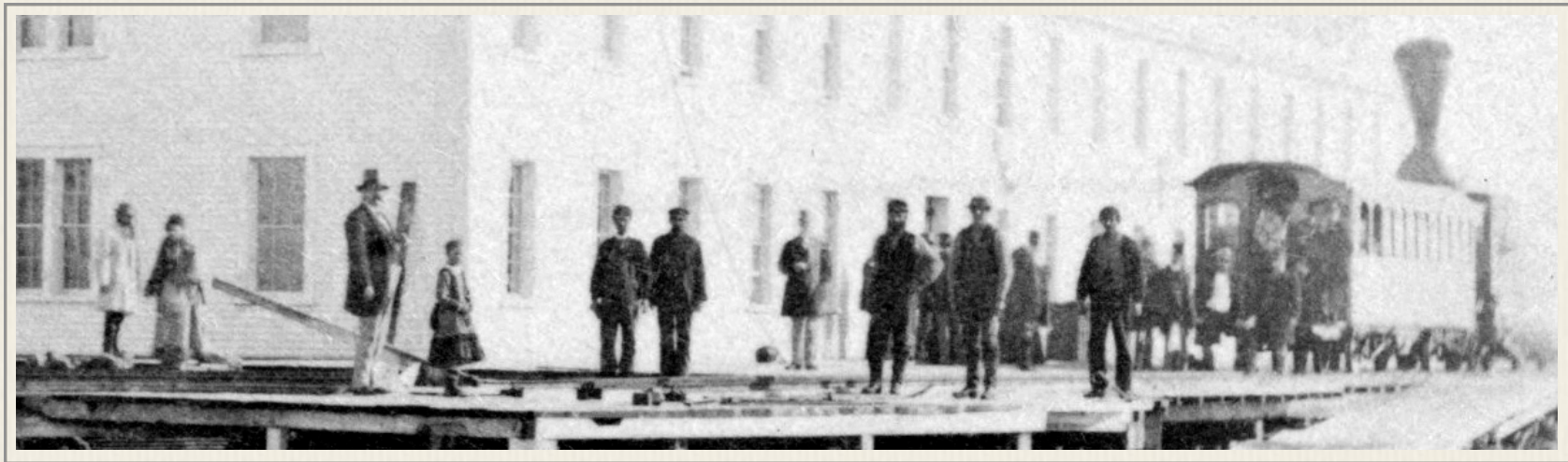
**Marcia Lillian Gilbert**

1964 - 1965

Marshfield Base employee

*- Cog Party list*





**Robert P. “Bobby” Gilbride** 1960

Machinist from Chelmsford MA - B&M Machinist from Pliney Granger shops (1953) “Billerica Shops: We welcome to our midst Robert P. Gilbride, son of Foreman Laborer Pat Gilbride. Bobby recently started as a machinist regular apprentice.”

- *Railway Corp / B&M Employees magazine* - Sep-Oct 1953 pg 27

**Paul H. Gill Jr.** 1958 & 1960  
Railway Corp



**Flinn Gilland** 1930s ?

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.”

Flinn Gilland is seen left as the sophomore class historian at the University of South Carolina. That year he was also a First Bass in the Glee Club. While working as assistant registrar at USC in 1941, Flinn sent out his New Year’s greeting cards in envelopes marked “Do Not Open Until Christmas.” The story went national on the Associated Press wires on January 3. He joined the U.S. Air Force and served in both World War II and Korea achieving a rank of Lt. Colonel. He became a faculty member at the University of the South.

- *The (Columbia, SC) State* - Sep 12, 1940 pg. 12 / *Clearfield (PA) Progress* - Fri, Jan 3, 1941 pg 2

**Louis W. Gilland Jr.** 1930s ?

Railway employee - Also mentioned in newspaper article above - Flinn’s brother. Ancestry.com says “Louis William Gilland was born on July 29, 1917, in South Carolina, when his father, Louis, was 37 and his mother, Nell, was 32. He married Sarah Linda Copeland on August 5, 1942. He died on April 30, 1981, in Charleston, South Carolina, at the age of 63, and was buried there.” When Louis enlisted on July 18, 1941 at Fort McPherson in Atlanta he was working as a bill collector with four years of college. His enlistment was slotted for the “Phillippine Department.” Louis was single, stood 5-feet 9-inches tall and weighed 175 pounds.

**T. E. Gillery** 1958  
Track crew  
- *Railway Corp*

**R. C. Gilleski** 1952  
Marshfield Corp/Cog Railway Cabins

**Jack Gilligin** 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.”

- *Littleton Courier* - Thu, Sep 5, 1907

**C. Gillis** 1958  
Railway Corp

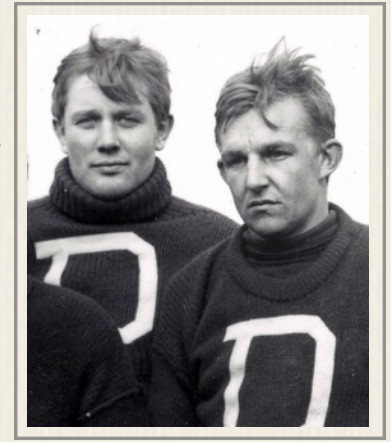
**D. Gillis** 1951  
Railway Ledger



## Gil - Gin

### Joseph Taylor Gilman

Member of what historian Rob Bermudes calls Henry Teague's "Dartmouth Cabal," who either worked at the railroad or were officers or directors or part of the Boston & Maine Railroad that held the lease to line. Gilman graduated from Dartmouth in 1905. "He was a member of the (Dartmouth) varsity football team in 1902, 3 & 4. Gilman was president of the Boston Madison Square Garden starting in March of 1931. In the *Boston Herald* of April 6, 1932, Gilman is mentioned of having been general traffic representative of the B&MRR prior to his promotion in April of 1932. Some of the attendees at Gilman's funeral included: Myron Witham, Edward S. French, George N. Proctor" - all with Cog connections. Gilman played with football with Witham (*right*) in 1904.



*Gilman (L) & Witham (1904)*  
- Dartmouth College

### Raymond "Ray" Gilman

1961 - 1969

Boilermaker - former longtime Canadian Pacific shop worker - "Next Gen" Cogger Art Pol-track explains what Ray is doing thanks to some first-hand experience: "Swaging flue tubes at the swager! One of the noisiest and hottest pieces of equipment at the shop. Heat the end of the tubes



*Ray Gilman at the swager*  
- Kent Family Collection

red hot. Put them in the tapered die.

Hit the pneumatic foot pedal and the top die goes up and down and the hammering into the tapered end begins. Only one end needs to be tapered. The one to be rolled end in the smoke chest. It takes multiple hammerings to taper each tube. Bring your mouth-piece and your ear protection and well insulated gloves. 231 tubes later (maybe swage some extras) and you're ready to re-tube a boiler. Satchmo (*Dimitri Savchick*) and I swaged the tubes one summer, while the boiler makers cut out and rolled the tubes back into place in the 3 (I think). Beaded over at the smoke chest end. Flared at the firebox end. Do this for all 231, (462 beads and flares), fill it with water, and hydro test it. Hopefully, there are no leaks. We had a few! Mr. Gilman was the on site certified boiler maker at least in the late 60s. He was a very nice and kind gentleman as well as Mr. Harold Adams. I think Mr. Bill Livingston was the machinist then, who was an equally good man. Mr. Savchick and I were probably loafing around and thus "selected" for this "delicate" and tedious task. The 250 flues or so took a while too...."

- See Vol. 1 Ch. 9 Sec. 4

### Edward Gilmet

1882

"A section hand on the railroad between Fabyan's and the Base had his skull fractured Monday evening (*Aug 7*), near the mill east of the Mount Pleasant House. Four road hands were on a hand car going towards Fabyan's, when the bottom of the car fell out and they were thrown upon the track. All but Edward Gilmet, 22, escaped without serious injury. He was taken to Mr. Colby's house and still lies in an unconscious condition." He died Tuesday (*8/8*) night

- *Among the Clouds*, Wed Aug 9 & Thurs Aug 10, 1882

### Hugh Gilmore

1904

Summit Dining room wine clerk

### Joseph Gingras

1891 - 1900

Trackman - "Four of these trained and skillful riders came to our aid, through the permission of Patrick Camden, the superintendent of repairs on the railway. They were Joseph Gingras, Samuel Gingras, Devene Vachon, and John Boyce. The latter took our reporter, Mr. Caswell, upon his slide-board, and away they went towards the bottom, 3625 feet below the Summit, three miles distant. North Conway Parade: The slide-board riders were John Boyce, Joseph Gingras, Samuel Gingras, William Boyce, Devene Vachon and Phillip Camden US Census enumerator Zeb Howe visits the Base on June 19-20, 1900 and lists the single, 21-year old Quebecois as a railroad laborer living at the Boarding House. The report also notes Gingras can speak English but cannot read or write.

- *Among the Clouds* - Aug 28, 1891 - 1900 US Census for Thompson & Meserve Purchase

### Omar Gingras

1895

Trackman - "Those who occupied the slides were Sam and Omar Gingras."

- *Among the Clouds* - Sep 2, 1895 - See Appendix Sec. 8

### Samuel Gingras

1890 - 1900

Trackman - "Four of these trained and skillful riders came to our aid, through the permission of Patrick Camden, the superintendent of repairs on the railway. They were Joseph Gingras, Samuel Gingras, Devene Vachon, and John Boyce. North Conway Parade: The slide-board riders were John Boyce, Joseph Gingras, Samuel Gingras, William Boyce, Devene Vachon and Phillip Camden. Sam Gingras is to remain at the Base during the winter, in charge of the property of the Mount Washington railway.





Last winter (1890-91), he made the ascent of Mount Washington several times, and conducted parties to the Summit.”

- *Among the Clouds* - Aug 28 & Sep 26, 1891/ 1900 US Census - See Appendix Sec. 8

**Ronald B. Girardin** 1957

Summit House

**Gerard Giroux** 1965

Summit House

**W. G. Glazier** 1958

Summit House

**Stanley R. Glines** 1953

Railway Ledger

**Robert “Bob” Goddard** 1966

Marshfield kitchen - Robert John Goddard, the son of Mr. and Mrs. Ernest Goddard graduated from Berlin High School (*right*) in 1967 where his nickname was “Godd.” He had been part of the Junior Council on World Affairs as a sophomore and hoped to become an electronics technician. His classmates predicted he would become a “drag race driver.”

- See Vol. 1 Ch. 9 Sec. 3

**Walter E. Goddard II** 1954

Marshfield Corp

**E. A. Goff** 1953

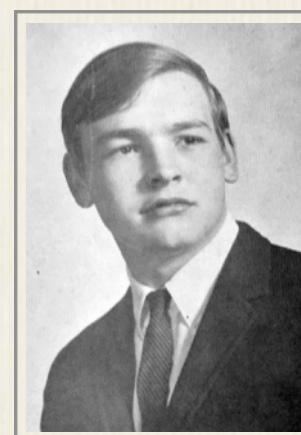
Railway Ledger

**Peter Goldman** 1953

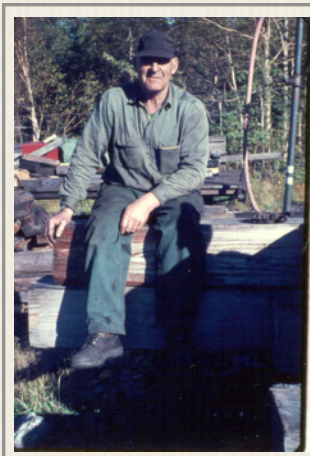
Railway Ledger

**Gilbert H. Gonyer** 1959

Railway Corp - Gilbert Henry Gonyer, born November 7, 1914 to Fred and Ruth (Wilson) Gonyer in Lincoln, N.H. He married Eva M. O'Brien on April, 11 1942. Released from a Maine jail in 1959, Gonyer worked briefly at the Cog, was arrested, charged and eventually plead guilty to killing a 51-year old tourist. Eli Gendron was having a picnic with his wife along the Base Road when Gonyer joined them. He received a life sentence in 1959. Ancestry.com reports Gonyer living at 111 East 7th Street 304 in Sioux Falls, South Dakota in 1994. He died February 13, 1994 in Yankton, South Dakota. - See Vol. 3



Robert Goddard (1967)  
- Berlin H.S. Meteor



**Maude Goodale or Goodell** 1905 - 1906

Played right short stop for the Summit House nine during the 1905 season - Attends 1905 Cog Party Masked Ball as “Helen of Troy” - paired with Stanley Allchin for the Cake Walk. Summit House employee from Exeter, N.H. (possibly Goodell?) 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* - Aug, 10 & Sep 4, 1905 & Jul 24, 1906

**Larry S. “Father” Gooden** 1955 - 1980

Track Foreman (*left*) - Being track foreman and road commissioner at Twin Mountain keeps Larry a full-time mountain employee; noted for his ability to do any job any place, anytime, alone or otherwise.

When there is “trouble on the line” where’s “Father Gooden?” Larry has been at the Cog for years and a welding car at full speed doesn’t slow him down. (*Cog Clatter v1n9* – September 2nd, 1966) / (1952) “Law-



## Goo - Gra

rence Gooden of Twin Mountain reports finding a copy of the now defunct *Among the Clouds* newspaper dated August 17, 1898, in the partition of a house being razed. Henry M. Burt is listed as the editor, and a feature story tells of a farewell reception to Mark-infield Addey, founder and for 20 years editor of the extinct *White Mountain Echoes*. *Among the Clouds* was established in 1877. Printed daily atop Mt. Washington, it claimed to be the oldest summer resort newspaper in America, and “the only newspaper printed on the summit of any mountain in the world.”

- See Vol. 1 Ch. 9 Sec. 4 / *Litteton Courier* - Thu, Dec 11, 1952 pg 6

### Peter Goodroe or Gaudreau pre-1878

Slide board aficionado - According to Walter Aiken, “a little Frenchman by the name of Peter Goodroe, worked for us. Peter was fond of sliding down the rail on his board.” Came in contact with a work crew’s crowbar during one descent

- *Among the Clouds* Sept 12, 1878 - See Appendix Section 8



Jim Gordon (1965)  
- Elvira Murdock

### David H. Gordon 1966 - 1973

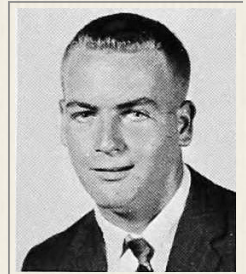
Fireman - eventually ran the No. 1 - He and brother, Jim were nephews of Paul Dunn.

- See Vol. 1 Ch. 9 Sec. 5 & 10

### James Russell Gordon 1961 - 1965

Engineer - Dave’s older brother (*left*) - Southern gentleman - Anne Koop remembers “he had car accident on the Base Road and when Ellen Teague arrived on scene he said to her, ‘You smell so good.’ The next time he saw her he apologized thinking he had disrespected her.” Cynthia Poltrack says Jim “was from Lutz, Florida and worked on the tracks. Had another football friend with him, can’t remember his name. Jim went to Clemson as I recall.”

- See Vol. 1 Ch. 9 Sec.



David Gordon (1966)  
- Chamberlain H.S.

### B. Gosalin 1962

Summit House

### George A. Gosbee 1912 - 1913

Base Watchman winter of 1912-1913 - Had been and continued to work summers for *Among the Clouds*

- *Among the Clouds* - Sep 3, 1913

### Guy Gosselin 1962

Summit House

### Philip Goutell Jr 1960 - 1961

Summit House

### F. G. Grace 1952

Mt. Washington Club/Summit House

### Fredderick Grace 1953

Marshfield/Cog Railway Cabins - is this F. G. Grace?

### Donald L. Grafton 1956 - 1957

Summit House

### John F. Graham 1963

Summit House



Allen Granger (1981)  
- Granger Family Collection

### Robert Watts Graham 1964

Marshfield Corp

### Allen Granger 1936 - 1942

2nd generation - Brother of “young” Pliney - Son of “old” Pliney. Allen Granger Jr. told his cousin Dale Ann in 2018 that his dad, Allen went with brother Pliney to Mt. Washington in the spring of 1936 and worked at the Boarding House with Uncle “Stubby” Welch for a short time. He moved to the trains and was soon firing for his engineer brother until 1940. He started working as a boilermaker’s helper for the Boston & Maine Railroad in 1940. He did that until he got drafted in 1942.

Allen Laird Granger, Sr. 83, died April 18, 2002 at his home on Northfield Road where he resided for the past 57 years. Born February 12, 1919 in Barnet, Vermont he was the son of Pliney and Nellie (Laird) Granger. On January 24, 1942 he married Katherine Ellen Farr in Northfield, Vermont. He was a Veteran



serving in the U.S. Army Infantry during WWII obtaining the rank of Master Sergeant. He saw military action in Africa and Italy and was captured in 1944 and spent 15 months in a prisoner of war camp in Poland. In 1945 he purchased the Williams's Farm in Berlin, Vermont and he and Katherine operated a dairy farm for 20 years. In 1957 they started a propane gas business know as Granger's Homgas, which they operated for 24 years providing gas sales and service to rural homes and businesses in the area. Mr. Granger was actively involved in community service. His past service included Board Director of Berlin Public Schools, 10 years as Selectman for the Town of Berlin, 17 years as member of the Washington County Deputy Sheriff's Association. In 1961 he was involved in the organization of the Berlin Volunteer Fire Department and served as Assistant Chief for several years. He was a member of Washington County Farm Bureau and a Trustee for the River-ton Methodist Church. Survivors include one son, Allen L. Granger, Jr. of Scottsdale, Arizona; two grandchildren and two great-grandchildren; three brothers Pliney Granger of Littleton, New Hampshire; Guy Granger of Mer-rimac, New Hampshire; Granville Granger address unkown; three sisters, Bernice Chartrand of Schnecksville, Pennsylvania; Mary Rogers of North Haverhill, New Hampshire ; and Susan Ely of St. Johns-bury, Vermont; nieces and nephews. A funeral service was held Monday at the Trinity United Methodist Church. The Rev. Mitchell Haye, pastor, officiated. Honorary bearers were Francis Butler and John Farr Sr. Bearers were Albie Lewis, Peter Noyes, Paul Irons, Ted Farr, John Chiuchiolo and Brice Stygles. Burial was in Berlin Corners Cemetery where Vermont National Guard members conducted military honors. The flag was presented to Allen L. Granger Jr. Guare and Sons Funeral Home in Montpelier is in charge of arrangements.

- Barre-Montpelier Times Argus - Apr 25, 2002 - See Vol. 1 Ch. 9 Sec. 4 & Appendix Sec. 3

#### **Dale Ann Granger Eckert**

1968 - 1971

3rd generation - daughter Pliney Jr. - Cog kid - worked Marshfield counter at 16

- See Vol. 1 Ch. 9 Sec. 4

#### **Florence M. Granger**

1952 - 1953

Marshfield Corp/Cog Railway Cabins - Niece Dale Granger Eckert says "Florence Granger was know as "Honey " and was first of two daughters born to Grandpa Pliney and Zelma. Florence would have been about 16-17 in 1952."

- Email to Jitney Jr - June 5, 2019

#### **Gabrielle Granger Clark**

1987 - 1988

4th generation - daughter of Pliney III - worked at Marshfield

- See Vol. 1 Ch. 9 Sec. 4

#### **Granville "Jack" Granger**

1947

Son of Pliney Sr. - (1947) "Another veteran employee is Pliney Granger Sr. of Lisbon master mechanic who has two sons also working there. Pliney Granger Jr. is superintendent, and Jack Granger is a fireman." Born Granville Granger, he apparently began calling himself "Jack" during his time in the Navy in World War II. Dale Ann Granger Eckert has "letters he wrote while in the Navy during the war to his brother Al-len and Allen's wife Kay. One of those letters dated Feb 1946 was signed "...love Jack or Granville." From his adopted/step daughter of wife #3 I got that "he did not have a nickname but my mother said they did call him Jack." Possibly part of why when he took a new identity he chose John Kelly." Dale Ann says "Granville (right) married his first wife Virginia July 3, 1948 in Nashua, NH and drove to the White Moun-tains after the service. He was living in the Nashua area then as I have a telegraph in Feb 1947 sent from



Kay & Allen Granger (1981)  
- Granger Family Collection





## Gra

there. So, since it is Pliney Sr's two sons I would say good chance that Granville is Jack. Born April 9, 1926 he would have been 21 in 1947."

- Littleton Courier - Thu, Aug 21, 1947 pg 1

### Guy Granger

1936 - 1940

2nd generation - Brother (*right*) of young Pliney - Son of old Pliney. (1939) "Lisbon notes: Guy Granger, who has been employed at the base of Mount Washington, was at the home of his father, Pliney Granger and Mrs. Granger, Thanksgiving Day." (1941) "Lisbon notes: Guy Granger left Sunday (4/27) for Mount Washington base station where he has employment during the summer and fall." (1945) "Guy Granger, who has been stationed for the past four years in the Hawaiian Islands, arrived on Monday (8/27) night at the home of his father Pliney Granger and Mrs. Granger. He has received an honorable discharge from the Army." Guy Granger Sr., 87, of South Merrimack, died Tuesday July 3, 2007 at his home after a long illness. Guy was born, May 28, 1920 in Barnet, VT to Pliney and Nellie (Laird) Granger; He was raised and educated in Vermont. In his early years he worked at the Mount Washington Cog Railroad, and helped with the restoration after the hurricane of 1938. He was a WWII US Army Veteran and a Pearl Harbor survivor (apparently stationed on the other side of the island the morning of the attack, but wouldn't talk about it.) He was then sent to the Philippines. For



Guy Granger (2007)



John Granger (1936)  
- Sally Barrett Collection

many years he owned and operated Granger Auto Repair at Railroad square in Nashua and later in South Merrimack. Later, he worked at International Paper box in Nashua. He loved the outdoors; fishing, hunting and gardening. He married Nellie Urban on September 14, 1946 and recently celebrated 60 years of marriage together. He is predeceased by his son, Guy Jr. and, his grandson, Scott Granger. He is also predeceased by brothers, and sister, Allen and Kay Granger, Pliney and Millie Granger, Granville "Jack" Granger, Beatrice and Cecil Chartrand, Maidene and Shelden Murray, Mary and Vance Roger and a half-sister Florence "Honey" Welch.

- Littleton Courier - Thu, Dec 7, 1939 pg 2; Thu, May 1, 1941; Thu, Aug 30, 1945 / See Vol. 1 Ch. 9 Sec. 4

### John Granger

1936

2nd generation - Cousin of "young" Pliney - started with Stubby Welch at the Boarding House washing dishes (*left*) - stayed on during the winter as a carpenter - wrote a story about his time at the Cog Railway

- See Vol. 1 Ch. 9 Sec. 4 & Appendix Sec. 12

### Judy Avery Granger

1967 at least

Wife of Pliney III - worked with Pete & Grace in the kitchen when her husband went to the Mountain to work in the fall

- See Vol. 1 Ch. 9 Sec. 4

### Leigh Ann Granger Haggett

1988

4th generation - daughter of Pliney III - worked at Marshfield - married "Next Gen" Cogger

- See Vol. 1 Ch. 9 Sec. 4

### Pliney N. "Old Pliney" Granger, Sr.

1930 - 1960

1st generation of Granger Family at Cog - master mechanic and ran the shop in the 30's. Wife Sadie's brother is Cog cook, Stubby Welch.

- See Vol. 1 Ch. 9 Sec. 4

### Pliney N. "Young Pliney" Granger Jr.

1934 - 1972

2nd generation - son of Pliney - engineer - WWII vet - later B&M "big hook" railroad accident clearing specialist and Cog consultant - Married Millie Deslandes.

- See Vol. 1 Ch. 9 Sec. 4



"Young" Pliney Granger (June 1946)  
- BMRR Photo - Hutchinson Collection



### Pliney N. Granger III

1960 - 1968

3rd generation - son of Pliney Jr. - worked 1960-1963 - Some years were short season, some full season. He went back a few years to work in the fall and was the engineer on the train going up when the 1967 accident happened at Skyline and helped carry people down. Was a weekend warrior (*left*) for a number of years.

- See Vol. 1 Ch. 9 Sec. 4

### Edwin Grass

1940s

Littleton H.S. student born in Quincy, MA but moved to Sugar Hill in Franconia then Plymouth, NH - was a carpenter and worked at Peckett's Inn doing repairs on wooden skis. Went to work at the Cog Railway after the war - rode the slideboard - was the grandfather of a Littleton librarian.



**Kenneth C. Grattage**

1959

Marshfield Corp - Stanley W. Grattage's brother - Ken was born on March 22, 1943 in Lancaster, N.H. When he died on May 2, 2000 in Manchester, Connecticut he was doing building maintenance for the C&S Distributors and living in East Windsor, CT with his wife Deborah.

**Stanley W. Grattage**

1956 & 1958

Marshfield Corp - Cogger Chris Moore says Stan was from Lancaster and joined the Air Force in 1959. He died shortly after he left the USAF. Ancestry.com says "Stanley William Grattage was born on November 29, 1940, in St Johnsbury, Vermont, his father, Stanley, was 18. He lived in Charleston, South Carolina, in 1986. He died on November 15, 1991, at the age of 50."

**Gladys M. Graves**

1954

Summit House

**Thomas E. Graves**

1954

Summit House

**Robert Gray Jr.**

1965

Marshfield Base employee - Cog Party list

**C. A. Green**

1882 - 1892

C.A. Green, of Salisbury, N.H., who is acting as waiter at the Summit House, visited Spaulding's lake in the Gulf of Mexico (*Great Gulf*), Thursday (8/31), and pronounces it a most delightful trip." "Mr. C. A. Green, an old and trusty employee of the Mount Washington Railway, returned yesterday (8/2/1892) from Manchester, where he had been sent to get mechanical supplies for the road." The 1880 U.S. Census for Salisbury lists a 25-year old Charles A. Greene working on his father's farm. C.A.'s dad, Charles F. Greene and his mom, Catherine M. (Fuller) Greene are both 54. Charles A. Greene would die on November 19, 1937 - 21 days after suffering a cerebral hemorrhage and less than a month before his 83rd birthday. The death certificate says he was born December 15, 1855 - had never married and sought "general employment" as an occupation.

- Among the Clouds Sept 2, 1882 & Aug 3, 1892 / Ancestry.com

**George A. Green**

1955

Summit House

**James Green**

1965

Marshfield Base employee - Cog Party list

**Agnes Green**

1903 - 1905

Summit House employee - "A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8/25/1903), 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 "Goddess of Liberty" - Attends 1905 Cog Party Masked Ball as "English Sportsman" - "Miss Agnes Green of the Summit House is the recipient of much praise for the success of the masquerade ball. Of all the workers in its promotion she was the most untiring and but for her never ceasing interest and helpfulness the affair would have lacked much of the completeness that marked its every arrangement."

- Among the Clouds - Aug 26 & Aug 31, 1903; Sep 4, 1905



**Barbara F. (Adams) Greene**

1950 - 1961

Wife of Duncan - daughter of Harold Adams - worked gift shop - (1964) "Twin Mountain notes: Mr. and Mrs. Duncan Greene of Bristol spent the weekend at the Mt. Washington Cog Railway base station visiting her parents, Mr. and Mrs. Harold Adams, who are employed there."

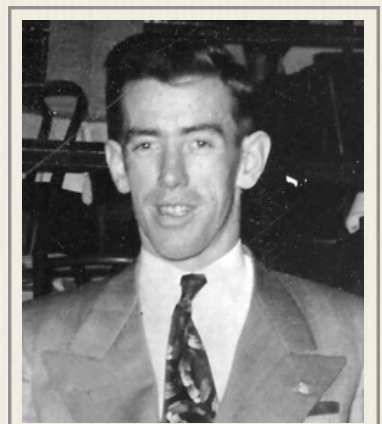
- See Vol. 1 Ch. 9 Sec. 4 / Littleton Courier - Thu, Jul 30, 1964 pg 3

**Duncan "Dunc" Greene**

1947 - 1961

Shop Foreman - Was Supt. In 1958 / (1951) "Mountain Musing: The engineers who run on one of the shortest lines in the world include: Duncan Green of Plymouth, former Army engineer in Africa, with the cog railroad five years."

- See Vol. 1 Ch. 9 Sec. 4 / Littleton Courier - Thu, Sep 20, 1951



Dunc Greene

- Adams Family Collection

**Grace E. "Mrs." Greene**

1941 - 1942 & 1946 - 1957

Boarding House chambermaid - (1941) "Mrs. Grace Green, who has been employed for the summer at the Base Station at Mount Washington, is visiting the home of Mr. and Mrs. A. M. Higgins for some time, before returning to her home in Springfield, Mass." (1951) "Littleton notes: Mrs. Grace E. Greene of Kensington, Md., a former resident of Littleton, is employed at the Base of the Mt. Washington for the summer." / "Littleton notes: Mrs. Grace E. Green has concluded her work



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for the season at the base of Mt. Washington and is staying at the Knights of Columbus Home for a time, while calling on friends.” (1952) “Littleton notes: Mrs. Grace E. Greene has returned from Kensington, Md., and will be at the Base of Mt. Washington for the summer, employed by Arthur S. Teague.” (1953) Littleton notes: Mrs. Grace E. Greene who has been in Kensington, Md., for the winter months has resumed her housekeeping duties for Arthur Teague at the Base of Mt. Washington, and spent a few days this week in Littleton staying at the K. of C. Home.” (1953) Burns Lake notes: Mr. and Mrs. Carl Eager motored to the base of Mt. Washington on Sunday (8/9) where they called on Mrs. Green, a former employee of the Mt. Washington consignment.” (1954) “Littleton notes: Mrs. Grace E. Greene, housekeeper at the Base of Mt. Washington boarding house, is in town for several days and is staying at the Renaud home on Cottage St.” (1955) “Littleton notes; Mrs. Grace Greene is spending two weeks at the K. of C. Home and visiting friends in town, following her summer's work at the boarding house at the Base of Mt. Washington.” (1956) “Littleton notes: Mrs. Grace E. Greene, a former resident (of Littleton), has returned to her work at the Base of Mt. Washington, Fabyans, after spending the winter in Kensington, Md.” (1957) “Littleton notes: Mrs. Grace E. Green has arrived at the Base of Mount Washington where she will be employed for the summer months. Enroute to the Base from Kingstown, Del., she stopped in New York City where she attended the Billy Graham Crusade at Madison Square Garden. Mrs. Green spends a few weeks in Littleton each year at the close of the season at the Base Station.” / “Littleton notes: Mrs. Grace Greene has concluded her season's work at the Base of Mt Washington and is in Littleton for awhile before going on to Redondo Beach, Calif., to join her daughter, Mrs Thomas F. Kane and family.” / “Littleton notes: Word has been received that Mrs. Grace Greene has arrived safely at the home of her daughter, Mrs. Thomas F. Kane at 640 Camino de Encanto, in Redondo Beach, Calif. Mrs. Green and her daughter (nee Lorraine Gorman) are former Littleton residents, and Mrs. Green comes here each year to work for Col. Arthur Teague at the Cog Railway.”

Anne Teague Koop remembers Mrs. Green lived in the corner room on the second floor of the Boarding House - a room that overlooked both the road coming in past the Hut from Route 3 and the horse pasture alongside the building. “My father used to say you shouldn't be going into the boarding house,” recalls Koop in 2018, “but... I'd just go down and see her all the time. She would pick me up and rock me in her lap. She'd just sit there and just sing - and she'd listen to this broadcast and she'd start saying ‘Oh that's young Billy - Billy Graham.’ I'd just sit there - it was just names and I had no idea except for now understanding where she was with her faith. Afterwards realizing that she was the first person that sort of took me in. I would be her shadow when I was younger because I just loved being with her.”

Financial ledgers reviewed for this manuscript indicate a Grace E. Greene worked at the Cog Railway from at least 1950 to 1957. (1958) “Mrs. Grace E. Greene, 68, well-known in Littleton, died at Riviera hospital, Torrance, Calif., Thursday, January 9, 1958. This summer she worked for Col. and Mrs. Arthur Teague at the Mount Washington Cog railway as usual, but was taken ill and stayed in Littleton a number of weeks until she was able to make the trip west by railway, to join her daughter, Lorraine (Mrs. Thomas F.) Kane and Mr. Kane in Redondo Beach, Calif. The funeral service and committal were held in Springfield, Mass., Monday, January 13. Mrs. Green was born in Springfield July 7, 1889, the daughter of Lafayette and Mary (Carney) Ashton. She had lived many years in Springfield, Littleton, and more recently in Kensington, Md. She was a member of St. Paul's Methodist church in the latter city. Surviving are the daughter already mentioned and three grandchildren.”

- *Railway Ledger / Marshfield / Littleton Courier* - Thu, Oct 2, 1941; Thu, Jun 14, 1951 pg. 5; Oct 15, 1951 pg. 5; Thu, Jun 5, 1952 pg. 7; Thu, Jun 4, 1953 pg. 7; Thu, Aug 12, 1953 pg. 13; Thu, Oct 14, 1954 pg. 5; thu, Oct 20, 1955 pg. 5; Thu, Jun 14, 1956 pg. 5; Thu, Jun 13, 1957 pg. 5; Thu, Sep 19, 1957 pg. 5; Thu, Dec 12, 1957 pg. 5- See Vol. 1 Ch.9 Sec 1

**John J. Greene** 1954  
Summit House

**George Greenway or Greenaway** 1903 - 1906

Summit House - Attends Cog Party Masked Ball with Allen Whipple as “Two Little Girls in Blue” (1906) George Greenaway of the Summit House established a new athletic record Monday (8/20). He walked to the Lake of the Clouds, swam across the Lake and back and returned to the top, all within an hour and a quarter. The warm weather had made the water fairly pleasant for bathing, but usually it is about as comfortable as an ice water tank.”

- *Among the Clouds* - Aug 31, 1903 & Aug 21, 1906

**Cheryle Griffin** 1966  
Summit gift shop - See Vol. 1 Ch. 9 Sec. 2

**Edmond I. “Ed” Griffin** 1966 - 1967  
Summit House manager - See Vol. 1 Ch. 9 Sec. 2

**Charles “Charlie” Griffith** 1951 - 1958

Ticket Office - (1952) “Guildhall, Vt. notes: Charlie Griffith has returned to Lyndonville Teachers college in Lyndonville after working on the cog railroad at Mt. Washington for the summer.” / Charles Joseph Griffith was born on November 25, 1929 in Cambridge, Massachusetts the son of Charles Edward and Catherine (Chisholm) Griffith. He graduated (*right*) from Groveton High School in northern New Hampshire in 1948. His ambition was to become a coach and his favorite song was “Linda.” Activities listed in the yearbook included class officer, glee club, junior play, socials, *Seniorian* yearbook staff, dancing







club, baseball & basketball, French club, assistant chief fireman, and senior play. His concentration was the “Scientific Course” at Groveton and his quote was “I’m studying figures.” Charlie graduated (*below left*) from Lyndon Teachers College in



*Charles Griffith*  
- *Verlyn yearbook*

1954 and was living in Guildhall, Vermont. He managed the LTC Basketball team for three years and coached the college’s women’s team his senior year. The *Verlyn* yearbook quote for Griffith says “he has done nobly.” Charlie sports an LTC sweatshirt (*right*) as he points to Dick McDowell in the cab of No. 6 *Great Gulf* in summer of 1954. Charlie started teaching in northern Vermont. He was 33 and living in Newport when he married a 22-year old teacher, Burlington native Marguerite Jane Kenyon, who was also living in Newport. It was a first marriage for both and they would move to Derby. Daughter Ellen Ruth would be born on March 13, 1965 – son Daniel Charles would be born on March 22, 1966 and son Michael Kenyon would arrive on January 20, 1971. Heart disease would claim Charlie on De-



cember 11, 1990 and he was cremated. Griffith taught math and coached schoolgirl basketball & boys baseball at North Country Union High School for many years. The North Country Athletic Department still hands out a student award in his name to deserving athletes. He played golf and

was a member of the Orleans Country Club.

- *Ancestry.com / Littleton Courier - Thu, Sep 18, 1952 pg 15*

### Mary Joanna Griffith

1962 - 1964

Marshfield counter - Mary was born on April 21, 1944, in Gladwyne Pennsylvania, a suburb of Philadelphia. She was the only child of Dr. Reynold S. and Joanna (Kneis) Griffith. Mary lived in Gladwyne until she went to college. She attended Gladwyne public primary schools, and then was a day student at The Shipley School in Bryn Mawr - graduating in 1962. She then majored in English at Wheaton College in graduating in 1966. Mary’s father was a physician in center city Philadelphia. One of his long-term patients was Arthur Teague, owner of the Cog Railway. Dr. Griffith arranged with Arthur for Mary to work at the counter of the restaurant in Marshfield House for the summer in 1962, just after graduating from Shipley. She returned to work in the summer of 1963 as well. That first year, Jack Lynch was a brakeman on The Six, where Jitney was the engineer and Dave Woodbury was the fireman. “One of the duties of the brakeman was to run up to the counter in Marshfield to get coffee for the engineer and brakeman,” says Lynch “which is how I got to meet and frequently talk to Mary, especially on rainy days when coffee demand was high. A popular place for the young folks to gather after hours was the “Girls Dorm,” which was a small house for about six young women. Mary and Jack would join the group, but then after 15 minutes would simultaneously, and wordlessly rise to the amusement of the group, and go outside for a walk, rain or not. In Ireland this practice is called, “walking the lanes.” In 1963, Dennis “Stretch” Buss had the idea that we should have a string band act for the annual Cog Party. Dennis could play all the folk instruments, and had been showing Jack guitar chords for several years in college. Dennis made a washtub bass, which he taught Mary to play. You changed the pitch by pulling on the stick that supported the single string. Dave Woodbury played banjo and a fellow named John Hanna and a woman Veronica Waggoner sang. Dennis played fiddle. Dave Woodbury remembers: “I was attracted to Mary, but she made it clear that Jack was the guy for her. I think this was in 1962, so that by 1963 things were a fait accompli.” “I think Mary really liked the atmosphere at the cog,” recalls Lynch in



*Mary is seen over Jack’s shoulder at Cog party (1963)*  
- *Elwira Murdock photo*

2018. “She appreciated the age and educational diversity, and found the ‘down-to-earth’ lifestyle of the Cog a welcome contrast to the upscale life in suburban Philadelphia.” Jack Lynch and Mary Grif-



*Mary Griffith Lynch (2017)*



## Gri - Gro

fifth married in 1965. She had just completed her junior year at Wheaton. Jack was finishing up a two-year Masters Degree at M.I.T. “Mary and I enjoyed hiking in the White Mountains and did a little hiking in California when I was in graduate school there 1967 - 1970. Mary loved walking, and did so for several miles a day for her entire life. She commuted to Wheaton College from our apartment in Norwood (MA) and graduated with her class in 1966.” The couple had two children, Stephen born 1969, and Rebecca, born 1971. Jack says the kids “also learned to love folk music and walking for exercise and fun. In 1975, Mary and I were divorced, after ten years of marriage. Mary, Stephen and Becca lived in Cambridge, Mass., while she worked at a Harvard Square craft gallery and in the class reports office at Harvard University. She earned a master’s degree in education from Boston University in 1974, and later, a second master’s in teaching English as a second language. She taught English for a half-a-dozen years in Prague, Czech Republic. In 2004, Mary moved to Portland, Maine where her daughter lived. She taught English to recent immigrants at Portland Adult Education for ten years. Mary died suddenly in September of 2017 of an aggressive cancer. She was 73. Her obituary said she was an avid reader, who enjoyed travel, playing the piano and writing. She volunteered with several Portland organizations and “took an active role in conservation at her lakeside property in Fayette (Maine).” Her ex-husband Jack was also in Portland during her last decade of life, having moved there in 2007.

- See Vol. 1 Ch. 9 Sec. 9 / Ancestry.com

**R. E. Griffith** 1952

Marshfield Corp/Cog Railway Cabins

**C. Grillis** 1958

Summit House

**Mary Griswold** 1965

Summit House

**David Frank Gross** 1963

Summit House

**Emmons Grover** 1877 - 1878

Summit House head waiter - “Many students find it pleasant to spend their summer vacations in the capacity of assistants at the mountain hotels. The Summit House has its full quota of this kind of intelligent and courteous waiters. Mr. Emmons Grover, who was here last summer, has returned this season, bringing with him ten of his fellow students at the Normal School of Bridgewater, Mass.” The 1900 *Alumni Record of the Bridgewater State Normal School* says Erastus Emmons Grover of Medfield, Massachusetts graduated with seven other men on June 29, 1880. At this point, we have not determined whether classmates William Brown, Edward Cox, Gustavus Guild, William Jackson, Frank Keith, Frank King or Austin Turner might have been part of the ten “fellow students” who waited tables at the Summit House in 1878. We do know that E. Emmons Grover was the Sub-Master at the Charles Sumner School in 1900 when the Alumni Record was printed. Grover was born on July 31, 1857 in Foxborough – the son of William B. and Julia A. Grover, and was 24 when he married “a popular teacher” 25-year old Ellen Flora Smith in Medfield on August 16, 1881. It was the first marriage for both. The couple would have a child in Montana – Hattie Beatrice Grover. Ellen would die in 1883, and Emmons would later marry Nellie Richards. The 1909 *Annual School Report for Boston* reported “Mr. E. Emmons Grover, Principal of the Lowell District, died suddenly on Saturday, June 19, 1909. Mr. Grover... entered the service of the city May 1, 1889, as a sub-master in the Sherwin District. He subsequently was transferred as sub-master to the Charles Sumner District, and was elected Principal of the Lowell District on September 1, 1904, in which position he remained until his death.” It was at the Lowell School-house in March 1906 that took up the cause of cleanliness according to the published proceedings of the Boston School Committee. “A communication was received from E. Emmons Grover, Master of the Lowell District, under date of Mar. 2, 1906, requesting permission from the School Committee to allow his pupils to use the shower baths in the basement of the Lowell School-house during the remainder of the current term without any expense to the city for janitor or matron service. Placed on file, and on motion of Mr. Brock, the application was granted.” Then late May, School Master Grover was among those supporting a petition on the issue of DISCONTINUANCE OF SEPARATE ELEMENTARY SCHOOLS FOR BOYS AND GIRLS. “The Board pro-



Lowell School



ceeded to grant a hearing on the petition received at the previous meeting for the discontinuance of separate elementary schools for boys and girls and the establishment in place thereof of mixed schools. Amos M. Leonard opened the case for the petitioners, and introduced successively Mary N. Regan, Antoinette M. Getchell, Annie G. Scollard, Lincoln Owen, E. Emmons Grover, Francis A. Morse, and Frank L. Keith, each of whom addressed the Committee in favor of the petition.” The 1909 posthumous tribute concluded by saying “Mr. Grover was a man who earned and held the high respect of his associates. He was devoted to his duties and discharged them with faithfulness and efficiency. His death was a serious loss to the school system, and was especially felt by the teachers and pupils to whose service he had devoted the best energies of his mind and character.” Grover’s pupils and friends commissioned artist Mme. E. Piuttie-Barth to render a portrait of Erastus Emmons Grover. The 29.5 inch by 23.5 inch “bust portrait – signed and dated, 1911” was hang-



ing in the Assembly Hall of the Lowell School on Centre Street in Jamaica Plain when the Boston City Art Department compiled a LIST OF OIL PAINTINGS AND WATER-COLORS OWNED BY THE CITY OF BOSTON, OR HUNG IN BUILDINGS BELONGING TO THE CITY OF BOSTON for its Annual Report delivered to Mayor John F. Fitzgerald on February 1, 1912. Efforts to locate the portrait for this manuscript failed. - *Among the Clouds, Tues July 9th, 1878 / Ancestry.com / Archive.org*

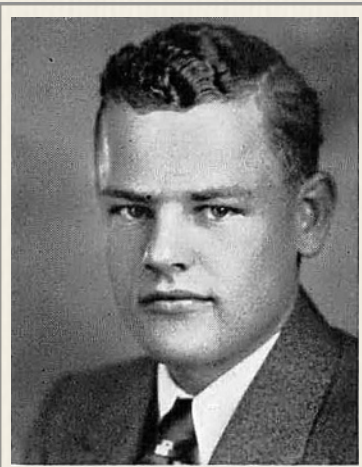
## Charles H. "Chuck" Guiney

1938 - 1940

The "genial manager of the Mt. Washington Club, is leaving the summit to become an immigration official at Houlton, Maine. While it is with regret that he leaves Mt. Washington, Guiney is glad the club is in the capable hands of his co-manager, Wilbur Anderson, a summit veteran of successful experience." A reporter (G. C.) for the Wakefield, Massachusetts *Daily Item* touring northern New England following the 1938 Hurricane "ran into our old friend Charles H. ("Chuck") Guiney, assistant manager of the Summit House. He tells a weird tale of the hurricane on the Summit, of the walls of that sturdy mountain-top hotel buckling in as much as six inches in places, shingles flying from the roof, etc. His own automobile, parked in the lee of the ledges just below the summit and behind the hold observatory (stage office), remained on the mountain for some reason or other, but the whereabouts of the number plates is still a mystery. They were ripped off and blown away!" Guiney was 28-years old when he went east from Mt. Washington in 1940. A year later, he married a Mona G. Wathen in Fort Fairfield - a town 46 miles north of Houlton, Maine along the international border with New Brunswick. Charles H. Guiney was born on July 5, 1911 in Colorado. The 1920 Census found 8-year old "Chuck" living in Boulder with his 35-year old dad, Dan G. Guiney, the assistant treasurer for the local electric company. His 28-year old Massachusetts-born mom, Belle was also taking care of his younger brother, Donald. Charles would go to the State Preparatory School in Boulder before going to the University of Colorado at Boulder 1929. The 1930 Boulder Census reveals 18-year old Charles and 17-year old Donald are still at home while their dad is now the treasurer of the Public Service Company. At UC Boulder Charles (*left & below*) works as a student athletic manager traveling with football, basketball and baseball teams going to Portland, Oregon; Tucson, Arizona; Lawrence, Kansas; Salt Lake City, Utah; Laramie, Wyoming as well as different towns throughout Colorado. As a senior he becomes chief undergraduate athletic manager in charge of 10 other undergraduates. He graduates in 1933 as a member of Delta Sigma Pi with a business degree. At some point, Guiney winds up managing the Mt. Washington Club for Henry Teague before heading to Maine. A newspaper article says



Charles H. Guiney (1933)  
- UC Boulder Yearbook



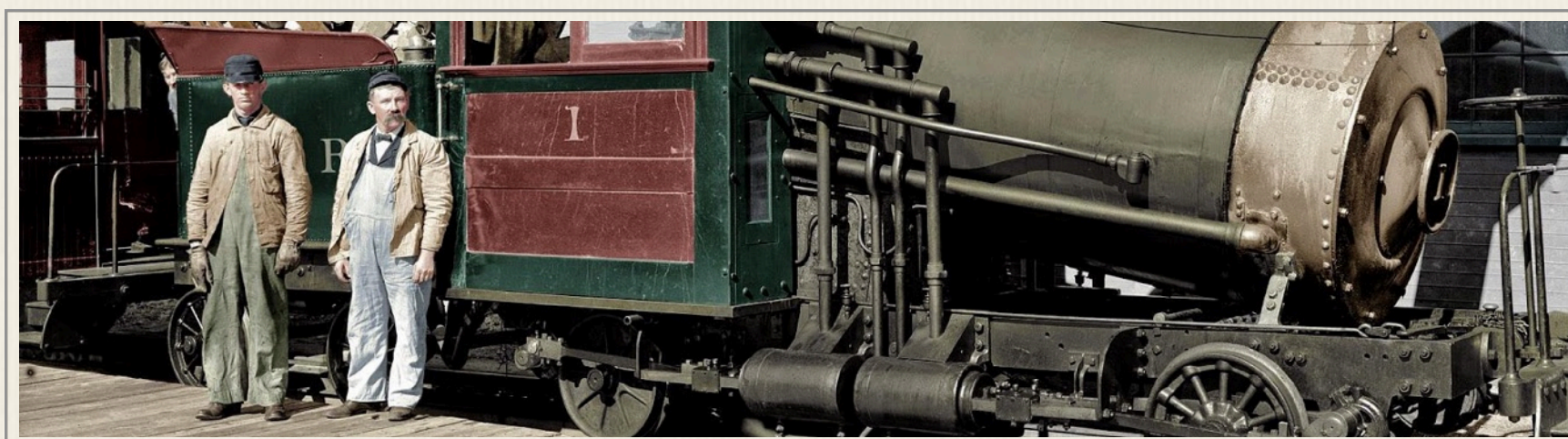
he was at the Summit House during the 1938 Hurricane. Guiney joins the Naval Reserve and may have moved south briefly. In 1942, a Charles H. and Mona W. Guiney are listed as living in Hartford, Connecticut. He's working as an agent. He serves during the war years as Lieutenant-Commander in the U.S. Navy and maintains his command status in the Reserve until retiring in 1953. He returns to Maine in 1945 and goes to work for S. Nightingale & Company potato growing and shipping firm in Fort Fairfield. He helps organize the 1949 Potato Blossom Festival, and later becomes general manager of Maine Potato Growers. Some of Henry Teague's promotional acumen may have rubbed off on Guiney. When a Michigan firm wanted to determine whether sending potatoes into space could "solve the riddle of 'biorythmicity' - Guiney offered to provide up to 100,000 free astro-spuds for the test. Guiney died August 14, 1997 in Groveland Lake, Florida at age 86. (*Ed Note: Guiney's Mom's Bay State roots may explain why another 41-year old clerk Charles H. Guiney would be found living at 55 Vernon Street, Waltham, Massachusetts with his 41-year old wife Florence in that city's 1940 Directory - Jitney Jr suspects this might be a relative of the 28-year old Coloradan working in New Hampshire that summer.*)

- *Mt Washington Daily News - Thurs July 18, 1940 / Ancestry.com*

## Mrs. Mary R. Hadlock

1910

Railway Boarding House Proprietress - Her horse had to be rescued from the first trestle below the base on August 12, 1910. Mary A. Riley was born in Sherbrooke, Quebec on May 12, 1856 - the daughter of Irish immigrants Michael and Martha (Pigeon) Riley. She came to United States in 1873 at 17. At 21, she married Littleton native John H. Hadlock on March 19, 1877. The 1910 Census for Bethlehem, N. H. finds 53-year old John and 52-year old Mary living on Wing Road with their widowed daughter, Belle M. (Hadlock) Wells, 31 and a boarder, 22-year old Edna B. Wells. John is an engineer for a stationary steam en-





## Had - Ham

gine in that Census. while Mary is listed as the proprietor of a Boarding House. Their nearest neighbors are all employed by the B&M railroad. (1911) “Mrs. Belle Wells visited her mother, Mrs. John Hadlock, at the base of Mt. Washington Saturday (7/14)” A bed sore would lead to blood poisoning that killed John H. Hadlock on April 19, 1918. The death certificate says John had been living in Dalton prior to 1915 before moving to Lancaster where he died. The 1930 Census found his 72-year old widow living at 44 Grove Street in Littleton with their 50-year old daughter, Belle and 22-year old adopted son, Bernard. Bernard is working as an insurance agent. Belle’s husband, 54-year old Wade H. Lane is a railroad engineer. Heart disease would claim Mary Riley Hadlock on September 26, 1936 at the age of 80. She had been resident of Littleton for 65 years.

- *Among the Clouds* - Aug 12 & Sep 14, 1910 / *Littleton Courier* - Thu, Jul 20, 1911 - See Vol. 3 Aggregated Timeline / *Ancestry.com*

### **Bernard Hadlock**

1910

Cog kid - Railway Boarding House’s “chief attraction” in 1910 is the 2-year old adopted son of John & Mary Hadlock. Eighteen months after his mother died, general insurance agent Bernard Edgar Hadlock, 30 married another railroad kid. 33-year old Littleton stenographer, Leila Loraine Marchant was born in Lancaster, N.H. - the daughter of a Lancaster-based engineer born in Croydon, England and housewife from East Clifton, Quebec. Bernard E. Hadlock died in Littleton on August 1, 1967.

- *Among the Clouds* - Season of 1910 (Fall) / *Ancestry.com*

### **Edward P. Haladay**

1955

Summit House

### **C. S. Hall**

1912 - 1913

B&M Master Mechanic: “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.”

- *Among the Clouds* - Jul 8 & 11, 1912 & Jul 13, 1913

### **Douglas G. Hall**

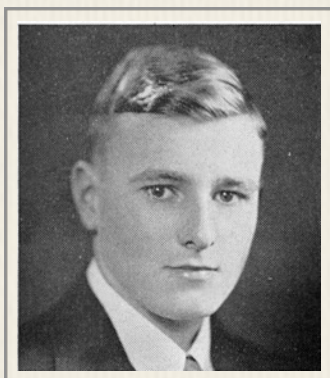
1963

Marshfield Corp

### **Roger E. Hall**

1956

Railway Corp



*John D. Hall Jr (1936)*  
- *Methuen High School*

### **John D. Hall Jr.**

1948 - 1953 & 1957

B&M machinist to Cog for the summer - John Davis Hall Jr. was born on February 9, 1919 to John D. and Lena R. Hall. Both were 35. Dad was a railroad machinist from Scotland who came to the U.S. in 1888. Mom was born in “English Canada” and arrived in 1901. Their son graduated from Methuen High School (*left*) in 1936. John D. Hall was one of the 311 employees who were awarded a total of \$3,712 for ideas to improve railroad operations in 1943. Hall made a suggestion at the Billerica shop he submitted to the B&M incentive program overseen by Paul Dunn. The June 1944 edition of the *B&M Employees* magazine has a picture of all of the John D. Hall’s except junior. His dad, John D. Hall, is shown (*right*) with his wife and grandkids, twins Janet and John D. Hall III, who would turn three that August. John Sr. was an air brake inspector at the B&M’s New

Terminal Enginehouse. In April 1945, Pvt. John D. Hall, Jr. sends news back to the shops in Billerica from Fort Warren, Wyoming where he was stationed. John was serving in the 753 Railway Shop Battalion Company A. He would be honorably discharged as a staff sergeant on April 19, 1946 with a Philippines Liberation medal. He returned to his five-year old children and wife, Arlene. Two years later, he started spending summers at the Mount Washington Railway working in the shops. He died October 28, 1958 at the age of 39. He is buried in the Pine Grove Cemetery in Salem, New Hampshire.

- *Employees Magazine* / *Railway Ledger* / *Ancestry.com*



*The Halls (June 1944)*  
- *B&M Employees Magazine*

### **Barbara Hallman**

1965 - 1966

Summit chambermaid

- See Vol. 1 Ch. 9 Sec. 2

### **Levi Hamblin**

1950

Mt. Washington Club/Summit House

### **A. J. Hamel**

1950

Mt. Washington Club/Summit House



## Adah or Ada Hamer

1903 - 1905

Summit House employee - "A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8/25/1903), starting about 2:30 pm 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 "Barron, Merrill & Barron Co." Attends 1905 Cog Party Masked Ball as "Matron"

- *Among the Clouds* - Aug 26 & Aug 31, 1903; Sep 4, 1905



Linc Handford (1961)  
- Handford Family Collection

## Carol Hammer

1965

Marshfield Base employee - *Cog Party list*

## Lincoln S. "Linc" Handford

1957 - 1965

Multi-purpose employee - mostly in Shop - Lincoln Sumner Handford was born on April 20, 1939 in Fall River, Massachusetts to 33-year old Muriel Lincoln Needham and 35-year old Milton Sumney Handford. Linc had an older sister, Nancy Gail Handford. His dad worked as a manager for the telephone company.

- *See Vol. 1 Ch. 9 Sec. 9*

## Gary Handschumacher

1965

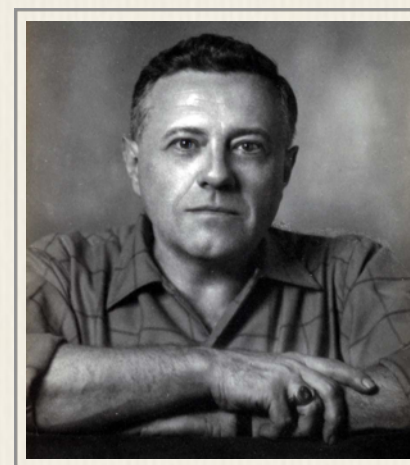
Summit employee - father taught at Drexel - *Cog Party list*

## Michael L. "Mike" Haney

1946 - 1969

Gift Shop Manager and Railway Company director. A product of his era, Mike was a quietly gay man. So quiet that a number of Cog women continued to find him attractive. Anne Teague remembers her godmother, Marge Bargar, who lived with the Teagues in the Hut "had such a crush on Mike Haney. She really wanted to get his attention, but he was just not into that kind of stuff. Mike was Mike. He was a great guy - taught me how to knit. Taught Janey how to knit, too." Ken Randall, whose room was next to Mike's above the Gift Shop says photographer Elvira Murdock was also smitten with Haney. "I just know she would have liked to have been much closer to Mike than it turned out she actually was or could be," recalls Randall. (1961) "Littleton notes: "A Tuesday (10/17) guest at the home of Mr. and Mrs. Joseph Crepeau was Michael Haney, manager of the gift shop at the Mt. Washington Cog Railway." (*The Crepeau's ran the Fabyan Station for a time*) / "Mike Haney,... was the first guy I ever met at the railroad," remembers Steve Christy. "Mike was sent down to Fabyan to pick me up. The first summer I came up, I had an aunt and uncle that lived over in New York... I spent a week with them before they put me on a bus from Albany to come over to Mount Washington. In those days you had to write letters. There weren't any phones at the Base station. So write a letter and say 'Steve will be arriving at 2:30 at Fabyan on such and such a bus line. My ticket was to Bretton Woods. So the bus stopped in Fabyan, which was a mile away from Bretton Woods. I remember seeing this car there. But I was going to get off at Bretton Woods. And sure enough, as soon as the bus pulled out, this guy pulled out behind us... followed us down to Bretton Woods," where Mike Haney collected the 16-year old Christy. "For some reason, Mike and I always had a pretty good relationship," Christy says in 2018. "He was a bit of an odd duck... (the Cog) centennial was, what, 1969? Mike pulled me aside one day and he says, 'I got something you might be interested in.'" Haney pulled a commemorative coin from his pocket. "They had serial numbers. He had number two. And he gave me number two. He said, 'Just take it. I don't have any need for it.' (Haney) had been given it because he was a vice president in Marshfield Corporation. So the Teagues have number one, and I have number two."

- *Littleton Courier* - Thu, Oct 19, 1961 pg. 5 / *See Vol. 1 Ch. 9 Sec. 3*



Mike Haney  
- Elvira Murdock photo

## Hans Hanke

1966

Summit chef - Sophie's husband - family included son, Larry

- *See Vol. 1 Ch. 9 Sec. 2*

## Sophie Hanke

1966

Summit chef - Hans' wife (right) - *Cog Clatter* reports "little Larry has b-day party in July" and another on the way.

- *See Vol. 1 Ch. 9 Sec. 2*

## John D. Hankins

1957

Summit House

## George D. Hanna

1950 - 1953

Summit Maintenance 1950 and wanted to fire in '51 - Jit remembers him working Bunker / Base Crew - He was going to Norwich University in '50-'51. He was part of Norwich's Class of 1954, but stayed only a year. The university was trying to track down an address for him in Feb 1953. His old address was 37 Isabella St, Melrose, MA. The 1940 Census found 9-year old George David Hanna living with his aunt and uncle, McRae A. and Grace M. McMillan on Hillcrest Ave. in Natick. He was in the third grade and the document said George had been living in Brookline in April 1935. He was born on July 18, 1930 - his par-



Sophie Hanke (1966)



## Han

ents were Fred and Isabel (Cochrane) Hanna. George married Marjorie May Keiffer from Kansas. They had two sons, Craig and Stuart. In 1987, their son Craig married the daughter of Alfred J. Beauchamp in Chittenden, Vermont. George D. Hanna died on June 29, 2009 at the age of 78.

- Mt. Washington Club/Summit House / Railway Ledger / Ancestry.com / Norwich University archives

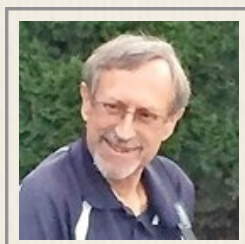
### John Clark Hanna

1962 - 1964

Started in Marshfield moved to trains (*right*) in 1963 - Brakeman. Dave Woodbury recalls: "I worked with, and liked John Hanna the summers he was there (at the Cog). I know he was disappointed not to be made a fireman, supposedly because of a congenital heart defect. I have no idea how Arthur might have known of it, or how it might have affected his performance in the cab. Firing is not that strenuous, although you would always try to give the impression of athletic prowess to onlookers. In any case, whatever it was didn't seem to hold him back in later life." John Clark Hanna, age 74, left his beloved wife, Monday, December 31, 2018 after 46 years of marriage, following a short bout of leukemia. He was the son of W. Clark Hanna and Anne B. Hanna of Philadelphia; predeceased by his brother, Bobby; survived by his adoring sister, Sarah, her husband, Francis, and their son, Robert. A creative soul, John enjoyed many activities, e.g., cooking, singing, playing bluegrass music, print making, and professional writing. He loved his family, friends, dogs, and outdoor activities, such as, biking, skiing, tennis, walking, and pickle ball. He was a member of The Vintage Colgate 13, Pittsburgh Guild of Artists, and was on the board of The Merrick Art Gallery. John will be sorely missed by the people who loved him.



*John Hanna (1964)*



There will be a celebration of his life at a later date. If you would like to contribute in his memory, please donate to The American Lymphoma And Leukemia Society, The Bluegrass Relief, fund.org, the Humane Society, or the charity of your choice. [www.thomasmithfh.com](http://www.thomasmithfh.com) The Merrick Art Gallery FB page on January 6, 2019: "The Merrick art community mourns the loss of board member John Hanna, who chaired the Art Committee and was a driving force behind individual shows as well as the biennial Merrick Masters. Deepest sympathies to wife Barbara. His creativity and energy will certainly be missed." Nick Rivelles commented: "A Very Good Man! Very Good!"

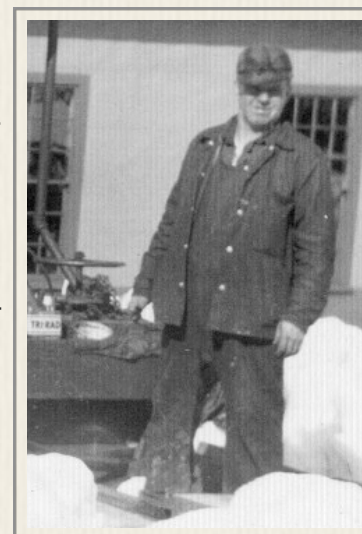
- See Vol. 1 Ch. 9 Sec. 9

### George D. Hannaford

1934 - 1940

Summit carpenter - "is laying a new floor in the Tip Top bunk rooms. The waiters' muscle crew are helping him, having momentarily abandoned their picks & shovels for hammers & saws." Hannaford may have started earlier (1932) at the Cog if the Hannaford pictured on this Spring 1932 work train is George Hannaford.

- Mt. Washington Daily News - Wed July 3, 1940



*(George?) Hannaford (1932)*  
- Beverly Williams Decato Collection



*George Hannaford (1929)*  
- B&M Railroad

### George Hannauer

1928 - 1929

Mt. Washington Railway President - Presided over the Peppersass Celebration in July 1929 - rechristening the Hero with a bottle of water from the Lakes of the Clouds. (*left*)

### Charles H. Hanscom

1910 - 1917

A brakeman in 1910, Charles is listed as an Engineer eight summers later. Charles Henry Hanscom was born on December 9, 1881 to Portsmouth, N.H. blacksmith Joseph D. Hanscom and his wife Annie F. Clark. Charles was the eighth of nine children in the Hanscom family of five girls and four boys. He was living in Concord in December 1914, working as a janitor when he married 20-year old waitress from Boston, Mary Bell Neff. The pair would have no children and would divorce. On August 8th, 1922, 40-year old Charles married a 40-year old hairdresser, Margaret McDonald from Pembroke, N.H. Charles was now working as the superintendent of an apartment building at 1448 Elm Street in Manchester. When he registered for the draft in April 1942, he was 60 years old and described as 5-foot 10-inches tall, weighing 185 pounds with brown eyes and gray hair. He had a scar over both eyes. Chronic coronary artery disease caused a fatal heart attack in the early morning hours of December 18, 1946, It was nine days after his 65th birthday.

- Among the Clouds - Season of 1910 (Fall) & Jul 23, 1917 / Ancestry.com

### Charles Hansen

1965 - 1966

Fireman

- See Vol. 1 Ch. 9 Sec. 11

### Robert Hanson

1954

Marshfield Corp

### Ronald W. Hanson

1954

Marshfield Corp



## Peace Joy Happiness

1958

Noted in the financial ledgers as a “cook from Philadelphia.” To Jitney Jr, the name suggested a young person wearing tie-dye, but it was at least a decade too early for that. Anne Teague Koop cleared up the puzzle. Peace Joy Happiness was a member of “a very rigid religious sect” in Philadelphia who worked as a nanny to the Teague children. “I don’t know how my mother and father found her,” Koop recalled in 2018, “but she would come over and take care of us. She’d come up to the Cog and she was more assigned to Charlie. He was a baby and my mother was helping run the railway, but also taking us to Whitefield and swim lessons. A dear woman, a tremendous amount of love and patience.” Clippings on *Newspapers.com* revealed Peace Joy Happiness was part of the Kingdom of Peace, a group founded by a man known as Father Divine (right). She was part of the group as early as 1944 because she was one of 74 followers who were taken off the Philadelphia voting checklist that fall. “The registration commission revealed yesterday (10/11/1944) that 74 followers of Father Divine would be unable to vote at the November election because they signed their spiritual designation to registration slips instead of their correct Christian names and surnames. Commission officials said that Father Divine, who is urging his disciples not to register or vote, requested them to strike off the 74 names, and those of all his followers in Philadelphia. The Divine followers registered under such names as Lily Love, Anointed Cherub, and Peace Joy Happiness.” A 1962 profile by Lee Linder of the *Associated Press* begins “Back in the year 1880 a sharecropper named Baker had a son called George. Some outside the faith say this man is now called Father Divine. Father Divine’s followers scoff. And the Father himself, still shepherding his flock, won’t shed any light. He won’t say he’s a God. Then, again, he won’t say he isn’t.” Linder attempted to answer the question, “How has this Peace Mission Movement, established about 44 years ago (~1928) by this five-foot-two, billiard-bald, cherubic-looking Negro, been able to amass property worth \$10 million or more? The story of Father Divine, frequently beset by legal troubles and once interrupted by jail,” writes Linder “is one of belief mixed with superstition and the supernatural, of faith wrapped up in filling an empty stomach. The bulk of the members - and no official count is kept - are Negroes. There are numerous whites in the movement, but no one will make an estimate since race, creed or color is not recognized. His church has a strict code of ethics, and there’s no deviation, any time or any place. Followers are not permitted to go to the theater or to movies. They can’t smoke, drink or use cosmetics. Obscenity is prohibited and there’s no undue-mixing of the sexes. They accept no gifts, tips or bribes. In the Peace Mission hotels, married couples are separated. This movement is a massive co-operative, based on the Biblical Last Supper. Its religious fervor is expressed at the banquet table, or at songfests. There is no formal service, no reading of the scriptures, no ministers. At every meal served in every Peace Mission a seat is always set for Father Divine whether he is actually present or not. At the various missions meals cost about 35 cents, although people may eat free if they wish. Today (1962) in Philadelphia there are over 20 missions and schools serving 5,000 meals a day. Father Divine is heralded - among Negroes, particularly - for his unflinching opposition to racial segregation. He took for his second wife in 1946, a 21-year-old white Canadian stenographer. Non-believers, probing deep into court and prison files in New York where he spent the bulk of the 1920s and 30s, say he came into life as George Baker, son of a share-cropper, born near the Savannah River on a Georgia rice plantation about 1880. This would make him 82. (Divine’s lawyer Austin) Norris, however, says he’s at least 97, points out he married his wife in 1882. ‘George Baker is the name given him by his enemies,’ says Norris.”

- *Railway Corp / The Franklin, PA News-Herald - Thu, Oct 12, 1944 pg 12 / Pittsburg Post-Gazette - Mon, Dec 3, 1962 pg 25*



Reverend Major Jealous “Father” Divine (1936)  
- *Life Magazine via Harlem World Magazine*

## E. B. Harder

1950

Railway Ledger

## Bradley Harding

1962

Summit House

## Frank Harding

1937

Railway employee - (1937) “Monroe notes: Mr. and Mrs. Frank Harding have gone to Mt. Washington and have stored their goods at the home of R. D. Harding. Norma is staying with Mrs. Ella Powers.” / “Mr. and Mrs. Frank harding have returned from Mount Washington where they were employed this summer and have moved to the Burrill house vacated by John Mitchell and family.” - *Littleton Courier - Thu, Jun 3, 1937; Thu, Oct 28, 1937*

## Frank Hardy

1900

Summit House employee

- *Among the Clouds - Jul 16, 1900*

## J. S. Hardy

1950

Marshfield Corp Ledger / Railway Ledger



## Har

**L. J. Hardy** 1950

Railway Ledger

**C. P. Harford** 1958

Summit House

**H. F. Harkness** 1952

Mt. Washington Club/Summit House

**Edward D. Harlow** 1878 - 1894

Mount Washington Railway treasurer “has been connected with the road from the first.” In the 1889 report to New Hampshire Railroad Commissioners, “The treasurer (Edward D. Harlow) has no account of passengers and mileage; no freight carried.”

- *Among the Clouds* - Sep 3, 1889

**William Bruce Harper** 1964

Marshfield Corp

**David Harris** 1967

Griff Harris’ brother - Fireman on the Deuce - September 17, 1967

- *See Vol. 1 Ch. 9 Sec. 7*

**Matthew N. Harris** 1953 - 1955

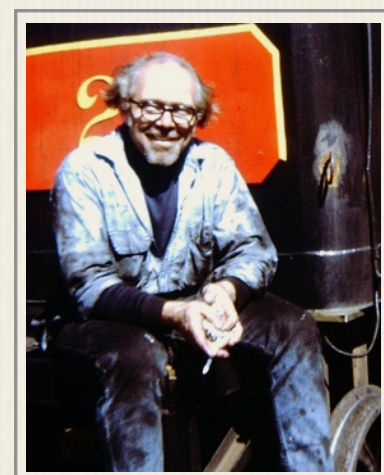
Marshfield/Cog Rwy Cabins / Railway Ledger

**James Griffin “Griff” Harris Sr.** 1959

Summit House

**James Griffin “Griff” Harris Jr.** 1958 - 1973

Engineer - Steve Christy fired for Griff Harris during the Next Generation years after Griff took time off to deal with the break-up of his first marriage. “I think he was hitting the bottle and all kinds of issues,” says Christy in 2018. “Anyway, he came back one summer and of course he’d been been there as an engineer for many years... Bob Kent was just concerned. So he asked me to fire for Griff for a little while and see how he did. He was fine, but he could be a pill. We were headed up the mountain one day and it was a hot, hot day... he was ragging on me about something I wasn’t doing right. I kept putting a little coal dust off to the side. Each time I found it I’d shoveled it off to the side. Right around Halfway House, I got the fire just about where I wanted it... to throw that dust and just leave the (fire) door open. So I opened the door and I took a shovel full of that stuff and I just swirled it like that. The whole (cab) just went black for an instant. Griff realized what the hell was happening because I had already moved to the tender and... Ka-BOOM (the dust) went. Then I grabbed a shovel full of coal and I put it in his lap... I said, ‘If you say one more word... the next time the shovel’s going upside your head. Now, I’m going to fire the locomotive. Leave me alone.’ I never got another word. He and I got to be actually real good friends... over time.” (1959) “Littleton notes: Griffin Harris has completed his school year at Lyndon Teachers college and has gone to work at the Mt. Washington Cog railroad for the summer months.” / “Griffin Harris who has been employed by the Mt. Washington Cog Railway for the summer will resume his studies at Lyndon Teachers college next week.” (1960) “Littleton notes: Griffin Harris was graduated from Lyndon Teachers college on Sunday June 5. His parents, Mr. and Mrs. James Harris, and his grandmother, Mrs. Lena Fogg, attended the Baccalaureate service, luncheon and graduation exercises at the college. Griffin is employed for the summer by the Mt. Washington Cog Railway, and in the fall has accepted a teaching position in the school in Chelsea, Vt.” / “Littleton Notes: Griffin Harris has completed his summer employment at the Cog Railway and on Tuesday of this week began teaching school in Chelsea, Vt, where he has the Sixth and Seventh grades.” (1963) “Woodstock (NH) notes: Mr. and Mrs. J. Griffin Harris and family have returned from a summer spent at the base of Mount Washington where he was employed by the Mt. Washington Railroad as an engineer. He sustained injury and was not on an engine the latter part of the summer.” (1964) “Woodstock notes: Mr. and Mrs. J. Griffin Harris and family have returned to their home off Downing avenue after a summer spent at the Base of Mount Washington. Mr. Harris is an engineer on the Mount Washington railroad during the summer season.” (1965) “Woodstock notes: Mr. and Mrs. Griffin Harris and family have returned from the Base Station of the Mount Washington Cog Railroad. Mr. Harris is an engineer on the line. He has been up there for a number of years.” (1966) “Lincoln notes: Mr. and Mrs. J. Griffin Harris and family have moved into their cabin at the base of the Cog Railway where he is employed this summer.” / “Lincoln notes: Mr. and Mrs. J. Griffin Harris have moved their furnishings into the Gilman house on Church street which they will occupy follow his summer employment on the Mount Washington Cog Railway.” - *Littleton*



*Griff Harris (1970s)*  
- *Mussy Schold Collection*



- *Littleton Courier* - Thu, Jun 11, 1959 pg. 5; Thu, Sep 10, 1959 pg. 5; Thu, Jun 9, 1960 pg. 5; Thu, Sep 8, 1960 pg. 5; Thu, Sep 3, 1963 pg. 7B; Thu, Sep 17, 1964 pg. 4A; Thu, Sep 16, 1965; Thu, Jun 23, 1966 pg. 7A; Thu, Jul 28, 1966 / *See Vol. 1 Ch. 9 Sec. 7 & 8*





**Rosalind K. Hartford** 1959  
Marshfield Corp

**R. M. Harris, RN** 1952  
Railway Ledger



*Ruthie Hartford (1968)*  
- Tom Fillion Collection

**Ruth "Ruthie" Hartford** 1954 - 1969  
Boarding House chambermaid - Mother of Grace Rusinski  
- See Vol. 1 Ch. 9 Sec. 1

**Sandra L. Hartford** 1957 - 1958  
Marshfield Corp

**Linda Marie Hartman** 1966 - 1967  
Marshfield counter  
- See Vol. 1 Ch. 9 Sec. 3

**P. C. Hartshorn** 1951  
Railway Corp

**Phileman Melvin Hartwell** 1964  
Marshfield Corp

**Arthur. C. Harvey** 1950 - 1951 & 1954  
Railway at first - Summit House payment in 1954

**Scott Haselton** 1916

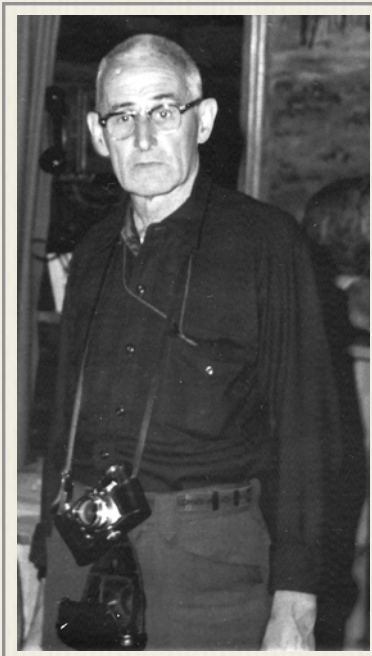
Base worker from Wells River - "Scott Hazelton is working at the Base, Mt. Washington, for a few weeks." Scott Edson Haselton was born in Bath, New Hampshire on November 27, 1895, the son of Guy and Cora (Dearth) Haselton. The 1910 US Census finds 14-year old Scott living with his 33-year old mother, Cora B. Myers and his 15-year old brother, Fern D. Haselton on Bock Street in Newbury, Vermont. Cora married James F. Myers after Guy passed away. The Wells River correspondent for the *Caledonian Record*, Mrs. D. G. Farwell apparently replaces the "s" in the family name with a "z" when she reports 20-year old Scott was off to work at the Base. "Mrs. Cora Meyers motored to the Base, Mt. Washington, with the Stevens, to visit Scott Hazelton for the day." The following spring when Scott Edison Haselton registers for the draft he is "currently single" and a student at Pratt Institute. He's described as being slender with a medium build - brown hair and green eyes. The 1920 Census finds 24-year old Scott living in Los Angeles on Michigan Avenue. He's now in the advertising business for a milling company, and he's gotten married to a 23-year old schoolteacher. He and Linda D. Holt got married on June 7, 1918 in Ayer, Massachusetts. Ten years later, the Haselton's are living on Maple Drive in Beverly Hills, California. The house has a radio set and two children, 8-year old Scott T. and 5-year old Virginia. Scott is now a production manager for an advertising agency. The next year couple would renew their vows on February 2, 1931 in L.A. Haselton would live in Pasadena, California until 1962 working for the Abbey Garden Press. He married for a third time at age 66 to 64-year old widow, Dorothy Adams Melendy - born in St. Johnsbury, but living in South Burlington. He died on September 10, 1991 at the 95 and is buried alongside Dorothy in the Lakeview Cemetery in Burlington.

- St. Johnsbury Caledonian - Wed, Aug 2, 1916 pg 10 & Wed, Aug 16, 1916 pg 4 /  
Ancestry.com





## Has - Hea



*Crawford & camera at Cog Party  
(1962)  
- Ellen Crawford Teague Collection*

**Gerald Crawford Hassen** 1961 - 1983

Caretaker / philosopher  
- *See Vol. 1 Ch. 13*

**Peter Hatch** 1962 - 1963

Summit House

**Robert "Bob" Hatch** 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

**Neal Hathaway** 1949

35-year old fireman on the No. 6 with Mike Boyce during runaway. B&M employee from Mechanicville, NY / (1949) Duherst was Mike Boyce's brakeman when the No. 6 Great Gulf's cog gear failed and the Six began sliding, tearing up ties. "While the engine continued on its downward course, to be halted 1,000 feet below after causing damage to the line, the passenger car with its 25 persons aboard was stopped immediately by the brakeman, Donald Duherst of Manchester, Ct., an employee of the line for the first season. The passengers alighted from the car, walked down the track to the Halfway House and boarded another train that took them to the Base. Meanwhile, others waiting for another train at the Summit were transported down the Auto Road by the Glen-Mt. Washington Stage company. Engineer Michael Boyce of Keene,

with 48 years of experience on the cog railroad, and fireman Neil Hathaway of Mechanicsville, N.Y., were aboard the crippled engine when it halted its errant run. Manager Arthur Teague lost not time in arranging for repairs to be made while continuing to transport passengers on the reduced schedule." - *Troy Record* article Jul 16, 1949 / *Littleton Courier* - Thu, Jul 21, 1949 / *See Vol. 1 Ch. 8*

**William Hausler** 1962

Summit House

**Paul Hawkins** 1961

Summit House

**Barbara J. Haynes** 1957

Summit House

**J. L. Heald** 1951

Railway Ledger

**George F. Healey** 1953

Marshfield/Cog Railway Cabins

**Henry Heaphy** 1907

Summit House chef - "The chef is Henry Heaphy, who has learned the secrets of successful catering in Parker's and Young's in Boston and in hotels of like character. He is seconded by a competent force of assistants." James Henry Heaphy was born in Exeter, New Hampshire in 1872 - the son of Irish immigrants Patrick and Mary (Early) Heaphy. James was the second of five Heaphy children - three girls and two boys. 25-year old James was cooking in Boston in June 1897 when he married a 25-year old waitress from Ireland, Nora Helen Bowen, who was living in Cambridge at the time. The couple was living on Centre Street in Boston three years later when the 1900 Census was taken. Henry was a hotel cook. But the Boston Directories for 1903 and 1904 lists only Henry at his home. When the state of Connecticut took a military census of state resources in February 1917, the 6-foot 1-inch 160-pound professional cook was preparing meals at the Suffield Prep School where young men were trained for ministry in the Baptist Church. 44-year old James Henry Heaphy told agent A. B. Crane he could ride a horse, handle a team, and drive an automobile. Heaphy said he couldn't ride a motorcycle, understand telegraphy, operate a wireless or handle a boat, either power or sail. Despite his summer at the Summit, he said he had no experience with a steam engine, but he was a good swimmer. In April 1930, Henry was cooking at the Groton School in Massachusetts. The private Episcopal college prep boarding school was founded in 1884 by Rev. Endicott Peabody who hoped to train men who would serve the public good, rather than enter professional life through a "Spartan educational system that included cold showers and cubicles, subscribing to the model of 'muscular Christianity.'" He was headmaster through 1940. James Henry Heaphy died in 1931 and is buried in the Exeter, New Hampshire cemetery.

- *Among the Clouds* - Jul 13, 1907 / *Ancestry.com*

**Mame Hearn** 1905

Summit House - Attends 1905 Cog Party Masked Ball as "Columbia"

- *Among the Clouds* - Sep 4, 1905



<b>P. A. Hebb</b> Mt. Washington Club/Summit House	1952
<b>Louis A. Heder</b> Summit House	1957
<b>Lewis Edmond Heimer</b> Summit House	1963
<b>Mrs. W. K. Hennessey</b> Summit House - "Mrs.W. K. Hennessey has gone upon Mt. Washington to assist Mrs. Howland in the hotel." - <i>Littleton Journal</i> - Fri, Aug 15, 1884	1884
<b>Charles Henry Sr.</b> Railway Corp	1961 - 1962
<b>Charles Henry Jr.</b> Railway Corp	1961 - 1962
<b>Richard Herlihy</b> Summit House telegraph operator and post office - <i>Among the Clouds</i> - Jul 12, 1906 & Jul 13, 1907	1906 - 1907
<b>William Heseltine</b> Mt. Washington Railway Co. employee - <i>Cog Party list</i>	1965
<b>James Heselton Jr.</b> Marshfield Corp	1962
<b>John C. Heselton</b> Marshfield in 1964 / Mt. Washington Railway Co. employee in 1965	1964 - 1965
<b>A. P. Heureaux</b> Mt. Washington Club/Summit House	1950
<b>Gary Hickman</b> Summit House	1963
<b>Kenneth I. Hicks</b> Railway	1955 - 1958

## **Edward & Abbie Higgins** 1922 - 1924

Mr. & Mrs (Higgins) of the Summerville neighborhood of St. J have returned from the Base of Mt Washington where they have been employed through the summer - Also left Sat May 10th, 1924 for Cog. Edward George Higgins was born on February 19, 1861 in Bath, New Hampshire - the son of John D. and Jane L. (Chamberlain) Higgins. 25-year old Eddie Higgins was farming in Concord, Vermont when he married 17-year old Abbie Belle King of Jay, Vermont. They had two children. Their first, daughter Lura Elva Higgins died shortly after being born in 1891. Son Floyd Marshall Higgins was born in 1892. Floyd was working as a machinist in St. Johnsbury when he married Florence Houghton on Christmas Day 1915. When the 1920 Census was taken, Eddie & Abbie were living in St. Johnsbury. He was working in the lumber industry, while she was working doing housework





## Hig - Hil



for a private family. Edward would have been about 60, and Abbie 53 when they started working at the Base. Twenty years later, Ed was diagnosed with bladder cancer. He died on April 9, 1943 at the age of 82. Abbie died in 1961. They are buried with their children in the Overlook Cemetery in East Concord, Vermont.

- *The Caledonian Record* Oct 13, 1922 / *Ancestry.com*



### Frank A. Higgins

1882

Waiter from Manchester, NH - "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"

- *Among the Clouds*, Thurs Sept 7, 1882 & Aug 12, 1905

### John Higgins

1962

Summit House

### Ellon S. Hill

1881 - 1882

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. Mr. Hill is "the Mount Washington Correspondent of the *Manchester Mirror*." Became head waiter in 1882, according to a August 1905 story in the *Manchester Union* detailing a special Friday, Sept 8, 1882 edition of *Among the Clouds* printed on birch bark. Ellon Sherburne Hills was born December 14, 1861 in Tilton, New Hampshire to Henry T. and Oriette S. Hill. The family was living on Myrtle Street in Manchester, N.H. in June 1880. Dad Henry was the superintendent of a paper-mill. Oriette was keeping house with the help of 46-year old Sarah Moore. 18-year old Ellon and his 11-year old sister, Lelia Irene were both "at school." Eighteen months after his father died, Ellon married Frances "Fanny" Leon Stafford on September 12, 1893 in Richmond, Georgia. The couple was living in Nashua, N.H. in 1895 when the first of their five children - two girls and three boys - was born. Ellon was selling insurance in 1900 to support the family. Ten years later, the Census reports Hill as a traveling salesman for a machinery concern. Ellon S. Hill went into a diabetic coma on April 11, 1923 and died a day later in Derry, New Hampshire where he was living, working as a contractor. He was 60 years old.

- *Among the Clouds* - Jul 9 & Jul 26, 1881; Aug 12, 1905 / *Ancestry.com*



Frank H. Hill (1945)  
- *Ancestry.com*

### Frank Hill

1946 - 1947

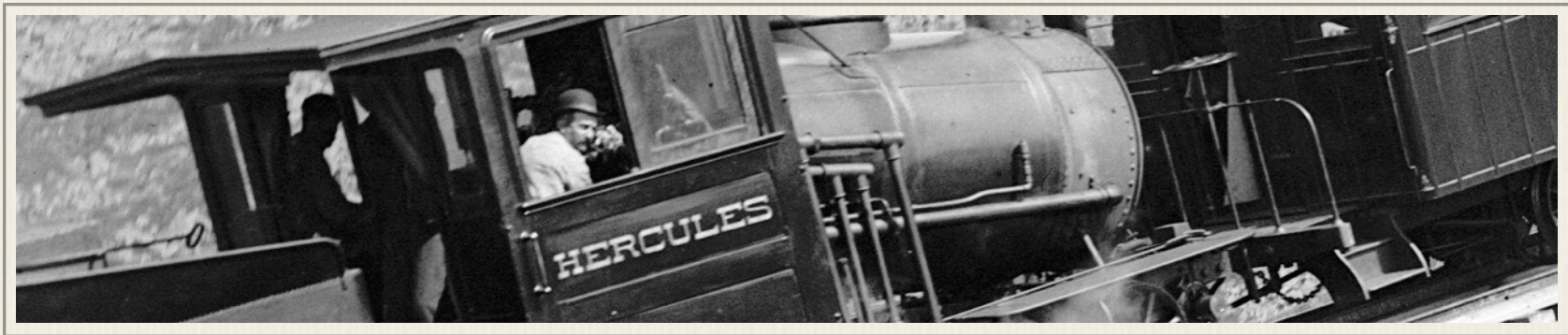
Former railway employee who made a trip to the N.H. Public Utilities Commission with another ex-employee, Art Flint. They talked to a PUC staffer who wrote this memo, found in PUC files, to Winslow Melvin. "Frank Hill, who worked for Cog RR last summer and Art Flint, who just quit work for Cog RR - were in for a chat today (6/18). Report Cog RR is snafu - has problem keeping help because of poor pay and so forth. Dumping garbage in Ammonoosuc river over old railroad bridge. Still using old equipment - Has been running about 1 train a day. Hasn't had much business this year. Report Summit House to have a more friendly atmosphere this year but still 50 cents to use rest rooms if you don't ride Cog RR." Partially dated note (with no year) was found in file on 1946 flatcar collision. No other documents found dealing with "this chat" with state officials by the Cog former employees.

Two decades later, Frank Hill provides "a first-hand account of the duties of a brakeman on the Cog Railway" to his new tabloid newspaper employer the *Boston Record American* following the fatal accident in 1967. The September 19th sidebar reports Hill was a Cog brakeman "after World War II. At that time Hill, beginning free-lance photographer, was just back from four years of Coast Guard services and worked two Summers on the Cog. As he explained, the brakeman took tickets on the way up...

with the fireman and engineer (the entire crew) in the trailing engine. On the way down, Hill said the brakeman stood on the front platform of the passenger car, working two hand brakes that apply against the wheel drums. His job was to keep the weight of the car off the engine. Hill said that at not time were the engine and passenger car solidly connected. Instead, each carried a hard, wooden roller. The rollers buffed against each other and the brakeman was charged with keeping a minimum of pressure between the two... in kind of a tap, tap, tap sequence. The basic purpose was to keep a steady push off the engine all the way down. On steep grades, the brakeman applied both brakes, and on flatter grades, let off pressure to keep a minimum distance between the car and engine. He said the task required a constant effort on the part of the brakeman to keep up the steady, soft, tapping connection, without a continued push. Hill also said that at this time of year (*Fall*) there were apt to be more persons coming down the mountain on the train than going up. He said that often hikers and campers would their own way up the mountain, but choose to use the train for the descending trip."

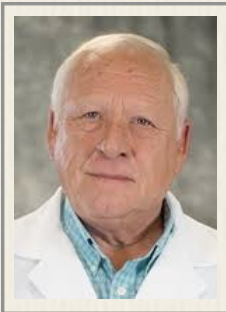
The free-lance photographer/brakeman Frank H. Hill "worked as a photographer for the Boston & Maine Railroad before joining the *Boston Globe* around 1960. In 1967 he joined the *Record/Herald American* and retired May 1," according to the Associated Press obituary written after his death on May 20, 1982 just nineteen days after Hill left the paper. The AP noted "The World War II Navy veteran won the Press Photographers Association first prize in 1970 for his overhead sequence shots of Bobby Orr scoring





the winning overtime goal that clinched the Stanley Cup.” Hill was also part of the *Herald American's* 16-member photographic team that won a Pulitzer Prize in 1979 for the paper's coverage of the blizzard that hit eastern Massachusetts on February 6, 7, and 8, 1978. Hill was 59 when he died of cancer at New England Memorial Hospital in Stoneham. Survivors include his wife, Janet, two sons, a daughter and one granddaughter.

- *Boston Record American* - Tue, Sep 19, 1967 pg 27 / *Lowell (MA) Sun* - Sun, May 22, 1982 pg 9



Dr. Tom Hilsman

**Thomas Hilsman** 1966

Summit waiter - “Dr. Thomas Hilsman, MD is a family medicine doctor who practices in Albany, GA. He is 71 years old and has been practicing for 45 years.”

- *See Vol. 1 Ch.9 Sec 2*

**J. H. Hinch** 1881

On 1881 list of names of Mount Washington Railway employees with long periods of service for the railroad - recorded as a machinist. Official records disagree over where machinist James H. Hinch was born, but agree that his parents were Irish-born farmer Richard Hinch and his wife Hannah Gammell Hinch, who grew up in Barnet, Vermont. Their son, James was born in May 1855, but his death certificate records his birth as taking place in his mother's hometown. James' marriage certificate says he was born in Quebec, Canada. 22-year old

James H. Hinch was working as a telegraph operator in Morrisville, Vermont when he married 20-year old Abbie A. Bean of Littleton. She was born in Thornton, N.H. - the daughter of Joseph Bean, and her October 14, 1877 marriage to Hinch occurred in Bath, N.H. Three years later, the couple was living in Laconia and James was working as a railroad machinist. Abbie was keeping house and they had three boarders; foundry worker 22-year old Harry Ladd and two hosiery mill workers, 17-year old Mary Silver and 16-year old Mary Hurley. Machinist Hinch is living on Court Street in Laconia in 1884 and has a telephone. Thirteen years later, Hinch is divorced and boarding with Lydia A. Brown on Jameson St. The 47-year old machinist died of “apoplexy” on February 2, 1902 in Laconia.

- *Among the Clouds* - Sep 6, 1881 / *Ancestry.com*

**T. Hirschfeld** 1958

Summit House

**John R. Hitchcock**

Born 1821 in Claremont, N.H. - husband of Dawn Hitchcock - died at age 58 in 1879. John R. Hitchcock was engaged in the hotel business all his life. He was proprietor of the Tip Top House and the Summit House on Mount Washington. Mr. Hitchcock played a big part in the developing of the resort business in the Gorham area.

- *D. B. Wight's 1967 book, Androscoggin River Valley, p520*

**Jean W. Hoag** 1956 & 1958 - 1959

Summit House

**William J. Hobbs** 1926 - 1927

Mount Washington Railway president

**Willard H. Hodgkins Jr.** 1956

Summit House

**Arnold Holden** 1966

Marshfield Corp

**George Tuttle Carleton “GTC” Holden** 1892 - 1893 & 1896

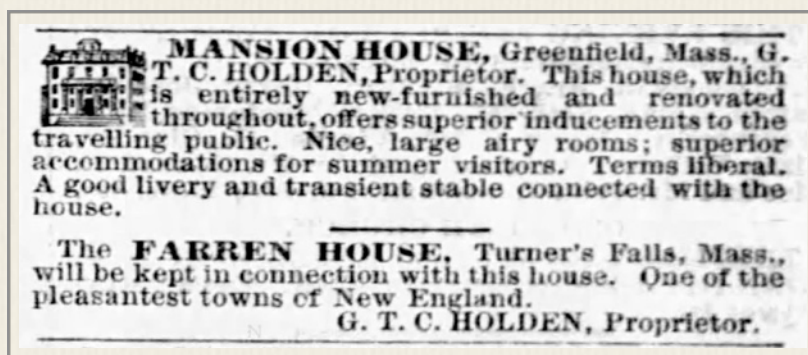
Summit House manager - “Mr. G. T. C. Holden, a landlord who is well known throughout New England and on the Pacific coast, is in charge of the office” (1896) “Mr. Holden is well known as the former proprietor of the Mansion House at Greenfield, Mass., and of other hotels in New England. His hotels have always been noted for their excellence, and the Summit



*The Mansion House (above in 1860) was built in 1828 on the site of a tavern built about 1720. Later additions to the original structure expanded the building until it occupied the entire block to the east. It was a stagecoach stop as well as a hotel. was well-established and well-situated on a busy intersection across from the Greenfield Common. The Mansion House was demolished after a fire in 1959.*

- *Deerfield Memorial Hall Museum Collection*





bles in the 1872-1873 Hudson directories. Their daughter dies in Turner's Falls, MA in 1878 just five days before her 12th birthday. He is the proprietor of the Mansion House and carriage repository at the corner of Main and Federal Streets in Greenfield, MA in 1885. The Holdens are in California when Fanny dies in November 1891 at the age of 55. G. T. C. Holden marries Ida Adole Boynton in Los Angeles thirteen months later on February 1, 1893. She is twenty-one years younger than George. The 1894 Hudson, MA directory lists George as being retired and living on Washington Street. Retirement apparently does not last long. G.T. C. Holden is working as a "real estate cooper" in 1900. Ten years later, George and Ida are still at their home on Washington Street. George dies on January 2, 1911 from a heart condition and Bright's disease of the his kidneys. He was 76. His death warrants a page 3 obituary in the *Boston Globe*: "George Tuttle Carlton Holden, known to people the country over as a hotel man, died at his home on Church St, after an illness of several months. He has at different times been connected with the Mansion house in Hudson, Farren house, Turner's Falls; Mansion House, Greenfield; hotel Raymond (*right*), Pasadena, Calif; Summit house, Mt. Washington; Preston house, Marlboro, Villa house, Sierra Madria; Arcadia hotel, in Santa Monica, Calif; Crawford house, White mountains; some of which he owned. Mr. Holden was twice married, his first wife passing away in 1890, in California. In 1892, he married Ida A. Boynton of Pasadena, who survives him. He leaves a brother Frank, residing in Clinton. He was a member of Doric lodge, A. F. and A. M.; Trinity commandery, K. T., and was an Odd Fellow. He was at one time one of the selectmen of Stow."

- *Among the Clouds* - Jul 17, 1893 & Jul 10, 1896 /

*Ancestry.com/Newspapers.com*

**Arthur Hollenbeck.** 1915

Summit House counter - (1915) "Lisbon Notes: Arthur Hollenbeck will go to the Summit house to work in the cafe when the house opens."

- *Littleton Courier* - Thu, Jul 22, 1915

**Elmer M. Holloway Jr.** 1956

Summit House

**Sylvia P. Holmes** 1950 - 1951

Mt. Washington Club/Summit House

**Warren E. Holmes** 1950 - 1951

Mt. Washington Club/Summit House

**Lawrence Holoway II** 1962

Summit House

**Catherine Holt** 1962

Marshfield Corp - Marries Allen Kent in 1965. See Allen Kent entry.

**Stephen Holzel** 1961 - 1962

Tom's brother – Stephen E. Holzel was born in Germany in 1943. At age three, Stephen and his older brother, Thomas M. Holzel flew from Berlin to Washington D.C. on June 13, 1946 via American Overseas Airlines with their 26-year old mother, Marguerite, who was working as an interpreter. The family would settle in New Jersey. An *Associated Press* article says Stephen as a teenager wrote a note and stuck it into champagne bottle and threw the bottle into New York Harbor on September 1, 1959. Two-and-a-half years later, the 19-year old Upsala College freshman got a response from three thousand miles away. Jean Bourdon of Maisons-Laffitte, France (a town near Paris) wrote to say the bottle had been found on February 15, 1962 on the French coast of

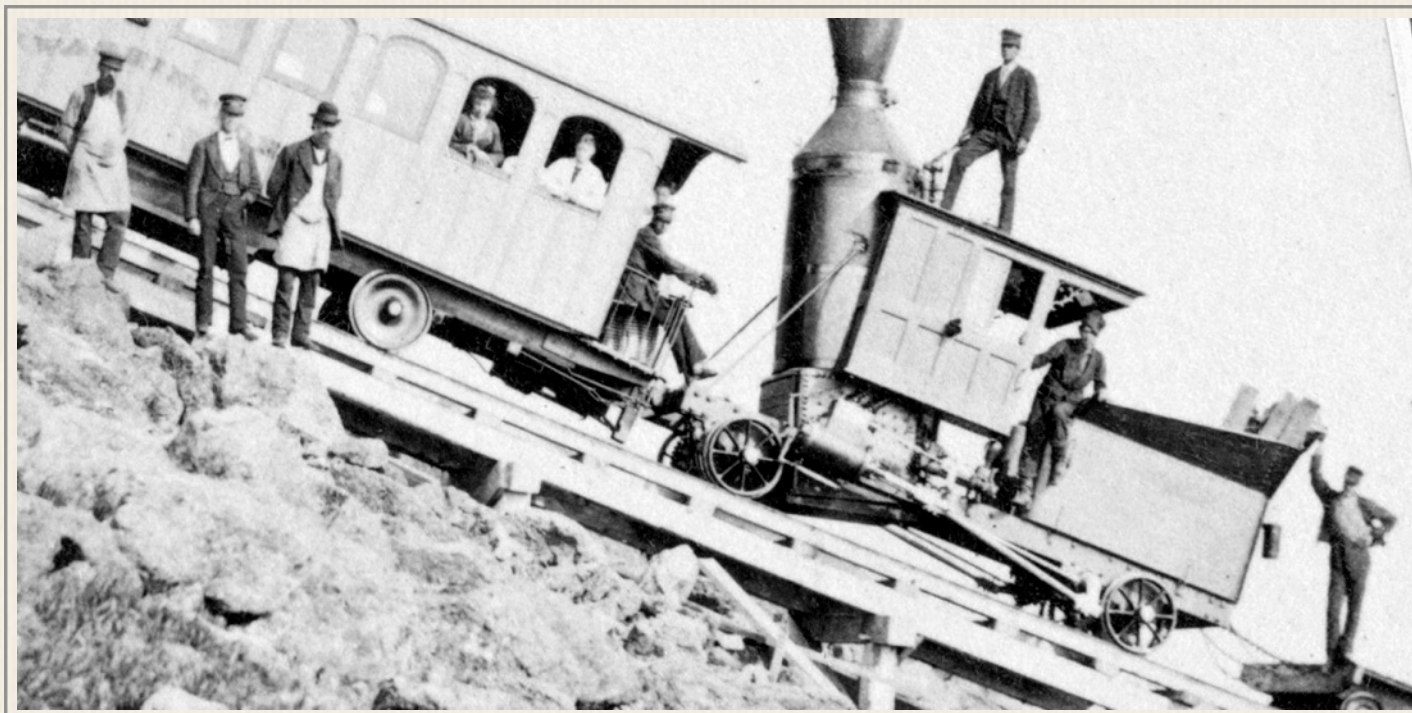
House under him will be no exception. Few hotel men have a wider or more desirable acquaintance, and it is always a pleasure to meet a gentleman in whatever work he is engaged." George Tuttle Carlton Holden was born on November 11, 1833 in Shirley, Massachusetts to hometown boy Asa W. and Lucy R. (Carleton) Holden from Rindge, N.H. George was a 22-year old professional trader when he married 20-year old Searsport, Maine native Frances "Fanny" Harriet Mossman in Sudbury, MA on January 28, 1857. The 1870 Census found George & Fanny living in Hudson caring for their 3-year old daughter, Blanche May Belle while Holden ran a hotel. G.T.C. Holden is listed as running sta-



*The original Raymond Hotel, built 1886, burned down 1895. The first major resort hotel of the San Gabriel Valley served as a winter residence for wealthy easterners. Built by Mr. Walter Raymond of Raymond & Whitcomb Travel Agency of Boston, Mass. The hotel was built atop Bacon Hill between Pasadena and South Pasadena and was renamed Raymond Hill with the opening in 1886.*

- Wikimedia





Coutainville, near Cherbourg. Holzel told reporters who would continue to correspond with Bourdon by mail, not bottle. That summer, Stephen went back to Mt. Washington for his second summer working on the Cog Railway. After graduating from Upsala College in 1965, it appears Stephen went into property management. According to his LinkedIn page, he created Technopulp inc. in May 1968. The Montclair, New Jersey company formed to purchase and manage high rise apartments. Online sources on Stephen are fairly meager, however there are a couple of articles in the *Asbury Park Press* dealing with Holzel's request to pass along \$74,000 in capital improvements to the 10-story Highlandia Apartments building to tenants in the Spring of 1981 and 1984. City directories indicate Stephen living in either Bloomfield or Montclair through 2002. - *Railway Corp*

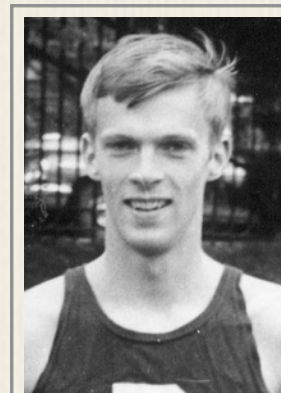


### Tom Holzel

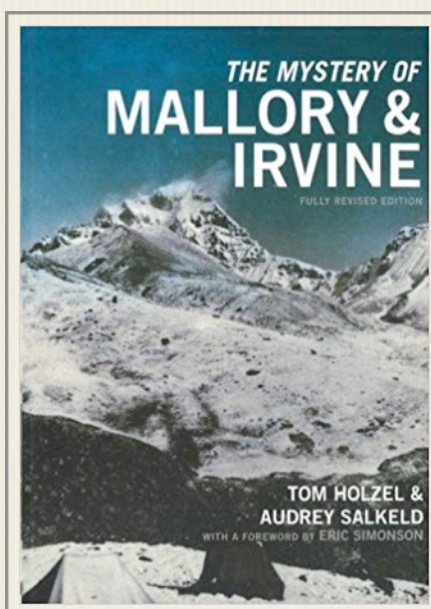
1960 - 1961

Dartmouth '63 - brakeman 1960 - 61 - Thomas M. Holzel was born in Berlin on October 26, 1940 as British planes were conducting relatively ineffective night-time raids on the German capital. The family (Marguerite, Stephen & Thomas) would fly to Washington, D.C. in June 1946 and eventually settle in New Jersey where Tom was a member (left) of the Montclair High School soccer team in 1955.

He continued his athletic career at Dartmouth College where as a senior he was part of the record-breaking 1963 Big Green mile relay team (right) that set a college record of 3:16.4. Four years after earning his Dartmouth degree, Tom married Mary D. Ware on September 30, 1967 in New York. Cog colleague Dave Woodbury recalls Tom became "a serious mountaineer and was involved, at least peripherally, in the Everest expedition in the 1980s which discovered Mallory's body, but not the camera which might have proved whether he and Irvine summited in 1924. *Reuters* reporter Catherine Arnst wrote in a dispatch of August 5, 1986 that "Concord (MA) businessman, Thomas Holzel, is convinced they (*Mallory & Irvine*) did, and to prove his theory he has put together an expedition which will set off soon to trace the journey of Mal-



lory and Irvine in search of their bodies and, he hopes, their camera. As to why he is going, it is not, he said because the mountain is there but because "I think it man's destiny to explore mysteries. If we find the bodies, it's almost certain we will find the camera since they would have kept it on them," said Mr. Holzel, who has been trying to launch the expedition since 1972. "It's very exciting," said Mr. Holzel, 45, founder and president of Arcturus, a computer graphics firm. "If we find the film, it will be like a window into the past." Mr. Holzel's expedition has received (over \$400,000) in funding, provided by Kodak, the *Los Angeles Times*, and various sporting goods manufacturers. The expedition will leave the United States on 8 August (1986), arrive at the base of Everest around 1 September and spend about three months climbing the mountain. Mr. Holzel, married with two young children, said he is not sure if he would try to make the final ascent. "At 45, I will go as high as I can. I can't ask for more than that." The 1986 expedition of 32 people (about half Sherpa guides) got within a day's climb of where Holzel believed Irvine's body is at about 27,000 feet. But one of the Sherpas was killed in a slab avalanche and the expedition was called off Oct. 23, 1986 because of bad weather.



Holzel and Everest historian Audrey Salkeld's 1985 book - *The Mystery of Mallory and Irvine* helped launch the 1986 expedition. The book was revised over the years as Holzel's quest continued. A 2000 Amazon customer review ([tmartingwoody@aol.com](mailto:tmartingwoody@aol.com)) of the paperback reported the 1986 expedition "failed in all respects save one. On literally the last day of their three-month expedition, Holzel managed to meet with the tent-mate of the person who claimed to have found the English dead. This claim had been strenuously denied by the Chinese Mountaineer-



# Hol

ing Association, and other government officials. But the tent-mate admitted that Wang Hung-Bao had said he had indeed found “a foreign mountaineer.”

In 1987, Holzel was courting two groups planning climbs in the spring to see if one of them would let him join their expedition. He wanted to climb with them to the area “he wants to search, then peel off with one or two Sherpa guides to search for a body that a Chinese climber reportedly spotted in 1974 - Holzel believes it is Irvine.” Susan Boccardi of the *Rochester (NY) Democrat and Chronicle* wrote “he has the continued support of the Eastman Kodak Co., which donated 2,000 rolls of film and processing to the last expedition. “To hang onto an idea like that – way beyond reason – is just gorgeous,” said Gordon Brown, a Kodak market planner who has been talking with Holzel about the project for seven years. “We’re still very interested. (The Mallory and Irvine camera is) a Kodak camera with Kodak film in it. It would be neat to find it.” Holzel also needs \$25,000 to make the climb, but he said he has not discussed financial backing with Kodak.”



*Andrew ‘Sandy’ Irvine (R) and George Mallory prepare for their final ascent to Everest’s summit in one of the last photographs believed to have been taken of the mountaineers (June 1924)*

- Photograph: John Noel Photo Collection/AP

George Leigh Mallory’s frozen remains were found in 1999, but Irvine’s were not. The latest revision of the Holzel-Salkeld book was printed in paperback in 2010. tmartinwoody’s Amazon review said, “This classic book contains two exciting stories: First there is the story of George Mallory and Andrew Irvine who were last spotted seemingly a few hours below the summit of the world’s highest peak, which raised the glorious possibility that they had perhaps reached the summit before perishing on the descent. Salkeld in particular has tracked down and discovered a trove of unpublished letters, and theirs is the first modern reading of Mallory the man, a reading much necessitated in view of the previous biographies, many of which verge on hagiography. And there is the second story, equally fascinating, of the authors’ heroic efforts to find out what did happen. It is this story, a modern tale, that shows how large a role is played by luck when the ambition is there to pave its path. What I found the most interesting in *The Mystery of Mallory & Irvine* was the acuity of their theorizing and their genius at selecting certain facts from amidst a welter of conflicting data, facts that seemed strange selections at first but which then turn out--10 or 20 years later--to have been exactly correct. It certainly deserves a central spot on every adventurer’s bookshelf. As historical detective work - THE central spot.”



*Tom Holzel (2010)*

Holzel was still working to find Irvine’s body and the Kodak camera in 2011. But he was running into opposition, according to a story by Peter Beaumont and Ed Douglas in *The Guardian*. “A new expedition to Everest to locate the second mountaineer’s body has come under fire from leading British experts and members of his family, who have criticized the commercial aims of the trip as “disturbing” and “distasteful.” The latest attempt... involves Tom Holzel, an American Everest historian. Holzel, 70, believes that film from the Vest Pocket Kodak camera that Irvine was carrying might prove that the men reached the summit. However, an email sent by Holzel to a potential backer for the \$250,000 expedition was described by British climber Sir Chris Bonington as “very odd and fairly unsavoury.” Stating that he believed he had found the precise location of Irvine’s body using high-resolution photography, Holzel said there was now a race to get there. “When Mallory was discovered, the event was published in every newspaper and magazine in the world – literally. If we find the camera with images, the publicity will be greater still,” said Holzel. “We seek a single sponsor to reap the enormous worldwide publicity a controlled release of the sensational findings will create. The BBC will produce the expedition film. We wish to hit the slopes in December 2011. The expedition will operate in ultra-stealth mode. (Practically no one climbs Everest in the winter.) When we find Irvine and his camera, there will be no press release, no satellite phone interviews, no bidding war for the images of his body (as there was for Mallory)... This story, and the funder’s name, will run in every newspaper in the world, just as the Mallory discovery did.” Bonington, who reached Everest’s summit in 1985... said: “When I read this I thought: ‘Oh God.’ It is the last bit I find absolutely disgusting – about the funder’s name running in every newspaper. That’s the frightening thing – what is being promised to potential sponsors. The thing, for British climbing, about the tragedy and story of Mallory and Irvine, is its mystery and romance. It should be left like that. As a lovely legend.” Tom Holzel’s 2014 expedition to Mt. Washington was successful as he attended the Cog reunion that fall.

- *The Melbourne, Australia Age* - Wed, Aug 6, 1986 pg. 8 / *Rochester (NY) Democrat & Chronicle* - Thu, Apr 23, 1987 pg. 8 / *The Guardian* - Sat, Aug 6, 2011 / See also Appendix Section 8





1868 Track Crew



Rudolf Honkala

## Rudolf Honkala

1946 ?

BETHEL, Maine - Rudolf Aarne Honkala, 84, formerly of Missoula, died Friday, May 16, 2008, at his home in Bethel surrounded by family. Born in Salisbury, N.H., on Jan. 23, 1924, he was the youngest of Walter and Anna Tolvanen Honkala's three sons. He attended schools in Salisbury and Franklin, N.H., before joining the Army Air Corps in 1941 as a radioman. Rudi was one of the first to receive benefits of the G.I. Bill, graduating from the University of New Hampshire in 1946 with a Bachelor of Arts in art and later earning his Master of Arts in geography from the University of Montana. After college, Rudi worked for the Mount Washington Cog Railway, The Kearsarge Telephone Co. and was on staff at the Mount Washington Observatory for four years during the '40s. He returned as chief observer in 1955-56. He met his bride-to-be, Barbara Hastings, on Mount Washington and they were married in February 1950. Rudi and Barb then served for two years as husband-and-wife weather observers at remote Alaskan stations for the U.S. Weather

Bureau. Their first son was born in Nome, Alaska, in 1951.

- Missoula (MT) Missoulian - May 18, 2008

## Jean W. Hopag

1955

Summit House

## Park Horan

1905

Summit House wine steward

- Among the Clouds - Jul 13, 1905

## John Horne

1873 - 1911

Spent 37 summers at Cog - Superintendent from 1879-1911 / Talks about Cog career in Dec 1906 *Boston Daily Globe* article 32 years at that point. Last 12 as superintendent. When not at Cog is busy in the B&M machine shops at Lakeport. Native of Yorkshire, England. The 1880 Census found the 32-year old married machinist living at the "dwelling house" in September 1879. In 1889 "Mr. John Horne, master mechanic of the Mount Washington Railway, has succeeded the late Edwin Judkins as conductor between the Base and the Summit, the duties of which position he will discharge in addition to his other work. He is a modest man and yet he is the most elevated conductor in New England" "John Horne of Lake Village, N.H., master mechanic of the Mount Washington Railway, has been appointed manager of a similar line up Pike's Peak, Colorado." However, no record exists of Horne working on the railroad. 1894 - Mr. John Horne, who for many years was master mechanic of the Mount Washington Railway, and more recently in entire charge of the management of the road, and the conductor of the passenger trains has been appointed superintendent. He has won his promotion by faithful and intelligent service to the company, extending over many years. He is now the veteran of the mountain, his first employment going back to the early history of the railway. His many friends will be glad to hear of his success.. Horne married Inez M. Sleeper of Lake Hill, New Hampshire November 27, 1874. He was 31. She was 23. They had a daughter Violetta B. Horne who was a music teacher at age 28 and living at home with her parents on Boomerang Street in 1910. - *Boston Daily Globe*, Dec 23, 1906 pg 11 / 1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / *Morrisville News & Citizen* - Feb, 20, 1890 & *Among the Clouds* - Jul 21, 1894



John Horne

## John D. Hosie

1952 - 1953

Mt. Washington Club/Summit House

## Claude L. Hough III

1953 - 1954

Railway Ledger



## Hou - How



*Danny Hourihan*

### **Daniel E. Hourihan Jr.**

1957 - 1959

Seen in front of No. 2 (*right*) with David Saunders and Bob Kent in the 2014 reunion movie. In the clip, Hourihan recalled, "At the end of my first year 1957 another brakeman wanted to head the back Massachusetts on Labor Day, and I was on the last train. We left around two o'clock in the afternoon. I didn't get off the mountain until about seven o'clock. We lost the rear shaft on Jacob's Ladder and it took quite a while in those days to come up... bring back the tender and the engine... then come up and take us down. And I was fortunate, the people I had (on the car) were young... younger people. I was only a kid at the time and they (*the passengers*) didn't get all bent out of shape. And the next morning I get up eating breakfast to go to school and the *Manchester Union Leader* had a front page spread of what happened on the mountain the night before." (1959) "Wells River, Vt., notes: Daniel Hourihan has returned for his sophomore year at Lyndon Teachers College. He worked for the summer season at the base of Mt. Washington."

- 2014 Cog Reunion movie / Littleton Courier - Thu, Sep 24, 1959 pg. 10



*Daniel Hourihan (1959)*  
- Verlyn Yearbook

### **Roger Hovey**

1965

Mt. Washington Railway Co. employee

- Cog Party list



*Jeff Howard (2017)*

### **Jeff Howard**

1966

Summit assistant cook

- See Vol. 1 Ch. 9 Sec. 2

### **George Howe**

1953

Railway Ledger

### **Phillip Howell**

1942 & 1946 - 1950

Stephen Saunders: "I knew Phil and when he came to visit his mother (at the Bretton Woods Boys Choir Camp Duncan) he told me he had written to Col. Teague and got a job there."

- See Vol. 1 Ch. 9 Sec. 9



*Jeff Howard (1966)*  
- Kent Family Collection



*Charles Howland (1966)*  
- Kent Family Collection

### **Charles Wayne Howland**

1965 - 1967

Marshfield Gift Shop - (1965) "Whitefield notes: Wayne Howland is employed at the gift shop at Mt. Washington Cog Railway for the summer."

- Littleton Courier - Thu, Jun 24, 1965 pg. 3 / See Vol. 1 Ch. 9 Sec. 3

### **Mr. Fred A. Howland**

1885 - 1886

Summit House - son of summit housekeeper, Mrs. S. A. Howland of Montpelier, Vt. He spent Sunday, Aug 19, 1894 on Mount Washington with mom.

"Mr. Howland read law with Gov. Dillingham, and during his term of service acted as (the governor's) private secretary. He is now of the firm of Dillingham, Huse & Howland, and is meeting with excellent success in his profession." In 1906 in the wake of Alexander Cusick's death Mr. Fred A. Howland of Montpelier, a prominent lawyer, who in his student days was employed at the Summit

House, was called up by telephone by Conductor Browley, and kindly undertook to arrange details on behalf of summit friends" for a fund for Cusick's widow and orphan. *Encyclopedia Vermont Biography: A Series of Authentic Biographical Sketches of the Representative Men of Vermont and Sons of Vermont in Other States.* Dodge. Burlington: Ullery Publishing Company, 1912, pp 230-231 - Fred Arthur HOWLAND, insurance, Montpelier [Washington County, Vermont], was born 10 November 1864 at Franconia [Grafton County], New Hampshire, son of Moses Nathan and Sylvia Ann (SHIPMAN) HOWLAND. Educated at Phillips Andover Academy, and Dartmouth College, class of 1887. At Dartmouth, he played tennis and baseball (*right*). Studied law with Hon. William P. DILLINGHAM, Waterbury [Washington County, Vermont], 1887-1890. Admitted to the Vermont bar October 1890. Began the practice of law in January 1891 in Minneapolis [Hennepin County], Minnesota. In November 1891 returned East and entered the office of Oscar RAY, Lancaster [Coös County], New Hampshire. In 1892 went to Montpelier and became a member of the law firm of Dillingham, Huse & Howland, continuing until the death of Mr. HUSE in September 1902, when the firm was dissolved. In the early part of 1903 Mr. HOWLAND gave up the general practice of law to become counsel of the National Life Insurance Company, and in 1909 was made its vice president, which



*Fred A. Howland (1887)*  
- Courtesy Dartmouth College



position he now holds. Republican; was secretary of civil and military affairs 1888-1890; clerk of the House of Representatives 1896-1898, and states attorney for Washington County during the same period; was secretary of state 1898-1902; member of the state board of library commissioners 1894-1902; in 1910 was chairman of the commission appointed to submit a revision of the banking laws of the state. In September 1894 Mr. [Fred Arthur] HOWLAND married [Miss?] Rena FORBUSH of Lancaster [Coös County], New Hampshire, who died in October 1894. In 1899 he [Fred Arthur HOWLAND] married [Miss?] Margaret Louise Dewey of Montpelier; they have four daughters: Louise Dewey, Sylvia Ann, Susan Griggs, and Emily Shipman. Fred Arthur Howland was born in Franconia, New Hampshire on November 10, 1864.[1] His father, Moses Nathan Howland (1833-



Fred A. Howland (1901)  
- Ancestry.com

1906) was a dentist,[1] and his mother Sylvia Ann Shipman Howland (1841-1901) was a sister of Mary Ellen Shipman (1846 - 1893), the wife of William P. Dillingham.[2][3] Fred Howland was educated in New Hampshire, and graduated from Phillips Andover Academy in 1883.[1] He graduated from Dartmouth College in 1887, studied law with Dillingham, and was admitted to the bar in 1890. In September 1894, Howland married Rena Forbush of Lancaster, New Hampshire, who died the month after their wedding.[8] In 1899, he married Margaret Louise Dewey of Montpelier.[1] Margaret Dewey was the daughter of Edward Dewey, who served as president of National Life. She was the granddaughter of Julius Yemans Dewey,[10] who was National Life's first president, and the niece of both Charles Dewey, who also served as president of National Life, and Admiral George Dewey.[3] Fred Howland and Margaret Dewey were the parents of four daughters; Louise (Mrs. Edwin Clark), Sylvia (Mrs. Paul Sample), Susan, and Emily (Mrs. William Mansfield)

- Among the Clouds - Aug 20, 1894 & Aug 25, 1906 / Ancestry.com / Encyclopedia Vermont Biography: A Series of Authentic Biographical Sketches of the Representative Men of Vermont and Sons of Vermont in Other States. Dodge. Burlington: Ullery Publishing Company, 1912, pp 230-231 / Wikipedia

### Mrs. Sylvia Ann (Shipman) Howland

Summit House housekeeper "for several years" / (1884) "Mrs. M. N. Howland went up to Mt. Washington Saturday (6/21) (from Lisbon) to be matron of the Tip Top House." - Mother of Fred Howland from Franconia, N.H.

- Among the Clouds - Aug 20, 1894 & Jul 15, 1899 / Littleton Journal - Fri Jun 27, 1884

### Carter H. Hoyt Jr.

1950

Railway paid Dr. P. R. Rancourt who was treating Hoyt on October 10th, 1950

- Railway Ledger

### Frederick Allen "Billy" Hubbard

1969 - 1973

Track superintendent - "Billy" (Frederick Alden) Hubbard, 78, died suddenly at his home on Monday (12/23/1996). He was born in Lebanon (NH) on Aug. 21, 1918, the son of James Frederick Burton Hubbard and Josephine (Flint) Hubbard. He was raised on Mascoma Street next door to his cousin Alice Peck Day, who gave her home for the first hospital in Lebanon. The new hospital residential facility was built on his hay field, which he recently made available to Harvest Hill. Throughout his life, he continued farming the land. As a boy, he accompanied his father, one of the last major horse-and-cattle buyers in the area, from farm to farm, where they would purchase livestock for his weekly cattle train. During these visits with old Yankee farmers, he gained an understanding and appreciation of old New England ways and used this thrifty and ingenious approach throughout his career. He graduated from Lebanon High School in 1938. He was a founding member of the Grafton County Sheriff's Posse and for years organized posse trail rides, and in the winter, sleigh rides on the cornfield, now on the site of Rich's plaza in West Lebanon. As a member and former president of the Lebanon Historical Society, he was instrumental in the building of the Lebanon historical vault and the moving and restoration of Dana House, Lebanon's oldest building. He personally oversaw and did much of the work on the restoration of the house on its new site on Seminary Hill. He was also chairman of the Lebanon Bicentennial Committee. The Cog Railway on Mount Washington was an important part of Mr. Hubbard's life. He was the superintendent of track for several years, and worked on building the last steam engine for the Cog railway. He was predeceased by his sister, Muriel Heistad and Katherine Robb; his brother, Harlan Hubbard; and his first wife, Shirley (Uline). He is survived by his wife, Ruth (Dennis) Hubbard; nephews, nieces and grand- and great-grandnieces and nephews. Frederick Alden "Billy" Hubbard was born in Lebanon, N.H. on August 21, 1918 the son of J. F. Hubbard and Josephine M. (Flint) Hubbard. Alden's older brother, Harlan graduated with Niles LaCoss from Lebanon High School. The school, "Billy" would graduate from in 1938. LaCoss was Hubbard's connection to the Mt. Washington Cog Railway. At the mountain, Hubbard worked on the track crew, and later ran it after Father Goody retired. He helped LaCoss and Steve Christy prepare to assemble the No. 10 Colonel Teague in Etna, N.H. "A little short guy," Christy says. "The quintessential New Englander - dry sense of humor. We put an addition on (Niles' blacksmith) shop so we could put the Ten in there... Billy came down and helped us build the thing. Niles says, 'You know, I've known Billy Hubbard for 40 years. I never knew him to swear until he met you.'" Hubbard worked as a carpenter. He died two days before Christmas in 1996.





## Hud - Hun



### Alonzo I. "Hud" Hudson 1923

Machinist - From Lyndonville: "Alonzo Hudson went last week to the White Mountains and will work this summer on the Mt. Washington railroad." Alonzo Isaac Hudson was born in South Berwick, Maine on December 7, 1880 - the son of East Haven, Vermont native Isaac C. Hudson and Flora Ella (Shattuck) Hudson from Milford, N.H. He had two younger sisters, Florence and Eva E. In 1900, the family was living on Bowery Street in Nashua where 19-year old Alonzo was working as a teamster. He enlisted on November 17, 1916 in St. Johnsbury and reported to Company D of the 1st Vermont Infantry the following April. Twelve days after entering Federal service he was discharged due to a physical disability. Two days after that Alonzo I. Hudson enlisted in the Coast Guard. He served during World War I at Cape Bumkin Island, MA and then at the Naval Experimental Station in New London, Connecticut. He remained in the US Naval Reserve until April 1921. The hazel-eyed, 6-foot 2-inch tall Alonzo was working as a machinist's helper in the Lyndonville car shops of the Boston & Maine in 1920. He may have gone to Mt. Washington before 1923, but we know he married for the first time in February 1922. The 41-year old machinist helper wed a 38-year old widow by the name of Essie Belle Simpson Burns. Hudson would work for the Boston & Maine until he retired with 31 years of service in 1945. (1945) "Alonzo I. Hudson, 65, of White

River Junction, Vt., machinist at Westboro, N.H., retired after 31 years' service." (1949) "Pensioned Machinist Alonzo I. Hudson was seen by several men from Westboro while attending the Lyndonville, Vt. fair. Hud is in good health and making his home at East Burke, Vt." / "A. I. Hudson, retired machinist, recently had to have his right leg amputated. "Hud" is convalescing at the Veterans' Hospital, white River Jct., Vt. Many of his former fellow workers have visited him and report him to be in good spirits." The couple would live together until Alonzo's death on October 24, 1951 at the age of 70. He is buried in the Lyndon Town Cemetery. - *Vermont Union-Journal* (Lyndonville, VT) - Wed, May 9, 1923 pg. 5 / *Ancestry.com* / *B&M Employees magazine* - Oct 1945 pg. 11; Jan 1949 pg. 29; Dec 1949 pg. 25

### Essie Belle Simpson Burns Hudson 1923

Boarding House - From Lyndonville "Mrs. (Alonzo) Hudson will work in the boarding house at the foot of Mt. Washington." Essie Bell Simpson was born in Newark, Vermont on February 26, 1884 - the daughter of Amasa and Elisa Simpson. At age 20, she married Newark farmer, Charles Edward Burns on February 11, 1905. The couple farmed and at age 34 the blue-eyed Charles registered for military service in St. Johnsbury on September 12, 1918. Eleven days later, Charles Burns was dead - a victim of the 1918 influenza epidemic. The widow was living in Lyndonville when she met her second husband, machinist helper Alonzo Hudson. The couple spent the summer of 1923 at the Mount Washington Cog Railway. Essie died on August 12, 1958 in East Haven, Vermont. She was 74.

- *Vermont Union-Journal* (Lyndonville, VT) - Wed, May 9, 1923 pg. 5 / *Ancestry.com*

### Robert Hudson 1990s?

Robert E. Hudson, 70, of Lincoln, N.H., passed away on December 11, 2004 at Dartmouth Hitchcock Medical Center in Lebanon. Robert was born on December 13, 1933, a son to Delbert and Ethel (Wheelock) Hudson, in Thetford, VT. He attended Woodsville Schools. The Rowins Cheese Mill in Wells River, VT employed Robert for many years, as well as the Newman Lumber Company. Beginning in 1982, he and his wife, Violet, wintered in Florida where he was employed as a chef in several hotels. During the summer he was employed at the Mount Washington Hotel and Cog Railway until he retired in 2001.

<http://phaneuf.tributes.com/obituary/show/Robert-Edward-Hudson-89831343>

### C. E. Huggins 1904

Railway engineer - Mentioned in *Among the Clouds* as Railway employee who attempted to fix a broken printing press: "The best efforts of the mechanical skill of the Mount Washington, Superintendent John Horne, Master Mechanic S. B. Butterworth, Engineers E. E. Sheehe and C. E. Huggins and others, who kindly gave up their leisure hours to help us, merely demonstrated that it must be taken down the mountain for general repairs in a machine shop."

- *Among the Clouds* - Fri, Jul 29, 1904

### Alton Hughes 1957

Railway Corp

### George Lea Humphrey 1962 - 1964

Marshfield Corp

### Mr. Hunt 1903

Attends Cog Party Masked Ball as "Burglar"

- *Among the Clouds* - Aug 31, 1903

### Robert Hunt 1953

Railway Ledger



**S. Hunt** 1953

Railway Ledger

**L. Huntley** 1951

Railway Ledger

**Mrs. Hurd** 1905

Attends 1905 Cog Party Masked Ball as “Elderly Spinster” with Mrs. Cowan

- *Among the Clouds* - Sep 4, 1905

**E. Hurwiler(?)** 1952

Railway Ledger - (*Ed note: could be mis-spelled entry for E. M. Huwiler below*)

**Alec Hused** 1879

Census describes Alec Hused as a 23-year old Canadian born railroad fireman living at the “dwelling house” as a boarder

- *1880 US Census for Thompson & Meserve Purchase (Base Mt. Washington)*

**James H. Hustis** 1920 - 1925

Mount Washington Railway president

**Jon Richardson Hutton** 1963 - 1965

Summit House - Performed MTA at 1965 Cog Party

**C. S. Huwiler** 1952

Mt. Washington Club/Summit House

**E. M. Huwiler** 1952

Mt. Washington Club/Summit House

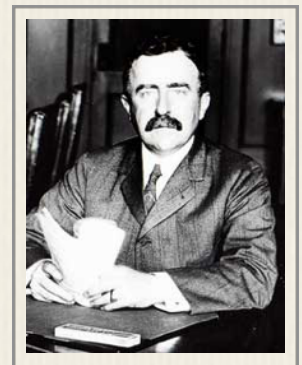
**Otis Ireland** 1950 - 1951

Entered as caretaker on all three corporate ledgers - (1950) “Lisbon notes: Funeral Services for Edward Harrison Ireland, whose death occurred on Tuesday, January 10 at the base of Mt. Washington, were held Friday, January 13 at 2 o’clock at the Barleton funeral parlor. Rev George W. Wiseman, paster of the Methodist church officiated. Mr. Ireland was 58 years of age and death occurred on the 72nd birthday of his brother, Otis Ireland, with whom he was staying. He was born April 24, 1891, the son of John and Olive (Buck) Ireland. Following the funeral the body was taken to Unity, Me., for burial. Mr. Ireland was a restaurant chef by occupation. Besides his brother, Otis, he is survived by a sister, Mrs. Ethel McCormick, and a niece, Mrs. Robert Young of Lisbon.” WAS BROTHER Ed ON PAYROLL or was he just visiting?

- *Mt. Washington Club / Summit House / Littleton Courier* - Thu, Jan 19, 1950 pg. 2

**Wesley Irwin** ~ 1894 - 1897

Spur Line Engineer: “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



*James H. Hustis (1900s)*  
- *Historic New England*





## Jac - Jef

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.”

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

**Earl D. Jacobs** 1950

Mt. Washington Club/Summit House

**K. Jacobsen** 1961

Summit House

**G. T. Jacques** 1951

Marshfield Corp/Cog Railway Cabins

**Mare Jamison** 1966

Marshfield counter

- *See Vol. 1 Ch. 9 Sec. 3*

**E. Janoczewicz** 1951

Railway Ledger

**Owen Jansson** 1962 - 1964

Brakeman (*right*) - “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



*Owen Jansson*

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, Assis-



*Owen Jansson (2001)*  
- *University of Michigan*

tant 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*

**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**  
Marshfield Corp

1966

**Peter Jeskey**

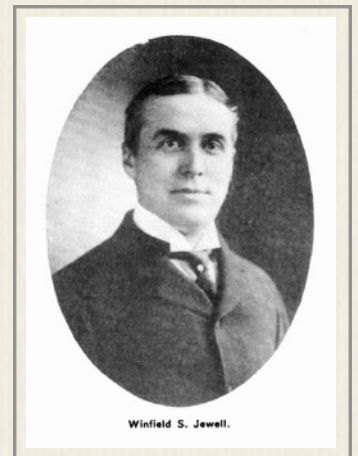
1966 - 1969

Marshfield Corp - Later moved to Railway

**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.



- Among the Clouds, Thu, Sept 7, 1882 / Ancestry.com

**Donald W. Johnson**

1953

Marshfield/Cog Railway Cabins

**Dora Johnson**

1903

Summit House employee - “A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8/25/1903), 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”

- Among the Clouds - Aug 26 & Aug 31, 1903

**Edith Johnson**

1905

Attends 1905 Cog Party Masked Ball as “Dinah”

- Among the Clouds - Sep 4, 1905

**Glenn Johnson**

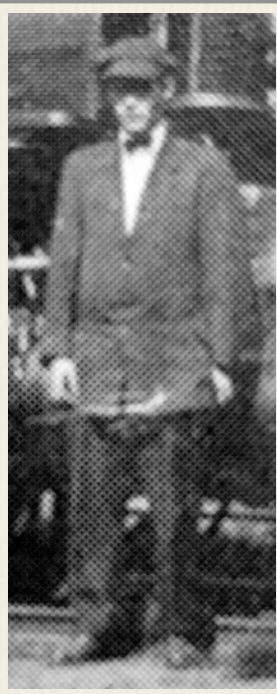
1933

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





## Joh - Jor



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

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*



**Grace Johnson** 1903 - 1905

Attends Cog Party Masked Ball as "Shepherdess" - plays short stop for the Summit House nine during the 1905 season - Attends 1905 Cog Party Masked Ball as "Hiawatha"

- *Among the Clouds - Aug 31, 1903; Aug 1*

**Richard E. Johnson** 1954

Summit House

**Minnie Johonnot** 1900 - 1904

Summit House employee - souvenir stand assistant - daughter of John H. Johonnot of New Boston, N.H. (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, 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.

- *Among the Clouds - Jul 16, 1900; Jul 12, 1902; Jul 13, 1903; Aug 31, 1904 & Jul 15, 1907*

**B. H. Jones** 1950

Mt. Washington Club/Summit House

**R. N. Jones** 1950 - 1951

Railway Ledger

**Thomas Jones** 1903

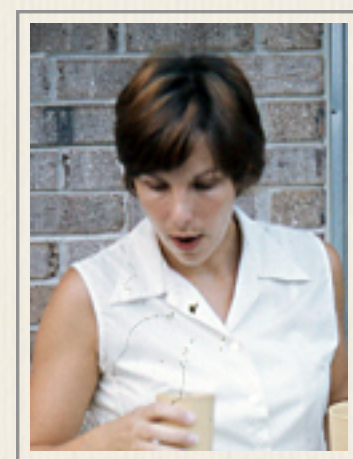
Attends 1903 Cog Party Masked Ball wearing a "Mask"

- *Among the Clouds - Aug 31, 1903*

**Claudia Jordan** 1968 - 1969

Worked at Marshfield - married Bud Nye in 1970 - the couple had three children before their divorce in 1981. Claudia taught school on a small naval base in southern Japan in the mid 90's.

- *See Vol. 1 Ch. 9 Sec. 9*



*Claudia Jordan (1975)*  
- *Lewis Familyt Collection*



*Mark Jordan*  
- *Tom Norcott Collection*

**John Mark Jordan** 1963 - 1967

Fireman (left) - for Bob Kent (1965) Columnist Ruth Seltzer describes location for Teague interview: "We met railway owner Teague at the Whitmarsh home of Mr. and Mrs. William P. C. Jordan, whose son, Mark, worked for the railroad two summers ago."

- *Seltzer's Philadelphia Scene column - Philadelphia Bulletin / 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*





**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 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

**J. F. Keating** 1946  
Engineer - *TRAINS Magazine*

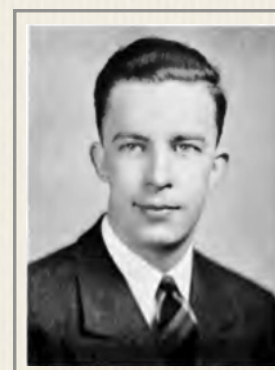
**Kittie Keefe** 1903  
Attends Cog Party Masked Ball as “College Girl”  
- *Among the Clouds* - Aug 31, 1903

**Charles Keegan** 1961 -1962  
Railway Corporation

**Dan G. Kelley** 1910  
Brakeman - *Among the Clouds* - Season of 1910 (Fall)

**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



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



## Kel - Ken

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.

- *Littleton Courier* - Sept 22, 1938 / Randall interview with author

**Tom Kelley** 1951

Railway Ledger

**Walter T. Kelley** 1953

Railway Ledger

**William A. Kellogg Jr.** 1957

Summit House

**Robert A. Kellow** 1956

Railway Corp

**David Kelly** 1965

Summit House

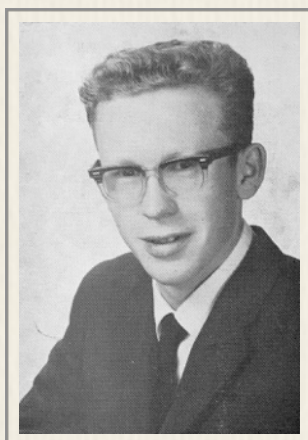
**Warren C. Kendall** 1891

Base Station operator - "Warren C. Kendall is at Base Station, Mt. Washington, as operator."

- *The Landmark (White River Jct., VT) Fri, Jul 24, 1891 pg 5*

**Benjamin Kenison** 1962

Summit House



*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 was the son of Mr. and Mrs. Frank Kenison, and was known as "Mandrake" at Berlin High School (*left*) where 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 skyscraper (*sp*)." (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." / "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)." Kennison talked about the Cog's impact on his life at the 2019 Cog reunion: "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?"

- *Littleton Courier* - Thu, Jun 15, 1967 pg 3B; Thu, Aug 3, 1967 pg 7C / See Vol. 1 Ch. 9 Sec. 3 & 5 - Also Appendix Sec. 21

**Deanna Kenison** 1962

Summit House

**Margerite E. "Sis" Kenison**

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 lov-



*Marguerite Kenison*  
- *Bailey Funeral Home*



ing 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.

**Reginald Keniston** 1951  
Railway Ledger

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

**Robert M. Kennedy** 1963  
Summit House

**Gordon W. Kenneson** 1963  
Summit House

**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



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



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

policeman with sharpshooter qualifications. Postings included the Philippines and daughter Judy says Cliff never ate rice after returning home. The Army recorded 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. 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 Appendix Sec. 13





# Ken



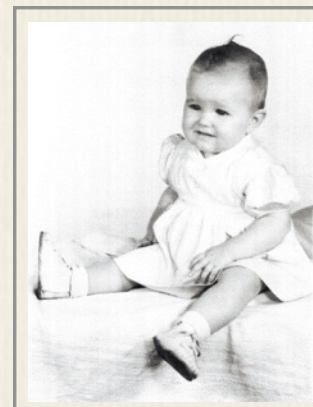
*Rita Kenney outside Cog cabins  
(early 1960s)  
- Kenney Family Collection*

## **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.

## **Joan Marie Kenney** 1948 - 1949

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



*Joan Kenney (1948)  
- Kenney Family Collection*

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.



*Judy Kenney (1952)  
- Kenney Family Collection*

## **Judith Ann Kenney** 1950 - 1967 (?)

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. Rita worked the cabins. 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 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."



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



*Cliff Kenney's Cog tie clip*  
- Kenney Family Collection

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 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*. Before Cliff's death at the start of 1982, Jack worked on the state road crew in his hometown, and was on the Twin Mountain Fire Department. 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.



*John "Jackie" Kenney*  
- 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.

- See Vol. 1 Ch. 9 Sec. 1



# Ken

**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.

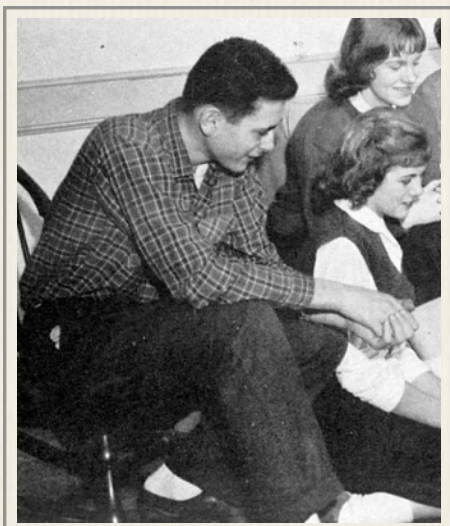
"When (Irwin) recovered his senses, his train was out of sight and hearing, and he could remember nothing after striking his back on the end of the head block. After three trials he managed to get upon his feet, and walked along the track soon seeing the train backing up to him. He was cut and bruised 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

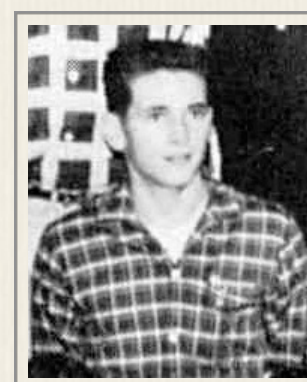
Brother of Fred, Allen Stratton Kent was one of three grandsons of F. Allen Burt (of the *Among the Clouds* Burts) to work at the Cog Railway. He worked in Marshfield in 1961 and was paid by the railway in 1962. Allen was born in October 23, 1942 to Mr. and Mrs. Hudson Earle Kent of Rumford, Maine.



He graduated from Stephens High School in 1961 where he was on the Youth-Citizens Council (*left*) as a junior. 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, 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.

- *Philadelphia Inquirer* - Sat, Jun 12, 1965 & Sun, Jun 27, 1965 pg. 72 / *Ancestry.com*



*Allen Kent (1960)*  
- *Stephens High School*

**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. Fred became a veterinarian in Rumford, Maine.

- *See Vol. 1 Ch. 9 Sec. 5*

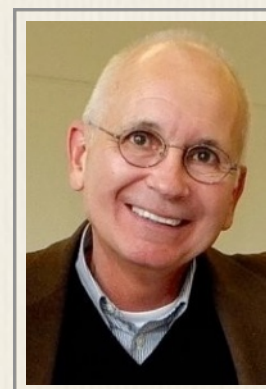
**Richard Kent**

1972 - 1973

Brother of Fred & Allen - grandson of F. Allen Burt - Mary Anne Barnes: "He was there with his brother and they lived on the first floor in the boarding house." A TKE from Southern Maine University, Gorham ME. Richard Kent is 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



*Rich Kent (2018)*  
- LinkedIn

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



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

## Rob Kent

1972

Brother of Allen, Fred & Rich Kent - worked in snack bar & restaurant

## Jeffrey "Jeff" Kent

1966 - 1972

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."

- See Vol. 1 Ch. 9 Sec. 1 & Vol. 1 Ch. 10

## 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 sent the following email 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 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 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



*Bob & Jeff Kent*  
- Kent Family Collection



## Ken - Key

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**

1957 - 1973

Wife of Bob/Mom/Gift Shop

- See Vol. 1 Ch. 9 Sec. 3 & 6

### **H.T. “Jack” Kessler**

1939-1941

22-year old brakeman who speaks Turkish, German, French and English

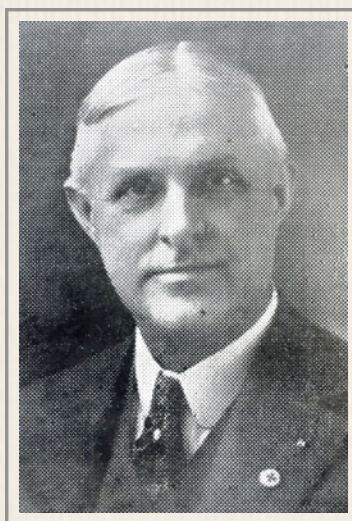
- Portsmouth Herald, Sat, July 20, 1940 pg. 6 - See Vol. 3 Aggregated Timeline

### **Henry Keyes**

1870

“Hon. Henry Keyes, of Newbury, has been elected a Director in the Mount Washington (N.H.) railroad.” / (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 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 give 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



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 legis-

lature 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.”

- 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



Frank N. Keyser (1934)



**Edward Kibbie** 1961  
Summit House

**Hattie Kickham** 1889  
Member of Summit House Orchestra  
- *Among the Clouds* - Aug 20, 1889

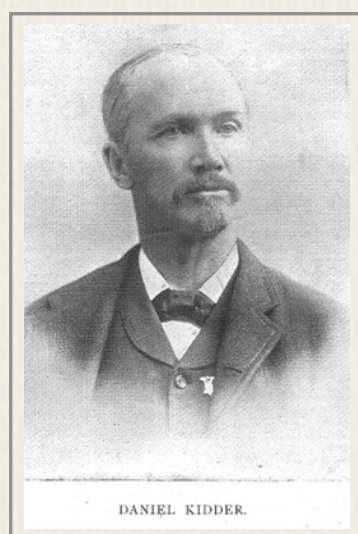
**Rosina J. Kickham** 1889 - 1892

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.  
- *Among the Clouds* - Aug 20, 1889 & Jul 18, 1892

**Bernard "Bernie" Kidder** 1933

Railway employee - "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."

- *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

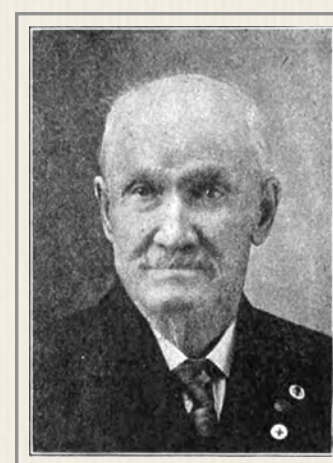


**Daniel Kidder** 1867 - 1870

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

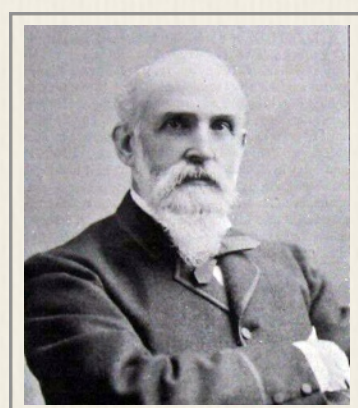
Franklin. Served in company C, 1st N.H. Volunteers; seven years superintendent of Walter Aiken's machine shop at Franklin Falls; and the first master mechanic for the Mount Washington railway. At two different times he has been master mechanic for the Whitefield & Jefferson railroad; and twice master 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 85.

- *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*



*Daniel Kidder (1919)*  
- *N.H. Notables*

**Jack Kilgore** 1966  
Summit Night Watchman  
- *See Vol. 1 Ch. 9 Sec. 2*



**Benjamin A. Kimball** 1900 - 1919

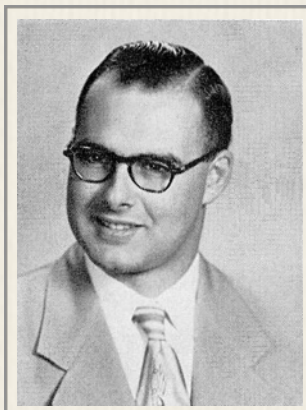
Mount Washington Railway Manager (1900-1911) / President (1912-1919) - "Benjamin A. Kimball, railroad man, manufacturer, and banker, was born in Boscawen, August 22, 1833, and was graduated from the Chandler Scientific department of Dartmouth college in 1854, at once entering the employ of the Concord 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 Mechanics 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."

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

- *NH Railroad Commission Annual Report / Concord & Montreal RR Officers* - pg 380 of unknown publication offered on eBay Sat, Jul 6, 2019



## Kim - Kin



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

### **Leslie G. Kimball Jr.**

1951 - 1954

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 in Center Conway. On their way home they had dinner at the base station at Mt. Washington with the manager, Michael Haney."

- *Littleton Courier* - *Thu, Jun 29, 1950 pg 15; Thu, Jun 14, 1951; Thu, Jul 14, 1960 pg 9*

### **Michael I. Kindellan**

1908

Track crew member during summer working to clean up after fire at the Summit - was injured in slide board accident and filed a lawsuit against the railroad

- *Kindellan v. Mt. Washington Ry. Co* - See Appendix Sec. 8 for biographical details

### **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*

### **James King**

1957 - 1959

Railway Corp

### **William J. King**

1956

Railway Corp

### **Samuel M. King Jr.**

1955 - 1956 & 1958

Started at Summit House moved to trains in 1956

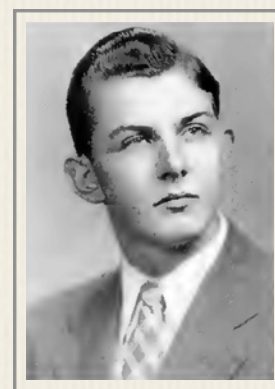
- *Summit House / Railway ledger*

### **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.



*Bob Kingston (1947)*  
- *Salem Witch yearbook*







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

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."

- Littleton Courier - Thu, Jun 10, 1954 pg 7

**Deborah Kinsella**

1959 - 1960

Summit House

**Frederic K. Kinsella**

1959 - 1960

Summit House

**Ross Kirkland Oleson**

1964

Summit House

**Fred Kirkman**

1903

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

- Among the Clouds - Aug 31, 1903

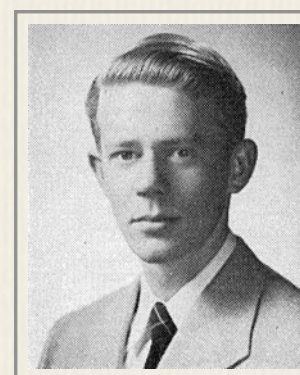
**Dorothy "Dottie" Wood Klopp**

1967

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.

- See Vol. 1 Ch. 9 Sec. 3



Nelson Kinne (1953)  
- Littleton HS yearbook



Dorothy Wood (1963)  
- Splinters Yearbook



Dorothy Wood Klopp (1967)  
- Rollins College Tomokan

**John A. "Big Sport" Klopp**

1963 - 1967

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



## Klo

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



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



The Klopps (Aug 2016)  
- Facebook

(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." 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."

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."

### Karyl Klopp

1960 - 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 was always sketching. Karyl Virginia Klopp as born on Jun 8, 1941 - the daughter of 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



Karyl Klopp (1958)  
- The Shipley School



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 soundscape 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*

### Henry L. Knapp

1878 - 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.

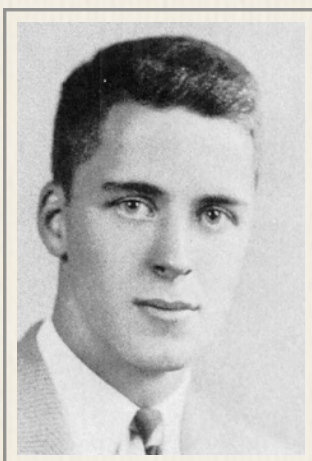
- *New York Times* August 26, 1878 / *Among the Clouds* - Sep 6, 1881

### "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



### 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.

"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



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*





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  $3\frac{3}{4}$  mile trail to meet the supply truck at the trailhead, in the Glen House parking lot. And then back up  $3\frac{3}{4}$  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.

“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.

## Susan Knight

1965

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.”

- Cog Party list / Littleton Courier – Thu, Jul 8, 1965 pg. 4B; Thu, Sep 16, 1965



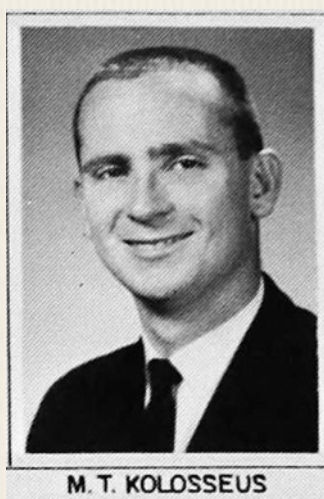


**Robert J. Knisley** 1959 - 1960  
Marshfield Corp

**A. J. Knowlton** 1881  
“Formerly assistant meat cook at the Summit House, has been promoted to pastry cook.”  
- *Among the Clouds* - Jul 22, 1881

**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.”  
- *Among the Clouds* Sept 2, 1882

**David L. Knowlton** 1959 - 1961  
Summit House



M. T. KOLOSSEUS

**Michael Kolosseus** 1961

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

**David C. Koop** 1967  
Brakeman - Norm's brother - son of Surgeon General C. Everett Koop  
- *See Vol. 1 Ch. 9 Sec. 10*

**Norman A. Koop** 1964 - 1972

Fireman/Engineer - (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." - *Railway Corp / Ruth Seltzer's Philadelphia Scene Column - Philadelphia Bulletin / See Vol. 1 Ch. 9 Sec. 7, 8 & 10 also Vol. 1 Ch. 16*

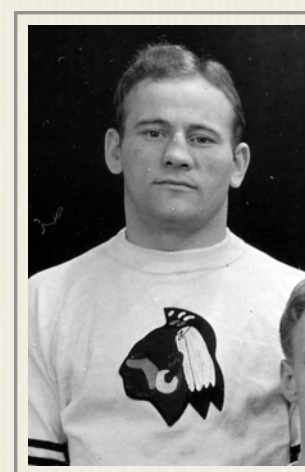
**Maria Kreilkamp** 1959 - 1961  
Summit House

**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.

**John Stanislaus "Johnny" Krol** 1939

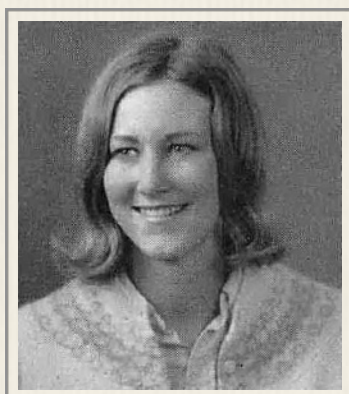
Railway employee - (1939) "Johnny Krol, Waltham all-around athlete who starred for Tupper Lake last summer in the Northern league, has abandoned baseball this summer to work on the Cog Railway at Mr. Washington. Krol definitely has decided to matriculate at Dartmouth in September. This should be good 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



## Kro - LaC



Frances "Honey" Kropp (1968)  
- USC Columbia

**Frances H. "Honey" Kropp** 1967

Marshfield dining room - 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. Kropp worked at the Cog the summer between her junior and senior year and graduated in 1968.

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

**Angela Kuttner** 1960

Summit House

**Roger LaBarre** 1960

Trackman through July 8, 1960 from Lisbon N.H. - Railway Corp

**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."

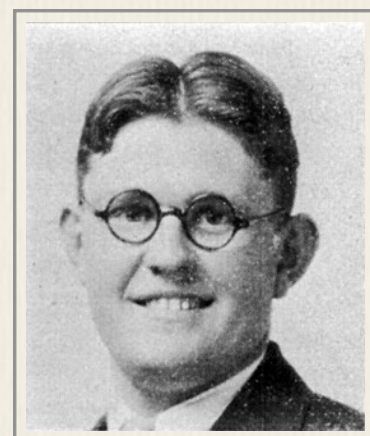
Among the Clouds - Sep 7, 1898 - See Volume 1 Ch.11 Q&A

**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. 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





*Christy & LaCoss at shop lathe  
- Anne Teague Koop collection*

(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.”

LaCoss filled the position at the Cog Railway shop made vacant by Paul Philbrook’s departure. “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 in 1968. 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.”

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 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



*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*

like a shot... and it had great compression.” In fact, the re-built 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 (left) 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



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



## LaC - Lam



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

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."

- Ancestry.com / 2018 Interview with Jitney Jr.



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

### Albert LaCrois

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."

- Littleton Courier - Thu, Jun 18, 1964 pg 4B

### Gordon Lacroix

1960

Railway Corp

### R. R. Lafavour

1951

Marshfield Corp/Cog Railway Cabins

### Alfred LaFrance

1948

Railway employee - (1948) "The crew is mainly made up of local men, including Albert Dennis and Pliny Granger, Jr., of Littleton, Pliny 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."

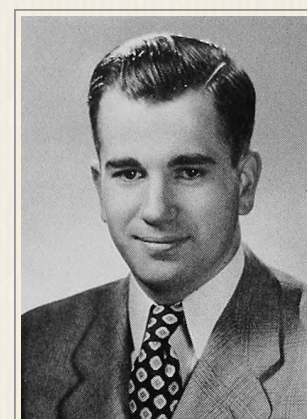
- Littleton Courier - Thu, Jun 18, 1964 pg 4B

### Henry C "Hank" Lahey Jr.

1952 - 1955 / 1958 - 1962

Ticket Office / Summit House Manager / Assistant Manager / Husband of Peg

- 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

- See Vol. 1 Ch. 9 Sec. 2

**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 Elmer Lamora was born on December 12, 1886 in West Danville, Vermont. 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. 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. By the time the 1920 Census is taken, machinist Charles is married and operating his own garage. He and his wife, Alice (Larochelle) Lamora have three children - Louis (6), Earl (4) and Eleanor (3). Ten years later, Charles is back working for the railroad as a machinist. 7-year old Arthur 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. - *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" Lamoureux** 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

**Jane Lancy** 1965

Marshfield Base employee - *Cog Party list*

**Charlotte Taylor "Babbie" Landreth** 1964

Marshfield Corp

**Albert A. Lane** 1957

Little Albert? - Railway Corp

**Fred A. Lane** 1957

Marshfield Corp

**Richard K. 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 Director 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



*Tremont House (1886)  
- Boston Public Library*



## Lan - Lat

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

**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. Need to check and confirm. (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."

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

**John D. Lange Jr.** 1954

Railway Ledger

**Howard Langill** 1900

Summit House employee - (1900) "Plymouth notes: Howard Langill has gone to Mount Washington."

- *Among the Clouds* - Jul 16, 1900 / *White Mountain Republic-Journal* - Fri, Jun 29, 1900

**A. L. Langley** 1912

Master Mechanic - "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."

- *Among the Clouds* - Jul 8, 1912

**William B. "Lapdog" LaPierre** 1967 - 1968

Marshfield counter - Moved from Marshfield to the trains in 1968

- *See Vol. 1 Ch. 9 Sec. 3*

**R. 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."

- *Littleton Courier* - Thu, May 17, 1917 / *Among the Clouds* - Jul 23, 1917

**Peter Larivere** 1960

Railway Corp

**R. A. LaRiviere** 1952

Mt. Washington Club/Summit House

**Nathan Larrabee** 1900

Summit House employee

- *Among the Clouds* - Jul 16, 1900

**Mrs. Frances 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." Jitney Jr. is assuming that daughter is married to Cog employee, has been working at the base and mom came to visit. This needs to be confirmed.

- *Littleton Courier* - Thu, Sep 8, 1927

**Phillip Larty** 1917

Brakeman

- *Among the Clouds* - Jul 23, 1917

**Fred Lathrop** 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 Cattnach 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 / *Ancestry.com*

**J. H. Lawlor** 1916

Spur Line Engineer: “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*

**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

**Paul L. Leclerc** 1954  
Summit House

**Ovila L. Ledoux** 1959 - 1960  
Railway Corp

**Mark Lee** 1905

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

- *Among the Clouds* - Jul 13 & Aug 10, 1905

**Joseph Albert Lefebvre** 1964  
Summit House

**Paul Lefebvre** 1936

Dartmouth College student (*right*) from Holyoke, Massachusetts - Part of All Collegiate Crew picture in *Boston Globe*. Paul was born in 1917, the son of machinist Adolphe and Anna (Beauregard) Lefebvre. A graduate of Worcester Academy in 1933, the Academy yearbook says Paul Leo “Fren-



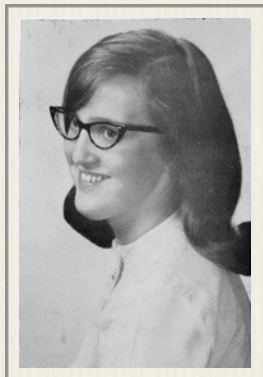
Paul Lefebvre (1937)  
- Dartmouth College



# Lef - Ler

chy” Lefebvre had a craving for mustard and lettered as a quarterback “leading us to many victories on the gridiron.” He also played varsity basketball in his junior and senior years. Paul went on to earn an English degree from Dartmouth in 1937. 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 16, 1938. Paul died in 1963 at the age of 50. Marion Contense Leland Lefebvre died in June of 1986 in Holyoke, Massachusetts.

- *Boston Globe, Sept 9, 1936 / Ancestry.com*



*Tese Lefebvre (1966)*  
- *Berlin HS yearbook*

**Robert Omer Lefebvre** 1964  
Summit House

**Theresa A. “Tese” Lefebvre** 1966 - 1967  
Summit counter - “Bob Gerath of N. Vancouver, B.C., Canada, passed away on March 21, 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 Scool in Victoria, British Columbia.  
- *Hartford Courant - Apr 5, 2019 / Victoria BC Times Colonist - Wed, Jun 24, 198 / See Vol. 1 Ch. 9 Sec. 2*

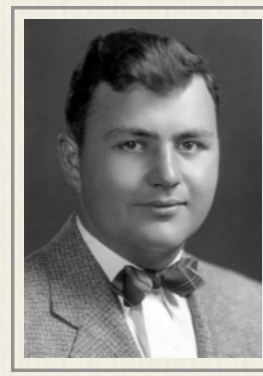
**C. Norman “Carmie” Lefevre** 1959  
Railway Corp

**Lawrence Legassie** 1953  
Summit House

**F. H. Leggett** 1952  
Railway Ledger

**Alfred W. LeMay** 1956  
Railway Corp

**Aime J. Lemieux** 1956 - 1957  
Railway Corp



*Bob Lempke*  
- *Courtesy Dartmouth College*

**Paul Lemieux** 1950  
Marshfield Corp Ledger / Railway Ledger

**Robert “Bob” Lempke** 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.”  
- *Boston Daily Globe, Sept 11, 1939 pg. 8*

**Morris Lennon** 1960  
Railway Corp

**Francis A. Leonard** 1957  
Railway Corp

**James M. Leonard** 1910  
Fireman - Fabyan and Base Train  
- *Among the Clouds - Season of 1910 (Fall)*

**Mary B. Leonard** 1916  
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.”  
- *Littleton Courier - Thu, Sep 7, 1916*

**Henry C. Lerandean** 1954  
Summit House



<b>R. P. Lerandean</b> Mt. Washington Club/Summit House	1952
<b>E. Lessard</b> Mt. Washington Club/Summit House	1952
<b>Robert L. Levesque</b> Was paid through Paul A. Saunders' account - <i>Railway Corp</i>	1958
<b>Carol Levine</b> Summit House	1959
<b>Harold J. Lewellyn</b> Marshfield then Railway in 1952 - <i>Marshfield Corp Ledger</i>	1950 & 1952
<b>B. G. or D. G. Lewis</b> Mt. Washington Club/Summit House	1950 - 1951
<b>C. G. Lewis</b> Track maintenance	1950



**Barbara W. “Mrs. Jitney” Lewis** 1952 - 1967

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.  
- 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  
- 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.

**Tim “Jitney Jr.” Lewis** 1953 - 1967

Cog kid/Publisher - See Vol. 1 Ch. 10 & 16

**David Allan Libbey** 1963

Summit House

**Stephen Ray Libbey** 1963

Summit House

**D. R. Libby** 1950

Railway Ledger



## Lib - Loc

### Howard Libby

1903 - 1905

Baggage handler - "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 (8/9/1903)" 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.

- *Among the Clouds* - Aug 10 & 31, 1903 / See Appendix Sec. 8

### Mrs. Ida M. (Chase) Libby

1903

Attends 1903 Cog Party Masked Ball as "Ballet Girl"

- *Among the Clouds* - Aug 31, 1903

### Gideon Liberty

1923

St. Johnsbury man will "leave for base where he will be employed during the summer season"

- *The Caledonian Record* - May 12, 1923

### Peter Thomas Liberty

1960 - 1964

Summit House

### Cedric J. Liberty Jr.

1957 - 1959

Summit House

### R. Lindberg

1951

Mt. Washington Club/Summit House

### Dewey E. Linehan

1961

Summit House

### B. Linger

1951

Railway Ledger

### Mary Linger

1953

Summit House

### Larry Little

1965

Summit House

### Barry Liveston

1965

Marshfield Base employee

- *Cog Party list*

### Clementina Liveston

1954 - 1967

Marshfield Base employee / wife of machinist Bill Liveston

- *Marshfield Corp*

### William "Mr." Liveston

1954 - 1968

Machinist (*right*) - (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." - See Vol. 1 Ch. 9 Sec. 4 / *Railway Corp* / *Littleton Courier* - Thu, Nov 18, 1954 pg. 6; Thu, Jun 13, 1957 pg. 2

### Roger B. Lizotte

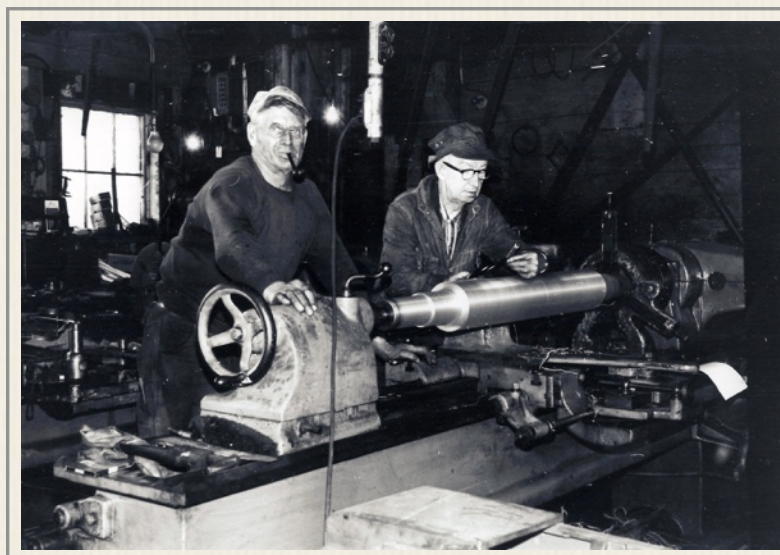
1959

Railway Corp

### Arlie A. Locke

1886

Summit House Assistant housekeeper - "Mrs. Arlie A. Locke, the assistant housekeeper, was presented Monday evening (9/27/1886) 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



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





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.

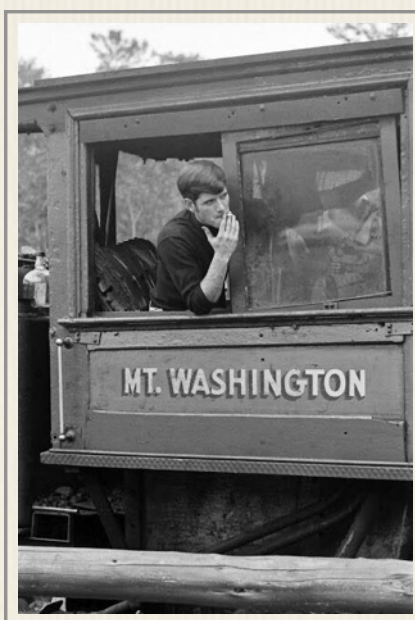
- *Among the Clouds* - Sep 29, 1886 / *Ancestry.com*

### 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



*Joe Long at the throttle (1969)*

### Elizabeth Ann Long 1964 - 1965

Marshfield Base employee

- *Marshfield Corp*

### Joseph P. Long Jr. 1965 - 1969

Marshfield/Spare Brakeman/Fireman/Engineer (left)

- *See Vol. 1 Ch. 9 Sec. 11 & 12*

### Judith Long 1966

Marshfield Corp

### J. A. Longstaff 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.

- *Among the Clouds* - Jul 13, 1911 / *B&M Employees magazine* - Oct 1935 pg. 29

### Claudine Lopez 1940 - 1941

Cog kid - Daughter of German & Irene Lopez - operators of the Marshfield grill and restaurant

### German S. 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 Ciego De Avila, Cuba on January 29, 1903. He came to America on the passenger ship *Levisa* - docking in Boston on April 7, 1923. When he applied for citizenship (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, Claudine 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



*German Somoza Lopez (1933)*  
- *Ancestry.com*



# Lop - Lov

appears German is the guy unless Vincent is a relative who also came to the Mountain the following summer.

- *Littleton Courier* - Thu, Jun 6, 1940 pg 12 & Thu, May 8, 1941 pg 1 / *Ancestry.com*

**Irene Lopez** 1940 - 1941

Restaurant cashier - Married to German S. Lopez - Mother of 5-year old Cog kid, Claudine

**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."

- *The Valley Sun (White River Jct., VT)* - Fri, Aug 28, 1885 pg 1

**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 Winnepesaukee, thence by the Winnepesaukee and Merrimac rivers to Manchester, N.H., visiting the principal places along the route." - *Among the Clouds*, Thurs Sept 7, 1882

**Raymond Losier** 1963

Summit House

**John E. Loud** 1953

Railway Ledger

**Miss Clara Lougee** 1910

Boarding House waitress

- *Among the Clouds* - Season of 1910 (Fall)

**Frank Lougee** 1876

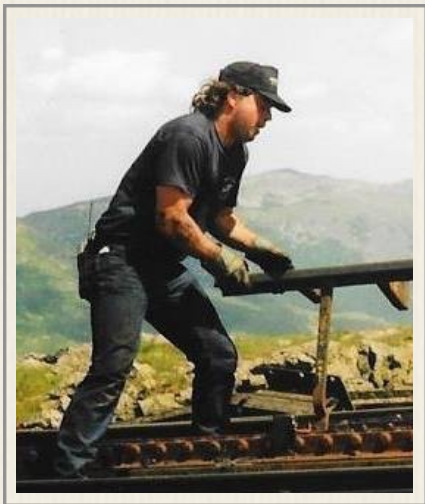
Spur Line Fireman - In 1919, F. W. Lougee wrote to the *Warren News Press*: "In 1876 they built the road between Fabyan and Base of Mt. Washington. I was firing for John Swain at that time. There were four engines doing the work - the *Belknap*, *Pehaungun*, *Winnepesaukee* and *Paugus*. We had the *Pehaungun* 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. - *Boston, Concord & Montreal: Story of the Building and Early Days of this Road* by C. E. Caswell (1919)

**L. Bertha Loughlin** 1950

Marshfield Corp Ledger

**John F. Love** 1957

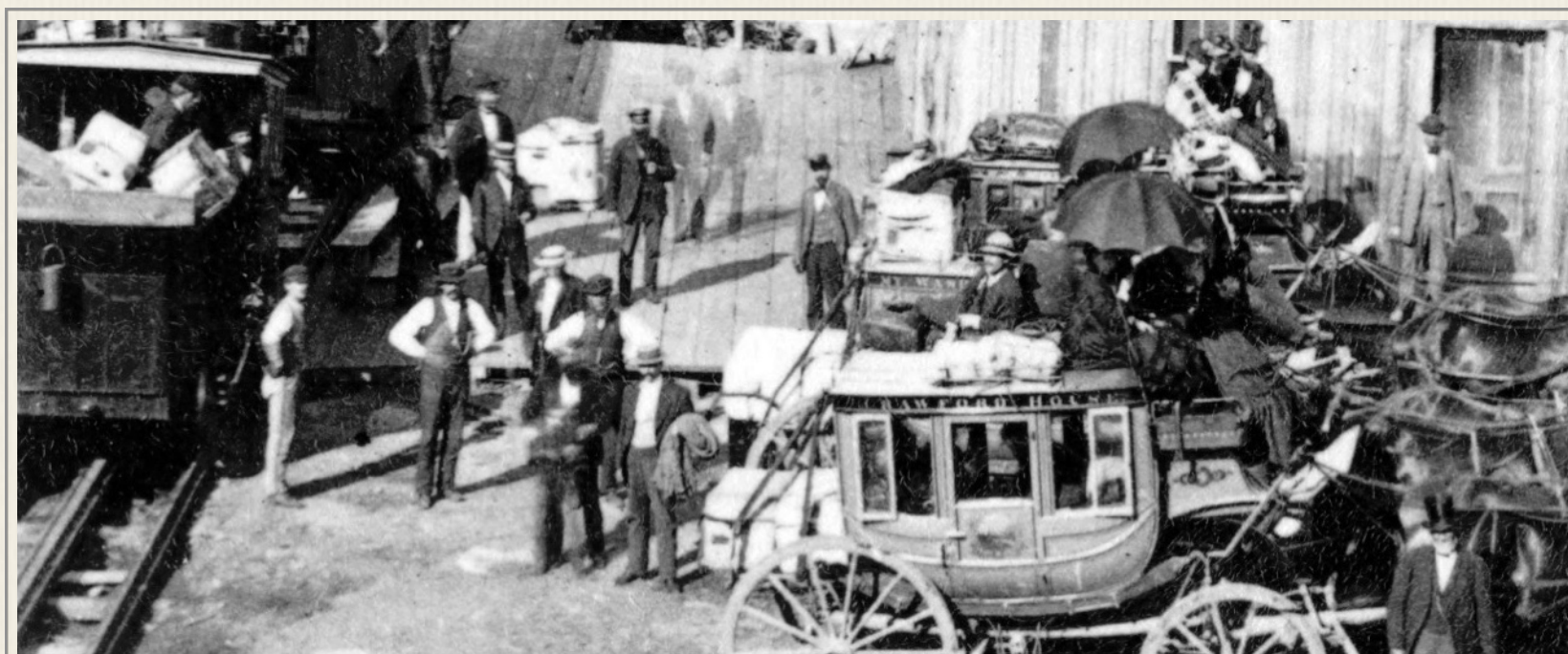
Summit House



**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. Lovely (Moore) Joe died Thursday, March 17, 2016. Formerly an employee of the Mt. Washington Cog Railroad (*left 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.

**Frank Lovin**

1940

Mt. Washington Club chef - "still makes those wheat-cakes that are the summit of perfection," according to the *Mt. Washington Daily News*.

- *Mt. Washington Daily News*, June 30, 1940

**J. B. Lovis**

1950

Mt. Washington Club/Summit House

**J. E. Lowd**

1951 - 1952

Railway Ledger

**Isabelle Lucas**

1905

Summit House employee - (1905) "Littleton 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." - *White Mountain Republic-Journal* - Fri, Sep 15, 1905

**Nicholas Lucker**

1965 - 1966

Marshfield Gift Shop

- See Vol. 1 Ch. 9 Sec. 3

**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

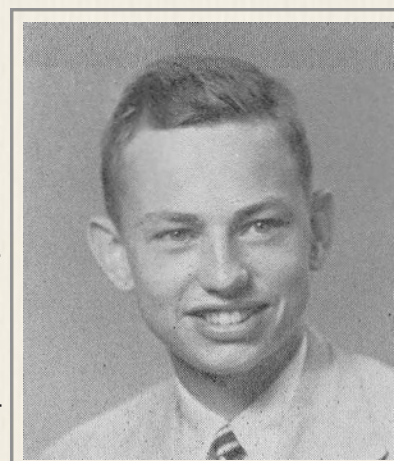


*Mary B. Lund*  
- Lancaster Academy

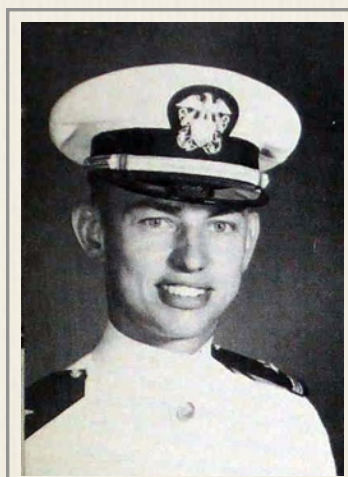
**Peter B. F. Lund**

1953 - 1959

Started as ticket seller/dispatcher then in 1956 went up to the Summit House Manager (*right in 1958*) - 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." 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 en-



*Peter B. Lund (1955)*  
- Phillips Exeter Academy



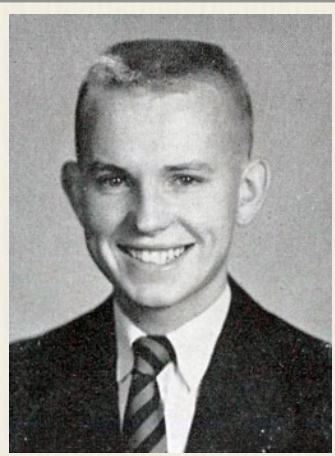
*Peter B. Lund (1959)*  
- US Naval OCS



## Lu - Lyn

sign. 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.

- Rack & Pinion, The New Yorker Sept 12, 1959 - See Vol. 1 Ch. 9 Sec. 5 /Ancestry.com



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 graduated in 1954 (left) as a geology major. During college he was part of the advanced Reserve Officer Training Candidate program.

### Vincent Lunette

1957 - 1958

Harvard student - Brakeman in LIFE Magazine photo, May 26, 1958 - returned to mountain September 2015 and posed (below) 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 received one, and I did.)"



Vincent Lunette

### John F. Lynch

1910

Brakeman - Fabyan & Base Train

- Among the Clouds - Season of 1910 (Fall)

### John T. "Jack" Lynch

1961 - 1963

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 Wheaton 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



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



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

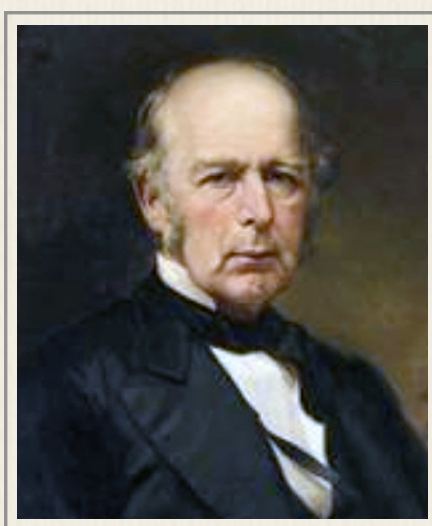


MIT, Lincoln Laboratory for 25 years and retired in 1996 at age 55. I have spent the last 23 years in independent study in cognitive science. I self published three books (really one very long book) in 2004, 2005, and 2007. No one has read them. I still work hard on studying cognition and am now writing 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 "ohmmmmmmmmmm". 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



*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



*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 hotel 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 Lyons** 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."

- *Littleton Courier - Thu, Jun 18, 1964 pg 4B*

## **Allen L. MacBride** 1953 Summit House



# Mac

**Marguerite MacCoy** 1961

Marshfield Corp

**Albert L. (Archie?) MacDonald** 1950

Railway Ledger

**Bonnie H. MacDonald** 1967

Summit House

**Doris MacDonald** 1950 - 1951

Railway Ledger

**James Andrew MacDonald** 1964

Summit House

**John F. MacDonald** 1956

Summit House

**K. A. MacDonald** 1950

Mt. Washington Club/Summit House

**L. A. MacDonald** 1951

Marshfield Corp/Cog Railway Cabins

**“Archie” MacDonald or McDonald** 1964 - 1965

Cog employee who flirted with Jitney Jr's babysitter much to the chagrin of brakeman John Hanna in 1964 - possibly spelled McDonald remembered as Engineer with common law wife, Mrs. Campbell who took care of the ladies toilet

**Richard “Dan The Dishwasher” Mace** 1966

Summit kitchen

- See Vol. 1 Ch. 9 Sec. 2

**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

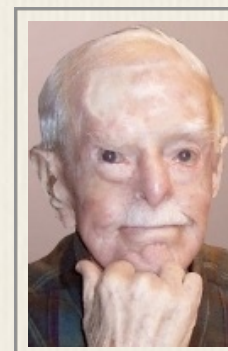
**Tristan A. Mackinnon** 1895 - 1903

Mount Washington Railway Manager 1895-1899 / President 1900-1903

**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](http://www.nj.com/cranford/index.ssf/2010/08/obituary_melvin_j_macmillan_10.html)





**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*

**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

**Richard Maiser** 1965

Mt. Washington Railway Co. employee

- *Cog Party list*

**Joseph Paul Malandrino Jr.** 1959 - 1962

Railway Corp - Son of a B&M executive - 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

**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





## Mal - Man

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 September 1898 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

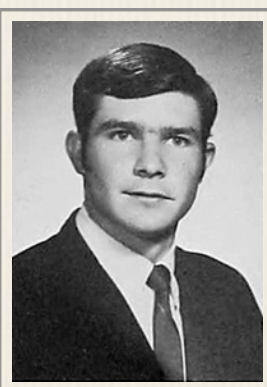
Track crew member during summer working to clean up after fire at the Summit

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

### Eugene R. Maltais

1954

Marshfield Corp



### 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.” 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 led 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 Fitzsimons & 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

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



### Flora Manchester

1900

Summit House employee

- Among the Clouds - Jul 16, 1900

### Nettie Manchester

1900

Summit House employee

- Among the Clouds - Jul 16, 1900

### J. P. Manning

1951

Railway Ledger





**E. W. Mansur** 1951

Mt. Washington Club/Summit House

**Stephen J. Manthorne** 1955

Summit House

**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

Summit House

**Mildred Marchant** 1962

Summit House

**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 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



## Mar

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 “Willi” Marden

1966

Marshfield counter

- *See Vol. 1 Ch. 9 Sec. 3*

### 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.”

- *Littleton Courier* - Thu, Jul 12, 1917

### J. D. Marietta

1958

Summit House

### Henry P. Markley

1866 - 1869

Railway employee - (1919) “Littleton Personals: It is of interest to know that the late Henry P. 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 saw mill 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.”

- *Littleton Courier* - Thu, Jul 17, 1919

### John F. Marsh

1878 - 1887

Spur Line Fireman/Engineer: In a Feb 14, 1919 letter from Concord, NH 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

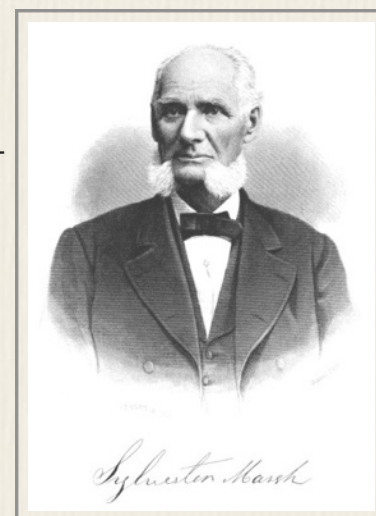
Son of Sylvester - A civil engineer, John helped his father locate the railroad. John Franklin Marsh was born to Sylvester and Charlotte Marsh on January 8, 1845. He would die on April 7, 1877 at the age of 32.

- *B&M Employees Magazine*

### 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, Mehitabel 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 Pemigewasset 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 business as a provision dealer in the newly-erected Quincy market. 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, and began to supply them, and the company of soldiers garrisoning Fort Dearborn, with fresh beef; hanging up his slaughtered cattle upon a tree standing on the site now occupied by the Court House.



"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

*Sylvester Marsh (1871)*

- *W. Weller photo / R. Joslin Collection*



## Mar

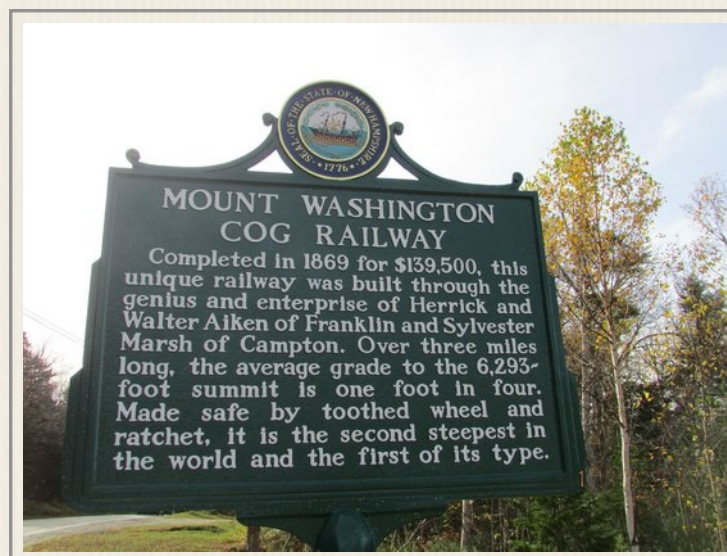
1879, where the closing years of his life were passed. Mr. Marsh was married, first, April 4, 1844, to Charlotte D. Bates, daughter of James Bates of Munson, Massachusetts. The union was blessed with three children, of whom but one, Mary E. Marsh survives (in January 1885). Mrs. Marsh died August 20, 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. 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 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."

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 first talked about the idea in 1850, two years before Marsh's perilous climb that up until this point had been reported as the genesis moment for the Cog. The 1880 report corrects the completion date to 1869, leaves out Herrick, but says Marsh carried out "a visionary scheme" that had been "suggested." 1881's report did not address credit for the concept, nor did 1882 nor 1883. But in 1884, 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 cog railway invention between the Marsh and Aiken families continued into the 20th and 21st Centuries. The confusion was such that the official historic marker (*above*) 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 remuneration, 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 (*left*) 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

**Norman Martel** 1965

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

**Peter Martell** 1965 - 1966

Summit maintenance - *See Vol. 1 Ch. 9 Sec. 2*

**John William Martignetti** 1964

Summit House

**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

**Leo J. Martin** 1952 - 1953

Mt. Washington Club/Summit House

**James E. Martin Jr.** 1954 - 1955

Summit House

**Petre or Peter Martineau** 1910 - 1917

Fireman

- *Among the Clouds* - Season of 1910 (Fall) & Jul 23, 1917

**John Martiquette** 1950

Summit Kitchen Agent

- *Railway Ledger*

**Albert “Bert” Mason** 1915 - 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.”

- *Among the Clouds* - Jul 23, 1917

**Earle W. Mason Jr.** 1959

Railway Corp



**John H. Mason** 1978 - 1982

NEXT GEN From Jefferson, N.H. worked Base (1978) Car Shop (1979-1981) Shop Mechanic (1982) 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





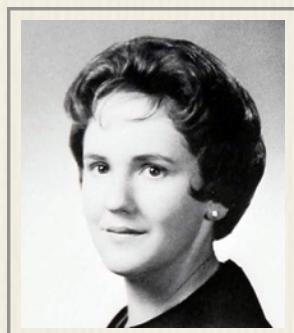
## Mat - McC

graveside service will be held in the spring at Hillside Cemetery, Jefferson.

<https://www.geni.com/people/John-Mason/6000000010402256891>

**Robert J. Mather** 1957  
Marshfield Corp

**C. L. Matthews** 1958  
Railway Corp



**Roberta "Bobbie" Mawhinney** 1966

Marshfield counter - Bobbi 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. The 1964 Brookline High School yearbook says Bobbie was very involved in the Future Homemakers of America organization, 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.

- See Vol. 1 Ch. 9 Sec. 3 / Ancestry.com

*Bobbie Mawhinney (1964)*  
- Brookline HS yearbook

**Ernest Mayhew**

1927

"Ernest Mayhew of Wells River arrived here Friday (5/20) to work on the railroad."

- Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg 6

**Francis Mayo** 1924

"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, was 34. He had three siblings. He died on November 27, 1978, at the age of 71, and was buried in St Johnsbury, Vermont.

- 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."

- Littleton Courier - Thu, Aug 22, 1907

**Thomas J. McCabe** 1967

mentioned by Old Troll in *Cog Clatter* replacing batteries in track phone

- Railway Corp

**Charles H. McCaffrey** 1957 - 1959

Railway Corp

**John McCaffrey** 1960

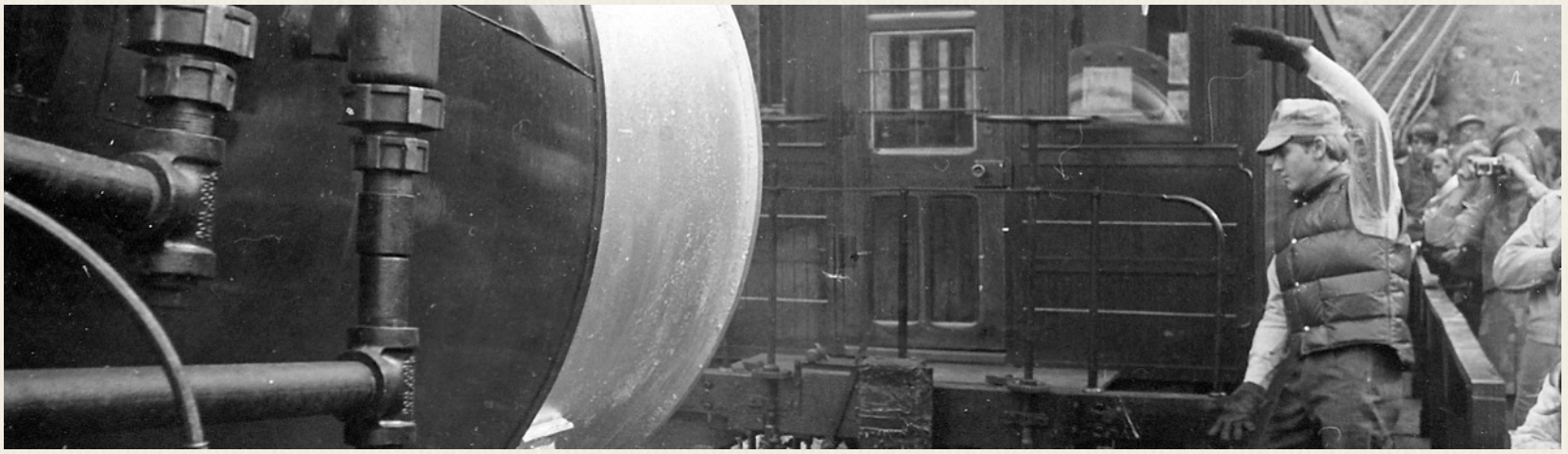
Railway Corp

**Edward McCann** 1941 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."

- 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." - *Littleton Courier* - Thu, May 21, 1925

**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."

- *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

**Peter H. McCarthy** 1924

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.





## McC - McD

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;

### 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, 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

### Molly R. 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."

- *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 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, left for the foot of the mountain, Tuesday (1/5) to be in charge at least temporarily." 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*.

- *Littleton Courier* - Thu, Jan 7, 1937 pg 4 & Thu, Jan 28, 1936

### J. McCraren

1951

Mt. Washington Club/Summit House

### James P. McCrystal

1955 - 1956

Marshfield Corp

### "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

### Agnes McDonald

1903

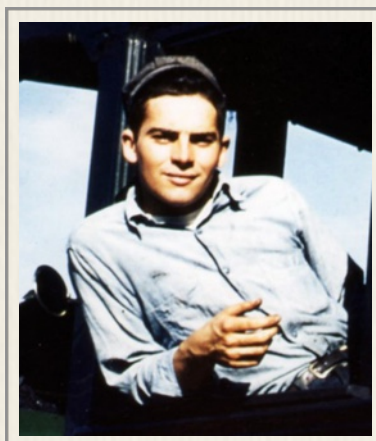
Summit House - Attends Cog Party Masked Ball as "Society Girl"

- *Among the Clouds* - Aug 31, 1903



**Joe McDonald**  
Summit House

1953



*Richard McDowell*

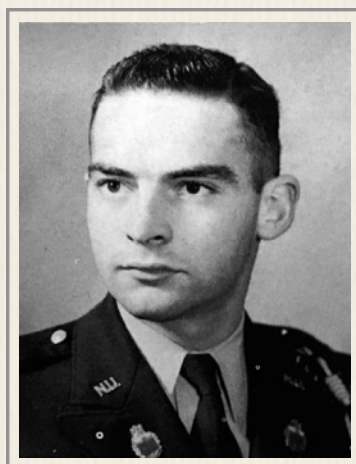
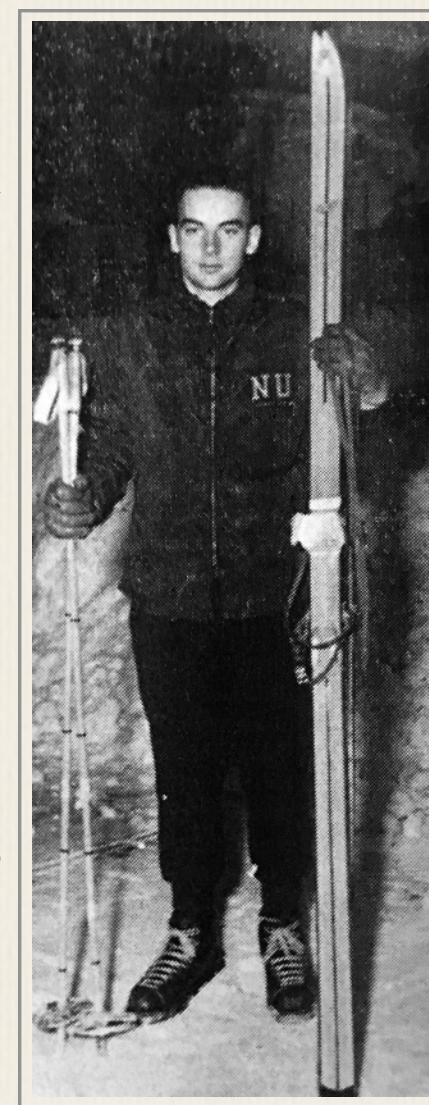
**Richard L. McDowell** 1953 - 1956

Railway Ledger - Dick McDowell was a room mate of Eddie Bird at the Boarding House in mid fifties - dated fellow Cogger Mary Lund - Jitney's fireman in 1954 - 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 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.

- See Vol. 1 Ch. 9 Sec. 5



*Richard McDowell (1957)*  
- *War Hoop Yearbook*

**Connie McElvoy** 1900

Summit House employee (male)

- *Among the Clouds* - Jul 16, 1900

**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."

- *Littleton Courier* - Thu, Sep 1, 1949

**E. G. McGee** 1951

Railway Ledger

**R. T. McGee** 1952

Railway Ledger



## McG - McK

### 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." - *Littleton Courier* - Thu, Jul 17, 1924; Thu, Jul 9, 1925; Thu, Aug 26, 1926

### 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

### H. Francis McHugh Jr.

1956

Summit House

### 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 and Maria (Hunt) McIntire. Nellie 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. Charles moved back to Lancaster from Concord two years before his death from apoplexy in February 1909. He was 52.

- *Among the Clouds*, Tues Sept 5, 1882 / *Ancestry.com*

### Jackson A. McIntire

1955

Summit House

### A. K. McKay

"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* said Alexander K. McKay was also in the freight office in 1893.

- *Among the Clouds* - Sep 16, 1892 / *Ancestry.com*



*Mad Man McKenna (1950s)*

- *Lewis Family Collection*

### Walter F. "Mad Man" McKenna

1951 - 1957

Fireman (*left*) 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 - research for this book started with only the nickname and last name. Walter F. discovered during review of the Cog financial ledgers aided in writing his profile - 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 married Irma "Carole" MacDonald in 1958 and together shared their home with many foster children as well as their own. 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. Burial: Mount Auburn Cemetery, Auburn, Androscoggin County, Maine, USA - Created by: Connie Lagasse Russell - Record added: Feb 22, 2015 to Find A Grave Memorial# 142941804

- See Vol. 1 Ch. 9 Sec. 7

**Cornelius McKenney** 1903

Attends 1903 Cog Party Masked Ball as "Girl"

- Among the Clouds - Aug 31, 1903

**Raymond McKenzie** 1966

Summit kitchen - 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."

- See Vol. 1 Ch. 9 Sec. 2

**C. J. McKinney** 1958

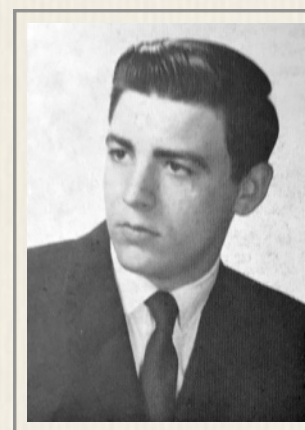
Track crew

- Railway Corp

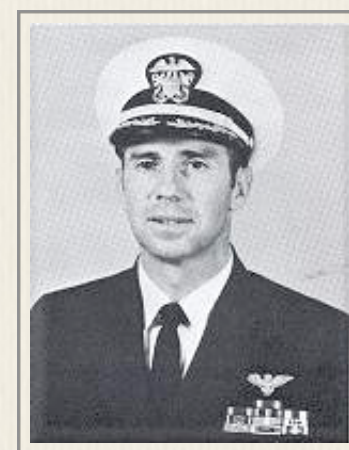
**Charles J. McKinney Jr.** 1953 - 1957

Kevin's older brother - worked as fireman and engineer. 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. 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](https://www.vpnavy.com/vp45_1970.html) / See Vol. 1 Ch. 9 Sec. 11



Ray McKenzie(1967)  
- Berlin H.S. Meteor



Cdr. Charles McKinney (1976)  
- US Navy

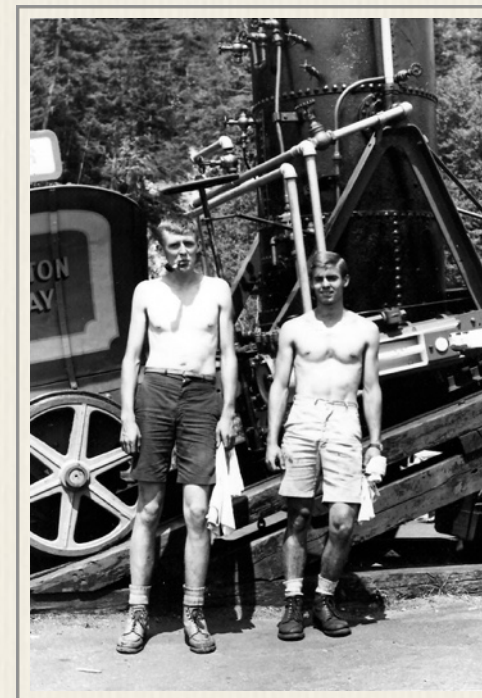


Kevin A. McKinney (~1955)  
- McKinney Family Collection

**Kevin A. McKinney** 1959 - 1963

Twelve year old Kevin is over-dressed to be working on the trains (*left*) but just right for a visit to Mt. Washington with his parents to visit their Philadelphia neighbors, the Teagues, and check-in 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 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

**Douglas McLaughlin** 1965

Summit House



## McL - Mea



**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

### 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. 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.’”

- 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.

- Among the Clouds - Jul 24, 1906

### Carrie McPhee

1903

Attends 1903 Cog Party Masked Ball as “School Girl”

- Among the Clouds - Aug 31, 1903

### 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 McPherson

1866 - 1869

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 [sic] 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 Welch on August 25, 1877. They would have four children together. He then married Olive Richard Cole on July 30, 1916 in Bethlehem.





The 1951 newspaper obituary with the mis-spelled last name 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; 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



Peter McPherson  
- Kimberly Williams Collection



Joe McQuaid  
- Lewis Family Collection

### Joseph “60-lb Duck” McQuaid 1965 - 1973

Fireman/Spare Brakeman ‘66 - From his memoir manuscript: Started at 16 - working at Marshfield counter and kitchen 80-cents an hour - fired the Six for Bud Nye Came back July 4, 1973 to help out Ellen Teague.

- See Vol. 1 Ch. 9 Sec. 9 & 12

### G. McQuesten 1951 - 1952

Railway Ledger

### Frederick Mead 1921

(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.”

- The Caledonian Record May 5, 1921

### G. C. Mead 1884

Summit House clerk - (1884) “G. C. Mead is the clerk of the Summit House (same as J. Russell Mean below?)

- Among the Clouds July 17, 1884

### J. Russell Mead 1885 - 1886

Summit House clerk - “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.”

- Among the Clouds - Sep 7, 1886 & Sep 5, 1891



## Mea - Mer

### Joseph Meaney

1908 - 1910

Census taker Richard J. Smith finds the 23-year old laborer from Canada working with Roadmaster Pat Camden at the Base 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  
- *Kindellan v. Mt. Washington Ry. Co. / 1910 US Census for Thompson & Meserve Purchase (Base Mt. Washington)*

### Stephen "Steve" Meaney

1908

Track crew member during summer working to clean up after fire at the Summit

- *See Appendix Sec. 8*

### Robert G. Means

1957

Summit House

### John F. Meck

1952

Railway Ledger

### A.E. Melanson

1951

Mt. Washington Club/Summit House

### T. A. Merchant

1951

Marshfield Corp/Cog Railway Cabins

### Leo Mercier

1965

Summit House



### Dwight Edwin Merrill

1967 - 1969 & 1977 - 1979

Marshfield Corp - Worked in and then managed 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)."

- *Littleton Courier - Thu, Oct 20, 1966 pg. 6A; Thu, Oct 19, 1967 pg. 3A*

### 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."

- *Among the Clouds - Jul 19, 1878 & Jul 25, 1906*

*Dwight Merrill (1969)*  
- *Helen Merrill photo*



### Lorna Merrill

1966 - 1969

Marshfield Gift Shop - The daughter of Mr. and Mrs. Leo Merrill, Lorna graduated in 1968 from Berlin High School and 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 classmates 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." CROSSOVER - Lorna, Virginia and Dwight worked with 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."

- *Littleton Courier - Thu, Jun 23, 1966 pg. 7A; Thu, Jun 15, 1967 / See Vol. 1 Ch. 9 Sec. 3*

*Lorna Merrill (1967)*  
- *Berlin H.S. Meteor*

### Norman E. "Whitey" Merrill

1950 - 1951

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,



*Norman E. Merrill (1952)*  
- *UNH yearbook*





and Whitey Merrill, Concord, junior at the U. of N H. conductor!”

- *Littleton Courier* - Thu, Sep 20, 1951

### 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.”

- *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 - 1967

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.” 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.”

- *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 / See Vol. 1 Ch. 9 Sec. 3



Virginia Merrill (1966)  
- *Berlin H.S. Meteor*

### 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. 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.

- *Among the Clouds* - Jul 24, 1902 / *Ancestry.com*

### Joseph Merse 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



## Mes - Mil

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.

[http://www.wmhclarkfuneralhome.com/fh/obituaries/obituary.cfm?o\\_id=1129300&fh\\_id=13105](http://www.wmhclarkfuneralhome.com/fh/obituaries/obituary.cfm?o_id=1129300&fh_id=13105)

**W. J. Meserve** 1952

Mt. Washington Club/Summit House

**George Metevier** 1961 - 1962

Summit House

**G. Metlo** 1951

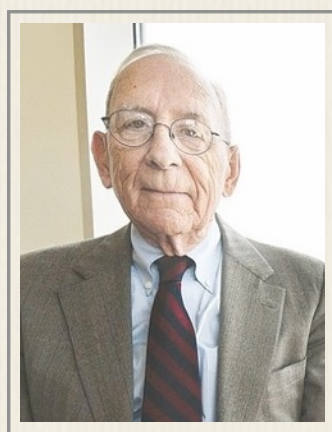
Mt. Washington Club/Summit House

**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.

- See Vol. 1 Ch. 14 / <http://www.unionleader.com/article/20150329/NEWS02/150329219/0/SEARCH#sthash.6PpLECMW.dpuf>

**Mrs. George A Miles** 1924

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." - *St. Johnsbury Republican* - Thu, Oct 2, 1924 pg. 6

**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

**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

- See Vol. 1 Ch. 9 Sec. 2 & 11



**Samuel Miller**

1878

Fireman on the *Hercules**- Among the Clouds - Fri, July 12, 1878***Thor Miller**

1952

Mt. Washington Club/Summit House

**Carroll S. Millikin**

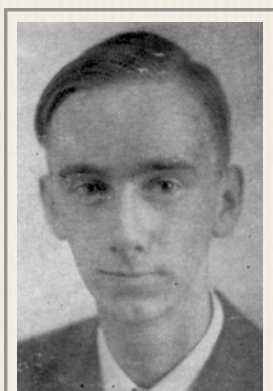
1950 - 1952

Railway Ledger

**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**Loren Mills (1946)***Loren W. Mills**

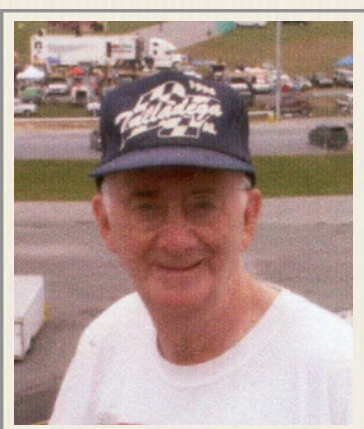
1950 - 1963

Marshfield Corp Ledger / Railway Ledger - Graduated from Lancaster Academy in 1946 with Jitney. The Academy yearbook says Loren (*left*) 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 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." (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."

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 re-opens. 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



*Loren Mills outside Marshfield (1951)*  
*- Randall Family Collection*





## Min - Mon

Pine Heights Nursing Home for the wonderful care and compassion shown during his stay at their facilities.

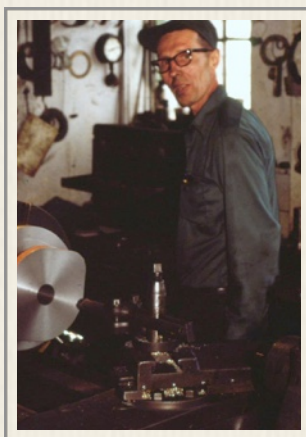
- *Littleton Courier* - Thu, Jul 21, 1949; Thu, Jun 20, 1963 pg. 4B

### Mary A. Minor

1881

Summit House waiter - from Concord, N.H.

- *Among the Clouds* - Jul 9, 1881



### Arthur Minot

1974 - 1986

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" (*right*) 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 (*right*) 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."

- *Among the Clouds* - Jul 23, 1917

### Walter Joseph Mitchell, Jr.

1964 - 2009

Summit postal clerk - Next Gen 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."

- See Vol. 1 Ch. 9 Sec. 2

### Richard B. Moff

1955

Summit House

### Russell G. Montgomery

1963 - 1965

Summit House - 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



Postmaster Mitchell with cat named Nin at work at Summit  
- Mike Pelchat Collection



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.” An web search found a Russell Graham Montgomery, born on February 1, 1926 to Alexander and Helen F. (Graham) Montgomery in oral Workshop Philadelphia. 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.

- *Ancestry.com / Philadelphia Inquirer - Sat, Jun 23, 1951 pg 5*

**Robert R. Moody** 1964

Summit House

**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."

- *Among the Clouds - Jul 16, 1900 / Littleton Courier - Wed, Jun 6, 1900*

**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*

**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. Oliva Moore spent Sunday (9/27/1891) 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.” (10/21/91)

- *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*

**Christopher L. Moore** 1957 - 1958

Started in Marshfield in ‘57 - moved to trains in ‘58. 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.”

- *Marshfield Corp / email of Mar 21, 2019*

**D. E. Moore** 1952

Mt. Washington Club/Summit House

**Gordon Moore** 1962

Summit House

**Roderick Moore** 1961

Summit House

**David C. Morgan** 1955 - 1956 & 1958

Assistant to car builder Edward Chumley

**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*



*Chris Moore (~1995)  
- Moore Family Collection*

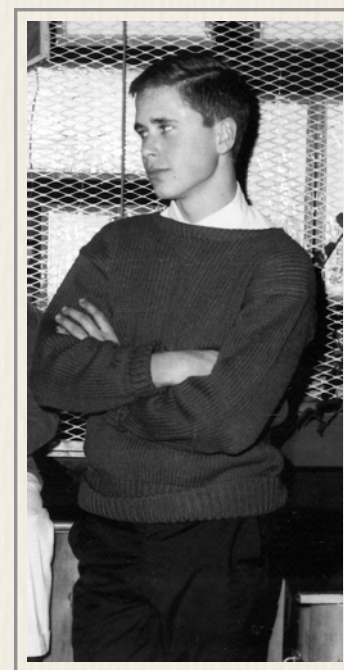


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### John B. Morgan Jr.

1961 - 1963

Marshfield '61 - Trains '62 & '63 before heading to Vietnam - Born October 21, 1944, John was the older brother of Becky. 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. John left the Cog and joined the Army. Party 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. John married Sally Jeanette Port of Blythe, California on August 23, 1968. 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. 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



Johnny Morgan (1962)  
- Ellen Crawford Teague Collection



Johnny Morgan & the No. 4  
- Ellen Crawford Teague Collection

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.

### Rebecca Murray "Becky" Morgan

1967 - 1971

Marshfield kitchen

- See Vol. 1 Ch. 9 Sec. 3

### Walter M. Morgan

1881

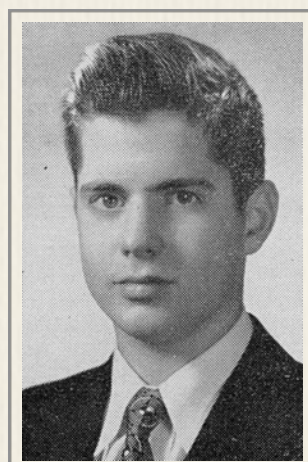
Summit House waiter from Manchester, N.H. - one of five members of the Manchester high school, (Greek class of '82) now employed at the Summit House.

- Among the Clouds - Jul 9 & Jul 26, 1881

### Zalo A. Morgan

1952 - 1955

Marshfield Corp/Cog Railway Cabins



Charles B. Morrill (1951)  
- Wakefield Oracle

### Leo C. Morin

1965

Summit House

### 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>



### 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.

- *Among the Clouds* - Aug 8, 1878 & Sep 6, 1881

### George Morris

1878

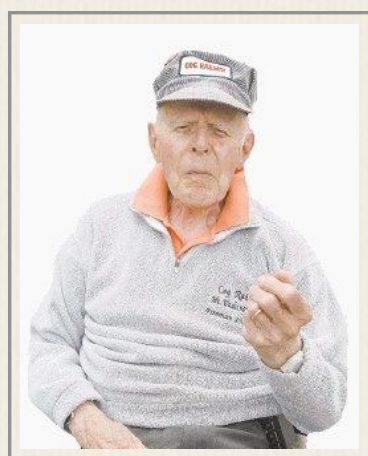
Railway news agent - formerly news agent for Chisholm Bros., now occupies a similar position on his own account, on the Mount Washington railway.

- *Among the Clouds* Aug 10, 1878

### James Morris

1966

Summit counter - See Vol. 1 Ch. 9 Sec. 2



### 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 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, gravelly 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



George P. Morrison



## Mor - Mur

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.

**Thomas P. Morrissey** 1967  
Brakeman - *See Vol. 1 Ch. 9 Sec. 8*

**Altna Morse** 1892  
Summit House postmistress (1892) - *Among the Clouds - Jul 11, 1892*

**Elliott P. Moses** 1951 - 1954  
Marshfield first three summers then moving to 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. - *Marshfield Corp/Cog Railway Cabins*

**Victor L. or C. Moses** 1950 - 1953  
Railway Ledger - Accountant father of Elliott, 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.

**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 Hames 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." - *Littleton Courier - Thu, Dec 27, 1928*

**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. - *Railway to the Moon by Glen M. Kidder / Winter on Mt. Washington 1871*

**James Arthur Mulleavey** 1872 - 1873 estimated  
Railway employee - "James Arthur Mulleavey, who died at the Morrison hospital, Whitefield, December 17, 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 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 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*

**Ken Munsey** 1965  
Part of Base Station Stompers group (Nicholls, Dooley, Munsey) that played 1965 Cog party

**Elvira Rohr Murdock** 1961 - 1967  
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. (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.”

- *Littleton Courier - Thu, Jul 14, 1966 pg. 2 / See Vol. 1 Ch. 9 Sec. 1*



*Elvira Rohl (1931)  
- Immigration photo*

**Celia Murphy**

1903 - 1905

Summit House employee - “A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8.25.1903), 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*

**J. M. Murphy**

1952

Mt. Washington Club/Summit House

**John F. Murphy**

1956

Summit House

**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.**

1937 - 1940

The 18-year old son (*right*) 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.” The governor’s son died October 4, 1973 in Broward County Florida at the age of 54.

- *Mt Washington Daily News, Sun Aug 11, 1940 pg. 1 / Littleton Courier - Thu, Aug 15, 1940 pg. 12 / [www.facebook.com/governormurphyestate/](http://www.facebook.com/governormurphyestate/)*



*Francis P. Murphy Jr.*

**Robert C. Murray**

1956

Summit House

**William T. Murray**

1941

Bookkeeper - Col Henry Teague’s “assistant this summer will be 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*



# Nag - Nic

**J. Nagle** 1952  
Railway Ledger

**Richard P. Nault** 1954  
Summit House

**Frank Neild** 1900  
Summit House employee - waiter - Student at Williston Seminary, Easthampton, MA heading for Yale  
- *Among the Clouds* - Jul 16, 1900

**Charles R. Neill Jr.** 1957  
Railway Corp

**Carlton M. “Carl” Nevers** 1946 - 1967

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.” Ancestry.com summary: “Carlton Marcus Nevers was born on January 8, 1897, in Sweden, Maine - his father, Roswell, was 25 and his mother, Cora, was 19. He married Grace M Tower on November 27, 1921, in Lovell, Maine. They had three children in 13 years - Jane Francis, Roswell E. and Anne W. Carl died in March 1968 in Lovell, Maine, at the age of 71, and was buried in South Paris, Maine.”  
- See Vol. 1 Ch. 9 Sec. 1 / Ancestry.com / Jitney Jr. Interviews

**J. P. Neville Jr.** 1951  
Mt. Washington Club/Summit House



*William Newsham (1929)*  
- N.H. Historical Society

**David M. Nevins** 1959 - 1960  
Summit House

**A. W. Newman** 1950  
Mt. Washington Club/Summit House

**William Newsham** 1929

Fireman (*left*) on last *Peppersass* run / Ancestry.com summary: “William Ignatius NEWSHAM was born on September 12, 1901, in Preston, Lancashire, England, his father, Robert, was 29 and his mother, Elizabeth, was 29. He married Dorothy Mary O'BRIEN on May 10, 1943, in Concord, New Hampshire. He died in May 1968 in Concord, New Hampshire, at the age of 66.” William Newsham came to the United States with the rest of his family from England in January 1923 arriving in Newport, Vermont. Newsham went to work for the Boston & Maine railroad as a machinist in Concord. He had been promoted to locomotive inspector by the time of his marriage in 1943. The couple had no children.

- See Appendix Sec. 11

**John Nicholls** 1965  
Part of Base Station group (*Nicholls, Dooley, Munsey*) that played 1965 Cog party

**C. Nickerson** 1962  
Marshfield Corp

**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 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 cut 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."

- See Vol. 1 Ch. 7

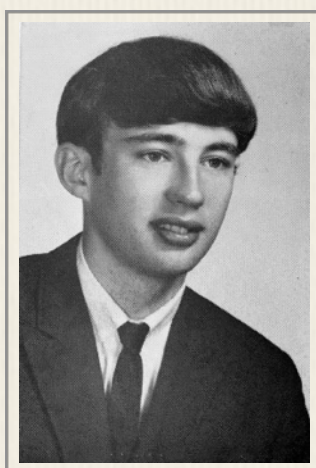
**Paul E. Nickulas**

1963

Summit House



*Roger Nickerson*  
- Granger Family Collection



*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.

- See Vol. 1 Ch. 9 Sec. 2 & Appendix Sec. 21

**James Norris**

1966

Summit House

**F Kilburn Nourse**

1949

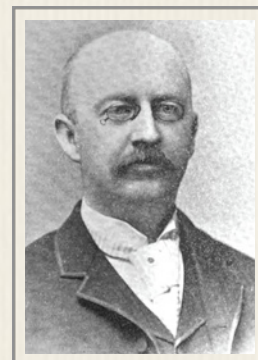
Railway employee - (1949) "A 1947 Ford sedan reported as stolen to the Littleton Police department last week Thursday (7/7) evening, was recovered by Chief of Police Stanley L. McIntyre and Motor Vehicle Inspector Joseph C. Duranty on Monday (7/11) evening where it was abandoned behind the Twin Mountain 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."

- Littleton Courier - Thu, Jul 14, 1949

**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. About 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 re-



*Fred O. Nourse (1902)*  
- The Telegraph Age



## Noy - Nye

tained 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.

- *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

### S. L. Noyes

1952

Was paid by all three corporations

- Mt. Washington Club/Summit House

### Ronald A. Nuse

1963 - 1964

Summit in 1963 - Marshfield in 1964

- Summit House

### Benjamin Nusman

1960

Railway Corp

### 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 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 wine, 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 however saw a more realistic side of the Cog that she



Ginger Nye at the Marshfield piano (1962)

- Ellen Crawford Teague Collection

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. 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



## 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

## 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

## R. L. O'Leary

1950

Mt. Washington Club/Summit House

## Gerald O'Neil

1954

Summit House

## Mary O'Neil

1900

Summit House employee

- *Among the Clouds* - Jul 16, 1900

## 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,



## Oed - Paa



Bill Oedel & Bud Nye at Waumbek (1968)  
- Koop Family Collection

Concord, junior at the U. of N H. conductor!"

- Littleton Courier - Thu, Sep 20, 1951

**William T. Oedel** 1967 - 1973

Spare Brakeman - later fired (*left*) & 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." - See Vol. 1 Ch. 9 Sec. 12

**Judith C. Ogle** 1956 - 1957

Marshfield Corp

**D. Oleson** 1962

Summit House

**Ross Kirkland Oleson** 1964

Summit House

**H. V. Olsen Jr.** 1950

Railway Ledger

**R. Ormsbie** 1952

Mt. Washington Club/Summit House

**George Osborne** 1953

Summit House

**George Ouellette** 1966

Summit waiter - George Ouellette was a 1966 graduate of Berlin High School where 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. - See Vol. 1 Ch. 9 Sec. 2

**Ernest Oulds** 1899

Summit House employee - Ernest Oulds of the Summit House... "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." - Among the Clouds - Aug 19, 1899

**Lillian Oulds** 1900

Summit House employee

- Among the Clouds - Jul 16, 1900

**David H. Owen** 1957

Marshfield Corp

**Ned Ozeldam** 1903

Attends 1903 Cog Party Masked Ball as "Farmer Boy"

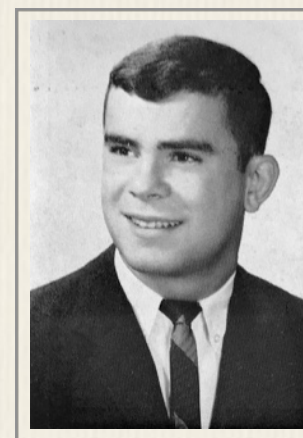
- Among the Clouds - Aug 31, 1903

**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.



Michaela Paasche (1959)  
- Los Altos HS yearbook



George Ouellette (1966)  
- Berlin H.S. Meteor



Paasche apparently took a similar approach while teaching English. As noted in *The Chronicle Magazine* upon her retirement from Lewis & Clark College in 2004, “Mi-cha 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.”



Prof. Michaela Paasche Grudin (2012)  
- Academia.edu

“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 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 many 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.

**Edgar R. Page** 1955  
Summit House

**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

**William O. Page** 1902 - 1905

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



William O. Page  
- *Employees Magazine*



## Pag - Pai

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 fireman 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 A. Paige** 1875

Born 1844 - Died 1914 / "Even though I (*Allen 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 "Croo3" 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 (*most likely Arthur Teague*). 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 there, to the present day "horizontal boilers." Some of the work was done by Amoskeag Locomotive Works employees in the Cog's own engine shop." / 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. He married Ella F. Paige in 1900. They had six children in 13 years. He died on March 3, 1914, in his hometown at the age of 69."

- Web story of Great-Grandson Allen R. Paige in March 2011 / Ancestry.com

**Richard Hobart Paige** 1960 - 1963

Gift Shop - from Chester then Brattleboro, Vermont - Richard "Richie" Paige worked in the Gift Shop for Mike Haney. 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.

- See Vol. 1 Ch. 9 Sec. 1

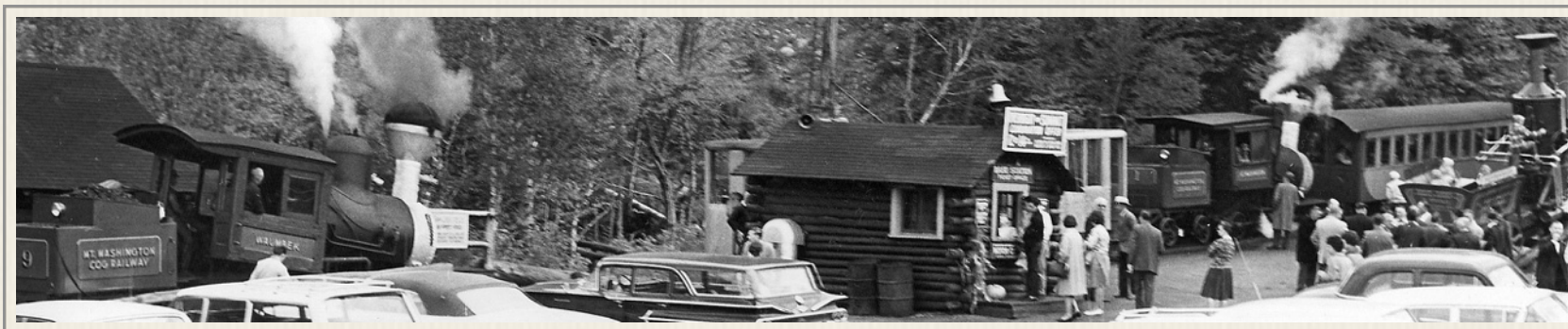
**Edward F. Paine** 1903  
Summit House telegraph office - Attends 1903 Cog Party Masked Ball as "Chef"

- Among the Clouds - Jul 13 & Aug 31, 1903

**Frank E. Paine** 1910

Engineer - Fabyan and Base Train (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 making the 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 Stanton jumped and aside from minor bruises escaped serious injury. Paine was not in sight so Lyons fought his way through the 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. Frank E. Paine was born September 18, 1873 in Berlin, son of Samuel E. and Emily (Williamson) Paine, and there his childhood was spent and his





education received. He was united in marriage to Laura J. Rix in that city on July 4, 1896 and to that union was born one daughter, Eva, wife of Donald W. Field of Woodsville. He had been a resident of Woodsville for the past 10 years.”

- *Among the Clouds - Season of 1910 (Fall)* / *Littleton Courier - Thu, Apr 28, 1921*

**J. E. Paquette Jr.** 1951

Mt. Washington Club/Summit House

**Janice L. Parish** 1959

Marshfield Corp

**C. A. Parizzo** 1958

Summit House

**R. H. Parke** 1927

Railway employee - (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.”

- *Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3* / *B&M Employees magazine - Aug 1924 pg. 20; Mar 1929 pg. 21*

**J. W. Parker** 1950

Marshfield Corp Ledger

**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 in 1889

- *St. Johnsbury Caledonian June 21, 1888 pg. 1; July 4, 1889 - Among the Clouds - Jul 10, 1888*

**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

Engineer - Ancestry.com summary: “Joseph K Parshley\* was born in Belknap, New Hampshire, the son of Eliza and John. At age 18, he married Mary Jane Prescott on Christmas day 1886 and they had two children together (Joseph Kneeland and Albert Kane). He then married Lucy M Lewis on March 15, 1904, in Lowell, Massachusetts. He died on May 24, 1926, and was buried in New Hampshire.

- *Among the Clouds - Season of 1910 (Fall)* / *Ancestry.com*

**Lucy M. (Lewis) Parshley** 1910

Boarding House book-keeper - Joe’s second wife

- *Among the Clouds - Season of 1910 (Fall)*

**C. H. Pasquill** 1952

Mt. Washington Club/Summit House

**R. G. Pasquill** 1952

Mt. Washington Club/Summit House



## Pas - Pea

**Marc Passot** 1965

Mt. Washington Railway Co. employee

- *Cog Party list*

**Robert Patch** 1965

Summit House

**R. B. Paterson** 1958

Marshfield Corp

**Patty K. Patterson** 1952

Stenographer married to George Patterson Jr.

- *Railway Ledger*

**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



*Bing Peach (mid-1920s)*  
- *Bearse Family Collection*

**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 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."

- *Groton Times (Woodsville, N.H.)* - Fri, Sep 26, 1924 / *Caledonian Record* - Aug 20th, 1926 / email - Thu, Jul 14, 2019

**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

**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. He recorded 50 years of service with the railroad on June 26, 1953 having been first hired in 1903. He retired the following summer with 51 years of service.

- *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 / *Ancestry.com*



*Engineer Peaslee (1947)*

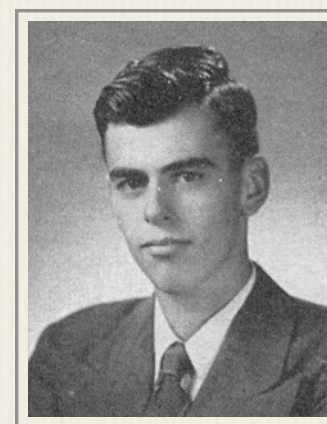


**Quentin Peavey**

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>



*Quentin Peavey*

- 1951 Lancaster Academy

**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."

- Littleton Courier - Wed, Sep 21, 1898

**David Pelletier**

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."

- Littleton Courier - Thu, Jun 18, 1964 pg 4B

**Edgar G. Pellitier**

1950

From Gilman one of the chainsaw brothers

- Railway Ledger / Mt. Washington Club/Summit House

**Jacque C. Pellitier**

1950 - 1951

Jitney remembers the Pellitier brothers were from Gilman and were hired to clear the right of way, due in part that they would provide their own equipment - chainsaws and the like. He also remembers there may have been a meeting at the Shop where the brothers wanted more money for the work or they would be leaving. The financial ledgers indicated payment on October 7, 1950, and Jacque returned for a second season.

- 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."

- Littleton Courier - Wed, Jun 21, 1899; Wed, Oct 4, 1899 & Thu, Aug 7, 1902

**R. E. Penna**

1951

Marshfield Corp/Cog Railway Cabins / Railway Ledger

**W. D. Perkins**

1952

Marshfield Corp/Cog Railway Cabins / Railway Ledger

**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) Côté. 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



## Per - Phi

**P. B. Perry** 1951  
Railway Ledger

**Theodore P. Perry** 1876 - 1902 ?

Did Ted working 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 - mentioned in first *Mt. Washington Daily News* as working with others to create paths for tourists to walk to look-offs

- B&M Employees magazine - Jun 1940 pg. 24 / Mt. Washington Daily News - June 30, 1940

**Patrick Persico** 1967  
Summit House

**Donald Peters** 1953  
Summit House

**Joseph Petrie** 1953  
Railway Ledger

**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. Pettengill 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."

- Among the Clouds - Jul 11, 1892 / Littleton Courier - Thu, Jul 30, 1931

**Florida Phelps** 1952 - 1956  
Started at Summit House - Moved to Marshfield in 1954

- Mt. Washington Club/Summit House / Marshfield Corp

**Warren E. Phelps** 1952 - 1956

Started at Summit House - Moved to Marshfield in 1954. In August 1951, Warren Phelps was apparently managing the Baker Brook Cabins in Bethlehem as he placed a classified ad in the Hartford Courant saying Cottages were available for rent "by the week or month at reasonable rates in the heart of the White Mountains of N.H."

- Mt. Washington Club/Summit House / Marshfield Corp

**Clyde Philbrook** 1952 - 1954

Older brother of Paul - worked at Summit the year Hank Lahey managed the Summit House

- See Vol. 1 Ch. 9 Sec. 2



## Paul “Uncle Paul” Philbrook

1953 - 1967

Shop Foreman (*right*) - Paul followed his brother Clyde to the Cog and became immersed in the repair and maintenance of the rolling stock, and switches - particularly welding. He took over the shop when Duncan Greene was let go in the fall of 1961. “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.

- See Vol. 1 Ch. 9 Sec. 4

## Mr. Pick

1891

Summit House Orchestra - played the Sept 12 annual hop

- Among the Clouds - Sep 14, 1891

## Claire N. (Deslandes) Pickel

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

- See Vol. 1 Ch. 9 Sec. 4

## William or Willis “Bill” Pickel ?

late 1930s

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. Hollis Pickel had an older brother, Willis.

## Robert A. Picken

1954

Summit House

## Johl Fulton Pihl

1964

Summit House

## Charles E. Pike

1895

Fireman on the first trip of the new engine, No. 7 to the Summit with engineer Alexander Cusick on Friday afternoon, August 9th, 1895

- Among the Clouds - Aug 10, 1895

## Forrest A. “Pop” Pike

1954 - 1957

Track Boss - Mint, gin and prune juice 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.”

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



Herbert Pike (1929)

- Courtesy Dartmouth College

## Herbert Pike

1931

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.”

- Littleton Courier - Thu, Aug 13, 1931 pg. 11

## 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 Bittering Block, so-called. Retired.





## Pil - Pol

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 in 1891 and in 1906 was united in marriage to Miss Belle Birge 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

Railway Corp

**J. G. Pirie** 1952

Mt. Washington Club/Summit House

**H. E. Platts** 1917

Spur Line baggage master

**Kenneth G. Plimpton** 1955

Summit House

**O. E. Poirier** 1952

Mt. Washington Club/Summit House

**Stephen Polaski** 1956

Marshfield Corp

**William Polson** 1897 - 1900

"E. M. Clough (60 years old), Master Mechanic of the Mount Washington Railway, accompanied by 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

- *Among the Clouds* - Aug 10, 1897 / 1900 *US Census for Thompson & Meserve Purchase* (Base Mt. Washington)



*Tony Poltrack (1946)*

**Anthony S. "Tony" Poltrack**

1951 - 1969

Railway Corp accountant / Company director - 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.

- *See Vol. 1 Ch. 9 Sec. 12* / *Dartmouth Alumni Magazine* - Jul - Aug 2011

**Arthur O. Poltrack** 1975 - 1979

Tony Poltrack's son - named for Col. Teague - Cog kid - still visits the railway to wield a shovel during the single morning run of the steam train.

- *See Vol. 1 Ch. 9 Sec. 12*

**Carolyn Poltrack Ashley** 1965 - 1969

Marshfield dining room

- *See Vol. 1 Ch. 9 Sec. 3 & 12*



*Art Poltrack (1970s)*  
- *Mary Anne Barnes Collection*



**Celia Poltrack** 1963

Niece of Tony Poltrack - worked at Marshfield

- See Vol. 1 Ch. 9 Sec. 12

**Cynthia Poltrack Skinner** 1960 - 1961

Worked at the Cog in 1960, and 1961 - "I waited tables at the Base and always served Ellen and Arthur Teague"

- See Vol. 1 Ch. 9 Sec. 12

**Ethan Poltrack** 1994 - 1998

Peter's son

- See Vol. 1 Ch. 9 Sec. 10

**Leslie A. "Lester" Poltrack** 1977 - 1979

Tony Poltrack's other son - brother of Arthur Poltrack

- See Vol. 1 Ch. 9 Sec. 12

**Peter Poltrack** 1960 - 1966

Engineer

- See Vol. 1 Ch. 9 Sec. 10 & 12

**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." 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.

- Among the Clouds - Jul 28, 1890; Jul 18, 1892 & Aug 4, 1896

**F. A. Poole** 1951 - 1952

Marshfield Corp/Cog Railway Cabins

**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)."

- Littleton Courier - Thu, Oct 29, 1914

**Robert Louis Potvin** 1963

Summit House

**B. E. Power** 1952

Mt. Washington Club/Summit House

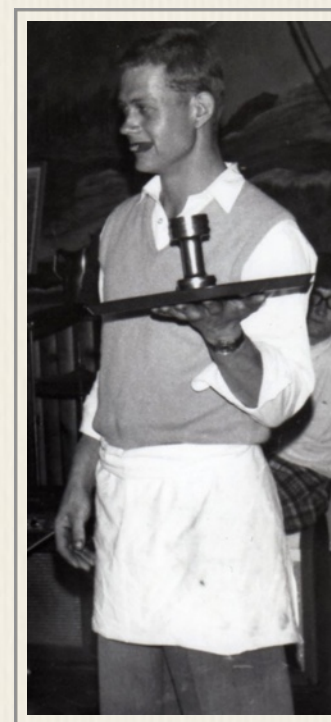
**Alice Powers** 1931

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."

- Littleton Courier - Thu, Jun 25, 1931

**Edmund W. Powers** 1886 - 1891

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 in 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



Peter Poltrack



Edmund W. Powers (1881)  
- Tufts Kappa Charge



## Pow - Pre

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** 1953 - 1956

Summit House '53 then Marshfield in '54 - *Summit House*

**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

**Mary Pratt** 1953

Summit House

**Norman Pratt** 1953

Summit House

**Harry L. Preble** 1958 - 1960

“Reddy Kilowatt” – lives in New Hampshire - *Railway Corp*



**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.

- <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>

### **D. C. Prescott**

1894

Mount Washington Railway vice president

### **Darrell Edgar Prescott**

1967

Summit House

### **Frank J. Prescott**

1905 - 1906

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." / 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."

- *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

### **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



## Pre - Pro

some nice pictures of the Mt. Washington taken at Base..." (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."

- *Boston, Concord & Montreal: Story of the Building and Early Days of this Road* by C. E. Caswell (1919) / *Among the Clouds*, Wed July 21, 1880

### George Prevost

1919

"George Prevost (of St. Johnsbury) has gone to the Summit House at Mt. Washington to work this summer"

- *Caledonian-Record* - Mon, Jul 28, 1919 pg. 6

### 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

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 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

### Charles N. 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 Nancudi 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 (right) in 1928." He and his wife, Mary have two daughters - 29-year old Nancy and 27-year old Peggy as well as four grandchildren. Charles N. Proctor died on February 1, 1996 in Santa Cruz,



**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



California. - *Littleton Courier* - Thu, Aug 13, 1931 pg 11 / *Ancestry.com*

# 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. The 1880 Census for Hollis says 21-year old William was a school teacher. He married Annie L White on March 20, 1895, in Boston, Massachusetts and they had four children together (Thomas W., Rachel, Robert & Mary). The family was living in Newton, Massachusetts in 1896 and William who became a lawyer would live there to at least 1930. His wife, Annie dying sometime in the 1920s as he is listed as a widower in the 1930 Census. He had one brother, Frank.

- *Among the Clouds* - Jul 9, 1881

# Gordon E. Proper Jr.

1954

Summit House

# Robert W. Proper

1954

Summit House

# Kenneth Stuart Proud

1963

Summit House

# Ronald E. Prouty

1957

Railway Corp

# Dorothy L. "Dot" Purdy

1952 - 1954

Started at Marshfield - moved to Summit

- *Marshfield Corp/Cog Railway Cabins / Summit House*

# Robert P. Purdy

1952 - 1953 &amp; 1955

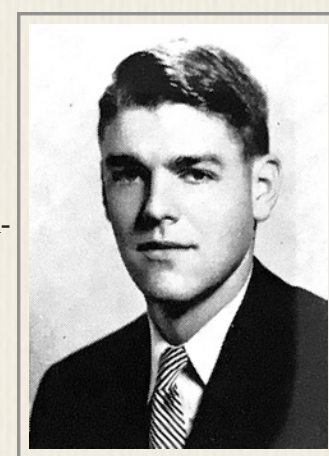
Started at Marshfield - moved to Summit

- *Marshfield Corp/Cog Railway Cabins / Summit House*

# 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  
- 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 influ-



## Pye - Ran

ence 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 Stephen 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.”

### 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

### 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

### M. Rainville

1952

Mt. Washington Club/Summit House

### John Paul Ramsay

1963

Summit House

### 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 remem-





Bonnie Randall with daughter (back to camera) outside Marshfield.  
- Randall Family Collection

bers “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 still has it today.

- See Vol. 1 Ch. 9 Sec. 1

## 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 Merri-mack County Nursing Home in Boscawan, N.H.

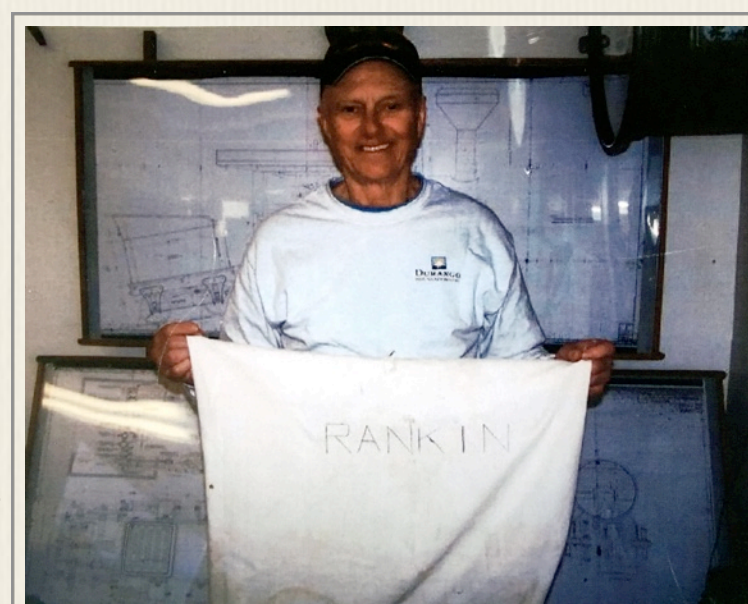
- See Vol. 1 Ch. 9 Sec. 1



Ken & Bonnie Randall  
- Elvira Murdock photo

## Andrew M. Rankin II or III 1953 - 1956

Worked at Cog Railway - dated Mary Lund (2019) Rankin told Jitney Jr about how he came to work at the Cog: “My grandfather, Walter Poland Rankin, was a classmate of Henry Teague, Dartmouth 1900. I do believe my dad, Dartmouth 1926, contacted his dad and inquired (about summer work for his son). I graduated from St. Mark’s School, Southborough, MA in June 1953. Sometime thereafter 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 Univ. as a freshman. The summers of ‘54 and ‘55 I worked as a fireman. 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. In late August ‘55 I received orders to report to NAS South Weymouth for entry into the Naval Air Flight Program. I left 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 the Mountain, Rankin dated Mary Lund and has “neat memories of the Cog.” And neat memories of a 2006 New England ski trip where he reconnected with Jitney: “On Sat 2/11/2006 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 Sat 2/18.” But Rankin came north again the following month: “On Sunday 3/26 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 Superintendent'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. Tues 3/28 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



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



# Rat - Rey

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... 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 and now I regret not staying in touch. Such is life." Andy Rankin was a Pan Am pilot until retiring in 1991.

- *Railway Ledger* / *Email to Jitney Jr* - Monday, June 17, 2019 / See Vol. 1 Ch. 9 Sec. 5

**E. C. Rathburn** 1951

Marshfield Corp/Cog Railway Cabins



*George Rauh*

**George Rauh** 1967

Rauh (*left*) was working as a "humble dishwasher" at the time of the Accident according to a Facebook post September 7, 2015. His Facebook profile indicates he was born in Effingham, Illinois - graduated from Dover High School in 1969, and is currently in real estate sales in Londonderry, New Hampshire.

**Charles Raymond** 1947

Ran the Gift Shop with his wife

- *I Conquered My Mountain*

**R. L. Read** 1950

Marshfield Corp Ledger

**Christopher Reader** 1965

Marshfield Gift Shop employee - 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 Sunday School." Chris would have been about 18 in 1966.

- *Marshfield Corp*

**William J. Reardon** 1956

Railway Corp

**E. C. Reed** 1917

Fireman -

- *Among the Clouds* - Jul 23, 1917

**Earl L. Reid Jr.** 1954

Railway Ledger

**R. C. Reiner** 1951

Railway Ledger

**C. C. Reinhardt** 1903

Assistant Superintendent of the Mount Washington Railway - "C. C. Reinhardt of Woodsville, Assistant Superintendent of the Mount Washington Railway, accompanied by Mrs. Reinhardt, was among the visitors to the Summit Sunday (8/9/1903)"

- *Among the Clouds* - Aug 10, 1903

**Henry Remillarde** 1907

Summit House employee

- *Among the Clouds* - Aug 10, 1907

**G. Renaud** 1951

Mt. Washington Club/Summit House

**Arthur Reynolds** 1961

Summit House

**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)



*Christopher Reader (1965)*



**Ronald E. Rhoads** 1967  
Summit House employee - Mentioned by Old Troll in *Cog Clatter v2 n3*

**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.” (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.” 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.

- *Among the Clouds* - Jul 11, 1892 / *Boston Globe* - Sun, Aug 6, 1899 pg. 22 / *Ancestry.com*

**Frederick D. Rice** 1956  
Marshfield Corp

**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.

- *Littleton Courier* - Thu, Aug 11, 1949 pg. 7

**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

**Luther Richardson** 1867 - 1869

Railway employee - (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.”

- *Littleton Courier* - Thu, Jul 27, 1922

**Robert C. Richardson** 1954  
Summit House

**Thomas J. Richardson** 1954  
Summit House

**Walker Richardson** 1947

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.”

- *Littleton Courier* - Thu, Aug 21, 1947 pg. 1

**Lorna M. Ridley** 1954 - 1955  
Summit House

**Sharon Riff** 1966  
Marshfield dining room

- *See Vol. 1 Ch. 9 Sec. 3*



# Rob

**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 - *Mt. Washington Daily News* - June 30, 1940

**D. Roberts**

1950

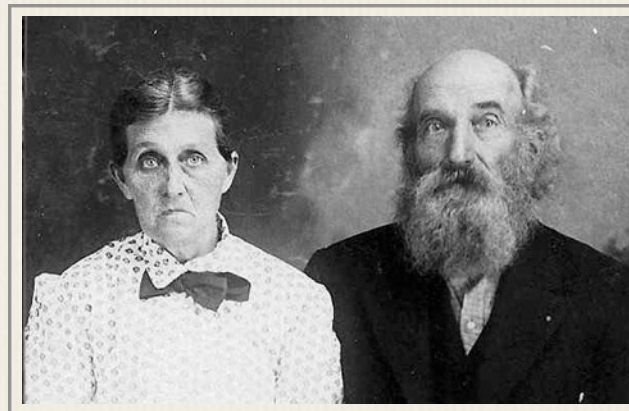
Mt. Washington Club/Summit House

**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." An *Ancestry.com* search indicates a Laban K. Roberts registered for the Civil War draft in July 1863 while living in Orford, N.H. In 1910, he was living with his wife, Mary (Fry) Roberts in Moore County, North Carolina where he died on March 10, 1914. The undated photo on the previous page is courtesy of Mary's great niece. Laban Roberts may have been working for the Railway as early as 1873 as an employee in a group photo of the newly purchased Hercules engine resembles the bearded Roberts.

- *Among the Clouds* Sept 10, 1878; Aug 24 & Sep 6, 1881 / - 1880 US Census for Thompson & Meserve Purchase, N. H.



Mary Fry Roberts & Laban K. Roberts (undated)  
- Courtesy Bruce Family Collection

**Lewis W. Roberts Jr.**

1955 - 1958

Railway Corp

**Peter M. Roberts**

1950 - 1959

Paid by Summit '50 / Marshfield-Railway '51, Railway '56-'59

- *Mt. Washington Club/Summit House*



**William Robbins Roberts**

1920s ?

The "Bill Roberts" research puzzle - Bill Roberts identified in photo (*left*) as being from Whitefield, New Hampshire and the middle member of train crew (*next page*) 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 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 machinist 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 might be in the photo?

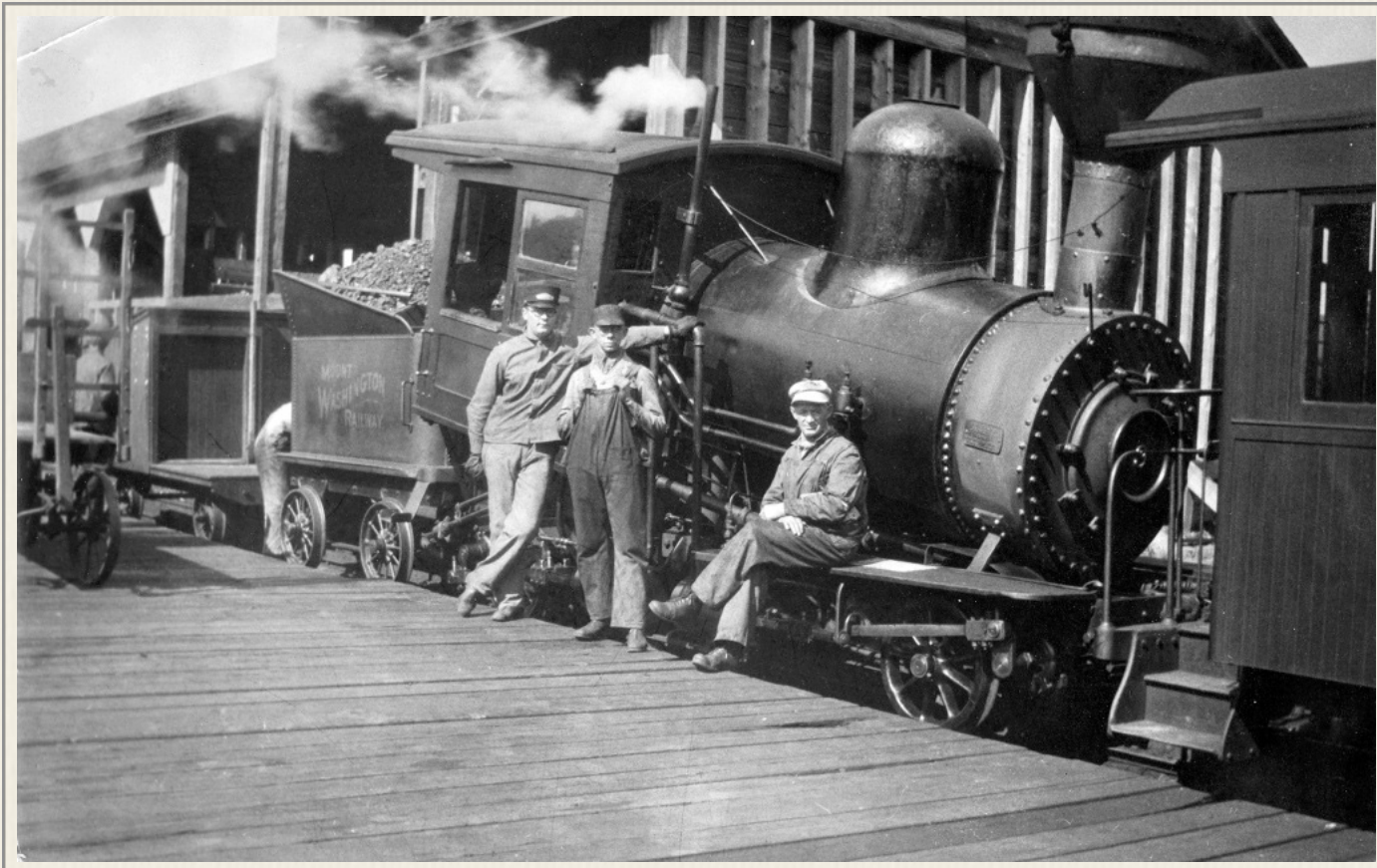
- *Littleton Courier* - Thu, Jul 11, 1963 pg 3

**William V. "Bill" 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.

- Cog Railway: We Were There FB / Littleton Courier - Thu Sep 27, 1923; Thu Jun 19, 1924 / Ancestry.com



#### 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 Glover (in Franconia) Sunday (8/23)"

- Littleton Courier - Fri, Aug 28, 1903

#### Thomas Robie

1884 - 1887 & 1894

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." Conductor Thomas Robie died in Plymouth in 1893 and W. Keniston succeeds Robie in 1894 as (Base) spur line conductor when Robie dies."

- Among the Clouds - July 12, 1884; Jul 10, 1888 &



# Rob - Rol

*Jul 21, 1894 / Littleton Courier - Wed, May 20, 1891 / 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)*

**Carrie Robinson** 1903

Attends 1903 Cog Party Masked Ball as “Fat Girl”

*- Among the Clouds - Aug 31, 1903*

**Christie Robinson** 1903

Attends 1903 Cog Party Masked Ball as “Sis Hopkins”

*- Among the Clouds - Aug 31, 1903*



*Lionel Rodgers*

**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.”

*- Littleton Courier – Thu, Apr 18, 1968 pg. 1 & 4A / See Vol. 3 Aggregated Timeline*

**Arthur D. “Dave” Rodham** 1956

Summit House - Dave Rodham on FB - went to Wakefield High School.

**Cynthia Rogers** 1965

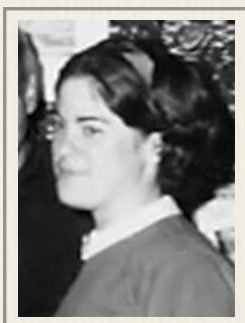
Marshfield Base employee - sister of Susan Gardner Rogers. When her mother died in late 2008, Cynthia was living in Rébénacq, France with her husband, Serge Fudji. Rébénacq is a small village (*less than 700 people*) located south west of France. The town is located in the department of Pyrénées-Atlantiques of the french region Aquitaine.

*- Cog Party list*

**Harold Rogers** 1910

Mount Washington Railway employee from Concord, N.H.

*- Among the Clouds - Aug 15, 1910*



*Susan Rogers (1966)*

**Norman Rogers** 1953

Summit House

**Susan Gardner Rogers** 1964 - 1966

Vassar College student (*right*) - worked at Marshfield with Jane Conkey - Cynthia Rogers' sister - cousin of Peter and Rob Bradley. Graduated from Vassar in 1968. As of 2008, she was living in Anchorage, Alaska with her husband, Dick Jablonowski.

*- Marshfield Corp*

**Vance Rogers** 1951

Railway Ledger

**Alex Roland** 1903

Attends 1903 Cog Party Masked Ball as “Cook”

*- Among the Clouds - Aug 31, 1903*

**Charles H Rollins** 1896

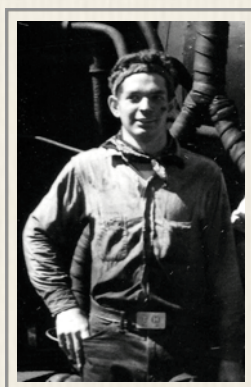
Railway employee - (1896) “Bath Notes: Our community was greatly shocked Monday (10/19) morning by hearing of the sudden death of brakeman Charles H. Rollins, who was instantly killed in the railroad accident at Warren, N.H. Sunday night. Mr. Rollins was a smart, active young man, 33 years of age, and a favorite with all who knew him. The week previous he had been



## Roo - Roy

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.”



*Morris Root (1966)*

**Morris James Root** 1964 - 1968

Gift Shop to Engineer

- See Vol. 1 Ch. 9 Sec. 8 & 9

**Mrs. Root** 1900

Boarding House - (1900) “Mrs. Root, sister of Mrs. Will Burbank, will assist Mrs. Edward Sheeche at the Base this season.”

- Littleton Courier - Wed, May 2, 1900

**Jane McNeil Roper** 1966

Marshfield counter/dining room

- Marshfield Corp

**Helen M. Roshe**

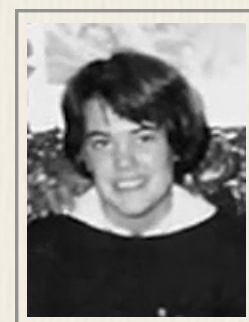
1952

Railway Ledger

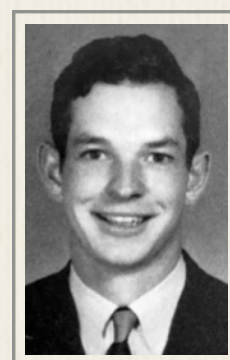
**Mrs. Rothenburger**

1967

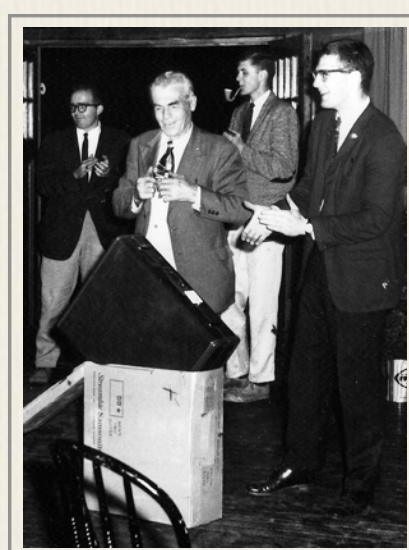
Summit worker - mentioned by Old Troll in *Cog Clatter v2 n4*



*Jane Roper (1966)*



*Morris Root (1968)*



*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

- See Vol. 1 Ch. 9 Sec. 1

**J. P. Rourke** 1951 - 1952

Railway Ledger

**John Rourke** 1925

Railway Superintendent

**Clayton D. Roy** 1961 - 1967

Starts in Marshfield moves to trains - Engineer in 1965

- See Vol. 1 Ch. 9 Sec. 12 Marshfield Corp / Railway Corp

**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.”

- St. Johnsbury Republican - Wed, Jun 30, 1920 pg 5

**Ernest Angus Roy**

1960 - 1964

Marshfield assistant cook to Pete - brother of Clayton (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.



## Roy - Sal

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. Guest from out of town included Cliff Kenney and son of Twin Mt."

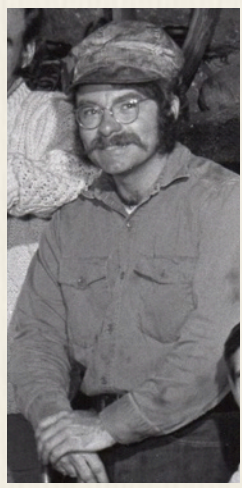
- Marshfield Corp / Littleton Courier - Thu, Dec 9, 1965 pg. 3A

**Norman Nelson Roy** 1961 - 1964

Marshfield Corp - (1964) "Groveton notes: Norman Roy of the Base Station, Mt. Washington, was a Saturday (8/8) visitor of Mrs. Hilda Malas."

- Littleton Courier - Thu, Aug 13, 1964 pg. 6A

**John Ruggieri** 1965  
Summit House



**John F. Ruggles Jr.** 1964 - 1966 & 1968 - 1970

Car builder (*left*) - son of Col Teague's commanding officer in WWII, Gen. Ruggles. In 1966 became a fireman - See Vol. 1 Ch. 9 Sec. 4 & Next Gen Roster

**John A. Runge** 1955  
Summit House

**Grace I. Rusinski** 1953 - 1971  
Marshfield head cook with husband, Pete  
- See Vol. 1 Ch. 9 Sec. 3 / Marshfield Corp

**Peter "Pete" Rusinski** 1953 - 1971  
Marshfield head cook - See Vol. 1 Ch. 9 Sec. 3

*John Ruggles (1970)*

**Marion Russell** 1903  
Attends 1903 Cog Party Masked Ball as "Among the Clouds"  
- Among the Clouds - Aug 31, 1903

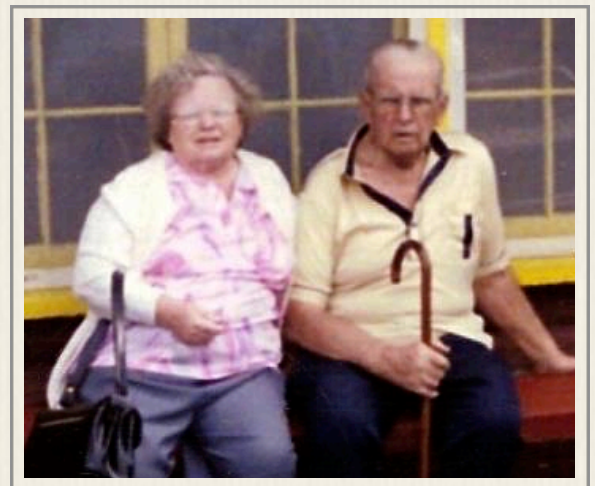
**Robert E. Russell** 1963  
Summit House

**Capt. John J. Ryan** 1902  
Summit House post office & telegraph  
- Among the Clouds - Jul 12, 1902

**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



*Grace & Peter Rusinski (July 1988)*

**Kevin Ryan** 1954  
Summit House

**Timothy "Pop" Ryan**  
Ancestry.com mention of his Cog Railway employment - sent for more info from relative in Feb and June 2017

**Ken Saccosia** 1956 - 1958  
Paul Saunders photo has Ken (*left*) leaning out of cab of No. 3 - Began in Marshfield in 1956 - moved to trains in 1957  
- 2014 Reunion movie

**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



*Ken Saccosia*



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 bridge 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, 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."

- *Littleton Courier* - Thu, Dec 12, 1912

**Charles Sampson** 1960  
Summit House

**John J. Sanborn** 1866  
Construction Manager of original railroad - Railway Superintendent  
- *Railway to the Moon* by Glen M. Kidder

**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

**Rhett Sanders** 1959  
Friend of Geddes Anderson who came north to work at Cog during Geddes' second summer  
- *See Vol. 1 Ch. 9 Sec. 7*

**V. J. Saracens** 1950  
Mt. Washington Club/Summit House

**Maurice Saragoussi** 1966  
Summit waiter  
- *See Vol. 1 Ch. 9 Sec. 2*

**D. Saucier** 1962  
Summit House

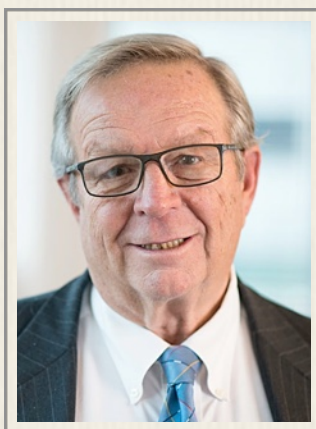
**Richard H. Saudek** 1959  
Former Vermont Public Service Commissioner was covered by news reporter Jitney Jr during the Snelling Administration, but neither knew they had shared time at the Cog until financial ledgers were examined in 2016, and emails exchanged. "Lemme get this straight," wrote Saudek. "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 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's 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



Richard Saudek (1964)



## Sau



Richard Saudek (2016)

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.

- Summit House ledger

### George Saul

1917

Brakeman

- Among the Clouds - Jul 23, 1917

### Glenn Sauls

1927

Railway employee - (1927) "Anthony Favorzza and Glenn Sauls, boilermakers, will finish their work here this week and return to Woodsville."

- Vermont Union-Journal (Lyndonville, VT) - Wed, Jun 1, 1927 pg. 3

### Carl "Joe" Saunders

1948 - 1949

Older brother of Dave - one of four Saunders brothers to work on the MWR.

- See Vol. 1 Ch. 9 Sec. 9

### D. E. Saunders

1952

Mt. Washington Club/Summit House



### David G. "Sluefoot Blue" Saunders

1953 - 1962

Was in Marshfield in 1953 & 1954 then railway in 1955 - Fireman/Engineer. 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.

- See Vol. 1 Ch. 9 Sec. 9 - <https://wjrockefeller.com/tribute/details/432/David-Saunders/obituary.html>



### Paul A. Saunders Jr.

1951 - 1952 / 1956 - 1957

Older brother of Dave (left) - one of four Saunders to work on railroad as of 1956 - his pictures appear in 2014 reunion movie - brother Steve Saunders says "Paul went to work on the the Cog until he joined the Air Force." Paul started in Marshfield in 1950.

- See Vol. 1 Ch. 9 Sec. 9

### S. A. Saunders

1952

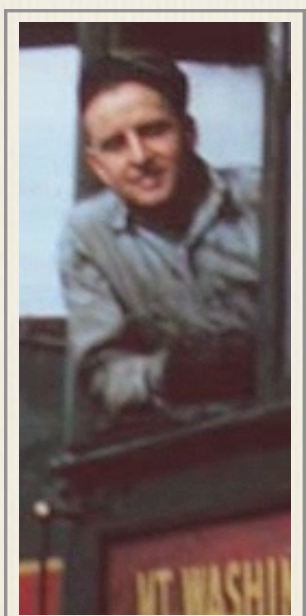
Mt. Washington Club/Summit House

### Stephen C. Saunders

1946 - 1950

Older brother of Dave - one of 4 Saunders to work on railroad as of 1956

- See Vol. 1 Ch. 9 Sec. 9 - Railway ledger



Paul Saunders



**Robert Woods Sayre** 1963

Summit House

**Thomas G. Scanlon** 1957 - 1958

Summit House

**Jack Scaulan** 1919

“David Cassidy and Jack Scaulan are spending the summer at Mt. Washington, being employed there.”

- *St. Johnsburys Republican* - Wed, Jul 23, 1919 pg. 5

**John R. Schaum** 1964

Summit House

**Raymond Scheimer** 1962

Summit House

**P. E. Schoppe** 1952

Railway Ledger

**Albert Scott** 1907

Summit House employee

- *Among the Clouds* - Aug 10, 1907

**Howard H. “Hob” Scott** 1957 - 1959

Friend and co-worker of Geddes Anderson - Worked in Marshfield in '57 & '58 - moved to trains in '59

- *See Vol. 1 Ch. 9 Sec. 7*

**Gladys Scribner** 1923

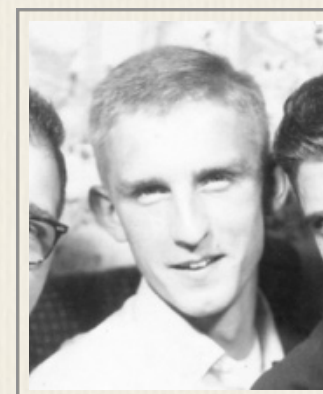
Summit House - (1923) “Whitfield Notes: Miss Gladys Scribner has a position at the Summit House, Mt. Washington for the summer.” / “Miss Gladys Scribner, who has been employed at the Summit House, Mt. Washington during the summer, has returned to school.”

- *Littleton Courier* - Thu, Jun 28, 1923; Thu, Sep 27, 1923

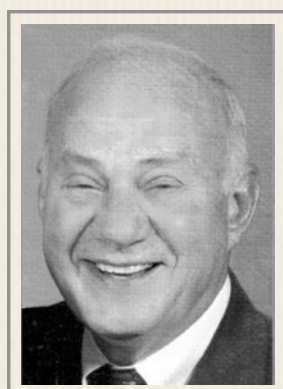
**W. Scribner** 1953 - 1956

Caretaker

- *Railway Ledger Summit House*



*Hob Scott (1958)*  
- Anderson Family Collection



*Dr. Seastrunk (2009)*

**James Samuel “Sammy” Seastrunk** 1959

INMAN, SC-- 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.

- *See Vol. 1 Ch. 9 Sec. 7*

**Jesse Gordon “Red” Seastrunk** 1930s

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.” (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. He married Liza (Elizabeth Allen) Parrott (Claude (Claudius Cecil)7, Jesse Kennedy Sr.6, Oliver5, Simon Bright Sr.4, John Benjamin Sr.3, Jacob2, Francis1) was born on 13 May 1916 in South Carolina and died on 2 Oct 2000 in Columbia, Richland Co., South Carolina at age 84.



*“Red” Seastrunk (1931)*  
- *Newberrian yearbook*



## Seg - Sey

(1963) "Dr. J. Gordon Seastrunk, named president-elect of the Columbia Medical Society in 1961, will become the society's presented 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, president 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."

- *The (Columbia, SC) State* - Sep 12, 1940 pg. 7 / *Journal of the South Carolina Medical Association* - January 1963 pg. 31 & December 1963 pg. 434

**E. B. Bruce Seguin** 1951

Marshfield Corp/Cog Railway Cabins

**Julie Wood Sellers** 1963

Railway Corp

**G. Serrass** 1952

Mt. Washington Club/Summit House

**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 Sheeche - Attends 1903 Cog Party "Masked Ball as Masked - Attends 1905 Cog Party "Masked Ball" as Chef / (1908) "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 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. Sheeche, one brother, Alfred, and his four sisters, the Misses Mary, Stella, Ethel and Marguerite Seymour. His age was 28 years."

- 1900 US Census for Thompson & Meserve Purchase / *Among the Clouds* - Aug 31, 1903 & Sep 4, 1905



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 Sheeche. (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. (1908) The White Mountain hotel has been taken over by Mrs. E. M. Sheeche, 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." (1936 pg 1 profile) "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 2,200 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 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 Sheeche and his sister Miss Mary Seymour in purchasing the White Mountain House



at Fabyans 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." (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."

- 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 - Thu, Aug 20, 1908; Thu, Mar 19, 1936; Thu, Aug 31, 1961 pg. 10 & Thu Sep 7, 196

## Marguerite E. Seymour

1908

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."

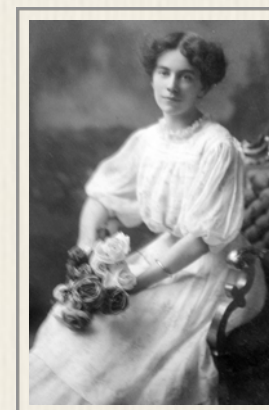
- Littleton Courier - Thu, Jun 4, 1908

## Mary Anne Seymour

1908

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."

- Littleton Courier - Thu, Jun 4, 1908



Mary Seymour (1910)  
- Boyce Family Collection



## Stella Ann Seymour

1904

Cog Kid / Railway employee - (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 Sheeche's daughter, mentioned in article a year earlier."

- White Mountain Republic-Journal - Thu, May 5, 1904

## John Shaughnessy

1953

Summit

## 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

Stella Seymour (1910)  
- Boyce Family Collection

## 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.

- Among the Clouds - Jul 16, 1900 & Sep 6, 1906

## Edward Sheeche

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. "Mr. Eddie Sheeche, 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 engineer he ran the engine, folded the papers, and performed other services which were necessary to assure prompt publication. Were he not an engineer he might be a newspaper man." Attends 1903 Cog Party Masked Ball merely Masked. In 1904, Sheeche again tries to help a group of MWR employees resurrect a broken *Among The Clouds* press. They were unsuccessful.

- 1900 US Census for Thompson & Meserve Purchase (Base Mt. Washington) / Among the Clouds - Aug 29, 1900 & Aug 31, 1903; Fri, Jul 29, 1904

## Margaret A. Seymour Sheeche

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





Margaret Sheehee (1933)  
- Boyce Family Collection

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. Sheehee have just returned from their tour to Sherbrook, Montreal and Quebec, and will reside on Pleasant street (Littleton) for the winter. Mrs. Sheehee, 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. Sheehee 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. Sheehee wish them success and happiness in the future." (1899) "Mr. and Mrs. Edward Sheehee 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. Sheehee 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 Joe is fireman (1900) Twin Mtn Notes: "Mrs. John Horne, wife of Superintendent Horne of Mt. Washington, was a guests of Mrs. Sheehee at her home here last Thursday (9/13) and Friday (9/14). (1902) "Mr. and Mrs. E. M. Sheehee 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. Sheehee is quite ill and not able as yet to join the other members of the family at the base." "Mr. and Mrs. Sheehee and family will spend the winter in Boston." (1907) Bretton Woods notes: "John Horn and Mrs. Sheehee and two daughters went to the base Saturday (5/11) Twin Mtn Notes: Mrs. E. M. Sheehee 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. Sheehee 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. Sheehee, 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. Sheehee, 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. Sheehee 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. Sheehee, 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

## Maurice Shehan or Sheehan

1925

Summit House employee - (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." / "Maurice Shehan, who has been em-



ployed at the Summit House on Mt. Washington during the summer, is with his mother, Mrs. Annie Dawson.”

- *Littleton Courier* - Thu, Jul 9, 1925; Thu, Oct 8, 1925

**H. M. Shellenberger Jr.** 1950 - 1951

Marshfield Corp/Cog Railway Cabins - Howard?

**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.

- *Among the Clouds* - Sep 4, 1901

**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

**John W. Shivers** 1964 - 1965

Summit House

**George A. Sholds** 1955 - 1959

Summit House - George Albert Sholds was born in Nova Scotia on July 29, 1897. He was the son of sea captain, Roland R. and Josephine (Nickerson) Sholds. He lived in Nova Scotia at least until 1911. He had joined his sister in the United States in time to serve in a U.S. artillery regiment in World War I, crossing the Atlantic on the USS Adriatic in early September 1917. At 38, George was living in Lynn, Massachusetts working at an auto accessories plant when he married Canadian-born waitress, Mae Simms on September 17, 1935. 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. George A. Sholds died in August 1979 in Somersworth, N.H. at the age of 82.

- *Ancestry.com*

**Minnie B. Sholds** 1955 - 1959

Summit House - Ancestry.com summary: “Mae Brown (Sims) was born on May 21, 1905, in Canada. Her father, John, was 37, and her mother, Minnie (McDonald) Simms, 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. She died four years before husband, George would pass in 1979.

- *Ancestry.com*

**Alfred J. Shore** 1952 & 1954

Summit House

**Nancy Shores** 1953

Marshfield/Cog Railway Cabins

**Dana Sidelinger** 1935s

From Newfield & Limerick, Maine - acc'ding to Donald Bray email to editor 8/12/18

**G. Silsby** 1962

Railway Corp

**G. W. Silsby** 1950

Railway Ledger

**Alfred L. Simensen** 1956

Summit House



## Sim - Smi

**Frederick V. Simonds**

1962-1963

Summit House

**D. H. Sims**

1958

Marshfield Corp



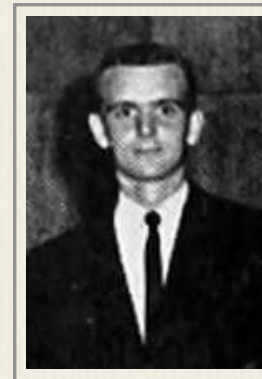
George Skrzypek  
(1957)

**George James Skrzypek** 1956 - 1957

Begins working in Marshfield - moves to trains in '57 - Paul Saunders photo has George (*right*) 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, George enters the US Army as a second lieutenant and retires as a major in 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." Skrzypek currently lives in

Garfield, Arkansas after spending most of his post-Army years in and around Wichita, Kansas.

- Marshfield Corp / Railway Corp / 2014 Reunion movie / Ancestry.com



George Skrzypek  
(1962)

**Juan S. Slaton**

1967

Railway Corp



Alvah G. Sleeper (1944)  
- Dartmouth College

**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.

- *Among the Clouds* - Jul 12, 1902 / *Ancestry.com* / *Boston Post - Sat, Oct 23, 1920 p11* & *Sun, Aug 21, 1921 p11* / *Fitchburg Sentinel* - Fri, Jan 30, 1925 p13

**Bruce Parmelee Sloat**

1953 - 1955

From Pompton Plains, NJ - in 1954 was Railway Electrician from Gorham N.H.

- *Railway Ledger*

**Abram Smith**

1966

Summit House



**Anne J. Smith** 1967

Summit House employee - Mentioned by Old Troll in *Cog Clatter v2 n4*

**Belle Smith** 1881

Summit House waiter - from Kennebunkport, Me.

- *Among the Clouds* - Jul 9, 1881

**“Buddy” Smith** 1966

Summit House waiter - Is this Abram’s nickname?

- *See Vol. 1 Ch. 9 Sec. 2*

**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

Marshfield Corp

**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

**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

Boilermaker - former Canadian Pacific employee

- *See Vol. 1 Ch. 9 Sec. 4*

**J. W. Smith** 1929

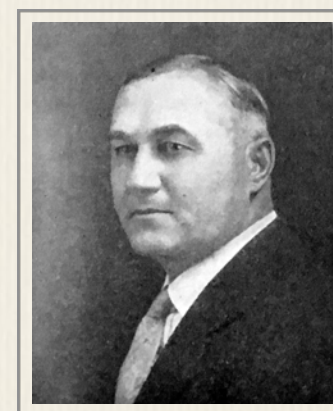
(1928) “The appointment of J. W. Smith who has been assistant to the president, as general manager, was announced by President Hannauer on December 27, 1927. The new general manager, since coming to the Boston and Maine last summer (1927), has made an intensive study of the system with a view to further 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.

- *Boston Daily Globe*, July 21, 1929 pg A2

**“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



*J. W. Smith (1928)*  
- *B&M Employees magazine*



## Smi

**James Smith** 1953  
Summit House

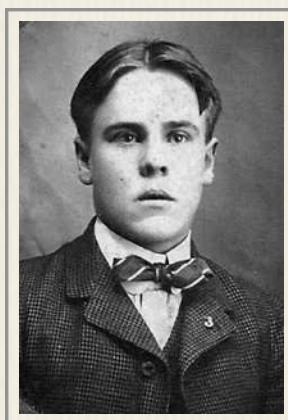
**Jerry W. Smith** 1959  
Trackman through August 1, 1959 from Lisbon, N.H.  
- *Railway Corp*

**Kenneth F. Smith** 1959  
Marshfield Corp

**Lee Smith** 1959  
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."  
- *Littleton Courier* - Thu, Aug 21, 1947 pg 1

**Mary Smith** 1903  
Summit House employee - "A few of the young ladies from the Summit House enjoyed a carriage trip to the Halfway House yesterday (8.25.1903), 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 "Indian"  
- *Among the Clouds* - Aug 26 & Aug 31, 1903

**Paul Smith** 1951  
Mt. Washington Club/Summit House



*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.

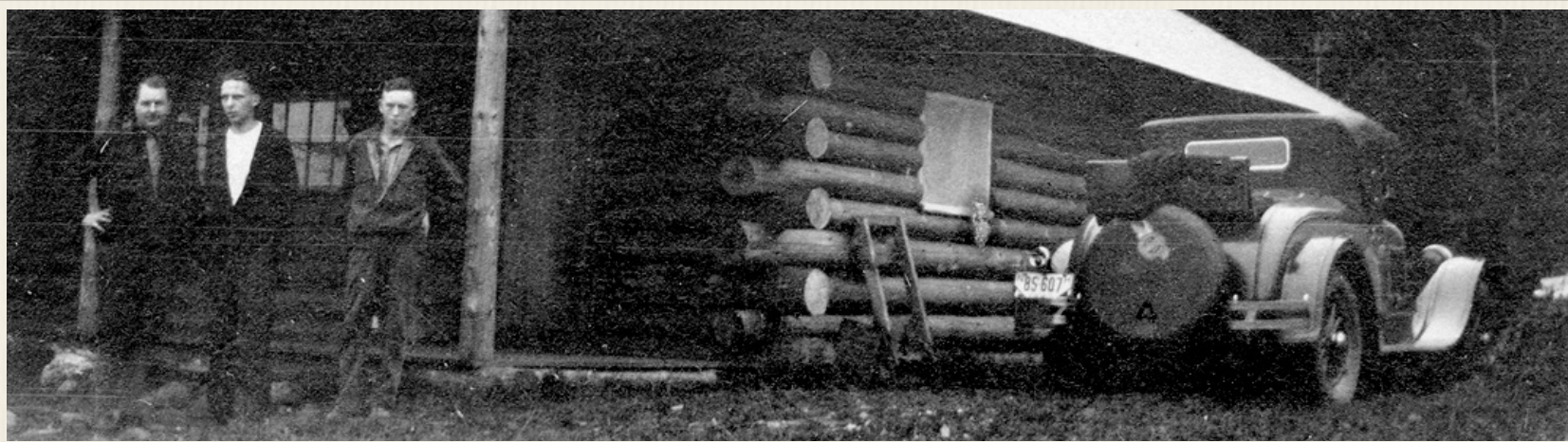


*Sophia Smith (1906)*  
- *Ancestry.com*

**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 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 call-





*Roland Smith stands to the right of two guests at the Kro-Flite Kamps (1925-1929)  
- Rob Bermudes Jr. Collection*



*Kathleen & Verda (R) Smith at the Kamps  
- Rob Bermudes Jr. Collection*

ing Littleton, New Hampshire home in 1924 – a year before they became the caretakers of the Kro-Flite Kamps.

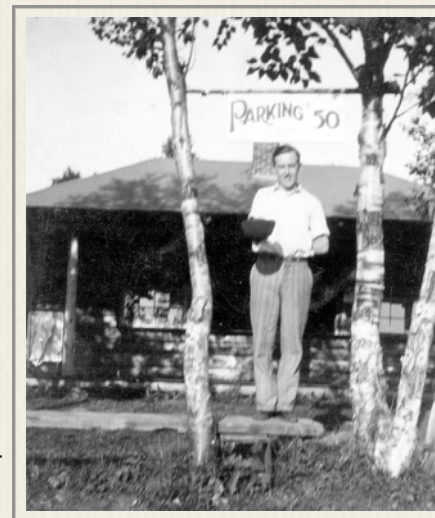
#### **Verda R. Smith** 1927 - 1928

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**

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.



*Roland Smith (~1930)  
- 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.

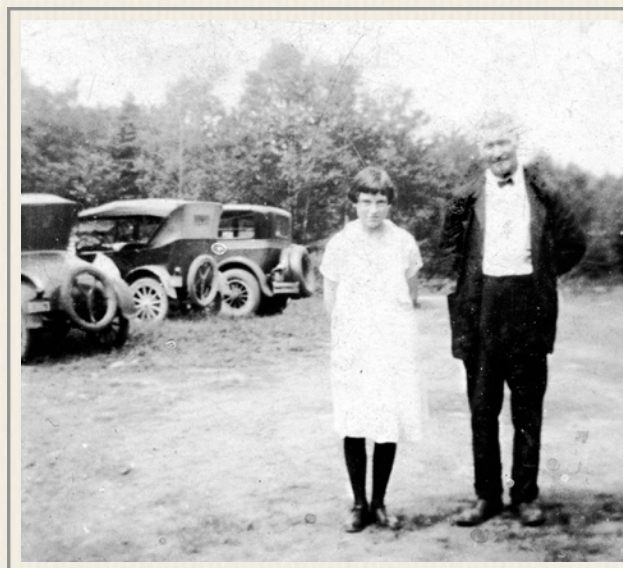


*Kathleen Smith  
- Rob Bermudes Jr. Collection*

#### **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



*Sam Smith (R) with daughter, Kathleen at Kamps  
- Rob Bermudes Jr. Collection*



## Smi - Spa



*Doris Smith*  
- Rob Bermudes Jr. Collection

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.

- *Kro-Flite Smiths' sources: Rob Bermudes Jr's research / Ancestry.com*

**Steven Leslie Smith** 1964

Summit House

**Thomas Harold Smith** 1963

Summit House

**William Smith** 1866 - 1869

"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."

- *Caledonian-Record - Thu, Dec 28, 1922 pg. 2*

**Richard W. Sneider** 1959

Marshfield Corp

**Thomas Alexander Solar** 1964

Marshfield Corp

**M. F. Somers** 1953

Summit House

**M. E. Southard** 1952

Mt. Washington Club/Summit House

**W. J. Sowgrado** 1958

Summit House

**Dean Spaulding** 1915

Summit House employee from Whitefield, N.H. when the Tip-Top House burned. "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."

- *Among the Clouds - Aug 30, 1915*

**Eugene L. Spaulding** 1915 - 1917

Machinist - (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." "Mr. and Mrs. Eugene Spaulding and friends from the Base, Mt. Washington, were Sunday (7/13/16) visitors of Mr. and Mrs. John Burton (in Wells River.)" "The machine and blacksmith shops are in charge of E. L. 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) "Woodsville Notes; Mr. and Mrs. Eugene I. Spaulding have moved to Watervliet, N.H., where Mr. Spaulding has a position as machinist in the arsenal." // A Eugene Gilman Spaulding was born on April 10, 1882 in Bellows Falls, Vermont he had one son with Ila Louise Cutler in 1906 and died on August 20, 1954 in Springfield, Vermont at the age of 72. The 1900 Census for Weathersfield, Vermont indicates the 18-year old Eugene was living with his dad who was a blacksmith by trade. The 1910 Census finds Eugene working as a printer in Brattleboro. By 1920, the 37-year old Spaulding is reported as a machinist in Springfield, Vermont by census takers. Eugene's wife is the daughter of Mrs. M. D. Willey of Cambridge VT in 1917 (1917) "Fabyans Notes; Mr. and Mrs. Eugene Spaulding went to the base of Mt. Washington Saturday (4/28)"

- *St. Johnsbury Caledonian - Wed, Jul 16, 1916 pg. 6 / Among the Clouds - Jul 23, 1917 / Ancestry.com / Littleton Courier - Thu, Apr 15, 1915; Thu, Nov 16, 1916; Thu, May 3, 1917 / Dec 6, 1917 / Ancestry.com*

**Harry G. Spaulding** 1912 - 1919

Asst. Supt. (1912-1915) Supt. (1916-1917) "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. Mr. Harry G. Spaulding, Asst. Supt. of the Mount Washington Railway, is just completing his first season in this capacity. Mr. Spaulding is a



many well placed for this responsible position and proven in 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.” When the 28-year old B&M trainmaster and MWR superintendent registered for the draft in 1918, he told the Coös County Superior Court clerk he had been born in Concord, New Hampshire on June 13, 1888. He was married to the daughter of the Laconia, N.H. police chief, Irene G. Guay. They had a 2-year 9-month old child, and had served as an infantry man for three years. The tall, blue-eyed brown-haired Spaulding of medium build did not claim an exemption from the draft. He had a younger brother, Eugene. Harry’s mother, Mary A. (Sturgeon) Spaulding had died in 1901 when he was 13. His father, George died two years later. At 22, Harry was renting a room from William Gibson in Haverhill, New Hampshire and working for the railroad as a freight brakeman. Harry Spaulding resigned as assistant superintendent of the B&M’s White Mountain Division in the fall of 1918. However, 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. He would 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 worked in the railroad’s treasurer’s office. 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. - *Among the Clouds* - 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

**Harry S. Spaulding** 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.” Is this Harry Spaulding a different person then the Asst. Supt. profiled above or a mistaken middle initial in the newspaper? The progression of the B&M having Harry Spaulding work the mountain railway for a summer before becoming assistant superintendent would seem to make sense.

- *Among the Clouds* - Jul 13, 1911

**Alden H. Speare** 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.” Alden Herbert Speare was enrolled in the College of Liberal Arts and was from Boston. Alden Herbert Speare, received a literature degree in 1905 and was noted in the *General Alumni Catalog of Boston University* in 1918 as being the Sales Manager at The Alden Speare’s Sons Co. at 156, 6th St., Cambridge and 14 Crystal St. in Newton Centre, Mass. Alden Speare would marry another BU graduate, Marion L. Ford who received a bachelor of arts degree in 1906.

- *Among the Clouds* - Jul 24, 1902

**Edna D. Spencer** 1967

Summit House

**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

Good guy - 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 (1954) “Russell C. Spicer, 46, of Covington, 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.”

- *Jetney recollection* / *Railway ledger* / *Littleton Courier* - Thu, Sep 2, 1954 pg. 13

**Philip Charles Spiller** 1963

Summit House

**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 five children. He also 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 path of the train, giv-



## Spo - Sta



*Milking it for all it's worth - Northumberland (1920)  
- B&M Employees magazine*

ing 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.”

- *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

### **Charles B. Spofford**

1882

Summit House 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 *Among the Clouds*.

- *Among the Clouds* - Aug 12, 1905

### **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.”

- *Littleton Courier* - Thu, Aug 7, 1958 pg 16

### **Alice St. Germain**

1953

Marshfield/Cog Railway Cabins

### **B. St. Pierre**

1952

Marshfield Corp/Cog Railway Cabins

### **Kevin Leonard Staines**

1989 - 1997

Next Gen - “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. 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, Christopher 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



*Kevin L. Staines  
- Staines Family Collection*



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 12min 30sec."

**R. C. Stanetz** 1950

Mt. Washington Club/Summit House

**John Staples** 1960

Railway Corp

**Earl C. Steady** 1954

Railway Ledger

**David H. Steele** 1959

Ran cabins for one summer - Shirley Kent on FB: "David Steele from S. Burlington, VT. ran the cabins for one summer. His mother taught with Bob."

- *Railway Corp*

**Donald J. Steele** 1959

Railway Corp

**Duncan Steele** 1965

Summit House

**A. E. Steigleder** 1952

Railway Ledger

**Dianne Stephen** 1961

Summit House



*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. He was 85. Stephen and his wife, Pat, had five



*Charles Stephen (1955)*  
- *Northeastern University*

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,"





*Rev. Charles Stephen (2012)*  
- *Lincoln Journal Star photograph*

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."

Stephen's daughter Susan Stephen memorialized her father on her Facebook page this week: "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 Club/Summit House / UUWorld.org / Lincoln Journal Star - May 31, 2017

**Mary (Lund) Stephen** - See Lund 1957  
Railway Corp

**Richard E. Stephen** 1958 - 1961  
Summit House

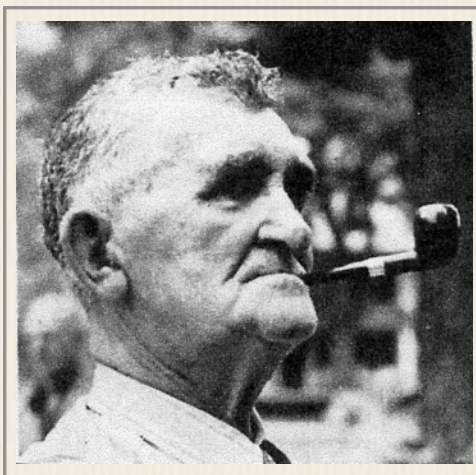
**Sanders C. "Sandy" Stephen** 1954 - 1957  
Paul Saunders photo (*right*) has Sandy w/ the No. 3 - begins in Marshfield '54 - then trains in '55-'57 - married Mary Lund - See Vol. 1 Ch. 9 Sec. 5

**L. A. Sternberg** 1952  
Was paid from Paul Saunders' salary - *Railway Ledger*

**Dawn Stevens** 1961  
Marshfield Corp



*Sandy Stephen*  
- *Paul Saunders Collection*



*George E. Stevens*  
- *Marcus Blair Collection, Rochester Historical Society*

**George Stevens** 1933 - 1937

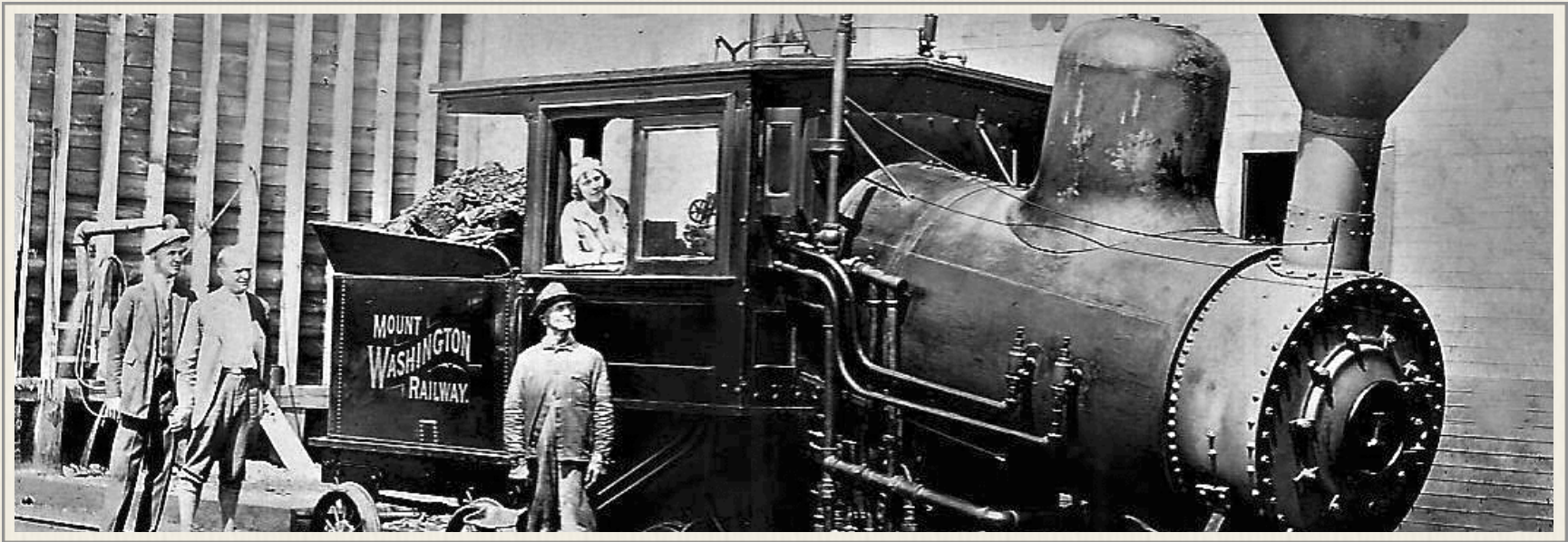
George Elmer Stevens, 87, of Rochester (VT), who built many Vermont railroad bridges which are still standing, died early Sunday, August 24, 1958 in the Hanover, N.H. hospital as the result of a fall June 23. Mr. Stevens fell when a staging gave way as he was shingling his roof. He was taken to the hospital 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 Henry Clinton and Mary (McDowell) Stevens. On Nov. 7, 1894, he married Carabel Munsey, who died June 4, 1935. To them, five children were born. He later married Mrs. Mary Dickerman, who died in November 1944. For a number of years Mr. Stevens was employed as bridge builder and superintendent on the St. Johnsbury & Lamoille County Railroad. 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 are still standing.

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. 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 on the next page seems to have the same jut of the jaw as George.



- *FindAGrave.com*





**H. F. Stevens** 1881

Summit House waiter from Bradford, Vt.  
- *Among the Clouds* - Jul 9, 1881

**J. G. Stevens** 1951

Railway Ledger

**L. N. Stevens** 1958

Summit House

**Francis M. Steward** 1963

Summit House

**Frances Stewart** 1962

Summit House

**Frances N. Stewart** 1967

Summit House

**James Stewart** 1966

Summit House

**R. B. Stewart** 1951

Marshfield Corp/Cog Railway Cabins

**Ronald Stewart** 1960 - 1962

Summit House

**Roxie H. or L. Stiffler** 1950 - 1951

Typing - *Railway Ledger*

**Harvey E. Stillings** 1963

2014 Obit says: "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." The only financial record notation indicates Harvey worked in Marshfield for one summer.

<http://robinsonfuneralhome.tributes.com/obituary/read/Harvey-E.-Stillings-101142871> - 1965 Cog Party List / Marshfield Corp

**Hugh W. Stillings** 1947?

Facebook post indicates Rachel Middleton's grandfather worked with a Pliney Granger. 1940 Census says Hugh is a 23-year old garage mechanic in Fabyans and has completed his 2nd year of college

**Leman Stillings**

1920 Census: 24-year old Fabyans Station Agent and at 44 is still there for the 1940 Census



## Sti - Stu

**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.”

- *Littleton Courier* - Thu, Jun 23, 1938 pg 7; Thu, Aug 24, 1939 pg 5

**Robert Mason Stillings** 1964

Summit House

**Michael W. Stinchfield** 1964

Summit House

**Evelyn Stoddard** 1900

Summit House employee

- *Among the Clouds* - Jul 16, 1900

**Donald A. Stoddard Jr.** 1956

Railway 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

**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 - Part of a group of 14 Summit House employees (6 women) who made an enjoyable tramp to Tucker-man's Ravine on Sunday afternoon, July 22, 1906.

- *Among the Clouds* - Aug 31, 1903; Aug 10 & Sep 4, 1905 & Jul 24, 1906

**Miss M. A. Stout** 1889 - 1892

Summit House Assistant Housekeeper (1892) - 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.”

- *Among the Clouds* - Jul 11, 1892 & Jul 18, 1893

**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.”

- *Among the Clouds* - Tues, July 31, 1883 / *Littleton Journal* - Fri, Aug 3, 1883

**William Streeter** 1951

Marshfield Corp/Cog Railway Cabins

**C. B. Strout** 1917

Railway employee - (1917) “Woodsville notes: C. B. Strout has gone to the Fabyans, where he will be employed on the Mount Washington railway.”

- *Littleton Courier* - Thu, Jul 12, 1917

**Roger Harwood Strout** 1964

Summit House

**Jim Stuart** 1966

Summit waiter

- *See Vol. 1 Ch. 9 Sec. 2*

**L. L. or E. V. Stubbs** 1950

Marshfield Corp Ledger

**Dene Sturgis** 1953

Marshfield/Cog Railway Cabins



**E. Suggs** 1950

Mt. Washington Club/Summit House

**Katherine Sullivan** 1903

Attends Cog Party Masked Ball as “Peasant Girl”

- *Among the Clouds* - Aug 31, 1903

**Gordon Summers** 1960

Marshfield Corp

**Nathaniel G. Summers** 1954

Summit House

**Ray C. “The Jumper” Summers** 1951 - 1952

Fireman for Jitney on the No.1 - assigned because he looked older than the 22-year old engineer - nervous in the cab - any quick movement, opened something he would jump thus Jitney gave him “the jumper” nickname / (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 1/4” to postcard size. A native of Jefferson, he formerly worked at Norton Pike Co., and for two years was an engineer 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.” (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 Covell 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.”

- *Railway ledger / Littleton Courier* - Thu, Feb 25, 1965 pg 7A & Thu, Mar 5, 1970 pg 1 & 4

**William Sutliff Jr.** 1961

Marshfield Corp

**John Swain** 1876

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*, *Winnipiesaukee* 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.

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

**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.”

- *Among the Clouds* - Aug 1, 1899

**Peter W. “Pete” Swazey** 1959 - 1961

Railway Corp

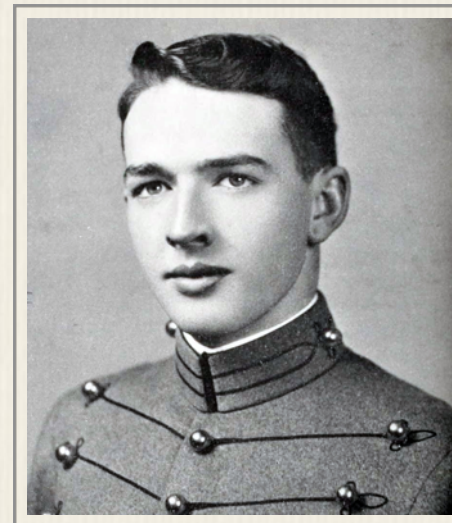


**George V. Swearingen**

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 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." (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."

- *The (Columbia, SC) State - Sep 12, 1940 pg. 7*



*George Swearingen (1944)  
- West Pt yearbook*



*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 every made a presentation in his boardroom without a script."

- *The (Columbia, SC) State* - Sep 12, 1940 pg. 7 / *New York Times* - Tue, Sep 18, 2007

### Mark Calen Sweeney

1965 - 1967

Brakeman/Fireman late '66 (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."

- *Railway Corp / Littleton Courier* - Thu, Oct 20, 1966 pg. 6A; Thu, Jun 15, 1967 pg. 3B

### Richard Sweet

1960

Marshfield Corp

### 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

2016 - 2017

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 life-long 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>



Swi - Tat

Wayne Switser 1966 - 1967

Summit House - from Dalton, N.H. - Born in January 1934. “There’s two summers I worked up there and actually through the two years together, I probably had five different jobs,” recalled Switser in 2018. “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. 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. Th 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.” - *Intw with Jitney Jr*

Jean Paul Sylvestre 1953  
Summit House

Terry Tanner 1966  
Summit House

R. W. Tate 1958  
Marshfield Corp

Robert D. Tate 1956  
Marshfield Corp



Geo Tatham (1917)  
- Ancestry.com

George Crandall Tatham 1910 - 1917

Born May 5, 1890 in Laconia, New Hampshire to a 39-year old B&M Railroad carpenter and his 31-year old wife, Sarah. The 19-year old George Tatham was reported working as a railroad laborer in the 1910 Census. The brakeman led a swimming/hiking party on 8/14/1910. 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. He would join the navy and serve aboard the *USS Tallahassee* during World War I. After the war, Tatham’s family says he “was an engineer of (the No. 6) for several years as well as the base camp care-taker during the winter.” He is seen (*below left*) alongside a Cogger (*center*) his son believes was known as “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. The family says George’s sister, Frances Georgina Tatham Maloon spent one winter at the Cog at the Boarding House as well. George was part of the crew that righted the passenger car at the Summit that was blown over in the early 1910s. 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. They would have one son, Earl and when George reg-







Wilbur Tatham (1917)  
- Ancestry.com

isters for service in World War II, he is working as a machinist for the Crane Manufacturing Company in Lakeport. George C. Tatham died on September 9, 1953 at the age of 63.

- *Among the Clouds* - Aug 15, 1910 & Sep 14, 1910

**Wilbur Mark Tatham** 1920

Family members say George Tatham's younger brother, Wilbur Mark (*left*) 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 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)"

- *Ancestry.com* / *Littleton Courier* - Thu, Aug 3, 1916



Jeff Taylor (1966)  
- Elvira Murdock photo

**Burton J. Tatro** 1954  
Summit House

**Douglas C. "Doug" Taylor** 1960 - 1964  
Dartmouth student became car builder after braking, firing and running  
- *See Vol. 1 Ch. 9 Sec. 4*

**Jeffrey G. "Jeff" Taylor** 1963 - 1967  
Doug's brother - Car builder/Fireman/Engineer  
- *See Vol. 1 Ch. 9 Sec. 4 & 6*

**Lawrence Taylor** 1954  
Summit House

**Mr. Taylor** 1878

Railway employee - 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

- *Among the Clouds* Thurs, Aug 8, 1878

**Anne Tillman Teague Koop** 1949 - 1971

4th daughter Art & Ellen Teague / worked gift shop

- *See Vol. 1 Ch. 9 Sec. 3 & Vol. 1 Ch. 16*

**Arthur Simpson "The Colonel" Teague** 1933 - 1967

Manager/Owner - 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. (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."

- *Jitney Recollection* / *Littleton Courier* - Thu, Jun 13, 1963 pg. 5A *See Vol. 1 Ch. 6 for full bio & Appendix 1 - Military Career*

**Ellen Crawford Teague** 1942 - 1983

Became wife of Arthur Teague in 1942 / becomes owner of Railway in August 1967 (1965) "Col. And Mrs. Arthur Teague of the Mt. Washington Cog Railway entertained a few friends at a dinner party at Lovett's in Franconia, Sunday evening. The guest of honor was James C. MacLeod of Littleton, who was celebrating his 88th birthday. For nearly 50 years Mr. MacLeod was a prominent businessman in Littleton, operating a department store, we known in the North Country. He remains active by riding his horse daily for exercise." (1965) "Guildhall notes: Col. and Mrs. Arthur Teague lost their home at the base of Mt. Washington on the Halloween night by fire of undetermined origin. The home contained many valuable antiques and historical articles which



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*





*The Teagues - Anne, Arthur, Charlie, Ellen, Fanny, Jane, Lucy & Margie from  
1964-65 Christmas cards  
- Lewis & Kent Family Collections*

were irreplaceable. Col. Teague is president and general mgr. of the Cog R.R. and they have recently bought a home in Guildhall which they are fixing up.”  
- *Littleton Courier* - Thu, Jul 22, 1965 pg 5; Thu, Nov 18, 1965 pg 7B / See Vol. 1 Chap 6

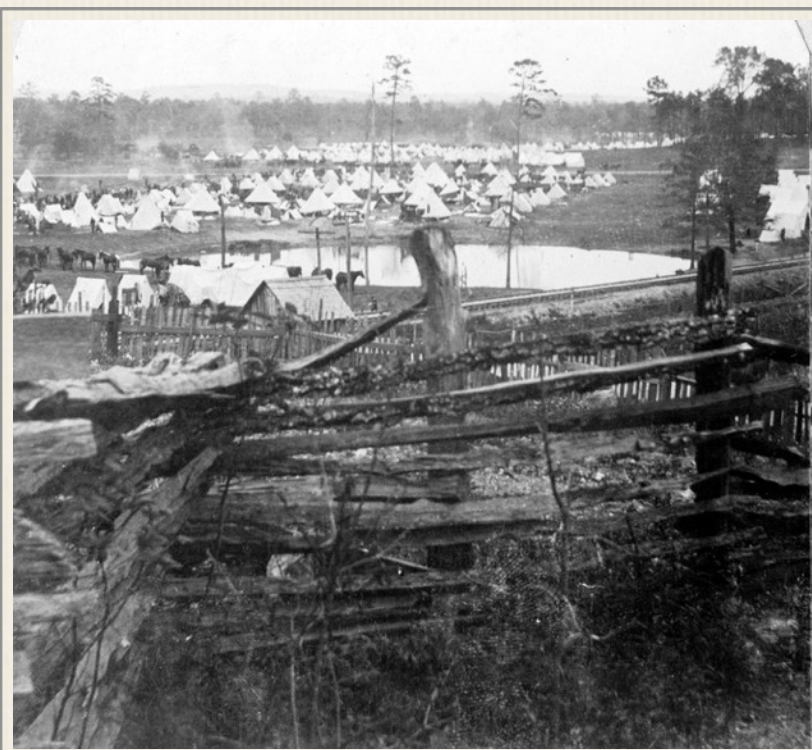
## **Frances Stratton “Fanny” Teague Blaggie** 1947 - 1974

3rd daughter Art & Ellen Teague / kitchen. Fanny eventually took charge of managing Marshfield, and 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.”

- See Vol. 1 Ch. 9 Sec. 3

## **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.”



*Camp Chickamauga, GA (1898)  
- DigitalCommonwealth.org*

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 pre-



sented 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.

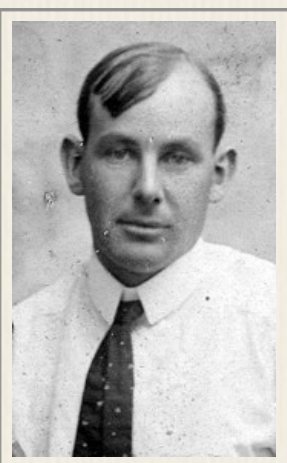
When President William McKinley called for 125,000 volunteers for the Spanish-American War in 1898, Dartmouth college sophomore, Henry N. Teague of Southwest Harbor (ME) “enlisted in Co. E, 1st New Hampshire volunteers, which contains twenty-five men from the college and will be one of the first regiments 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 (*previous page*) 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.

While Henry’s father, George joined his father Nathaniel’s profession of sailing schooners, 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.”



Capt. George Teague’s Master certificate (Sep 12, 1868  
- Ancestry.com



Edward Fisher Teague  
- Southwest Harbor Library

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 (*left*) 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.

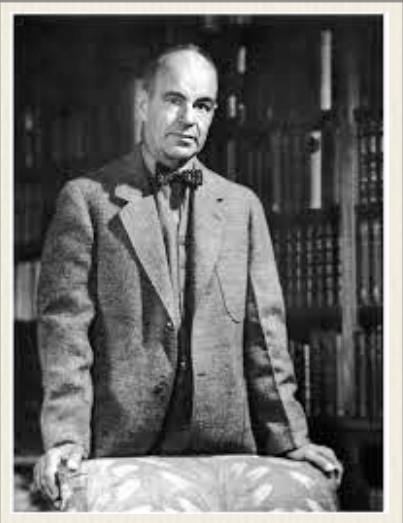
When Henry’s mother, Cornelia died in 1915 her two daughters; Mrs. Lenora Lunt of Brewer, Mrs. Millie Donahue of Massachusetts and four sons; Dunham Teague of Boston, Roswell of New York, Henry of Williamstown, Massachusetts and E. Fisher of Manset laid her to rest. Other reports indicate Cornelia and 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.



## Tea

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.”



*Hopkins of Dartmouth  
- Dartmouth College*

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 Times* 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.”

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 residence 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



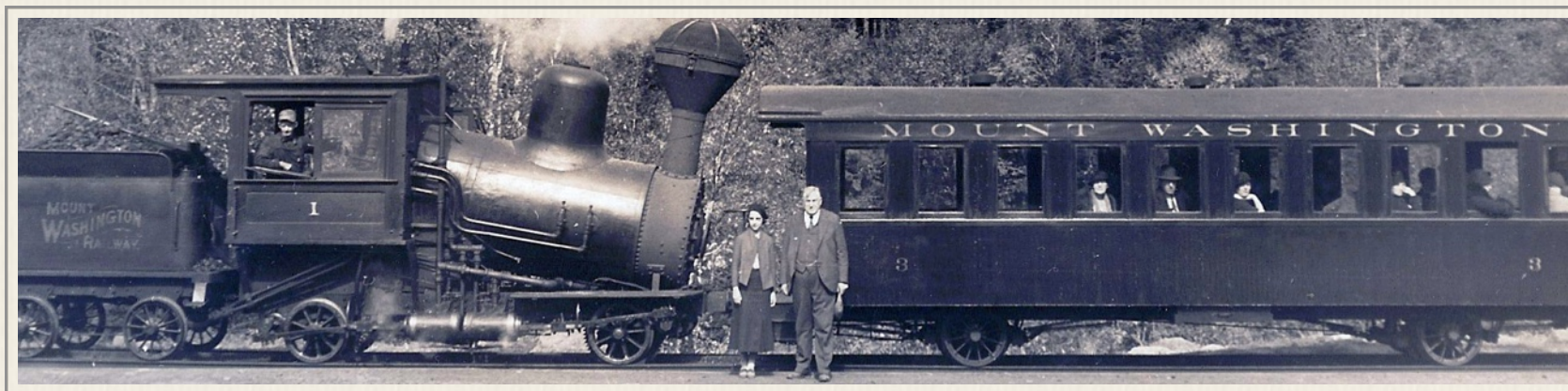
*Miramar Hotel, Miami  
- HipPostcard.com*



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 (*left*), 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





*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*

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 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."

*- Littleton Courier - Thu, Jun 6, 1940 pg. 12 / Ancestry.com / NewspaperArchive.com / See Vol. 1 Ch. 1*

### **Jane Crawford Teague**

1947 - 1973

Daughter Art & Ellen Teague/Marshfield Counter-Dining Rm mgr (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 birthday of their daughter, Miss Jane Teague."

*- Littleton Courier - Thu, Jul 11, 1963 pg. 2A / See Vol. 1 Ch. 9 Sec. 3*

### **Lucy Simpson Teague**

1953 - 1967

5th daughter Art & Ellen Teague

*- See Vol. 1 Ch. 10 & 14*



## Tea



### Margaret Ellen “Margie” Teague Baker

1947 - 1969

2nd daughter Art & Ellen Teague - Margie & Fanny are seen at left in the *Philadelphia Inquirer* society pages on Mon, Apr 11, 1949 pg. 16 / (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 show will be filmed and the telecast presented over Mt. Washington TV on Tuesday evening, August 13 from 10 to 10:30 p.m.”

- *Littleton Courier* - Thu, Aug 8, 1957 / See Vol. 1 Ch. 9 Sec. 1

### Margaret S. Teague

1956 - 1958

Arthur S. Teague’s mother - 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 kids 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 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. 8/5/1902), 10-year old Fannie Mae (b. 10/25/1905) and 5-year old Arthur Simpson (b. 5/25/1910). 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 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.”



Margaret Teague & grandkids (1953)  
- Frances Teague Blaggie Collection



Charlie Teague (2016)

### Charles Arthur “Charlie” Teague

1955 - 1983

Only son of Art & Ellen Teague / Qualified as a fireman in 1974 - becomes General Manager in 1979 - In July 2016 Charlie (left) 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 *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 that coincided 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.

- See Vol. 1 Ch. 10

### 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

**M. Temple** 1962

Railway Corp

**N. P. Tenneson** 1950

Mt. Washington Club/Summit House

**Frances “Fannie” Tewhill** 1900 - 1905

Summit House employee - Attends 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.” Attends 1905 Cog Party Masked Ball as “Topsy” - Paired with Frank J. Prescott for the Cake Walk. Frances Tewhill is one of three daughters born to Timothy and Ellen (Conner) Tewhill of Exeter, New Hampshire. Tewhill was born in Ireland and came to the U.S. in 1873 and spent 25 years employed at the iron works in Exeter. The father of six lost his right leg in 1910 when a two-ton casting fell on him at Page’s factory. Franny 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.

- *Among the Clouds* - Jul 16, 1900; Aug 31, 1903 & Sep 4, 1905

**Margaret “Maggie” Tewhill** 1900 - 1905 & 1913 - 1917

Summit House employee - Attends 1905 Cog Party Masked Ball as “Tramper from Madison Hut” (1917) Oversees dining room in the New Summit House for Miss Clarke. Maggie was another daughter of Timothy and Ellen Tewhill of Exeter. There’s no record of the third Tewhill daughter, Ellen working at the Mountain. When Margaret and Frances’ 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.

- *Among the Clouds* - Jul 16, 1900; Sep 4, 1905; Jul 30, 1913; Jul 9, 1914 & Jul 23, 1917

**Charles Thayer** 1962

Summit House

**Joseph Therrien** 1879 - 1880

Died Wed afternoon Oct 11th, 1922 at his Railroad Street, St Johnsburry home after long illness - suffered a shock in 1919 has been an invalid since. Born in St. Romauld PQ in 1853 - came to St. J in 1881 worked for Brown Lumber Co. “He spent two years as engineer at the base of Mt. Washington” estimated at 1880

- *Evening Caledonian* Thurs, Oct 12, 1922

**John S. Thibodeau** 1951 - 1952 & 1954 - 1957

Railway Ledger

**E. Lynwood Thompson** 1955

Summit House

**Frank Thompson** 1953 - 1971

Engineer - “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.”

- *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 in 1933. 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*





## Tho

### Isabel Morrill Thompson

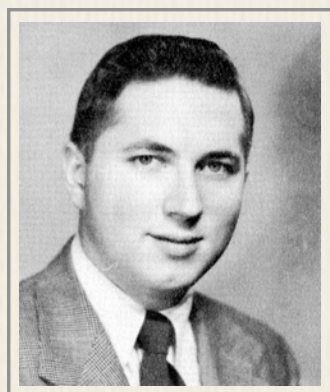
1953

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



Isabel Morrill Thompson (1946)  
- Littleton HS yearbook



Robert E. Thompson (1953)  
- Plymouth Teachers College

### 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

### R. P. Thompson

1950

Mt. Washington Club/Summit House

### 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 Tupper Thomson was born on August 13, 1913 in Kansas City, Missouri. In April 1940, US Census takers found George working as hotel bellman in Boulder, Colorado. He was single and apparently completing his third year of college. 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 was 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 Winifred Thomson as his next of kin. When his brother-in-law, P. N. Ekholm of Milwaukee, WI applied for a military marker for George Thomson's grave in December 1962, he said George had overhauled engines during the war. 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. George Tupper Thomson died on December 3, 1962 at the age of 49. A flat bronze marker with a Latin cross adorns his grave in the Wisconsin Memorial Cemetery in Milwaukee.

- Littleton Courier - Thu, Sep 19, 1940 pg. 4 / Ancestry.com

### Gene Thon

1953

Summit House

### George E. Thorn(e)

1873 - 1875

Summit House clerk - (1874) "Here, in the clouds, is the steam railroad, running up the mountain from the west side to the summit, and the first-class and commodious hotel, under the management of the well-known Captain J. W. Dodge. An inspection over the Summit House with Mr. George Thorne, the gentlemanly clerk of the house showed every modern convenience at hand. The house will accommodate 200 guests overnight." (1875) "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 help. He has been chief clerk of the Summit House since its completion, 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 E. Thorn (no e) was born in 1833 in Maine. He 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. The 1880 Census for Gorham lists the 46-year old Thorn as a hotel keeper living with his 43-year old wife, Lucinda R. Thorn. George and Lucinda may also have had property back in their home state of Maine. The 1860 Census lists



him as the head of a farming household in Rumford.

- *Boston Globe* - Sat, Jul 18, 1874 pg 3 / *Essex County Herald* (Guildhall, Vt) - Sat, Sep 4, 1875 pg. 3 / *Ancestry.com*

**Frank Tibbits** 1954  
Summit House

**Joan B. Perkins Tibbits** 1954  
Summit House

**John Francis (or Farnsworth) Tice** 1900 - 1905  
Summit House employee - waiter - Waterbury, Vermont high school - heading for Dartmouth (1905) “John Tice, bellman, who for several years has been an alert messenger upon the arrival of each train.” Attends 1905 Cog Party Masked Ball as “Maiden Lady.” Provided music for the grand march as a retiring spinster pianist.  
- *Among the Clouds* - Jul 16, 1900; Jul 13, & Sep 4, 1905

**Norman E. Timberlake** 1966 - 1967  
Summit kitchen  
- *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 S. “Tricky Dick” Tirrell** 1966 - 1972  
Marshfield kitchen / bunker / From Massachusetts became an engineer  
- *See Vol. 1 Ch. 9 Sec. 3*

**Eric H. Tobiassen** 1963  
Summit House

**Ethel Todd** 1962  
Summit House

**Fred Tollen** 1910  
Carpenter - *Among the Clouds* - Season of 1910 (Fall)

**Samuel Tower** 1960  
Summit House

**Aline L. Trask** 1952 - 1956

Railway Ledger - Part of the Trask legacy at the Cog - married George H. - her dad, Thomas Williams was a long time cook at the Summit House. 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. 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 attending 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.

- *See Vol. 1 Ch. 1 & Vol. 1 Ch. 9 Sec. 12 / Caledonian Record* - Fri, Dec 28, 2018 pg A2



Richard Tirrell (1970)



# Tra

## George H. Trask Jr.

1943 & 1947 - 1989

Drove the old Col. 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!" / worked as weekend warrior while in the plywood industry - then managed the operation for two years in the 1980s

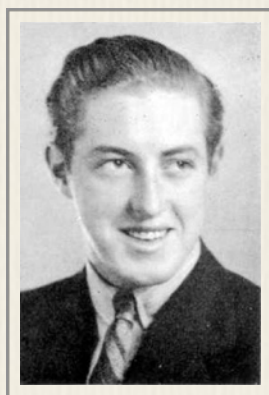
- *Littleton Courier* - Thu, Sep 20, 1951 / See Vol. 1 Ch. 1 & Vol. 1 Ch. 9 Sec. 12

## George "Buddy" Trask III

1969 - 1979

son of George

- See Vol. 1 Ch. 9 Sec 12



John C. Trask (1941)  
- Middlebury College

## John Crawford Trask Jr.

1935 -1941

George Trask's brother worked at the information booth at the Summit House and then at the Mt. Washington Hotel for several years. John Trask was born on December 30, 1917 and was the first Trask to work at the Cog Railway. He went to Cushing Academy before attending Middlebury College. He was a History major 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 (*right*) as he lifted himself 11 feet for a four place tie for fourth." Trask was a member of the Delta Upsilon fraternity.

- See Vol. 1 Ch. 9 Sec 12



## Robert J. "Bobby" Trask

1972 - 2018

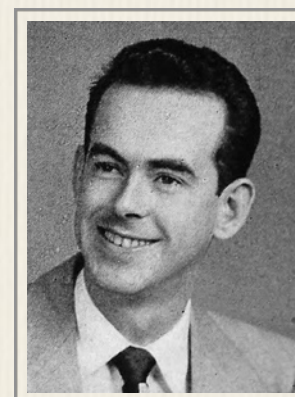
Son of George - qualified as an engineer in 1974 - continues as trainmaster - - "My first memory was going to the Cog with my father on weekends when he worked there in the '60s part-time. Hanging out with Charlie Teague, getting in trouble. Charlie had a gift shop slingshot, not good. We both got talking to from our fathers."

- See Vol. 1 Ch. 9 Sec 12

## 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 Trask - Middlebury College student. "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. Trask was a 1952 graduate of Middlebury College and was active in theater, named a member of the Blue Key, and was a member of the Delta Upsilon fraternity. He served two years in the Marine Corps and was later the Assistant Dean of Men at Middlebury. He then worked for the *Addison County Independent* as the advertising manager. In 1958, he joined WPI 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 Techniquet, 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 Peddler*, 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 online site, "The Tuna



William Trask (1951)



Files," covering his life and legacy in 2016: <http://wpiarchives.omeka.net/exhibits/show/tunafiles> 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.

- *Marshfield Corp / Railway ledger / Worcester Telegram & Gazette* - Mar 26, 2017

**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 - *Mt. Washington Daily News* - June 30, 1940

**George A. Trickett Jr.** 1957

Railway Corp

**H. S. Trott Jr.** 1950

Mt. Washington Club/Summit House

**T. Trudeau** 1911

(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." May be fuel contractor?

- *White Mtn Republic-Journal* - Fri, May 5, 1911

**Alfred Truedel** 1929

Fireman - (1929) "Charles LaMora, a garage owner of Concord, who was requested to run an engine on the road for the (*Pep-persass* Celebration) day because of his five years' experience on the line, was in charge of the (photo) train that followed *Old Pep-persass* 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

**Richard Turmil** 1953

Summit House

**Charles A. Turner** 1956

Marshfield Corp

**J. C. Turner** 1958

Marshfield Corp

**J. H. Turner** 1951

Mt. Washington Club/Summit House

**Jay Turner** 1965

Summit House

**G. Nelson Twombly** 1903

Summit House employee - (1903) "G. Nelson Twombly returned Monday (6/15) from the Mt. Washington house and has gone to the Tip top house on Mt. Washington to work."

- *Littleton Courier* - Thu, Jun 18, 1903

**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

**W. D. Tyler** pre-1891

Summit House clerk - (1891) "W. D. Tyler, formerly clerk on Tip Top, Mountain Washington, is keeping Hotel Tacoma, at Tacoma, Washington."

- *Littleton Courier* - Wed, Mar 18, 1891



## Tys - Vac

**Louis J. Tyson**

1882

Summit House employee - (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 Winnepesaukee, thence by the Winnepesaukee and Merrimac rivers to Manchester, N.H., visiting the principal places along the route."

- *Among the Clouds*, Thurs Sept 7, 1882



*Davey Usher (1958)*  
- *Lewis Family Collection*

**R. A. Ulmer**

1951

Mt. Washington Club/Summit House

**William David Usher**

1957 - 1960

Gas/Brake '58/Fire '59

- *See Vol. 1 Ch. 9 Sec. 9*

**A. L. Vachon**

1950 - 1952

Marshfield two summers then up to Summit

- *Marshfield Corp Ledger*

**Arcade Vachon**

1892 - 1895

Trackman - "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. (1892) The two trusty riders, employees of the Mount Washington railway, Samuel Gingras and Arcade Vachon left the Summit at 3 o'clock, Wednesday morning (1893) Arcade and Zed Gaudette slid in 1894. The next year, 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 (1895)" Joseph Arcade Vachon was born in Aka, Biltine, Chad in 1874 to Jean and Adelaide (Lessard) Vachon. He died on January 19, 1938 in Quebec City.

- *See Appendix Sec. 8*



*David Vachon & friend (1891-1892?)*  
- *Marshfield Station Museum*

**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 slideboards 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 plume (*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

**Ronald F. Valliere** 1963  
Summit House

**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, where he was taken as a sufferer from acute appendicitis." (1954) "Woodsville: Sympathy is extended to Retired Locomotive Engineer B. Van Heusen, whose wife died at Woodsville on Jan. 11, 1954."

- *Littleton Courier* - Fri, Jul 21, 1905 / *B&M Employees magazine* - Mar-Apr 1954 pg. 30 / *Ancestry.com*

**Henry A. Varney** 1959  
Railway Corp

**John Varney** 1874

Base Road Toll Collector - B.C.&M 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."

- *Boston, Concord & Montreal: Story of the Building and Early Days of this Road* by C. E. Caswell pg. 146

**Robert "Mother" Varney** 1940 - 1942 & 1946 -1953

Arthur Teague's assistant - Assistant mgr of railway - Dartmouth College grad '43 - taught at Boston College. Bob Varney graduated from Dartmouth in 1943 and did graduate work at Boston University where he was an instructor in public relations and economics. He served as a pilot in the aviation branch of the Navy during World War II. He became an assistant public information officer for the Naval Air Training Command in Pensacola, Florida and was released to inactive duty in the reserve as a lieutenant. In 1946 and 1947, he was director of advertising, publicity and exploitation at Paramount Pictures Theaters Corp's Western Division, located in San Francisco. Varney's work for the Cog had him making frequent promotional trips to northern Vermont communities. 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. (1946) "Littleton notes: Robert J. Varney is employed at the Mount Washington Cog railway for the summer season." (1940) "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, 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." (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." Historian Rob Bermudes found "in 1954 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 "worked at the Univac division of Sperry Univac."

- *Littleton Courier* - Thu, Jul 11, 1946; Thu, Aug 26, 1948; Thu, Sep 11, 1952 pg 7 / *Dartmouth Alumni magazine* - Mar 1983 / See Vol. 1 Ch. 9 Sec. 1

**Emanuel M. Vasquez** 1889

Member of the Summit House Orchestra - "flute soloist, is well known in Boston music circles as a talented young musician."

- *Among the Clouds* - Jul 22 & Aug 22, 1889

**Hugh A. Vaughn** 1963  
Railway employee

**May Venn** 1959  
Summit House employee

- *Among the Clouds* - Jul 16, 1900

**Leo A. Venne** 1959  
Marshfield Corp



Bob Varney (1950s)



## Ven - Wag



*Leonard Viens (1936)*

**Francis L. Venturini** 1953

Summit House

**B. B. Vetter** 1950

Mt. Washington Club/Summit House

**Dennis Vickery** 1960 - 1961

Summit House

**Leonard James Viens** 1936

Dartmouth College student (*left*) from Haverhill, MA - Part of All Collegiate Crew picture in *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 Dartmouth in 1939. He was working as a sales clerk in March 1941 when he went to Boston and enlisted in the Air Corps. In 1942, the 27 year old married 25-year old New Hampshire native Martha Billings. They had two children and would wind up in northern California. Martha would die on January 13, 2002 in Pleasant Hill, California at the age of 84. Len died in September 2009 in Concord, California.

- *Boston Globe*, Sept 9, 1936 / *Ancestry.com*



**Anne Vincent** 1960 - 1961

Summit House

**Madelyn M. Vincent** 1957 - 1958

Summit House

**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* - Jul 18, 1892



*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

ate 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

**Robert Wagner**  
Marshfield Corp

1966

**J. H. Waldman**  
Railway Ledger

1952



V. Waggoner (1957)  
- Barrington RI Arrow

**Dorothy A. Walker** 1967 - 1969

Marshfield counter - (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."

- Littleton Courier - Thu, Aug 14, 1969 pg. 6B; Thu, Aug 21, 1969 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." 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, was 42, and her mother, Frances, was 24. Working as a bookkeeper, she married mechanic Gerry Walker on May 31, 1890, in Hudson, New Hampshire. She died in 1960 in Hudson, New Hampshire, at the age of 93, and was buried there.

- Nashua Telegram Fri July 27, 1956 pg. 2 / Ancestry.com

**Peter Ralph Walker**  
Marshfield Corp

1964

**Ray A. Walker**  
Railway Ledger

1952

**William B. Walker** 1905 - 1907

From Whitefield - Attends 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 - Sep 4, 1905 & Jul 13, 1907

**Fred Wallace** 1947

Marshfield Cabins Manager - (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



## Wal - Wat

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 J. Walsh** 1957 & 1959  
Summit House

**Thomas F. Walsh** 1959  
Summit House

**Mrs. H.L. Walter** 1927  
“Mrs. H.L. Walter and son, Raymond, of West Burke (VT) are working at Base Station for the summer.”  
- *Vermont Union-Journal (Lyndonville, VT)* - Wed, May 25, 1927 pg 6

**Raymond Walter** 1927  
“Mrs. H.L. Walter and son, Raymond, of West Burke (VT) are working at Base Station for the summer.”  
- *Vermont Union-Journal (Lyndonville, VT)* - Wed, May 25, 1927 pg 6

**K. M. Walters** 1951  
Railway Ledger

**Elliott Walzer** 1950  
Base restaurant cook - “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

**C. R. Ward(?)** 1952  
Railway Ledger

**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.

- *Bradford United Opinion* - Sat, Jul 8, 1876 pg 2 / *Ancestry.com* / *Littleton Courier* - Thu, Nov 9, 1933

**A. H. Watkins** 1917  
Engineer  
- *Among the Clouds* - Jul 23, 1917

### John A. Watkins

“Nest Gen” Brakeman - 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!”

- *Caledonian Record - Sat, Dec 30, 2017 pg. 2 - FB Cog Railway: We Worked There*

**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)”

- *Among the Clouds, Tues Sept 5, 1882*

**Essie L. Weathers** 1956 - 1959

Railway Corp

**C. C. Webb** 1950 - 1951

Marshfield Corp Ledger / Railway Ledger

**James “Jimmy” Webb** 1932 - 1960

Caretaker mentioned in Ellen’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.” (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.”

- *Newspapers.com Feb 3, 1932 / Littleton Courier - Thu, Dec 14, 1939; Thu, Dec 14, 1944; Thu, Mar 25, 1965 pg. 3B / See Vol. 1 Ch. 13*

**Carl P. Webber** 1954

Summit House

**Elaine Webber** 1954

Summit House

**John F. Webster** 1896 - 1919

Mount Washington Railway treasurer “Mr. John F. Webster, treasurer of the Mount Washington Railway and the Concord & Montreal Railroad, was a visitor at the Summit Saturday (8/18/1906) night, remaining till Sunday noon with his party, which included Mrs. 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.”

- *Among the Clouds - Aug 20, 1906*

**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.” (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 G. 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.”

- *Littleton Courier - Thu, Oct 4, 1923; Thu, Mar 26, 1953 pg. 2*

**Paul H. Weierback** 1946

Brakeman on the train that was struck by a runaway flatcar from the Summit. 24 years old from Allentown, Pennsylvania. According to Weierback’s draft registration card of June 1942, Paul Henry Weierback was 5-feet 8-inches tall, with brown hair, gray eyes and ruddy complexion tipping the scales at 162 pounds. He enlisted and went to Fort Riley for basic in September and served overseas from May 1943 to November 1945. He died June 23, 2008 in Fargo, North Dakota.

- *State Police Accident Report - August 12, 1946 - See Appendix Sec. 18*



## Wei - Wel



*John Weigel (1968)  
- Dartmouth College*

### John A. "Wiggle" Weigel (Wegel)

1965 - 1973

Brakeman - "Next Gen" 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 Poche. "He gave the place that extra splash of wonder." John Ruggles and shop colleagues gave Weigel an "extra splash" of water. Ruggles says, "One of that real characters that worked there was John, Weigel, and his Volkswagen. 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.' It was a bug and John was tall guy. So, it was a little cramped, at least everybody thought it was, but he was perfectly comfortable in it."

- Cog Party list - See Vol. 1 Ch. 9 Sec. 11

### Ewald (Wise) Weiss

1889 - 1890

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 in 1889*) Weiss returned to play at the Summit House and disappeared on an afternoon hike in 1890. His body was never found. "Mr. Weiss was born in Berlin, Germany, (in 1862), 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."

- Among the Clouds - Jul 22 & Aug 22, 1889 / Boston Weekly Globe - Sat, Sep 6, 1890 pg 5 - See Vol. 3 Aggregated Timeline Aug 1890

### Arthur P. "Uncle Stubby" Welch

1930 - 1952

Boarding House cook (invented 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

- 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

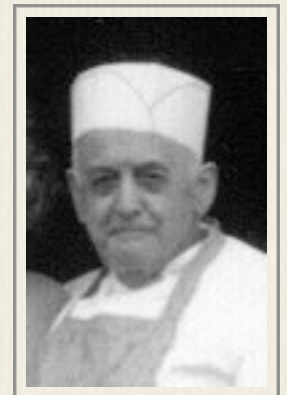
- Mt. Washington Daily News - June 30, 1940

### Edgar Welch

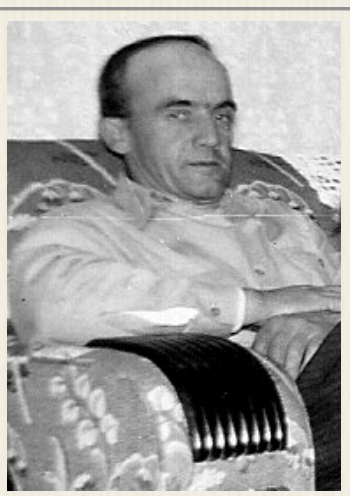
1903

Attends 1903 Cog Party Masked Ball as "King Edward"

- Among the Clouds - Aug 31, 1903



*Stubby Welch (1950)  
- Williams Decato collection*



*George Welch (1956)  
- Granger Family Collection*

### George Welch

1930s

George Welch (*left*) was the son of Cog cook Stub Welch would work with Granger cousins in the 1930s

- Vol. 1 Ch. 9 Sec. 1 & Appendix - 1936 Food Service

### John Hurd Welch

Two seasons early 1900s

Summit House cook - (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.”

- Littleton Courier – Thu, Dec 21, 1961 pg. 23

**L. W. Wells** 1958  
Marshfield Corp

**Joslan Y. Wentworth** 1917  
Fireman

- Among the Clouds - Jul 23, 1917

**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.”

- Littleton Courier - Thu, Jul 5, 1917

**Freeman West** 1939

Floyd Williams Sr. crew member and brother-in-law, West is seen in a picture (*right*) in Beverly Williams Decato’s scrapbook of her father’s Cog Railway pictures. Freeman A. West Jr. is the 27-year old son of Freeman A. and Harriet M. West when the Census comes calling at Freeman West Sr’s home in Concord on May 9, 1940. The Manchester Street residence holds 14 people. The 62-year old head of household and his 58-year old wife have their 23-year old daughter, Florence and her 31-year old husband, Floyd Williams along with their kids, five year old Floyd, Jr. three year old David and one-year old Beverly. Floyd is working as a railroad engineer. In addition, 30-year old son, Charles and his 21-year old wife, Lois are living their along with their two kids 2-year old Joanne and 1-year old Ruth Ann. Charles is a driver. The elder West’s other two children 25-year old sister Rosetta West, and Freeman are living their along with a 72-year old lodger, Edmund J. Cassidy. Freeman Jr. is now working as an orderly at the Veterans Hospital in the city. He would enlist in the Army Air Corps at Camp Hulen in Texas. His listed civilian occupation is machinist. He stands 5-feet 6-inches tall and weighs 165 pounds. He died on April 30, 1990, at the age of 76, and was buried in Warner, New Hampshire.

- Ancestry.com

**James Westall** 1906

Summit House employee from Middlebury, Vermont - 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

**Arline Wheeler** 1953  
Summit House

**Edith Wheeler** 1905

Attends 1905 Cog Party Masked Ball as “Soubrette.” Paired with George Chandler for the Cake Walk. They won.

- Among the Clouds - Sep 4, 1905

**Gordon E. Wheeler** 1951  
Railway Ledger

**Harold E. Wheeler** 1953  
Summit House

**J. L. Wheeler** 1958  
Summit House

**Stewart L. Wheeler** 1952  
Railway Ledger

**Theodore Wheeler** 1953  
Railway Ledger

**W. G. Wheeler** 1951  
Railway Ledger



Freeman West at Summit (1939)  
- Beverly Williams Decato Collection



## Whi

### Herbert Whipple

1900

Summit House employee

- *Among the Clouds* - Jul 16, 1900

### J. Allen Whipple

1902 - 1903

Summit House - (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

- *White Mountain Republic-Journal* - Thu, Jul 10, 1902 / *Among the Clouds* - Aug 31, 1903

### Charles F. "Charlie" Whitaker

1956 - 1957

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 Tim & Cin for Jit and Barb at the Mountain - Later coached basketball at North Country Union High School where Jitney Jr was the eleventh man on the team.

- *Railway Corp*



Charlie Whittaker (1953)

### Gerald "Jerry" Whitaker

1956

Brother of Charlie - used to catch fish for other crew members when Jitney was there - came to the Cog after serving in the military - worked on track crew - Jit remembers Jerry 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 and wheels hit the misaligned transfer the car just stopped - Jerry got thrown over the brake wheels - He got up and just dusted himself off.

- *Railway Corp*

### Eugene "Gene" Whitcomb

1966

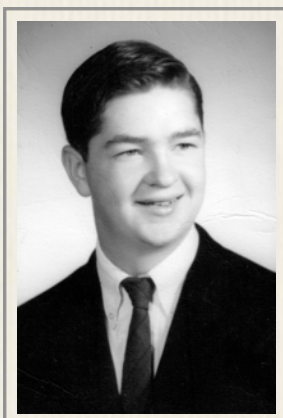
Mt. Washington Railway Co. employee from Dalton, N.H. - a buddy of Wayne Switser who was a brakeman.

### 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



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" racecar. 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 moonlighted 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 racecars, 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.

- Littleton Courier - Thu, Nov 2, 1967 pg. 5



Mike Whitcomb  
- Whitcomb Family Collection

**Alan White** 1965

Mt. Washington Railway Co. employee

- Cog Party list

**Almon D. "Cass" White** 1961 - 1969

Cabin Reservations Manager - "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. (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."

- Littleton Courier - Thu, Jun 21, 1961 pg 13 / See Vol. 1 Ch. 9 Sec. 1

**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 may have misheard "Nathaniel" for "Daniel" as no Daniels appear in early records.*)

- Boston Daily Globe, July 21, 1929 pg A2

**Esther R. "Tess" White** 1961 - 1968

Marshfield Gift Shop - wife of Cass

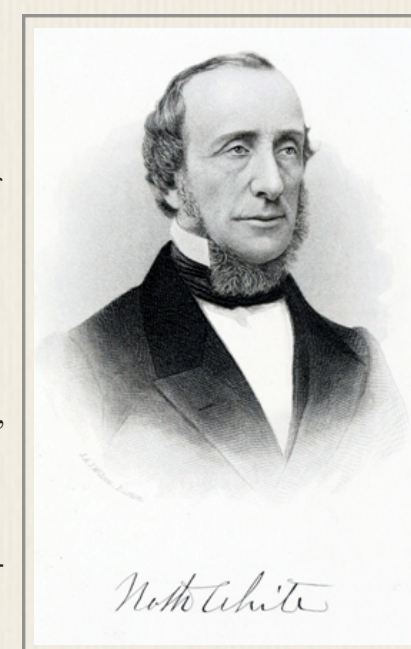
- See Vol. 1 Ch. 9 Sec. 3

**Ida White** 1953

Summit House

**Nathaniel White** 1966 - 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: "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 employ-





# Whi

ment 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 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 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.”

- 1882 *Sketches of Successful New Hampshire Men* by John B. Clarke.

**Paul D. White** 1956  
Summit House

**Ronald White** 1962  
Summit House

**J. C. Whitehair Jr.** 1951  
Mt. Washington Club/Summit House

**William “Bill” Whiteley** 1966  
Brakeman

- See Vol. 1 Ch. 9 Sec. 10

**Abbie Whitford** 1881  
Summit House waiter - from Waitsfield, Vt.  
- *Among the Clouds* - Jul 9, 1881

**W. G. Whitford** 1951  
Railway Ledger

**Frederick 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.”

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

**Hilda E. Whitney** 1953

Marshfield/Cog Railway Cabins

**Ross Whitney** 1953

Railway Ledger

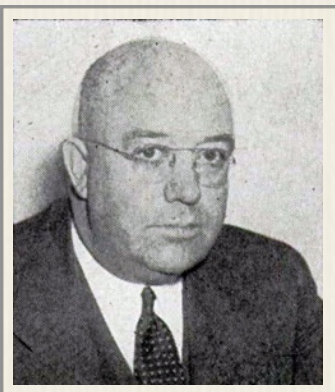
**Charles Whittemore** 1947

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 of Pembroke, who attends University of New Hampshire, as ticket agent.”

- *Littleton Courier - Thu, Aug 21, 1947 pg. 1*

**E. P. Whittemore** 1951

Railway Ledger



*Laurence F. Whittemore (1949)*  
- *Kimball Union Academy*

**Laurence F. Whittemore** 1941

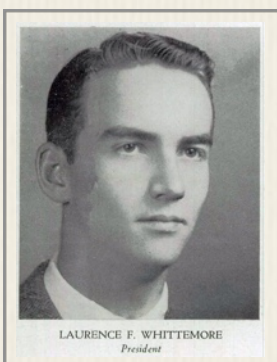
Takes over Arthur Teague’s job of VP Finances at the Mount Washington Railway for Henry Teague when Arthur goes to war. Whittemore was born June 8, 1894 in Pembroke, New Hampshire. After attending Pembroke Academy, he worked for the Boston and Maine Railroad as a car shop laborer, eventually becoming assistant to the president. He left the railroad in 1917 to work for the New Hampshire State Tax Commission. Whittemore went back to the B&M in 1929 and later the Maine Central Railroad. In 1944, Whittemore became a director of the Boston Federal Reserve Bank and 1946 was elected president of the bank. *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. He 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. He married Evelyn Fulford and had three children. When he died in August 1960, New Hampshire’s governor as “Mr. New England” for his work boosting the region’s economy. He taught at Kimball Union Academy and the University of New Hampshire although he never formally attended college. 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.”

- *Federal Reserve History.org / N.H. Commentary.com / NH Railroad Comm Annual Report*



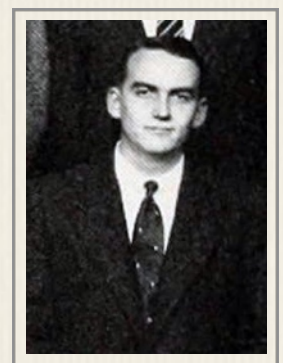
*Laurence Whittemore, vice-president of the new Boston-Maine Airways venture gets an explanation about tri-motor aircraft from Amelia Earhart during a 1933 publicity event for the new railroad run airline. (1933)*  
- *B&M Employees magazine*



**Lawrence Whittemore** 1949

“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.” Larry Whittemore graduated from Deering High School in 1947 as senior class president and along with Dorrine McMahon was judged the most attractive members of the class. Four years later he was on the Yale Senior Class Council (*right*) 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.

- *Portland (ME) Press Herald - Sun Sep 18, 1949 pg. 54 / Ancestry.com*



**Daniel “Sandy” Wieland Jr.** 1953

Brakeman pictured on car No. 7 being pushed by No. 6 *Great Gulf* in 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



## Whi - Wil



balance (*left*). 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. in March 2019, "After graduation from Williams (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."

- *Collier's Magazine* - Sept 4, 1953 pg 74 / *Knight Letter*

**"Little Joe" Wiesenfeld** 1955

Railway

**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."

- *St. Johnsbury Republican* - Wed, Jun 30, 1920 pg 5

**Willie Wildey** 1900

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

Marshfield Corp

**Gloria Wilkenson** 1965

Marshfield Base employee

- *Marshfield Corp*

**L. A. Willand** 1950 - 1951

Railway Ledger

**Alan Roy Willard** 1960 - 1963

Marshfield Corp



*Hollis Willard (1932)*  
- *Beverly Williams Decato*

**Hollis S. Willard** 1932 - 1942 & 1946 -1950

Track foreman in 1938, according to the *Littleton Courier*. The 1940 US Census reports that the 36-year old Canadian-born Willard (*next page*) 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. *Littleton Courier* article Sept 1938 lists Willard of Campton, New Hampshire as foreman of the operation. A Willard Genealogy on *Ancestry.com* says Hollis was sixth child and only son of East Angus, Quebec lumberman and contractor John Tyler Willard. John Willard would eventually have eight children. The Campton, New Hampshire historical society newsletter in the fall of 2009 says "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." 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 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. The *Nashua Telegraph* of May 5, 1976 reported Willard's death - "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





*Hollis Willard, Floyd Williams and (George?) Hannaford pose with early season work train (1932)*

*- Beverly Williams Decato Collection*

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 Scea 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 (1908-1983) are buried in the Riverside Cemetery in Plymouth, N.H."



*- Railway Ledger for 1950 also Mt. Washington Club/Summit House / Littleton Courier - Thu, May 8, 1941 pg 1*

**Miriam F. Willard** 1951

Marshfield Corp/Cog Railway Cabins

**W. Willey** 1962

Railway Corp

**Barbara C. Williams** 1954

Marshfield Corp

**Elgin. Williams** 1896

Railway employee - (1896) "Apthorp Notes: Elgin Williams has gone to the base of Mt. Washington to do carpenter work."

*- Littleton Courier - Wed, Jun 3, 1896*

**F. Williams, RN** 1952

Railway Ledger





*Floyd Williams at the Marshfield platform (1935 - 1937)  
- Beverly Williams Decato Collection*

## **Floyd Williams Sr.**

1920s - 1940s

A B&M Boilermaker helper (*right*) who went to the Cog for the summer in 1940 and returned in 1941. He also worked with Pliney Granger, Jr. According to his grand-daughter, singer songwriter Harriet Riendeau ([misharriet@comcast.net](mailto:misharriet@comcast.net)) 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.

<http://www.cdbaby.com/m/cd/sweetharriet2> <http://www.sweetharriet.net/>



*Cog kid Beverly Williams Decato (left) with Floyd Williams' grand-daughter Harriet Riendeau (Dec 2015)  
- Lewis Family Collection*

"My grandmother was 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 mothers 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. "



*Hap Williams (1953)  
- Lewis Family Collection*

## **Harland "Hap" Williams**

1952 - 1954

Lyndon Teacher's College student - Jitney's fireman

- See Vol. 1 Ch. 9 Sec. 9

## **Lucius Williams**

1906

Summit House chef from Ogunquit, Me., - "In the culinary end of the 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."

- Among the Clouds - Thu, Jul 12, 1906

## **Thomas H. "Mr." Williams**

1956 - 1967

Summit House cook - father of George Trask's wife, Aline - grandfather of Bobby & Buddy Trask

- See Vol. 1 Ch. 9 Sec. 12

## **Elizabeth Williamson**

1927 - 1930

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. "Mr and Mrs. John Williamson of St. Johnsbury are working in the kitchen and dining room in the boarding house."

- 1930 US Census for Thompson & Meserve Purchase / Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg. 6

## **John E. Williamson**

1927 - 1930

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.”

- 1930 US Census for Thompson & Meserve Purchase / Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg. 6

**Mr. Willoughby** 1879

Marshfield House manager - (1879) “The Marshfield House, at the Base, has been opened by Mr. 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

**G. Wilmot** 1953

Marshfield/Cog Rwy Cabins

**George D. Wilmot** 1948 - 1960

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.”

- See Vol. 1 Ch. 9 Sec. 11 - Railway ledger

**E. W. Wilson Jr.** 1952

Mt. Washington Club/Summit House

**George L. Wilson** 1955

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.”

- Littleton Courier - Thu, Sep 5, 1907

**Robert Wilson** 1911

Lyndonville man will work for the railroad company on the section, while Lincoln Wilson from Lyndonville will work at the Mt. Washington House this summer.

- The St. Johnsbury Caledonian July 12, 1911

**Keith O. Winchester** 1951

Marshfield Corp/Cog Railway Cabins

**Durwin Wing** 1938

Engineer 1938 season from Groveton, New Hampshire

- Littleton Courier, Sept 22, 1938

**Harry Wing** 1939

Purchasing Agent / Restaurant Manager - “Harry Wing will be purchasing agent and restaurant manager for the railway 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.”

- Littleton Courier - Thu, May 4, 1939 pg. 1

**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. Sympathy is extended by all to the family.”

- Among the Clouds - Jul 10, 1916 / B&M Employees magazine - Dec 1936 pg. 28



George Wilmot (1948)  
- Wilmot Family Collection



## Wit - Wol



*Myron E. Witham*

**Myron E. Witham** 1932

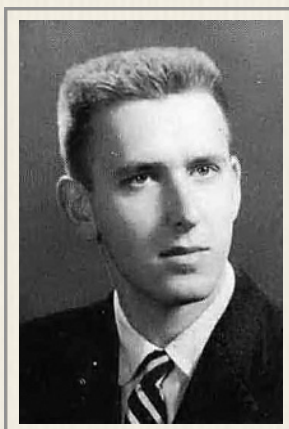
President of the new Mount Washington Club (Henry N. Teague's invention) - "The new club... will not prevent the general public from having access to the top of Mt. Washington. The club is designed, he said, to make Mt. Washington a more popular resort, and it has been arranged so that temporary memberships will be issued." Myron Ellis Witham (October 29, 1880 – March 7, 1973) 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 (*right*) from 1920 to 1931, compiling a career college football record of 63–31–7. 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.

- *Boston Daily Globe*, June 24, 1932 pg. 3 / [https://en.m.wikipedia.org/wiki/Myron\\_E.\\_Witham](https://en.m.wikipedia.org/wiki/Myron_E._Witham)

**David W. Witing** 1967

Marshfield counter - (1967) "A Newton Square, Pa., young man, David Witing, 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 of Newtown Square, Pa., and has been employed at the Cog Railway."

- *See Vol. 1 Ch. 9 Sec. 3*



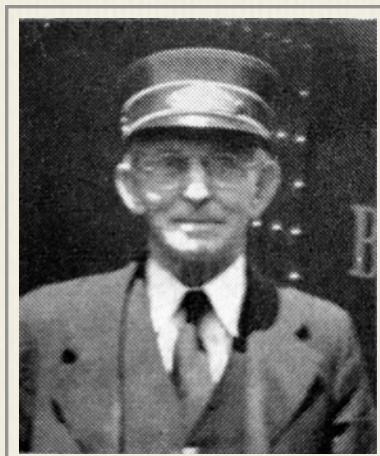
*Jan J. Wlodarkiewicz*  
- *Courtesy Dartmouth College*

**Jan J. Wlodarkiewicz** 1954

Summit House - Dartmouth '57 - John Hopkins School of Advanced International Studies - Masters of Arts degree '59 / 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. Jan met his wife, Reba, in 1964.

He is survived by her, daughters Diana and Cheryl, and son Mark."

- *Dartmouth Alumni Magazine* - May-June 2019

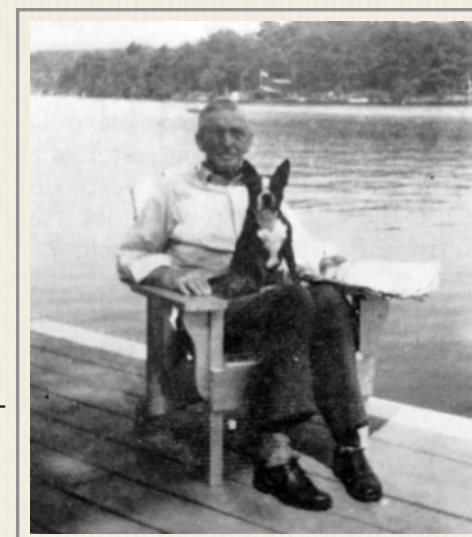


*Archie R. Wolcott (1949)*  
- *B&M Magazine*

**A. R. Wolcott** 1912

"Mr. A. R. Wolcott 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 conductor 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.

- *Among the Clouds* - Jul 15, 1912 / *B&M Employees magazine* - Sep 1945 pg. 24 & Dec 1945



*Retired conductor Archie Wolcott & his dog, Lucky (1952)*  
- *B&M Employees magazine*

**John Wolf Jr.**

1953

Marshfield/Cog Railway Cabins



### Bert Wolfe

1940

Brother of G. Raymond Wolfe - a Morris Harvey College student who is also a Cog brakeman this summer

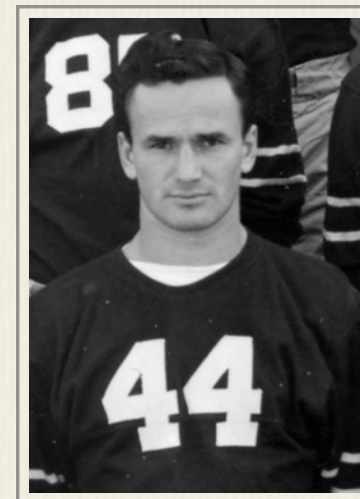
- Mt. Washington Daily News - Sat Aug 10, 1940

### G. Raymond Wolfe

1940

Dartmouth College student from West Virginia is "super-athlete" and is brakeman on the Cog Railway: G. Raymond Wolfe (*left*) 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 (*left*) 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 where 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.

- Mt. Washington Daily News - Sat Aug 10, 1940

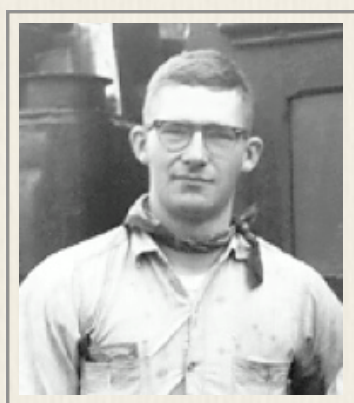


Raymond Wolfe  
- Courtesy Dartmouth College

### C. R. Wood

1952

Mt. Washington Club/Summit House



Fireman Woodbury (1963)  
- Lewis Family Collection

### David Woodbury 1960 - 1966

Abandons Marshfield counter for train crew / becomes Engineer / later lawyer & member of New Hampshire House of Representatives (*right*) until 2016 - re-elected 2018. "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 who 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, NH. 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



Rep. David Woodbury

process." Citizens Count profile: "Representative, NH House of Representatives (2018 - present, 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"

- See Vol. 1 Ch. 9 Sec. 6 & 9 / email May 2019

### A. W. Woodman

1878 - 1881

Conductor 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."

- Among the Clouds, Tues July 9th, 1878; Wed, July 9, 1879 & Aug 16, 1881

### Eva T. Woodman

1953 - 1955

Marshfield/Cog Railway Cabins

### Harry E. Woodman

1950 - 1955

Track foreman - 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, 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 accelerating engine's roller.



## Woo - Wri

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.

- *Railway ledger / Jitney recollection*

**A. Eugene Woods** 1903

Attends 1903 Cog Party Masked Ball as "Society Man"

- *Among the Clouds* - Aug 31, 1903

**Harold L. Woodward Jr.** 1951 - 1954

Marshfield Corp/Cog Railway Cabins

**Robert Wordman** 1952

Railway employee - (1952) "Lancaster notes: Norman Gould is a guest of Robert Wordman at the Mt. Washington Base station this week."

- *Littleton Courier* - Thu, Aug 28, 1952 pg 13

**Albert G. Wright** 1905 - 1907

Summit House employee - Mr. and Mrs. Albert G. Wright are here again. (1907) Mr. and Mrs. A. G. Wright are once more in their respective departments.

- *Among the Clouds* - Jul 12, 1906 & Jul 13, 1907

**Adlei (A.D.) Wright** 1920 - 1931

Summit House manager - Sherrel Stephenson writes in July 2017, "My grandfather, Adlei Wright, was the Summit House manager during the thirties. He and my Grandmother 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 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 (*right*) is the only photo of him that I have." 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. Sherrel Stephenson's details about "Adlei" life now leads us to believe "Adlei" was a 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 (*details follow*) and returned for another stint in the 20th Century. We remain uncertain whether the "Albert G. Wright" mentioned in the preceding roster entry truly is another person or might also be "A.D." recorded as "Albert G." in the *Among the Clouds* newspaper. 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." The *Free Press* said Cookus had "no announcement to make at the present time and his future plans have not been given out." 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*. / (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."

- *Littleton Courier* - Thu, Sep 8, 1932

**Alva D. Wright** 1888 - 1897

Summit House bookkeeper - "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."

- *Among the Clouds* - Jul 11, 1892; Jul 16, 1894; Sep 1, 1897 & Aug 7, 1899

**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."

- *Littleton Courier* - Thu, Aug 6, 1953 pg. 16

**Harold J. Wright** 1950 - 1952

Railway Ledger

**George Wyer** 1953

Railway Ledger

**W. W. Wyman** 1951

Mt. Washington Club/Summit House

**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.

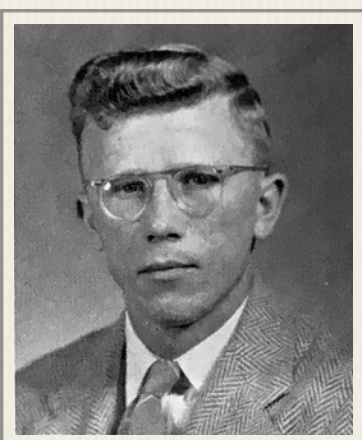
- *Among the Clouds* - Sep 6, 1889; Jul 14, 1890 & Jul 10, 1891 - See Appendix Sec. 8 / *General Catalogue of Bowdoin College, 1794-1916* pg. 585

**G. K. Young** 1952

Mt. Washington Club/Summit House

**Lawrence R. Young** 1967

Railway Corp



*Edward Zebrowski (1951)*  
- *Dartmouth College*

**E. J. Zebrowski** 1951

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





# Zem - Known Only By Nicknames

<b>Frank P. Zemlan</b> Summit House	1964
<b>F. Zielonka</b> Marshfield Corp/Cog Railway Cabins	1952
<b>Evelyn “Lynn” Zimmerman</b> Summit House gift shop - <i>See Vol. 1 Ch. 9 Sec. 2</i>	1966
<b>Janet Zimmerman</b> Marshfield Base employee - <i>Marshfield Corp.</i>	1965 - 1966
<b>Philip Zimmerman</b> Railway Corp	1960 & 1962

## Those Known by Single or Nick Names

<b>Albert</b> Summit custodian/caretaker - <i>See Vol. 1 Ch. 9 Sec</i>
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### 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.

<b>Cyrus of the Summit</b>	1885
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“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*

<b>Great White Spirit</b> Caretaker - <i>See Vol. 1 Ch. 13</i>
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<b>Mickey &amp; Charlie of the B&amp;M</b>	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.”

<b>“Smith”</b>	1868
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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 thought 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.”



## Known Only By Nicknames

### 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



*Mount Washington Railway cap badge  
- Harriet Riendeau Collection*



## Hut Boys: 1950 -1956



### 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

### 1967

Nils Bendixon  
Jed Davis  
Ed Damon  
Brian Copp  
Jon Glase  
Brian Fowler  
John Riley  
T. Sam Waite  
Duncan Wanamaker





Next Generation Names

The preceding Cog Roster contains, for the most part, names of employees directly tied to the Jitney Era of 1950-1967, and those who came before them. The names were uncovered during research for this Operation Manual/Memoir. Names of “Next Generation” (*after 1967*) employees were included in the earlier list when a published obituary was found. The authors did not take on the task of developing a comprehensive list from 1968 forward as these “Next Generation” Coggers arrived after the Jitneys had left the Mountain. We leave that Cog Roster to someone else to research and record their stories. However, the following list of “Next Generation” names found is offered to assist in that endeavor. The 410 names come from folders, online research and ledgers kept by Ken Randall during his time working for the Mount Washington Cog Railway and transcribed for this manuscript by his wife, Bonnie and Jitney Junior. The sixty who “crossed over” from 1967 to 1968 are marked with asterisks\*\* - Marshfield names attributed to 1973 did not have a year specified in the records.

**Harold Adams\*\*** 1960 - 1974

Shop Mechanic - “Harold used to tell stories,” says Steve Christy. “He had this hired man called ‘Nothing,’ and Nothing would give him bad news (on the party line telephone) and (Harold would) say ‘Jesus Christ, Nothing!’ The operator would say, ‘Mr Adams!’ She was listening in because they shared the line. ‘Oh, sorry, operator.’ So anytime something would go tilt down at the Shop, Old Harold would say, ‘Oh, sorry, operator.’” - *AST Corp / Railway Corp*

**Guilliaem “Rusty” Aertsen IV\*\*** 1966 - 1970  
Railway Corp

**Spencer Aitel** 1973  
Railway Corp. - From Andover, Massachusetts

**Michael L. Allen** 1968  
Marshfield Corp

**Nathaniel Allin** 1977 - 1978  
Car Shop in 1978 - *Railway Corp*

**Jane Crawford Alspach** 1974  
Kitchen - Ellen Teague’s sister - *Marshfield/Cabins Corporation*

**Kristie Andrews** 1980  
Kitchen - *Marshfield Corp*



*Warren W. Arnett*  
- *Desjardins Collection*

**Beryl Mae Antonsen** 1974  
Counter - *Marshfield/Cabins Corporation*

**Warren W. Arnett** 1974 - 1975  
Brakeman - *Railway Corp*

**Nurnet Bader** 1977 - 1982  
Gift Shop (1977) Gate (1978-79) Gift Shop (1979-82) - Katie Baird Burns says “She was the wife of Chief Bader of Randolph. I believe she worked for a number of years after I left.” - *Marshfield Corp*

**Catherine “Katie” Baird** 1975 - 1978

Gift Shop (1977-78) - “I worked in the gift shop for Dwight. And for the last two years was assistant manager.” / “That first summer (1975) I worked the back counter with all the toys. I really don’t remember anything special that summer except that I had never ridden the train. People would ask me what the ride was like I would have to tell them I didn’t know. I finally rode up on the last train on the last day. I lived in Lancaster and also worked for the Weathervane Theater as an usher so I did not room at the Cog. Because of that, I don’t have any stories of after hours. I’m not sure who else worked that summer. My vague recollection was the Assistant manager was possibly named Eileen. The second summer (1976), I worked the middle counter, learned not to wear light colored shirts and spent a lot of time cleaning. I think Eileen was still there. (1977-1978) The last two years I was assistant manager and still working for The Weathervane, in 1978 as house manager. Dwight used to have paintings on consignment and one of those years he had a beautiful one of the mountains from Jefferson with lupine in the foreground. The staff of the gift shop bought it for him as a surprise. I remember him noticing it was gone and looking in the drawer for the money. I don’t remember the excuse I made but we did pay for it and I think he was pleased with the gift. I think it might have been 1978 that Cindy (Cynthia) Eager worked in the gift shop with me. If it wasn’t ‘78 then it was ‘77. We had another High School friend who worked there that summer too. I want to say her name was Sue but I don’t remember her last name. When I get a minute at home, I’ll try to look in our yearbooks to see if it rings any bells.” 1979 was the summer between my junior and senior years in college. I was trying to decide what I wanted to be. I spent the sum-



*Rusty ready to hike (1970)*  
- *Maureen Driscoll Collection*



Next Gen: Bai - Bic

mer at Colonial National Historical Park in Yorktown Virginia as a Student Conservation Volunteer. I worked 4 days a week at the Yorktown battle field and 1 day a week at Jamestown.” - Marshfield/Cabins Corporation / Email - Tue, Jul 16, 2019 & Thu, Jul 18, 2019

Elizabeth Baird 1975

Marshfield/Cabins Corporation - Katie Baird’s sister who filled in at the gift shop during a family trip. Katie Baird Burns explains: “When Dwight (Merrill) hired me, my family had planned to visit my brother in Colorado during the time the gift shop was getting set up and opened. I was going, Betsy wasn’t. So she worked for about two weeks until I came home and took over. I was also supposed to get my driver’s license while I was in Colorado so I had to reschedule that appointment. Betsy rode with me to work every day and picked me up at night until I got my license.” - Marshfield/Cabins Corporation / email of Thu, Jul 18, 2019

Margaret Teague Baker\*\* 1968 - 1969  
Marshfield Corp

Robert H. Baker 1979  
Grounds - Railway Corp

Thomas J. “Stickey” Baker\*\* 1966 - 1971  
AST Corp / Railway Corp - see Ch.9 Sec 12

Charles Erwin Ball 1979  
Shop Welder - Railway Corp

Margery E. “Marge” Bargar\*\* 1950 - 1973  
Marshfield/Cabin employee - Worked in gift shop & concession stand, lived at “the Hut” and was a long-time friend of Ellen Teague’s from Philadelphia.

Lawrence W. Barrett\*\* 1964 - 1968 & 1997 - 2006  
Railway Corp

Nancy Barrett 1971 - 1972  
Under 24 - Marshfield/Cabins Corp

Leo L. Barrett III 1969  
Marshfield Corp

Boris Bauer\*\* 1966 & 1971  
Summit House clerk - see Vol. 1 Ch.9 Sec 2

Mark Stacy Bauer 1978  
Brakeman - Railway Corp

Robert F. Beckman 1968  
Railway Corp

Robert C. Beemer 1974  
Track Crew - Railway Corp

Faith C. Bencosky Desjardins 1974 - 1982  
Secretary - Railway Corp

Linda Bencosky Hope 1972  
Under 24 - Railway Corp

Fred Benson 1972  
Under 24 - Railway Corp

Terry Berger 1979  
Grounds - Railway Corp

Bill Bickford 1972 - 1973  
Under 24 - From Essex Junction, Vermont. - Railway Corp



Faith (Bencosky) Desjardin  
- Randall Family Collection



## Next Gen: Bic - Bra

**Neil Bickford** 1971  
Marshfield/Cabins Corp

**Noel Bickford** 1971  
Marshfield/Cabins Corp

**Cynthia Macleod Biddle** 1979  
Office - *Railway Corp*

**William M. Black** 1979  
Grounds - *Railway Corp*

**Frances “Fanny” Teague Blaggie\*\*** 1973 - 1974  
Asst. Cook (1973) Cook (1974) - *Marshfield Corp*



*Ken Bly*  
- Desjardins Family Collection

**Kenneth Bly** 1975  
Railway Corp - Fireman

**John Franklin Bolton** 1971 - 1982  
Under 24 (1972) Engineer (1974) Trainmaster (1981-1982)  
- *Railway Corp / See Jitney Years Roster*

**John R. Bolton** 1971 - 1975  
Arthur S. Teague Corp - 1975 Engineer / shop helper

**John Andrew Boname** 1973 - 1975  
Gift Shop - *Marshfield Corp*

**Marie Celeste “Marcee” Boname** 1973 - 1974  
Gift Shop - *Marshfield Corp*

**Cramer Lee Boswell** 1968 - 1970  
Railway Corp

**Wayne Boudle** 1975  
Railway Corp - Shop welder

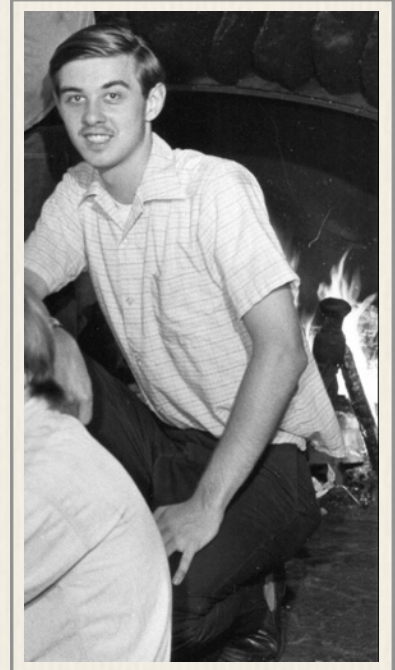
**Steven Bourassa** 1981 - 1982  
Brakeman (1981) Fireman (1982) - *Railway Corp*

**Larry Bowen\*\*** 1966 - 1969  
Brakeman - *See Vol. 1 Ch.9 Sec 7*

**R. Bowley** 1971  
Marshfield/Cabins Corp

**Donald H. Bray** 1946 & 1972 - 2005

Summit worker & Cog historian - After his teen-age summer (1946) working cleaning up the Tip Top House, Donald Bray returned in the early 70s to help Ellen Teague out with correspondence. The 87-year old historian explained in August 2018: “About 1972 or 1973, the Cog Railway was frequently receiving letters from individuals asking technical and historical questions about the railway, but neither Ellen Teague nor her live-in friend Alex Hamilton ever knew the answers. So, Mrs. Teague told Alex to forward those letters to me with a request that I respond to them - which I did for many years. I was supplied with Mount Washington Railway Company stationery for that purpose. In 1974, I was presented with a Cog Railway lifetime Pass by the then General Manager Edward M. Clark (a.k.a. *The Wild Man of the North*) In 1980 I was issued a Cog Railway identity card as Staff Historian and again in 1981 as Public Relations. The pass was never used, of course; it was intended as an honorary thing or keepsake - as were the two identity cards. Today they are keepsakes. In 1975, I put together a color slide show and lecture about the Cog Railway which was always well received wherever it was presented (in those days there were no digital cameras or “handy-cams”). In addition to various Rotary Clubs, Historical Societies and other groups, my Cog Railway illustrated lecture was presented at the upscale Spalding Inn Club resort in Whitefield, N.H. for seven years between 1977 and 1984. When Ted Spalding passed away suddenly from a heart attack (the) Spalding Inn was soon afterwards sold by Mrs. Spalding and the place was never the same after that. Toward the end of that period, I was asked to present my illustrated lecture at the Mountain View House. That was before it closed, was sold and revitalized. During the summer of 1981, the 1871 Ranlet (Laconia) number 1 coach badly needed some refurbishment and new paint. Rob Maclay and I started stripping the many layers of paint with propane torches



*Neil Bickford*  
- Bev Esson Collection



*Cramer Boswell (Sept 1, 1970)*  
- Maureen Driscoll Collection



## Next Gen: Bre - Cas

and putty knives. The green and aluminum paint, under the outer yellow, was reminiscent of the 1940's and early 1950's and we found that it had been painted solid black twice and at different times during its existence. While this was progressing, Ellen Teague decided that it would be a good idea to restore the coach's paint scheme to the way it was when received from Ranlet in 1871. When finished, that coach was a thing of beauty. I liked to get involved and get my hands dirty at the Cog. In that same year (1981), I had what was the most prolonged and terrifying lifetime experience when George Burdick and I had taken the speeder and a needed tool up to the track crew which was making minor repairs near the top of Long Trestle. Being a Sunday and Walter Mitchell's day off, he came along too. We had to get down to Waumbek to clear the line for train operations. A little over half way down Jacob's Ladder, the speeder ran away - out of control with no brakes. To make matters worse, the smoke of an upcoming train was seen below the rim of Coldspring! We were going much too fast to even consider jumping off - the rocks were whipping by much too fast! Down past the "roller coaster" the speeder began to slow and we were able to bring it to a stop just below the Waumbek switch. It was a traumatic experience."

"My first book about the, Cog published in 1984, *They Said It Couldn't Be Done*, was "cleansed" (everybody was a nice guy). It had seven chapters. My latest book is yet to be published. It has 26 chapters with lots of illustrations and it has been more than a decade in the writing. I have made no attempt to publish it - yet. After I'm gone, maybe someone will; it is very technical and very detailed. In 1985, George Burdick and I were asked to inspect the entire track by the majority of the three owners. We found a serious condition with four adjoining rack sections at the top of Long Trestle and so noted them as priority one! But this was apparently ignored when a train tore out the rack at that exact location a few days later and made a hell of a mess. Luckily the engine jammed and did not run away. There is more, but that fairly well covers most of my involvement with the Cog Railway."

- Aug 2018 email exchange with Jitney Jr.

**David M. "Bunk" Brenner** 1969 - 1975  
Engineer (1974) Weekend Engineer (1975) - Railway Corp

**James Breton** 1975  
Railway Corp - Brakeman

**W. Briere** 1971  
Marshfield/Cabins Corp

**Sean Brodrick** 1980 - 1982  
Brakeman (1980) Fireman (1981) Brakeman (1982) - Railway Corp



Dave "Bunk" Brenner  
- Mary Anne Barnes Collection



George Burdick (~1977)  
- Marc Shallin Collection

**Catherine Brooks** 1975  
Marshfield/Cabins Corporation

**George Burdick** 1977 - 1980  
General Manager - *I Conquered My Mountain* by Ellen Teague

**Margaret Lois Burdick** 1978 - 1982  
Kitchen - Marshfield Corp

**Randall Burke** 1971  
Marshfield/Cabins Corp

**Michael F. Caffrey** 1978  
Brakeman - Railway Corp

**Robert G. "The Human Crane" Callahan** 1974 - 1977  
Fireman - (1975) Track Maintenance Foreman

- Railway Corp

**Margaret P. "Max" Campbell\*\*** 1967 - 1970  
Marshfield Corp

**P. Case** 1971  
Arthur S. Teague Corp

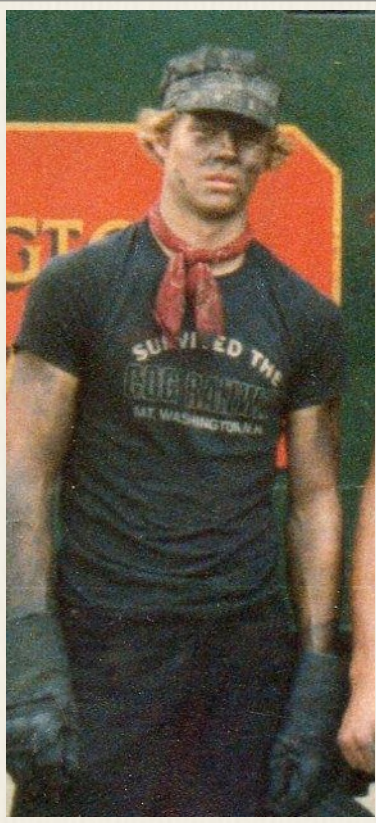
**Janet Louise Cass** 1968  
Marshfield Corp

**Lila Cass** 1973  
Gift Shop - Marshfield Corp



"The Human Crane" Callahan  
- Mary Anne Barnes Collection





Ken Chadwick (1981)  
- Dave Moody Collection

**Kenneth Michael Chadwick** 1978 - 1982  
Base/Gate (1978) Brakeman (1979) Fireman (1981) Engineer (1982) Chadwick's engineer Dave Moody on the No. 6 *Great Gulf* says Ken's "great uncle was one of those who perished up by Lizzies' back in the winter of 1932 and a monument to Chadwick/McAdams sits there today."

- Railway Corp/ See Vol. 3 Aggregated Timeline Feb 1932.

**Gordon Harry Champion\*\*** 1966 - 1968

Railway Corp

**Robert Chase** 1977

Railway Corp

**Jerre S. Chick** 1974

Carpenter - Railway Corp

**Eliza P. Childs** 1969 - 1971

Marshfield Corp

**Roger N. Christopher** 1974

Base Worker - Railway Corp

**Stephen Floyd Christy\*\*** 1966 - 1973

Railway Corp - Steve Christy came back for his third summer at the Cog in 1968. He had

worked on the track crew, learned how to fire, but was drawn to the work fixing engines down at the shop. But just like John Ruggles (described later in this section), he was quick qualified that year as an engineer by owner Ellen Teague. "The same thing happened to me," recalls Christy in 2018. "Just a few days before my 19th birthday, they qualified me as an engineer. I ran that summer until August. I just didn't enjoy running. You know, after awhile... three or four trips a day, it's pretty monotonous. You get to see the girls and whatnot. You know, I just couldn't stand the tediousness of it." And he got to run the No. 9 with it's butterfly valves. "(The Nine) had a bar more than a valve and it could creep open.



No. 9 at Summit (July 1963)  
- Robert J. Girouard Collection

When I was running I just kept tapping (the valve) to make sure the son-of-a-bitch was closed because it did crack open on me once and it just gives you start! (The Nine) was not an easy locomotive to run either because it was so slippery. I mean it had very little compression. God, I used to hate to run it. It was fine on the way up, no problem there, but it felt like I didn't really have any control (on the way down) and the brakeman, I said, 'When we leave the summit, I want you off of me. We're going to go like a shot to the cow pasture and once we pitch over Long Trestle, I don't even want you to touch me until we get to Waumbek. If you can do it.' And God that thing was slippery."

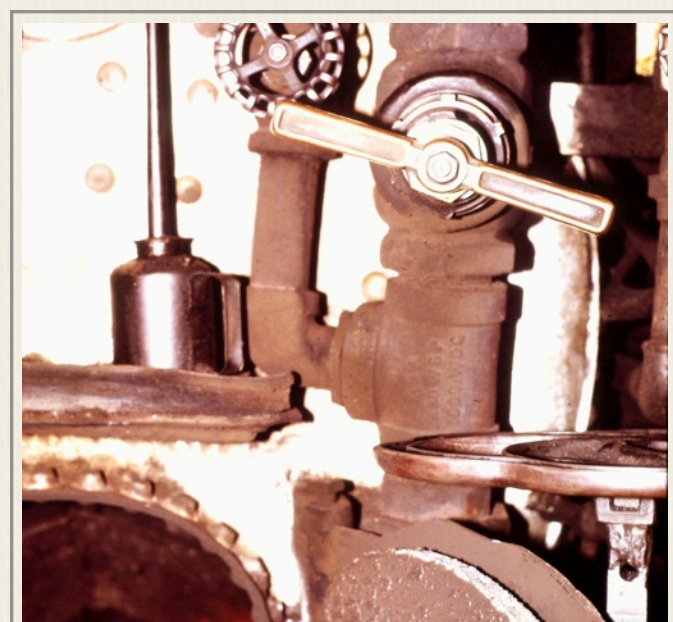
Another engine, the No. 8 *Tip Top* was sluggish due small forward steam pipes and little cylinder valves retrofitted into its D-valve cases. But once Christy learned the locomotive's quirks while working in the Shop, he had fun with one unplanned run up the mountain with the Eight. "Norm Koop's locomotive had been in the shop. They'd given him the Eight. He'd gone up... made one trip with it and he came down (to the Shop). He was throwing stuff around the Shop, 'Goddamn piece of shit... nobody can run that thing



Janet Cass  
- Dale Granger Eckert Collection



Eliza "Betsy" Childs  
- Dale Granger Eckert Collection



No. 9's head-banging Butterfly Valve  
- Dave Moody Collection



## Next Gen: Chr - Cla



*Norm Koop running the No. 8  
- Koop Family Collection*

to be popping (off) when we go through Skyline with full side stack.' Dave was a great little fireman. We got up there and David had that thing.. I mean we're just hanging on 140 pounds." 140 was the maximum pressure before the boiler popped off. Christy swears there was no cheating like running the blower to increase draft, or reduce the amount of cold water the injectors were putting into the boiler. "No, no, no, no, no, no, no. We weren't cheating that way. I was running, I still had the water on. I mean there were some things we coulda done, but I wanted to go through there - just smiling with (the Eight) popping and we did," Steve remembers with a wide grin more than 45 years later. "But hell, there were times the summer that I ran (the Eight), we used to have to stop and pick up a water at Skyline at that old (Gulf) tank."

And you had to have enough water to safely run those locomotives. Engineers who didn't keep track of water levels would have "trouble on the line." "Freezy Fry was running one fall," says Christy. "He got up into the end of the Cow Pasture (above Skyline). When the boiler tipped down, all the water ran up over... he came close to burning the crown sheet, but he had burned the first several rows (of flues). Usually if you burn the flues you might get one or two in the top row, or two or three in the second row. I forget how many rows down it was, but he'd run the thing short of water on Long Trestle, and when he pitched over the water hit the thing and boom. I remember asking Paul (Dunn), 'How close do you think he was to having an explosion?' I remember (Dunn) saying to me, 'I really don't know, but I think if he listened he could've heard the angels singing.' When you think about the shape that track got into, and the shape the rolling stock... the boilers... it's really remarkable nobody else was killed."

*- Interview with Editor*



*Steve Christy & crew with the No. 8  
- Kent Family Collection*

<b>Duane C. Clark</b>	1977 - 1978
Fireman (1978)	- Railway Corp
<b>Edward Clark</b>	1974 - 1976
General Manager - Stand-by Engineer	
<b>Katherine "Kathy" Clark</b>	1973 - 1974
Kitchen (1973) Counter (1974)	- Marshfield Corp
<b>Raymond E. Clark</b>	1968
Railway Corp	



**Robert Millard "Clem" Clement** 1968 - 1981

Under 24 (1972) Track Foreman (1974-1981) - *Railway Corp*

**Roger M. Clemons** 1969 - 1971

Railway Corp/AST Corp - Roger seen left on the No. 3 as a spare fireman for Norm Koop. "I had run a small steamer at Storyland for two summers," says Clemons, "had 'yanked throttle' on the Heisler at Clark's and knew quite a bit about steam operation and qualified quickly to fire. Learning to brake was another matter, but I qualified after a dozen runs or so. Bob Kent qualified me for running in the summer of 1970 after Frank Thompson had let me run the #9 a few times. I had fired for Frank in 1969 to give his regular fireman, John Weigel a day off. Other than hitting my head a couple of times on the main steam (butterfly) valve, I didn't have many problems. My qualifying run was on the #9 pushing the oil flatcar with the last oil delivery to the summit. I think that was the last time that the oil car was used for that purpose. We left around 4 in the morning and got back by 9 or so, meeting one train at Waumbek. I got four runs in that day, making me eligible for the extra 'overtime' of an extra three hours, thus I had an extra \$6.00 in my pay envelope."



*Roger Clemons (1970)*  
- *Clemons Family Collection*

Much of Roger's work revolved around the car shop where the No. 2 passenger car rebuild was underway. "To finish this car, Paul (Kahne) designed the filigree by adapting it from the sanded side panel, copying what he could find and, using his art skills filled in what was missing, making a stencil out of an old Cog poster. Paul, John (Ruggles) and I painted the filigree work onto the car with Paul pouncing the stencil with powdered black chalk or charcoal, then painting it over with the red paint.

The lettering is gold, most of which I did, John "pulled" the straight red lines using a 3/4" specialized lining brush and painted a small flower at each corner with a Peace sign in the center of each; these being on the end corners of the car. This was the first car with Thelma style braking system but with vertical brake wheel shafts and an open rear platform." While the main project was completing the rebuild of the Number 2 car, Ruggles, who became Roger's brother-in-law, remembers "we still had the normal maintenance stuff and one of the cars is down in the shop with several broken windows. I think it had been a day when there are some really high winds up on the summit. We had the four windows out and we had just gotten the glass back in all four. We'd taken a break for lunch. The (repaired windows) were in the aisle of the car - Paul and I were at the back of a car - sitting there with our track lunch. Roger Clemons came around to the front of the car and came down the aisle. He didn't see the windows. He had a reputation for being a little bit on the clumsy side. And he came walking down the aisle in a big hurry with track lunch in hand, and he stepped through the glass in all four windows. If you'd have seen the expression on (Paul Kahne's) face. All I can say is that if looks could kill that was enough to kill a half a dozen people because Paul had done a great deal of the work (on the windows.) We just got these done - we're ready to put them back in and everything we did this morning was all zeroed out." Engineer Roger says his best trip came running Jitney's *Great Gulf*. "Interestingly I had my best Base to Summit run on the #6, with a green fireman (first time ever to throw coal into the firebox) and on the top end of a double with Charley Kenison behind me with the Deuce. Paul Case was a trackman who hung around the Base on a day off, and Bob Kent asked him to fire for me. The #6 had been running well when I fired it that summer, so I agreed and talked (Case) through it. Charley and I took the siding at Waumbek and Skyline. But when I left Skyline, Charley was right behind me and ended up bumping my tender around Gulf Tanks. I wasn't happy, but that was Charley - no one was hurt and no issues with the trains."

**John A. Colarusso Jr.** 1981 - 1982

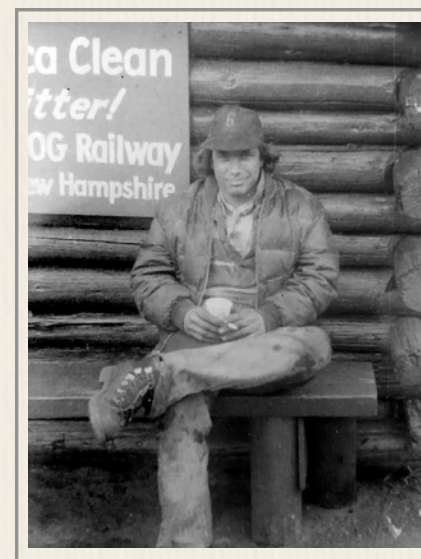
Brakeman (1981) Fireman (1982) - *Railway Corp*

**Earl C. Cone\*\*** 1933 - 1939 & 1966 - 1974

Shop Machinist - *AST Corp/Railway Corp*

**Lila E. Cone\*\*** 1971 - 1974

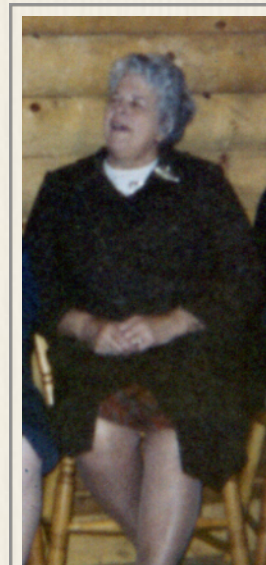
Gift Shop - *Marshfield/Cabins Corp*



*Clem at the Ticket Office*  
- *David Huber Collection*



*Earl Cone (1970)*  
- *Maureen Driscoll Collection*



*Lila Cone (1970)*  
- *Maureen Driscoll Collection*



# Next Gen: Cop - Dac

**Mike Copley** 1972  
Under 24 - *Railway Corp*

**Albert J. Corey** 1968  
Marshfield Corp

**Steve Couture** 1982  
Brakeman - *Railway Corp*



*Martha Crandall (2015)*  
- *Chicago Mosaic School*

**Martha Wood Crandall** 1973 - 1974

Gift Shop - Rich Crandall’s sister - The Chicago Mosaic School’s featured artist is Martha Crandall, of Chicago (on Jan 22, 2015). The Flower Series is work Martha created using both smalti and sheet glass. Martha is a longtime faculty member at The Chicago Mosaic School and runs our After School Matters Mosaic arts program with high school students. Martha Crandall is both mosaic artist and educator and has lived in Chicago for more than 30 years. Involved with art from an early age, she continues to pursue work that addresses her particular strengths in art. After earning a BFA from the Rhode Island School of Design, she planned on becoming an illustrator but quickly expanded her interests to include graphic design, which became a lifetime career. As a founding faculty member of The Chicago Mosaic School, she teaches both adults and children and finds satisfaction in helping her students realize their artistic voice in the language of glass and stone. In 2011 she was the lead artist with CMS for “Something Fishy”, where she designed a mosaic to cover a cement water feature in Weisman Park Playlot , 44th ward. Meanwhile she never stopped drawing and painting. Around 2000 the mosaic direction took hold. She is a professional member of the Society of American Mosaic Artists and owns Studio B Mosaic Design.

- *Marshfield Corp*

**Richard W. Crandall\*\*** 1968 - 1974  
Engineer (1974) - *Railway Corp - See Vol. 1 Ch.9 Sec 6*

**Francis Crowley** 1969  
Railway employee - (1969) “Gilman, Vt Notes: Francis Crowley was home on Saturday (5/30) from his work at the Base of Mt. Washington.” - *Littleton Courier - Thu, Jun 5, 1969 pg 7B*

**Eric V. Cunningham** 1977 - 1978  
Car Shop in 1978 - *Railway Corp*

**David Lee Cureton\*\*** 1966 - 1968  
Marshfield Corp

**M. Currier** 1971  
Marshfield/Cabins Corp



*Denny B. Cutler*  
- *Desjardins Family Collection*

**Denny B. Cutler** 1969 - 1974

Under 24 (1972) Fireman (1974) - Cutler attended the 2014 Reunion and talked about his time on the road: “First couple of years here... I was a brakeman,” says Cutler. “We’re coming down the mountain and pulling into Skyline switch... it was a cloudy day and there were a possibility of a thunderstorms... Well, when you’re on a three and a half mile lightning rod thunderstorms can give you some immediate concerns... We were pulling off of the switch and I was clearing the switch. I was picking up the rails as you do - throwing them over. And the people in the coach - they’re right in front of me and suddenly they start banging on the windows - I look up and their eyes are wide as dish plates going “Oh, Oh, Oh!” I just kept throwing the switch, and at that moment behind me there was a loud snap, and an electrical smell. I went into the coach and asked the people what was it? It was a great big ball of Saint Elmo’s fire coming down the track and where there’s a gap in the rails at the switch, the snapping sound was it jumping the gap. If I’d been a little slower throwing that switch... You know how you straddle the track... it would’ve been a very painful experience but as it turns out it just ends up being a good story. One of many.”

- *Railway Corp / 2014 Cog Reunion interview*

**Donna Jeanne Dacey** 1980  
Gift Shop - *Marshfield Corp*



**Gretel Katrina Datz** 1978 - 1979  
Gift Shop (1978) Kitchen (1979) - Marshfield Corp

**David Dearborn** 1975  
Railway Corp

**Allen M. "Alan" Deprey** 1977 - 1978  
Brakeman - Railway Corp

**Andre Francis Desjardins** 1980 - 1982  
Brakeman (1980) Track Foreman (1981-1982) - Railway Corp

**Marcel J. Dion** 1968  
AST Corp

**Dann B. Dodd** 1974 - 1977  
Brakeman (1974) Fireman (1975) - Railway Corp

**Robert H. Dole** 1977 - 1978  
Brakeman (1978) - Railway Corp

**James Doughty** 1975  
Railway Corp

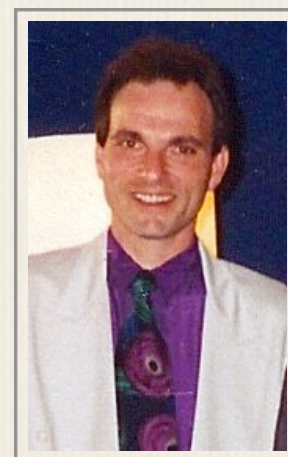
**Edith E. "Liz" Dowling** 1969

Marshfield Corp - "Liz Dowling of Beaufort, S.C., is editor of the 1969 commemorative *Among the Clouds*, and is on hand daily at the Marshfield Station to record the names and addresses of all passengers on the Cog Railway." Edith Elizabeth Dowling, daughter of Mr. and Mrs. Grafton Geddes Dowling of Beaufort, S.C., and Benjamin Burton Sendor, son of Mr. and Mrs. Mortimer Samuel Sendor of Queens Village, Queens, were married yesterday (6/18/1978) in the Brotherhood Synagogue in New York. The once, a former reporter for the Charlotte Observer in North Carolina, is an associate editor with Scholastic Magazines Inc. in New York. Her mother is a former film officer with the British Information Service in New York. Her father is counsel to the Beaufort law firm of Dowling, Sanders, Dukes, Novit & Svalina. The bridegroom is an associate with the New York law firm of Cadwalader, Wickersham & Taft. His mother is a professional artist under the name Renee L. Sendor. His father is executive vice president of Sendor Bindery Inc., New York trade binders. The bride graduated cum laude from Radcliffe College. Mr. Sendor, who received an A.B. degree magna cum laude in philosophy and social relations from Harvard College, graduated from the Harvard Law School, where he was an editor of *The Civil Rights-Civil Liberties Law Review*. Liz Dowling-Sendor left reporting and became an Episcopal minister. "Liz Dowling-Sendor, a priest in the Diocese of North Carolina, has served congregations in Durham and Chapel Hill. She is a spiritual director and retreat leader, facilitates Spiritual Formation Groups at Duke Divinity School, and co-leads a weekly service of contemplative prayer in Chapel Hill. She chaired the Diocese of North Carolina's Commission on Ministry and has served as editor for the General Ordination Exams. A former newspaper reporter and magazine editor, she offers writing workshops through the Resource Center for Women & Ministry in the South, where she serves as Writer-in-Residence. Born and reared in Beaufort, South Carolina, she received degrees from Harvard University and Duke Divinity School (M.Div.)" / "Liz Dowling-Sendor has served at St. Philip's in Durham and at Holy Family and the Church of the Advocate in Chapel Hill. She was Associate Director of the Anglican Episcopal House of Studies and Spiritual Formation Group leader at Duke Divinity School. Liz also served as co-chair of the Commission on Ministry and on the Diocesan Pastoral Response Team and is a retreat leader and spiritual director. A former newspaper and magazine journalist, she is an editor and writer and contributed to *Wide Open Spaces: Women Exploring Call through Stories and Reflections*. Liz is a graduate of Harvard University and, after an Anglican year at Virginia Theological Seminary, received the M.Div. from Duke Divinity School."

- New York Times - Jun 19, 1978 / Credo / St. Matthew's Episcopal Church, Hillsborough, NC

**Hans Drake** 1972  
Under 24 - Railway Corp

**Ned Drinker** 1972 - 1973  
Under 24 - Railway Corp



Andre Desjardins (1994)  
- Randall Family Collection



Liz Dowling w/ tourist (1969)  
- Helen Merrill photo



## Next Gen: Dri - Ell

**Brian J. Driscoll** 1969

Marshfield Corp - Maureen's brother

**Eileen Driscoll** 1971 - 1972

Under 24 (1972) - sister of Maureen - NJ -

- Marshfield/Cabins Corp

**Maureen A. Driscoll\*\*** 1966 - 1971

Marshfield Corp

**Susan D. Droadick** 1982

Kitchen - Marshfield Corp

**Paul C. Dunn\*\*** 1970 - 1973

Railway Corp - Dunn not only bridged the era of the Teagues (Henry, Arthur & Ellen) but was witness to some of the last runs on the Fabyan spur line while working on the Cog as a Dartmouth College student. Roger Clemons says Dunn "talked about working at the Cog during his college days and taking the old B&M engine down to pick up a hopper of coal. Had to run the engine in reverse to keep the water on the tubes in the boiler." Dunn came back to manage the line for Ellen Teague after a long, successful management career at the Boston & Maine. He dealt with the first efforts to halt the use of bituminous coal, and proved to be cool under fire when breakdowns occurred that prevented trains from making it all the way to the top. "I remember I had a goofer (*tourist*) that had insisted on tipping me \$10 for letting his sons on the front platform as we went up long trestle (before the breakdown)," recalled David Huber. "When

we got down after dark and Paul Dunn had a meeting with the goofers in Marshfield about refunds, this guy started mouthing off demanding full refund. Mr. Dunn patiently listened to a lot of comments and reminded the goofers that there was no guarantee that they would reach the summit and the Cog was not obligated to issue any kind of refund at all. This guy sat in back and got the crowd wound up to demanding all their money back. Paul once again repeated his previous statement and offered half-fare refund to all those who wished to return with ticket stubs to ticket office. The high tipper continued to chant, 'Full refund' and got some others to also. Paul then got them quieted and made one last final offer for half refund. No one accepted and they continued to chant. Then Paul waited for them to quiet down one last time. He told them that he felt he was fair in his offer, and that they all refused it, so he rescinded his offer, told everyone in the room to have a nice evening and safe drive home. He held his head high as the room went totally silent, and he walked out the front door of Marshfield directly to the ticket office and had Cliff (Kenney) close down the ticket office and lock up. I don't remember who was recruited, but a number of the bigger veteran Coggers then helped escort Cliff to his car. While Paul and some others stayed in ticket office until most people left for their cars. My memory isn't quite what it used to be, but this is the gist of what happened as I remember. I was impressed how Paul Dunn handled the goofers and didn't back down. It was one of my first experiences witnessing "Mob mentality" Ooh yea, the big tipper and instigator; he disappeared faster than anyone else and was never heard of again."



*Paul Dunn (1970)*  
- Maureen Driscoll Collection

**Garry J. Dunnigan** 1974

Carpenter - Railway Corp

**Tom Durand** 1972

Under 24 Railway

**Claire L. Dwyer\*\*** 1967 - 1971

Secretary - Railway Corp

**Cynthia Ann Eager** 1978

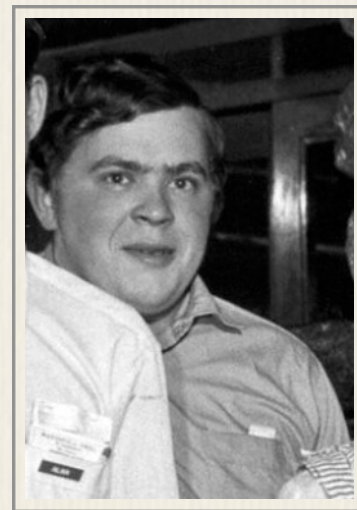
Gift Shop - Marshfield Corp

**C. Edwards** 1971

Marshfield/Cabins Corp

**Redi Ellis** 1971

Summit employee - Colleague of Boris Bauer who worked at the Summit House in 1966, drove for the Auto Road for a number of years before serving in Vietnam and then just before graduate school. Bauer wrote Jitney Jr. "I was surprised to find myself once again bidding my 1971 summertime atop Mt. Washington before starting graduate work at the Univ. of SC/Univ. of Utah. I ran the concessions services with three others living in the old hotel during its last year of operation open to the public. What another turn of events. I had a friend, Reid Ellis join me from SC that summer (he is a retired state



*Brian Driscoll*  
- Bev Nash Esson Collection



*Roger Edholm*  
- Bev Nash Esson Collection



lawyer). The other couple's name I cannot remember."

- Boris Bauer email to editor

**Marie Revoir Emd** 1978 - 1982

Gift Shop - Gift Shop Mgr (1981-1982) For a time was Karl Emd's wife, and later roommate. - Marshfield Corp

**Karl Henry W. Emd Jr.** 1977 - 1981

Kitchen - Married to Marie when he came to the Cog, Ken and Bonnie Randall say they were a "strange couple" as they got a divorce and then started living together after the decree became final "because it was easier."

- Marshfield Corp

**Mike Emery** 1972

Under 24 Railway

**L. or E. Emmons** 1971

Marshfield/Cabins Corp

**Bill England** 1975

Railway Corp

**Thomas K. Evans** 1975 - 1982

Car Shop (1975) Fireman (1978-1982) - Railway Corp

**Mark A. Fillion\*\*** 1967 - 1969

Railway Corp

**Thomas Fillion** 1968 - 1971

Marshfield Corp/Railway Corp

**Catherine Anne Fishbourne** 1980 - 1982

Kitchen - Marshfield Corp



Marie Emd & Karl Emd (1994)  
- Randall Family Collection



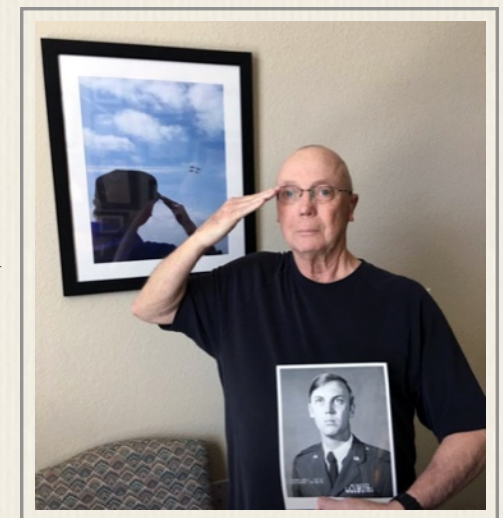
Mark Fillion (1968)  
- Fillion Family Collection

**Lee A. Fisher** 1969 - 1971

Railway Corp - friend of Steve Christy - "I don't recall exactly the years Lee worked at the Cog," writes Claire Dwyer in August 2018. "I believe it was 1969-71. He was one of several Louisiana "boys" who worked there, and he attended the 2014 reunion. Early last winter, I sent an email advising that Lee had been diagnosed in the late fall with pancreatic cancer. When I spoke with him a few months later, he was happy to have been contacted by any of you who had reached out after receiving the email. Sadly, he passed away on August 10. The attached photo (*right*) of Lee was taken a couple of months ago. Sorry to be the bearer of sad news yet again, but I know that many of you would like to know of his passing." Shirley Kent posted a Cog era photo (*previous page*) of Fisher on Facebook that prompted memories from his friends. Dave Kurz: "True gentleman! Roomed with Lee in the corner room of the 2nd floor my first year in 1969.....great guy!" Fanny Teague Blaggie: "Lee was a wonderful fellow and certainly loved the Cog and friends.. such sad news, but I remember Lee like your photo." David Brenner: "Thanks for posting this. This is how I remember Lee as well"



Lee Fisher at Cog  
- Kent Family Collection



Lee A. Fisher (2018)  
- Claire Dwyer Collection

**Philip A. Fitzpatrick** 1969 - 1971

Railway Corp

**Terry Ann Flaherty** 1973 - 1980

Kitchen - Counter (1974) - then Kitchen - she married Bob Clement - Marshfield Corp

**Phil France** 1972

Under 24 - Marshfield Corp



# Next Gen: Fre - Gio



Cog Crew group shot (1970s)  
- Jon Hively Collection

**Liz Frescoln** 1972  
Under 24 - Marshfield Corp

**Ramona H. Frye\*\*** 1963 - 1971  
Marshfield/Cabins Corp

**Thad Gaebelein** 1974 - 1975  
Brakeman (1974) Fireman (1975) - Railway Corp

**Eileen Gagon** 1975  
Marshfield/Cabins Corp

**Glenn Gahagan** 1975  
Fireman - Railway Corp

**Layne Gathercole** 1975  
Moved from Marshfield to the trains that summer - Marshfield/Railway Corp

**Michael Ann Gearhardt** 1980 - 1981  
Kitchen (1980) Gift Shop (1981) - Marshfield Corp

**David R. Gendron** 1982  
Kitchen - Marshfield Corp

**Donald R. Gendron Jr.** 1981  
Bunker - Railway Corp

**Pamela J. Gertz** 1981 - 1982  
Kitchen - Marshfield Corp

**Peter Gervais** 1992 - 2014  
Kitchen chef - see earlier Jitney Years listing

**Michelle Jeanne Giguere** 1973 - 1974  
Kitchen (1973) Counter (1974) - Marshfield Corp

**Melinda Gilbert** 1975  
Marshfield/Cabins Corporation

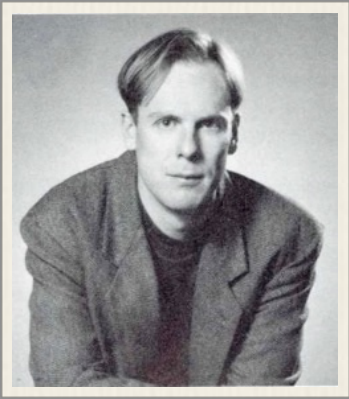
**Raymond F. Gilman\*\*** 1961 - 1969  
Boilermaker - AST Corp

**Stephen J. Giordani** 1980 - 1982

Grounds (1980) - Brakeman (1981) - Fireman (1982) - “Videographer/Producer: With over 20 years as an award-winning videographer, editor and producer, Steve scrambles with 40 pounds of gear trying to keep up with Willem Lange on Windows to the Wild shoots. Steve also films political events and hockey games. He won a New England Emmy in 2004 for individual achievement program videography, and was a 2010 & 2012 recipient for outstanding environmental program. He’s been to Cuba, Nicara-



## Next Gen: God - Hal



*Stephen J. Giordani (1992)  
- Lyndon State College*

gua, Ecuador, Mexico, Jamaica, Iceland, Canada, Montana, Ohio and New Jersey on shoots. On international trips for the show, he, Phil and Will have shared encounters with customs agents, local police and native cuisine (would you have tried the seal flipper stew?). A native of Exeter, N.H., who watched NHPTV growing up, Steve lives on the Seacoast with his family and is an avid hockey dad. He was an engineer on the Mt. Washington Cog Railway for years, and still wears his engineer's cap whenever possible. Steve produced NHPTV's documentary *Climbing to the Clouds: The Mt. Washington Cog Railway.*" - *Railway Corp / NH PBS Windows on the Wild biography 2018*

**Roland Godbout** 1968  
AST Corp

**"Father Goodie" Gooden\*\*** 1968 - 1969  
Track Foreman - *AST Corp*

**David Gordon\*\*** 1966 - 1973  
Engineer

**Joseph P. Gorski** 1979 - 1981  
Brakeman (1979) - Fireman (1980) - Engineer (1981) - *Railway Corp*

**Thomas Gosselin** 1977 - 1978  
Fireman (1978) - *Railway Corp*

**Dana D. Gove** 1969  
Marshfield Corp

**Dale Ann Granger** 1968 - 1971  
Marshfield Corp

**Gabrielle Granger Clark** 1987 - 1988  
Marshfield Corp

**Leigh Granger Haggett** 1988  
Marshfield Cor

**Mildred "Millie" Granger\*\*** 1940 - 1973  
Gift Shop Marshfield/Cabins Corp

**Pliney Granger Jr.\*\*** 1968 - 1969  
Railway Corp

**Pliney Granger III\*\*** 1968  
Railway Corp



*Jerry Griffin (1969)  
- Budd Nye Collection*

**Jerry L. Griffin** 1969  
Railway Corp - Brakeman on the No. 6 crew with engineer Bud Nye and fireman Bill Oedel

**Charles Haberman** 1977  
Railway Corp

**Darcie Ann Haeseler** 1977  
Kitchen - *Marshfield Corp*

**Brett D. Hall** 1982  
Brakeman - *Railway Corp*

**Carl William Hall** 1974  
Fireman - *Railway Corp*

**Vickie J. Hall** 1982  
Kitchen - *Marshfield Corp*



*Tom Gosselin (1978)  
- Dave Moody Collection*



*Millie Granger (1970)  
- Maureen Driscoll Collection*



*Pliney Granger Jr.  
- Dale G. Eckert Collection*



Next Gen: Hal - Har

Martin Halloran 1973 - 1974  
Chef - Marshfield Corp

James S. Hamilton 1978 - 1979  
Brakeman - Railway Corp

Richard Hamilton 1969

Centennial PR consultant - *Union Leader* correspondent John Kozial profiled Hamilton ahead of a major award in 2018: “A spry 82, Dick Hamilton discovered the formula for tourism success in 1949 as a teenage bellhop at the Eastern Slope Inn in North Conway, which he parlayed into a career filled with accomplishments in promoting tourism both in his native White Mountains and the entire state. Born and raised in North Conway, Hamilton and his twin brother, Dale, were the middle of four siblings. Hamilton is a 2018 Granite State Legacy Award recipient. He will be honored May 31,2018 with other recipients during a ceremony at the New Hampshire Institute of Politics at St. Anselm College. After graduating from Ken- neth High School in 1954, Hamilton served in the U.S. Air Force before taking a job at a ski area in Iron- wood, Mich. Three years in, however, he was back in New Hampshire: “I liked New England too much,” he said. Once back in the Granite State, Hamilton saw an ad for Ski 93, a newly formed organization to promote the ski resorts near Interstate 93 in the western part of the White Mountains. After four years at Ski 93, Hamilton said, he was “loaned out” to the Mount Washington Cog Railway in 1969 to help the Cog celebrate its centennial. Later that same summer he was approached about becoming the first director of “this relatively new organization whose intent was to bring tourism and visitors to the White Mountains.” Hamilton led that organization, White Mountain Attractions, from 1970 through 2005, and each night as he drove home through Franconia Notch, he would wave to the Old Man of the Mountain and say, “Good night, boss.” After the Old Man collapsed on May 4, 2003, Hamilton was appointed and continues to serve on the Old Man of the Mountain Legacy Fund. According to his longtime friend and tourism industry col- league Steve Barba, Hamilton did three transformative things for the industry. The first was to make people realize tourism is a statewide issue. Then, he organized a tourism industry meeting in 1973 to respond to Gov. Meldrim Thomson’s plan to reduce gasoline consumption by prohibiting Sunday gas sales. “That “extraordinary day,” Barba said, the New Hampshire Travel Coun- cil was formed, and Hamilton became its president. He eventually served for a decade. Today, tourism is New Hampshire’s second-largest industry. Barba said the next big thing Hamilton did for the tourism industry was to convince people — as Hamil- ton is frequently heard to say — that “a rising tide lifts all boats.” Speaking with Jitney Jr. at the Littleton Historical Society, Hamil- ton says of his year working for Ellen Teague that she knew exactly what she wanted and any effort to convince her otherwise was fruitless.



Dick Hamilton (2018)  
- NH Union Leader

- NH Union Leader - May 23, 2018 / Interview with Jitney Years editor

Mike Haney\*\* 1946 - 1969  
Gift Shop manager

Dorothy Lucille Harriman 1980 - 1982  
Kitchen - Marshfield Corp

James G. “Griff” Harris\*\* 1968 - 1969

Engineer - Steve Christy fired for Griff Harris during the Next Generation years after Griff took time off to deal with the break-up of his first marriage. “I think he was hitting the bottle and all kinds of issues,” says Christy in 2018. “Anyway, he came back one summer and of course he’d been been there as an engineer for many years... Bob Kent was just concerned. So he asked me to fire for Griff for a little while and see how he did. He was fine, but he could be a pill. We were headed up the mountain one day and it was a hot, hot day... he was ragging on me about something I wasn’t doing right. I kept putting a little coal dust off to the side. Each time I found it I’d shoveled it off to the side. Right around Halfway House, I got the fire just about where I wanted it... to throw that dust and just leave the (fire) door open. So I opened the door and I took a shovel full of that stuff and I just swirled it like that. The whole (cab) just went black for an instant. Griff realized what the hell was happening because I had already moved to the tender and... Ka-BOOM (the dust ignited). Then I grabbed a shovel full of coal and I put it in his lap... I said, ‘If you say one more word... the next time the shovel’s going upside your head. Now, I’m going to fire the locomotive. Leave me alone.’ I never got another word. He and I got to be actually real good friends... over time.”

- Railway Corp



Ruth A. “Ruthie” Hartford\*\* 1954 - 1969  
Boarding House (left) - Railway Corp

Patricia Ann Hartman 1978 - 1981  
Kitchen - Marshfield Corp

Susan Marie Hartman 1978 - 1979  
Secretary (1978) Kitchen (1979) - Railway Corp



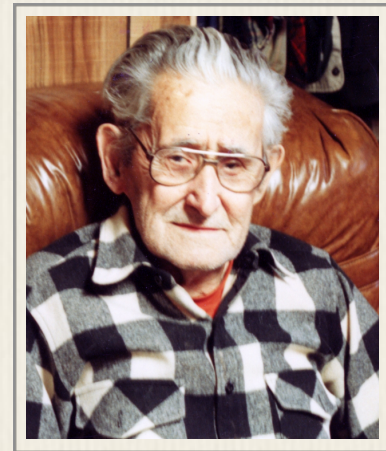
## Next Gen: Has - Hub

**Gerald C. "Crawford" Hassen\*\*** 1968 - 1982  
Caretaker / Philosopher / Artist - *Railway Corp*

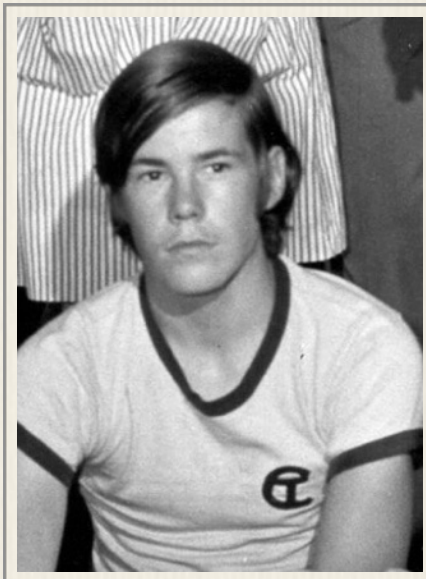
**Nancy Hayes** 1978  
Gift Shop - *Marshfield Corp*

**Jeff Henault** 1975  
Brakeman (1975) - *Railway Corp*

**Peter J. Herrmann** 1982  
Bunker - *Railway Corp*



*Crawford*  
- Dale Ann Granger Collection



*Roddy Hillas*  
- Bev Nash Esson Collection

**Janet M. Hickey** 1982  
Gift Shop - *Marshfield Corp*

**Stephen Hill** 1971  
Marshfield/Cabins Corp

**Roger "Roddy" Hillas Jr.** 1971 - 1972  
Under 24 - *Railway Corp*

**Peter John Hisey** 1968  
Marshfield Corp

**Jonathan Hively** 1974 - 1979  
Brakeman (1974-1975) Engineer (1978-1979)  
- *Railway Corp*

**Andrea Hladik** 1977  
Kitchen - *Marshfield Corp*

**Cindy Holmes** 1977  
Kitchen - *Marshfield Corp*

**Linda L. Holmes** 1982  
Kitchen - *Marshfield Corp*

**Bruce Richard "Bootsie" Houck** 1978 - 1982  
Fireman (1978) - Engineer (1979-1982) - *Railway Corp*

**Susan M. Houck** 1982  
Gift Shop - *Marshfield Corp*

**Stewart Hoyt** 1978  
Base - *Railway Corp*

**Alden F. "Billy" Hubbard** 1971

Arthur S. Teague Corp - Frederick Alden "Billy" Hubbard was born in Lebanon, N.H. on August 21, 1918 the son of J. F. Hubbard and Josephine M. (Flint) Hubbard. Alden's older brother, Harlan graduated with Niles LaCoss from Lebanon High School. The school, "Billy" would graduate from in 1938. LaCoss was Hubbard's connection to the Mt. Washington Cog Railway. At the mountain, Hubbard worked on the track crew, and later ran it after Father Goody retired. He helped LaCoss and Steve Christy prepare to assemble the No. 10 *Colonel Teague* in Etna, N.H. "A little short guy," Christy says. "The quintessential New Englander - dry sense of humor. We put an addition on (Niles' blacksmith) shop so we could put the Ten in there... Billy came down and helped us build the thing. Niles says, 'You know, I've known Billy Hubbard for 40 years. I never knew him to swear until he met you.'" Hubbard worked as a carpenter. He died two days before Christmas in 1996.



*Peter Hisey (1968)*  
- Tom Fillion Collection



*Bruce "Bootsie" Houck gives No. 6 a kerosene wash (1970s)*  
- Charles Morrill photo



## Next Gen: Hub - Jon

**Shirley Hubbard** 1971  
Marshfield/Cabins Corp - wife of Alden

**Daniel C. Huber** 1978 - 1982  
Brakeman (1978) Fireman (1982) - Railway Corp



*Dave Huber dining "Cog style"*  
- Terry Flaherty Collection

**David W. Huber** 1972 - 1979  
Under 24 (1972) Fireman (1974) Engineer (1975-1979)  
- Railway Corp

**Thomas J. Hudson** 1974  
Shop Helper - Railway Corp

**George E. Hunt** 1974  
Brakeman - Railway Corp

**Thomas Hydorn** 1977 - 1978  
Fireman (1978) - Railway Corp

**Huston B. Jacobs** 1972 - 1973

Under 24 (1972) Engineer (1973) - Two year engineer from Marlboro, Massachusetts. Known as "Jake of Houston" an incident at the Boarding House with Crawford during a Next Generation 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 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 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

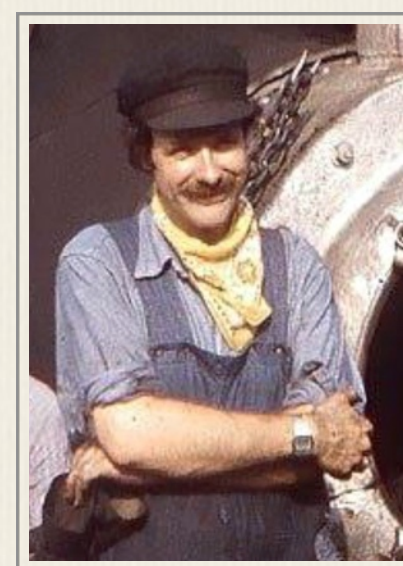
**William F. Jacobus** 1974  
Dishwasher - Marshfield/Cabins Corporation

**Peter P. Jeskey\*\*** 1966 - 1969  
AST Corp

**Anthony John Jomaitis III** 1979  
Grounds - Railway Corp



*Shirley Hubbard (1970)*  
- Maureen Driscoll Collection



*Huston Jacobs (1973?)*  
- Jon Hively Collection





*Claudia Jordan (1975)*  
- Lewis Family Collection

**James W. Jones** 1981  
Grounds - *Railway Corp*

**Claudia Jordan** 1968 - 1969

Marshfield Corp - Worked at Marshfield - married Bud Nye in 1970 - the couple had three children before their divorce in 1981. Claudia taught school on a small naval base in southern Japan in the mid 90's.  
- See Vol. 1 Ch. 9 Sec. 9

**Naomi E. Joress** 1973 - 1974  
Housekeeper (1973) - Counter/Chambermaid (1974)  
- *Marshfield Corp*

**Paul S. Kahne** 1968 - 1971

Railway Corp/AST Corp - Worked with John Ruggles in the car shop. That job 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 Clemmons and John Ruggles pushing out the rebuilt Deuce Car. Clemmons says “I was “loaned” to the car shop in 1970, from my firing duties, to help paint and letter the car.” (1970)  
- Roger Clemmons Collection

**Donald J. Kazan** 1978  
Base - *Railway Corp*

**Carolyn Kenison** 1971  
Railway Corp



*Charlie Kenison*  
- Maureen Driscoll Collection

**Charles G. Kenison\*\*** 1966 - 1975 & 1996 - 2014  
Engineer (1974)  
- *AST Corp*

**K. Kenison** 1971  
Marshfield/Cabins Corp

**Frank J. “Chub” Kenison Jr** 1971 - 1982  
Shop Mechanic  
- *Railway Corp/AST Corp*

**Gretel Datz Kenly** 1980 - 1981  
Kitchen / Kitchen Mgr (1981-1982)  
- *Marshfield Corp*

**Julie E. Kenly** 1973 - 1977  
Housekeeper (1973) Counter/Café (1974) Kitchen (1977)  
- *Marshfield Corp*



*Frank J. “Chub” Kenison Jr*  
- Mary Anne Barnes Collection



## Next Gen: Ken - Kir

**Michael A. Kenly** 1974 - 1982  
Engineer (1974-1975) Shop Mechanic (1979) - Shop Foreman (1982) - *Railway Corp*

**Clifford E. "Cliff" Kenney\*\*** 1946 - 1954 & 1956 - 1979  
Ticket Agent - *Railway Corp - See Vol. 1 Ch. 9 Sec. 1*

**John Clifford Kenney\*\*** 1966 & 1991  
Marshfield

**Judith Ann Kenney\*\*** 1964 - 1968  
Marshfield Corp - *See Vol. 1 Ch. 9 Sec. 3*

**Jeff Kent\*\*** 1972  
Under 24 - *Marshfield Corp - See Vol. 1 Ch. 9 Sec. 1 & Vol. 1 Ch. 10*

**Rich Kent** 1972  
Under 24 - *Marshfield Corp*

**Rob Kent** 1972  
Marshfield counter - Brother of Allen, Fred & Rich Kent - worked in snack bar & restaurant

**Robert L. Kent\*\*** 1956 - 1973

Railway Corp - On Tuesday, June 11, 2019... Dave Moody alerted the Cog Facebook family: "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 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(!)"

**Shirley J. Kent\*\*** 1957 - 1973  
Marshfield Corp

**James Hayden Kepner** 1977 - 1979  
Brakeman (1978-1979) - *Railway Corp*

**David O. Kerper** 1971, 1975 & 1979  
Track Crew (1975) Grounds (1979) - *Railway Corp*

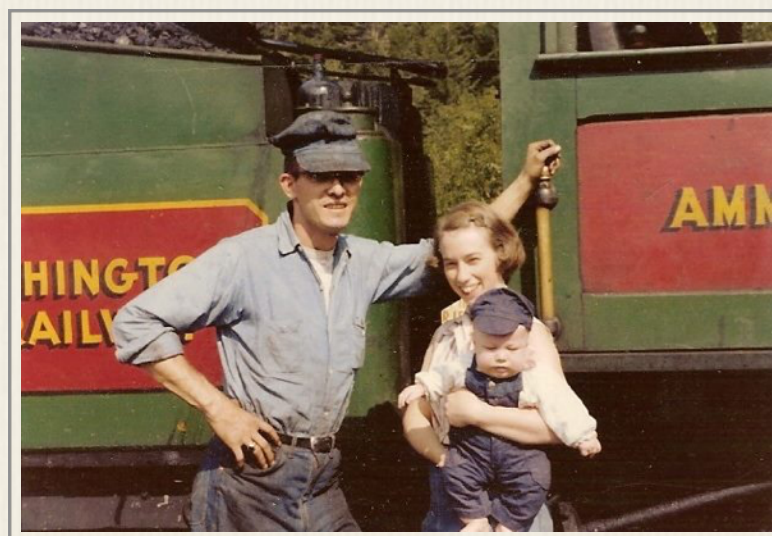
**Stephen Kilbride** 1971  
Railway Corp

**J. Kimball** 1971  
Marshfield/Cabins Corp

**Dana A. Kirkpatrick** 1971-1979  
Under 24 (1972) Car Shop/Fireman (1974) Engineer (1978-1979) - *Railway Corp*



*Michael Kenly  
- N.H. Union Leader*



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



**Daniel Kitchen** 1972  
Under 24 - Railway Corp

**Christopher W. Knight** 1978-1982  
Brakeman (1978-1979) Fireman (1981-1982) - Railway Corp

**Anne Teague Koop\*\*** 1949 - 1972  
Marshfield Corp



Betsy Koop (1969)  
- Driscoll Family Collection

**Elizabeth “Betsy” Koop** 1969  
Marshfield Corp - Alan and Norm’s sister

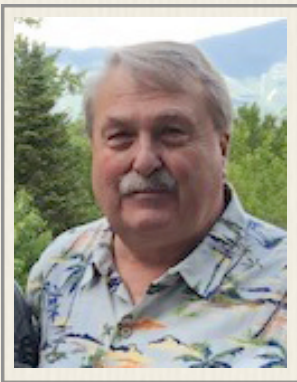
**Norman A. Koop\*\*** 1964 - 1972  
Railway Corp

**John F. Kurdzionak** 1992 - 2001  
TEAM PRESBY-BEDOR: 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 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.”



John Kurdzionak (1997)  
- Kurdzionak Family Collection



David Kurz (2019)  
- MCR We Worked There

**David Kurz** 1969 - 1973  
Under 24 (1972) -Five year engineer from Hyannis Massachusetts.  
- Arthur S. Teague Corp/Railway Corp

**Sonya Labounty** 1971  
Marshfield/Cabins Corp

**Niles A. Lacoss** 1968 - 1971  
Shop 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. “Nile’s came up (to the Cog) in ’68,” says Steve Christy. 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...” LaCoss filled the position at the Cog Railway shop made vacant by Paul Philbrook’s departure.  
- AST Corp

**Mark LaGuardia** 1977  
Railway Corp

**James Laliberty** 1968  
AST Corp

**R. Lanctot** 1971  
Marshfield/Cabins Corp

**William B. “Lapdog” LaPierre\*\*** 1967 - 1969  
Moved from Marshfield to the trains in 1968  
- Marshfield Corp/Railway Corp

**Robert LaRiviere** 1975  
Track crew - Railway Corp

**Patricia Ann Lawson** 1980 - 1981  
Office - Railway Corp



# Next Gen: Law - Mac

<b>Peter Lawthers</b>	1977
Railway Corp	
<b>Paul D. Leaman</b>	1974
Brakeman	- <i>Railway Corp</i>
<b>Catherine C. Lewis</b>	1974 - 1980
Counter (1974) Kitchen (1977-1980)	- <i>Marshfield/Cabins Corporation</i>
<b>Susan M. Lewis</b>	1977
Kitchen	- <i>Marshfield Corp</i>
<b>William M. Liveston**</b>	1954 - 1968

AST Corp/Railway Corp - (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 maker, 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. Vigens 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, Celmentina (Mrs. Ralph) Donahue of Clearfield, Utah; a brother, Norman Liveston of Deerfield Beach, Fla.; two sisters, Mrs. Ina Moir and Isabel (Mrs. Robert) Bruce, both of Scotland; and 13 grandchildren. Funeral services were held a Pillsbury Funeral Home in Lisbon on Sunday (7/7). Burial was in Grove Hill cemetery... Among those from out of town who attended the services (included) Mrs. Arthur Teague, Harold Adams, Robert Kent and Tony Poltrack of the Cog Railway, Mount Washington.”

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

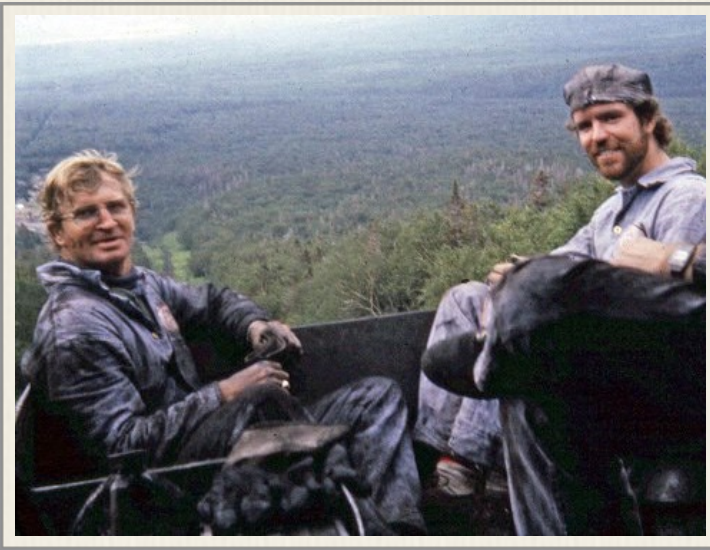
<b>Alan Loche</b>	1975
Shop helper	- <i>Railway Corp</i>
<b>James Lochner</b>	1978
Base	- <i>Railway Corp</i>
<b>Paul R. Long</b>	1968 - 1969
Marshfield Corp - Joe Long's brother worked in the gift shop	
<b>Joseph P. Long Jr.**</b>	1965 - 1969
Railway Corp	
<b>L. Lowell</b>	1971
Arthur S. Teague Corp	
<b>George S. Lowry</b>	1968
Railway Corp	
<b>Martha Lux</b>	1975
Marshfield/Cabins Corporation	
<b>Jan Marie Lyons</b>	1974
Gift Shop	- <i>Marshfield/Cabins Corporation</i>
<b>E. MacDonald</b>	1971
Marshfield/Cabins Corp	
<b>James C. MacDonald</b>	1981 - 1982
Grounds/Gate	- <i>Railway Corp</i>
<b>Duncan MacGregor</b>	1975
Base crew	- <i>Railway Corp</i>



Paul Long (1969)  
- Helen Merrill photo



## Next Gen: Mac - McC



*Tender riders John Mason (L) & Rob Maclay  
- Mary Anne Barnes Collection*

**Margaret Jane Machell** 1980 - 1982

Kitchen - *Marshfield Corp*

**Brad MacKinnon** 1975

Base crew - Brakeman - *Railway Corp*

**Robert Allyn "Mississippi" Maclay** 1977 - 1981

Brakeman (1978) Fireman (1979-1980) Car Shop (1981-1982)  
- *Railway Corp*

**F. Maley** 1971

Marshfield/Cabins Corp

**Cynthia A. Malo** 1978

Gift Shop/Kitchen - *Marshfield Corp*

**Linda Marie Malo** 1977 - 1978

Gift Shop Marshfield Corp



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

**Carol Frances Manno** 1978 - 1979

Kitchen - *Marshfield Corp*

**Nancy Elizabeth Manno** 1977 - 1978

Kitchen - *Marshfield Corp*

**Thomas Mariano** 1971

Railway Corp

**A. Marino** 1971

Marshfield/Cabins Corp

**Greg Martin** 1977

Railway Corp

**Richard Joseph "Hollywood" Martin** 1981

Brakeman (left) - *Railway Corp*

**Eugene B. "Gene" Mason** 1971 - 1980

Cook (1974) Kitchen (1978-1980) - *Marshfield/Cabins Corp*

**John Henry Mason** 1978 - 1982

From Jefferson, N.H. worked Base (1978) Car Shop (1979-1981) Shop Mechanic (1982)

- *Marshfield Corp/Railway Corp*



*Gene & Ruth Mason (1994)  
- Randall Family Collection*



*John Mason (1994)  
- Randall Family Collection*

**Ruth Elvira Mason** 1971 - 1980

Counter (1974) Kitchen (1978-1980)

- *Marshfield/Cabins Corp*

**Greg Mathias** 1975

Track crew - *Railway Corp*

**Betty-Anne Max** 1977

Cabins - *Marshfield Corp*

**James F. Mayberger** 1978 - 1979

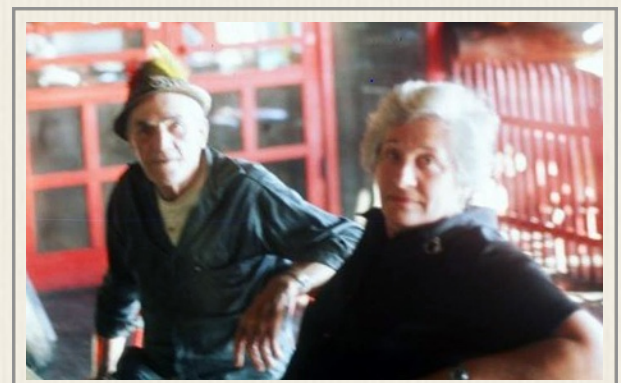
Base / Grounds - *Railway Corp*

**Sean M. McDermott** 1982

Brakeman - *Railway Corp*

**Peter W. McKone** 1978

Brakeman - *Railway Corp*



*Rouleau & Betty-Ann Max in Marshfield  
- Mary Anne Barnes photo*



## Next Gen: McL - Mil

**James W. “Ape” McLaughlin\*\*** 1967 - 1971

Railway Corp - (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.”

- *Littleton Courier* – Thu, Jan 4, 1968 pg. 3 / See Vol. 1 Ch. 9 Sec. 9

**Bonnie McMinn** 1997

Team Presby-Bedor - Gift Shop one season. Mother of Brian McMinn

**Brian McMinn** 1997 - 2005 & 2010

Team Presby-Bedor -

**Joseph W. McQuaid\*\*** 1965 - 1968

Railway Corp

**Kathleen M. McSweeney** 1982

Office - *Railway Corp*

**Dwight Edwin Merrill\*\*** 1968 - 1979

Gift Shop / Gift Shop Mgr (1977-1979) - *Marshfield Corp*

**Helen Marshall Merrill** 1977 - 1979

Gift Shop- Dwight’s mom - 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 - *Marshfield Corp*

**Lorna Merrill\*\*** 1966 - 1969

Marshfield Corp - Lorna, Virginia and Dwight worked with Maureen Driscoll. (1969) “Miss Dorothy Walker and Miss Lorna Merrill have concluded their summer’s work at the Mt. Washington Cog Railroad Base Station.”

- *Littleton Courier* - Thu, Aug 21, 1969 pg. 7A

**Jonathan W. Mies** 1979 - 1982

Brakeman (1979) Fireman (1980) Engineer (1981-1982) - *Railway Corp*

**Jerome Miller** 1972

Under 24 - *Railway Corp*

**Robert Lowell Milliken** 1981 - 1982

Brakeman - Milliken wrote to Jitney Jr. in the spring of 2019 from his home 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



*Jon Sykes (L-R), Houston Jacobs & Heather Allen  
pause while punching flues (~1974)  
- Jon Hively photo*



## Next Gen: Mil - Moo

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." - *Railway Corp / email to Jitney Jr - Mar & May 2019*

**Edward Mills** 1977  
Railway Corp

**Arthur S. Minot** 1974 - 1982  
Shop Machinist - *Railway Corp*



*Postmaster Mitchell with cat named Nin at work at Summit*  
- Mike Pelchat Collection

**Walter Joseph Mitchell Jr.\*\*** 1964 - 2009

Postal Clerk (1974) Postmaster (1979-1982) - When Mike Pelchat posted "the old photo of Cog RR Postmaster Walter Mitchell" on the *MWCR: We Worked There* FB page in December 2018, Coggers remembered their colleague. 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." - *Marshfield/Cabins Corp / Facebook*

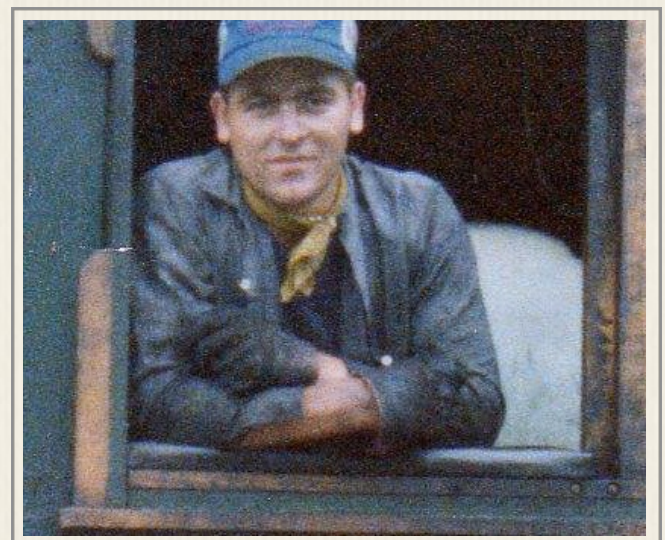
**Judith Bond Mochel** 1973 - 1974  
Housekeeper (*Sat & Sun only - 1973*) Gift Shop (1974) - *Marshfield Corp*

**Bruce Moffat** 1975  
Brakeman - *Railway Corp*

**John Montgomery** 1969  
Marshfield Corp

**David Kenneth Moody** 1972 - 2018  
Under 24 paid by Marshfield (1972) Brakeman (1974) Fireman (1975)  
Engineer (1978-1981) Crew Master (1982) Retired as Track Foreman (2018)  
- *Marshfield/Railway Corp*

**Jacquelyn "Jackie" Moody** 1971 - 1972  
Under 24 (1972) - David's sister  
- *Marshfield/Cabins Corp*



*Dave Moody*  
- John Thompson Collection



Next Gen: Moo - Noe

<b>Karl K. Moody III</b>	1978 - 1980
Brakeman (1978) Fireman (1979-1980)	- Railway Corp
<b>David Morgan</b>	1971
Railway Corp	
<b>John B. Morgan</b>	1971
Marshfield/Cabins Corp	
<b>Margaret Morgan</b>	1971
Marshfield/Cabins Corp - Marnie?	
<b>Rebecca Murray Morgan**</b>	1967 - 1971
Marshfield Corp	
<b>Charles F. “California” Morrill</b>	1975 - 1979
Brakeman (1975) Engineer (1978-1979)	- Railway Corp
<b>Thomas P. Morrissey</b>	1968
Railway Corp	
<b>Larry B. Mortensen</b>	1981
Grounds	- Railway Corp
<b>Daniel P. Mouland</b>	1982
Electrical	- Railway Corp
<b>Susan Mudge</b>	1975
Marshfield/Cabins Corporation	
<b>Ian Murtaugh</b>	1975
Railway Corp	



John Morgan( 1970)  
- Maureen Driscoll Collection



Bev Nash  
- Bev Nash Esson Collection

<b>Beverly Nash Esson</b>	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.”	
- Email - Wed, June 26, 2019	
<b>Peter James Neal</b>	1978 - 1981
Fireman	- Railway Corp
<b>Steven Sumner “Old Man” Newman</b>	1973 - 1982
Fireman (1974-1975) Track welder (1975) Engineer (1978-1982)	
- Railway Corp	
<b>David Nichter</b>	1971 - 1972
Under 24 (1972)	
- Railway Corp	
<b>Roger “Calijah” Nickerson**</b>	1953 / 1956-1958 / 1960 / 1962 / 1969-1973
Track Crew	- Railway Corp
<b>Henry Noel</b>	1974 - 1975
Bunker (1974-1975)	- Railway Corp



Steve Newman  
- Desjardins Family Collection



**Thomas S. Norcott\*\*** 1966 - 1968  
Railway Corp - See Vol. 1 Ch. 9 Sec. 2 & Appendix Sec. 21

**William Norland** 1975  
Brakeman - Railway Corp

**Glenn C. “Bud” Nye\*\*** 1962 - 1969  
Engineer - Railway Corp

**David O’Neil** 1972  
Under 24 - Railway Corp

**Ted O’Neil** 1972  
Under 24 - Railway Corp

**Thomas O’Neil** 1971  
Railway Corp



Richard Oedel (2016)  
- Oedel Family Collection

**Peter Oechsle** 1980 - 1982  
Brakeman (1980) Fireman (1981) Engineer (1982)  
- Railway Corp

**Richard H. Oedel** 1974  
Brakeman - Railway Corp

**William T. Oedel\*\*** 1968 - 1971  
Railway Corp - See Vol. 1 Ch. 9 Sec. 12

**Dorine Lee Olson** 1973 - 1974  
Gift Shop - Marshfield Corp

**Gary Ottolini** 1971  
Railway Corp

**Kathleen Ann Owens** 1977  
Gift Shop - Marshfield Corp

**Daniel B. Pare** 1981  
Track - Railway Corp

**James Brian Patterson** 1979  
Grounds - Railway Corp



Robert Payne (1969)  
- Granger Family Collection

**Robert Payne** 1969  
Railway Corp - worked in the car shop

**Jeff Pearce** 1972  
Under 24 - Marshfield Corp

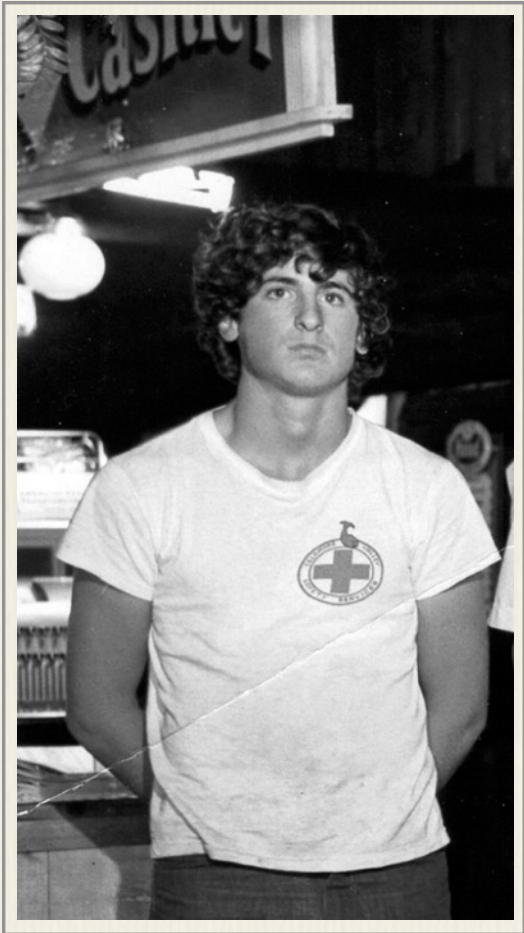
**Samuel Perkins** 1968  
Railway Corp

**Matthew David Perodeau** 1978 - 1982  
Brakeman (1978-1979) Fireman (1980) Track Foreman (1982) - Railway Corp

**Susan Petitt** 1979  
Gift Shop - Marshfield Corp

**Benjamin Phinney** 1968  
Railway Corp

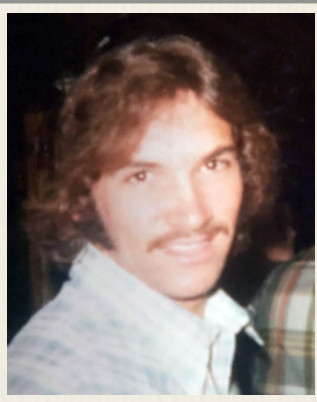
**Mary-Ann Louise Platt** 1973 - 1974  
Kitchen (1973) Counter (1974) - Marshfield Corp



Ted O’Neill (1970)  
- Bev Nash Esson Collection



Next Gen: Poc - Rob



Mike Poche  
- Desjardins Family Collection

**Michael S. Poche** 1971 - 1974  
Under 24 (1972) Engineer (1974) - FBI - Arthur S. Teague Corp

**Arthur O. Poltrack** 1975 - 1979  
Engineer (1978-1979) - Railway Corp / See Vol. 1 Ch. 9 Sec. 12

**Carolyn Jane Poltrack\*\*** 1968 - 1969  
Marshfield Corp

**Ethan Poltrack** 1994 - 1998  
Railway employee - Peter's son - See Vol. 1 Ch. 9 Sec. 12

**Leslie A. "Lester" Poltrack** 1977 - 1979  
Brakeman (1978) Fireman (1979) - Railway Corp

**B. Pretzel** 1971  
Marshfield/Cabins Corp

**O. Proof** 1971  
Arthur S. Teague Corp

**Nathaniel Stark Putnam** 1979 - 1982  
Brakeman (1979) Fireman (1980) Engineer (1981-1982) - Railway Corp

**Deborah A. Rader** 1969  
Marshfield Corp

**Richard P. Ramsay Jr.** 1981  
Kitchen - Marshfield Corp

**John Rancoart** 1977  
Railway Corp



Art Poltrack  
- Mary Anne Barnes Collection



Ken Randall & daughter Kathy  
- Randall Family Collection

**Kenneth A. Randall\*\*** 1951 - 1953 & 1958 - 1983  
Bookkeeper - 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.  
- Railway Corp / See Vol. 1 Ch. 9 Sec. 1 Base Station

**Margaret Jean Rankin** 1973 - 1974  
Kitchen / Short Order - Marshfield/Cabins Corporation

**David Reardon** 1974  
Short Order - Marshfield/Cabins Corporation

**Ronald E. Rhoads** 1967 - 1969  
Railway Corp

**June Rhoda** 1975  
Marshfield/Cabins Corporation

**Peter A. Richter Jr** 1969 - 1980  
Under 24 (1972) Engineer (1974-1980) - Marshfield Corp/Railway Corp

**Paul Donald Riendeau** 1981  
Grounds - Railway Corp

**Richard Riff** 1978  
Ticket Agent - Railway Corp

**Joan Audrey Robinson** 1981  
Kitchen - Marshfield Corp



Bonnie Randall & daughter Kathy  
- Randall Family Collection



**Mark Rockwood** 1975 - 1977

Moved from Marshfield to the track crew (1975) - Marshfield Corp/Railway Corp

**Carolyn Dale “Mussy” Rodgers Schold** 1968 - 1969

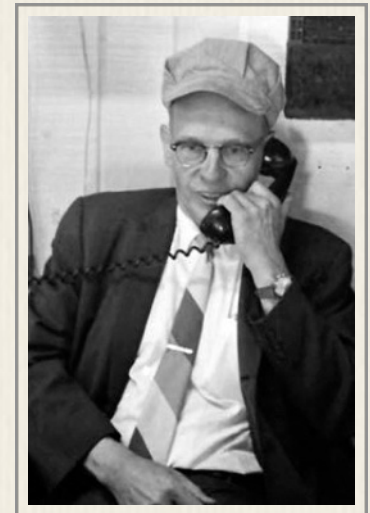
Marshfield Corp

**Lionel W. Rodgers** 1968 - 1970

Railway Corp

**Margaret H. Rodgers** 1968 - 1971

Railway Corp/Marshfield Corp (1971)



*Lionel Rogers*  
- Art Poltrack Collection

**Martha P. “Birdie” Rodgers Magane** 1969 - 1974

Under 24 (1972) Ticket Clerk (1974) - daughter of Lionel  
- Marshfield Corp/Railway Corp

**Victor Rodrigue** 1968

AST Corp

**Ronald R. Roop** 1968 - 1969

Marshfield (1968) Trains (1969) - Marshfield Corp

**Henry W. Root** 1969

Marshfield Corp

**Morris Root\*\*** 1964 - 1968

Railway Corp



*Ronnie Roop (1968)*  
- Tom Fillion Collection

**Mary-Jo Elizabeth Rother** 1977

Gift Shop - Marshfield Corp

**Emile Rouleau\*\*** 1968 - 1975

Grounds 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. “Ahhhhh, 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.” Anne Koop: “You couldn’t help but love Rouleau. He helped me train my calf to pull a little cart. He made a yoke for the cart.” Becky Cooke: “He greeted me every morning with ‘Nice day, girl, Nice day!’” - Railway Corp / Cog Railway: *We Were There FB*



*John F. Ruggles Jr. (1970)*  
- Bev Esson Collection

**John F. Ruggles\*\*** 1964 - 1966 & 1968 - 1970

John Ruggles returned to the Cog in the spring of 1968 just as the Base was being opened up. He would learn almost immediately 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.’ And 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



## Next Gen: Rug - Rup

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 (*right*) 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.”

Charley Kenison noted on Facebook: “John painted some interesting things on the car shop windows!” 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, ‘Hmnm 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 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 Teague’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 Ch. 14 Annus Horribilis*) 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 Vermonsters 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).”

**Creston Charles Ruiter** 1981  
Grounds - *Railway Corp*

**David Hamilton Rupp** 1973 - 1974  
Kitchen / Short Order (1974) - *Marshfield Corp*



**Grace Rusinski\*\*** 1953 - 1971  
Marshfield Corp

**Peter Rusinski\*\*** 1953 - 1971  
AST Corp

**Linda D. Sanders** 1974  
Ticket Clerk - *Railway Corp*

**Roger Sanders** 1974 - 1975  
Master Mechanic (1974) - Stand-by Engineer (1975)  
- *Railway Corp*

**Lisa Satterfield** 1971 - 1972  
Under 24 (1972) - *Marshfield/Cabins Corp*

**Dimitri J. "Satch" Savchick** 1969 - 1980  
Engineer (1974 -1980) - *Railway Corp*

**Charles S. Schoenig** 1980  
Grounds - *Railway Corp*

**Charles J. Schroth** 1968 - 1971  
Railway Corp

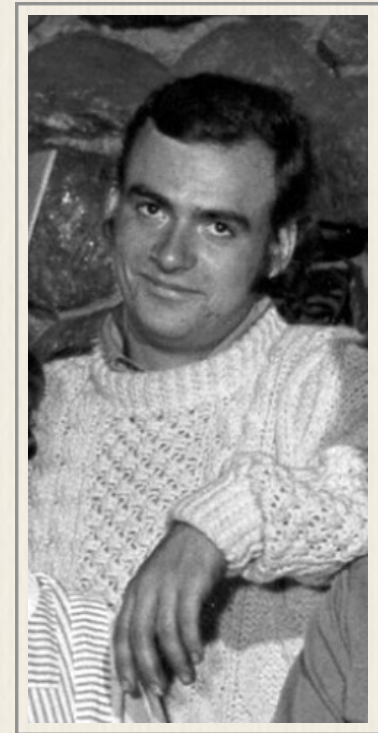
**Ann Louise Schubert** 1973 - 1977  
Housekeeper (1973) Chambermaid (1974) Kitchen (1977)  
- *Marshfield Corp*

**Deborah Jane Schubert** 1973 - 1978  
Kitchen / Counter - *Marshfield Corp*

**Kathy Schweitzer** 1972  
Under 24 - *Marshfield Corp*

**Thomas Seavey** 1971  
Railway Corp

**David M. Seluk** 1982  
Shop Mechanic - *Railway Corp*



*Charles Schroth*  
- Bev Nash Esson Collection



*Mark Shallin (2018)*  
- Shallin Family Collection

**Paul D. Serino** 1978 - 1979  
Base Grounds - *Railway Corp*

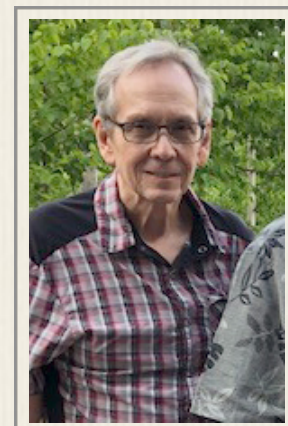
**Mark Shallin** 1977  
Railway Corp - (2019) On a Facebook page Shallin wrote: "All my years living out west no one knew or cared about The Cog. Thanks to Arthur Poltrack and his father, Uncle Tony for bringing me into this family. Wish I had more than that one year but it gave me a lifetime of memories."  
- *Mt Washington Cog RY (NH) FB page*

**Jerry Smith** 1971 - 1972  
Under 24 - *Railway Corp*

**Joe Smith** 1972  
Under 24 - *Railway Corp*

**Richard M. Smith** 1974  
Track Crew  
- *Railway Corp*

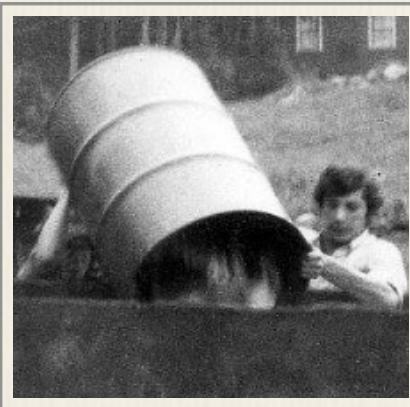
**Laura P. Smith Oedel** 1972  
Marshfield - Married Bill Oedel



*Jerry Smith (2019)*  
- MCR We Worked There



Next Gen: Sny - Tea



Rob Soucy on Honeybucket Duty  
- Cog Railway We Were There FB

**Marla Snyderman** 1975  
Marshfield/Cabins Corporation

**Robert M. Soucy** 1974  
Fireman - Maureen Driscoll's ex brother in law - married Martha Driscoll '74  
- Railway Corp

**Garrison A. Southard III** 1974  
Brakeman - Railway Corp

**Ronald W. St. Germain** 1972 - 1980  
Under 24 / Track Crew (1974) / Fireman (1980)  
- Marshfield Corp/Railway Corp

**Brooke Stevens** 1977 - 1978  
Fireman (1978) - Railway Corp

**Barry Scott Stewart** 1977 - 1982  
Kitchen (1977-1978) - 1979 moved from Marshfield to Brakeman / Fireman (1980) / Engineer (1981-1982) - "John (Hively) was my first engineer when I became a brakeman," says Stewart. "Rob Maclay was the firemen. We had fun in those days!"  
- Marshfield Corp/Railway Corp

**Darin Jon Stewart** 1980 - 1981  
Grounds - Railway Corp

**Alan Stone** 1970  
Marshfield Corp

**Judy May Stone** 1968  
Marshfield Corp

**Patrick C. Stong** 1982  
Track - Railway Corp

**Fred Sullivan** 1971 - 1972  
Under 24 - Marshfield/Cabins Corp

**Wayne Sullivan** 1975  
Track crew - Railway Corp

**Mark G. Sweeney** 1968 & 1974  
Engineer (1974) - AST Corp

**Anne Tilman Teague\*\*** 1968  
Marshfield Corp

**Charles A. Teague\*\*** 1955 - 1983  
Under 24 (1972) Fireman (1974) Engineer (1975)  
- Marshfield Corp/Railway Corp

**Ellen Crawford Teague\*\*** 1968 - 1983  
Railway Corp



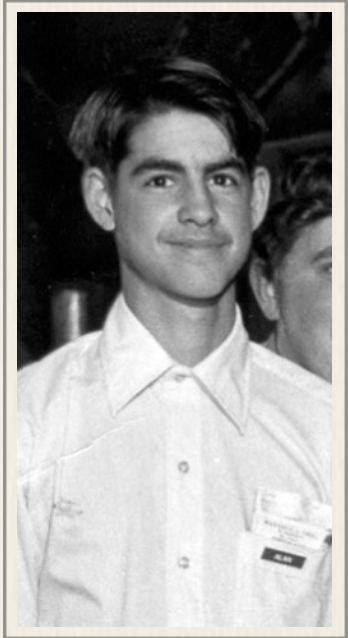
**Frances S. "Fanny" Teague\*\*** 1968 - 1974  
Marshfield Corp

**Jane C. Teague\*\*** 1968 - 1973  
Marshfield Corp/Railway Corp

**Melissa P. Teague** 1977 - 1978  
Secretary (Mrs. Charles A. Teague - left) - Melissa Palmer 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



Barry Stewart  
- Steven Comeau Collection



Alan Stone  
- Bev Nash Esson Collection



School to visit and met her... and then pursued her.” Her parents were good friends of the Koops. Anne helped train one of the Palmer’s horses. Her 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. Anne 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.

- *Railway Corp*



*Melissa Teague in ticket  
office (1977 or 1978)  
- John Thompson Collection*

**David Tetreault** 1971  
Railway Corp

**Bradley James Thomas** 1978  
Base - *Railway Corp*

**P. Thomas** 1971  
Marshfield/Cabins Corp

**Frank Thompson\*\*** 1968 - 1971

Engineer - “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.”

- *AST Corp/Railway Corp - See Vol. 1 Ch. 9 Sec. 11*

**Peter A. Thompson** 1978  
Car Shop - *Railway Corp*

**John Charles Thyng** 1968  
Marshfield Corp

**Christopher Luce Tilton** 1981  
Track - *Railway Corp*

**Richard S. “Tricky Dick” Tirrell\*\*** 1966 - 1972  
Under 24 (1972) Weekend Engineer (1975) - *Railway Corp*



*Engineer Dick Tirrell, Roddy Hillas & Dave Huber (1972)  
- David Huber Collection*

**R. Tobin II** 1971  
Marshfield/Cabins Corp

**Craig L. Townsend** 1968  
Railway Corp

**Stephen Lawrence “The Head” Trainor** 1968

Marshfield Corp - 1972 Holy Cross yearbook indicates Steve graduated with an English degree and was living at 87 Plantation Street in Worcester. A member of the Young Democrats, he also participated in SPUD on campus was part of the Worcester House Cultural Committee as well as *Vigornium* and the *Cross and Rose*. He became a teacher and at age 29 married the Dean of Residence at St. Mary-of-the-Woods, 28-year old Marynell Steinmiller in Indiana in January 1980. Cog kitchen crew colleague Tom 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.”

- *Ancestry.com / Fillion email - Jun 29, 2019*

**George H. Trask Jr\*\*** 1968 - 1974  
Consultant / Manager for new ownership group in 1980s  
- *Railway Corp*

**George H. “Buddy” Trask III** 1971 - 1979  
Under 24 (1972) Engineer (1974) - *Railway Corp*



*Steve Trainor  
- Tom Fillion Collection*



## Next Gen: Tra - Wei

**Robert J. “Bobby” Trask** 1972 - 2018

Under 24 / Base Worker / Engineer (1978) / Trainmaster - “My first memory was going to the Cog with my father on week-ends when he worked there in the '60s part-time,” recalls Bobby. “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.”

- *MarshfieldCorp/Railway Corp*

**Rachel M. Turcotte** 1973 - 1974

Gift Shop - *Marshfield Corp*

**R. Vaichus** 1975

Base crew - can do lettering

**Laurie Janet Veasaw** 1978

Gift Shop - *Marshfield Corp*

**Derek Andrew Waite** 1980

Brakeman - *Railway Corp*

**Dorothy Anne Walker\*\*** 1967 - 1969

Marshfield Corp

**Alan Warner** 1971 - 1972

Under 24 (1972) - *Arthur S. Teague Corp*

**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 strip-ping 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 A. Wegel\*\*** 1968 - 1971

Railway Corp/AST Corp - “Next Gen” 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 drivers 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 Poche. “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 abso-



## Next Gen: Whe - Zwa

lutely soaked and madder than a wet hand, 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."

<b>Ellen V. "Wheaty" Wheat</b> Marshfield Corp	1969
<b>B. Whipple</b> Marshfield/Cabins Corp	1971
<b>Almon D. "Cass" White**</b> Cabin Manager - Marshfield Corp	1961 - 1969
<b>Esther R. White**</b> Gift Shop - Marshfield Corp	1961 - 1968
<b>Aaron Whittemore</b> Fireman - Railway Corp	1978 - 1980
<b>Sue Wilcher</b> Under 24 - Marshfield Corp	1972
<b>Walter J. Wilke</b> Railway Corp	1968
<b>J. Williams</b> Marshfield/Cabins Corp	1971
<b>Nathaniel Williams</b> Under 24 - Railway Corp	1971 - 1972
<b>David J. Wills</b> Brakeman - Railway Corp	1974
<b>Robert H. Wood</b> Railway Corp	1971



*Ellen Wheat at the Marshfield cash register  
- Dale G. Eckert Collection*

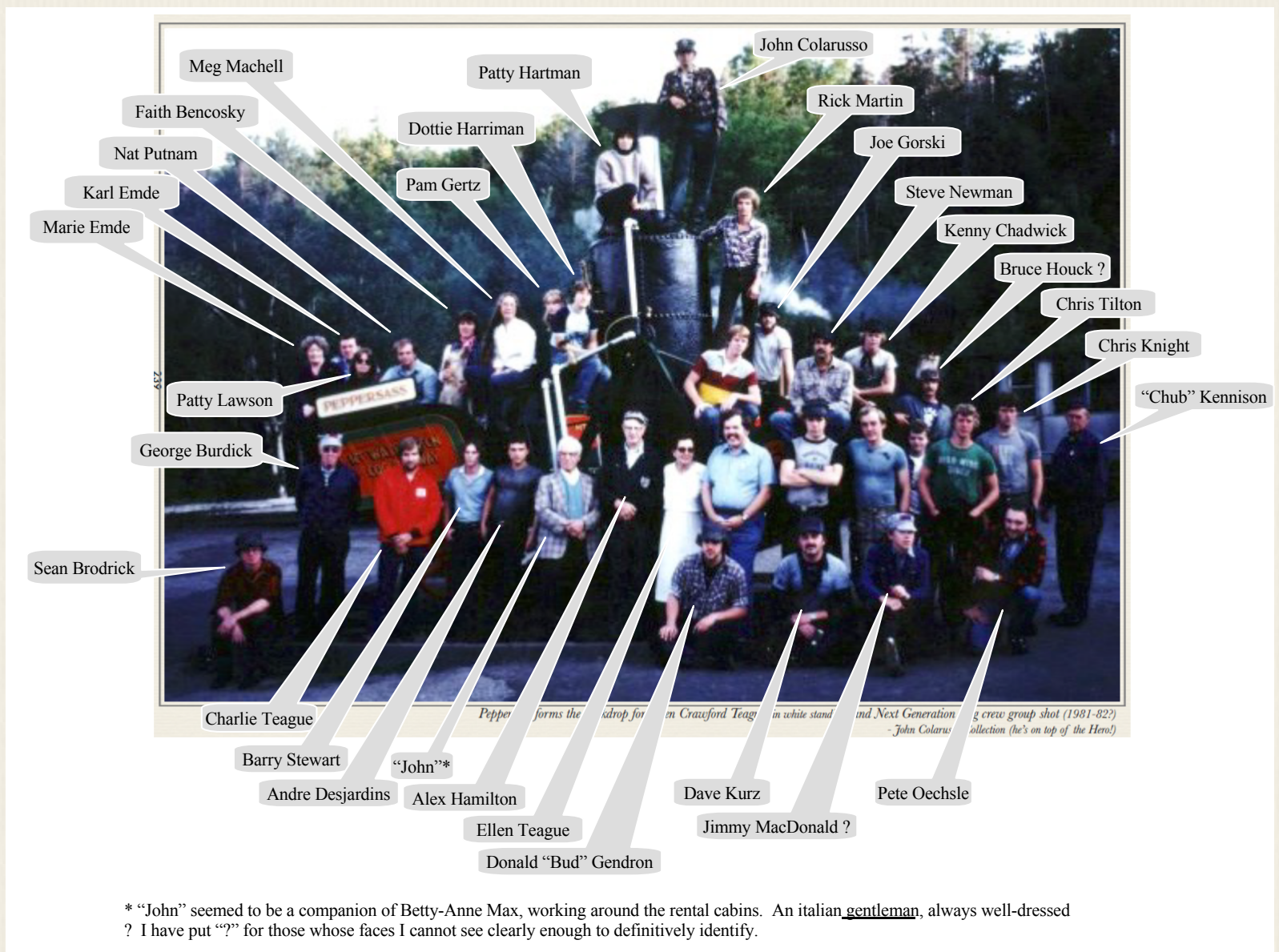


*Frank Wyman (1969)  
- Granger Family Collection*

<b>Franklin Wyman III</b> Railway Corp - Brakeman from the Boston-area - his family owned a candy shop - went to Harvard - Anne Teague Koop says her sister, Fanny dated Frank for awhile. "(She) really had fallen in love with him, and he was not interested in any way, shape or form thinking about long-term relationship."	1968 - 1969
<b>Lawrence R. Young</b> Railway Corp	1968 - 1969
<b>Sally I. Zitin</b> Marshfield Corp	1968
<b>Cheryl Anne Zwaagstra</b> Kitchen - Marshfield Corp	1978 - 1980

<b>Colleen C. Zwaagstra</b> Kitchen - Marshfield Corp	1978 - 1982
<b>Gerald Zwaagstra</b> Kitchen - Marshfield Corp	1977
<b>Lorie Ellen Zwaagstra</b> Kitchen - Marshfield Corp	1978





*Cogger Bob Milliken ('81-'82) provided the identifications of this group shot from 1981*







*Peppersass forms the backdrop for Ellen Crawford Teague (in white standing) and Next Generation Cog crew group shot (1981-82?)  
- John Colarusso Collection (he's on top of the Hero!)*



## 1970

The Randall files did not contain a roster of Cog employees for the summer of 1970. However, Jitney Jr's review of newspaper archives did uncover a December 21, 1970 feature story by Deborah Ehlers in *The Town Talk* of Alexandria, Louisiana that concluded working at Mount Washington could "be fun and romantic too" for a college coed with an adventurous nature. An edited version of the story follows.

"Working toward an education can be profitable, fun and romantic if you have an adventurous nature, a willingness to do honorable work and special zest for living. Priscilla Farthing is one of these special girls. From June to September (1970), Priss, a blonde haired, blue eyed beauty, worked in New Hampshire as a cook for the Mount Washington Cog Railroad. "Officially," said Priss, "my job was pastry cook but unofficially I did everything from scrubbing shelves to washing dishes." Although most of the days were full of work, the nights were hers to do with as she pleased. As any young woman would do, Priss fell in love. The end of that romance comes in the summer (of 1971) when Priss and Joseph P. Long are to be married.

"Priss, 21-year old daughter of Mr. and Mrs. Fred Grey Farthing of Pineville, is a primary education major at Northwestern State University, Natchitoches. She plans to student teach this spring followed by her graduation in May. Priss had heard of an opening for a job at Mount Washington Cog Railroad through a friend of hers who had worked there the summer before. She decided to write to Mrs. Arthur S. Teague, owner, to apply since she knew several people who would be working there. Of course, she was accepted. There were six others from Louisiana to work there and four of those were students of NSU. The Mount Washington Cog Railroad is a combination tourist attraction and lodge where hikers can stay overnight.



*Joe Long & Pris Farthing (1970)*  
- Maureen Driscoll Collection

"The main attraction of the Mount Washington Cog Railroad is that the original trains are still kept in perfect condition and run by college students, one of whom was Joe. "I cooked for approximately 100 employees and all the people who came to the restaurant," explained Priss. "The first day I was scared to death because I had been told that the cooks, Pete and Grace Rusinski, who had been there 18 years, were rough on new cooks. I really had nothing to worry about. I found out all it took was good "ole southern charm" to get along with people up there. They started me with the real "difficult jobs such as chopping celery and making sandwiches. I guess they wanted to see if I was even capable of that. I must have been accepted as capable," she continued, "because the next day when I went to work, I was told to bake 12 pies. I said, 'Oh, sure,' thinking it was a joke, but it wasn't. So for my first baking experience, I made 12 pies"

"Since my previous experience in the kitchen had been limited to a rare cake, I guess you could call it on-the-job-training. In fact," she said, "when I was accepted for the job. I called my mother. She was happy for me. When I told her I was to be a cook, she was speechless - she was laughing so hard. I found that to be the typical reaction."

From her beginning of 12 pies, Priss went on to bigger and bigger things. Every other day she baked 18 dozen donuts, eight to nine dozen rolls, six cakes, 12 pieces and dozens of cookies. She even expanded into the field of frying bacon - six pounds every day. Priss summed up her summer experience by saying, "To me that summer will always be memorable because of many things, but mostly because of Joe." So, girls, if you want adventure and romance, plus on-the-job training, look for an unusual job. Then maybe someday all your friends will be envious of you when they hear your phone ring, hear a squeal of delight, and realize you have just received a call from someone special."

- *The Town Talk* (Alexandria, LA) - Mon, Dec 21, 1970 pg. 15



## Beyond “Next Generation”

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

New traditions would develop. Heather Allen of Thornton, N.H. would be the first female to officially qualify as a brakeman. Col. Arthur Teague’s rule of “no girls in the cab” would go away completely as some, like Samantha Slattery from Gorham, Maine (*below 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 per-

formance 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 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.





# *“But wait, There will be More...”*

**Great Gulf Edition:** You are reading version No. 6.2 of *The Jitney Years* manuscript. Version 6.2 is an online update to the document sent out in January 2019 at the mid-point of a year-long effort to collect additional Cog employee names, information and stories to make this version of the Mount Washington Railway story more complete. Updated electronic copies of this manuscript will be posted periodically online..

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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