Mt. Washington Cog Railway
Aggregated Timeline



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

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

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

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1866 - 1967
THE JITNEY YEARS PLUS

An Aggregated Timeline of the Mt. Washington Cog Railway



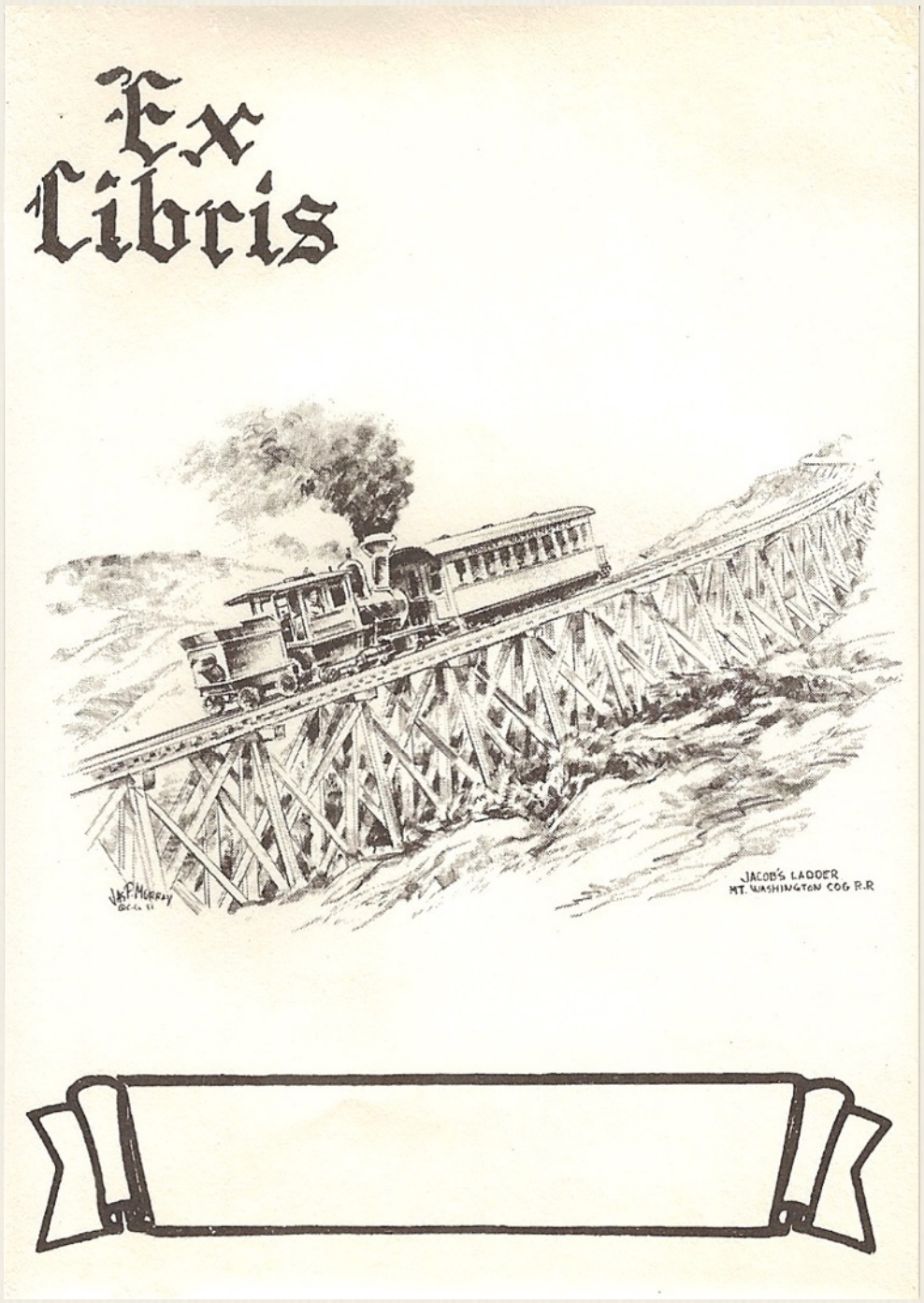
1000-1967

THE JITNEY YEARS PLUS

Volume 3a

Edited by Tim "Jitney Jr" Lewis

Ex Libris



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This manuscript is for the enjoyment of those who participated, or are interested in steam train operations on Mount Washington in New Hampshire in the mid-20th Century. This particular volume events stretching along the mountain railroad's entire timeline. Best efforts have been made to ensure accuracy in those memories/reports. Discrepancies do exist among the various versions and accounts of the events and activities that occurred. It should be used to give context to memories & recollections of employees found in the Jitney Years Collection.

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

"The man who does business on Mount Washington must make up his mind to always live in a fight."

- John R. Hitchcock, Gorham, N.H. hotelier

- Summer 1870

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

- Editors of the New Republic magazine

- March 24, 2011

"Time keeps on slippin', slippin', slippin' into the future... "

- Steven Haworth Miller

Founder - The Steve Miller Band

"Fly Like an Eagle" (1977)

A Note About Style

The *Jitney Years Collection* is a crowd-sourced manuscript and thus follows no standard academic stylistic formula. *Volume 3 Aggregated Timeline* is primarily the work of editor Jitney Jr. who transcribed news stories and other material placing it in chronological fashion while maintaining its focus on the Mt. Washington Railway and the New Hampshire tourist industry.

The material was further split into sections based on ownership groups, and their time frame - 1866 to 1967 and 1968 to present.

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

Occasionally, the results of an inflation calculation in parenthesis will appear next to historic dollar amounts. These are inserted to give readers an idea of what the historic number would be in today's *(2021)* dollars.

Methodology

Originally, Vol. 1 *Operating Manual* was to be the only volume produced. It would contain Jitney's completed *Operating Manual* from 1962-1964 and Jitney Jr's update of his *Cog Clatter* journalistic effort of 1966 & 1967 profiling railroad employees. However, Jitney Jr's efforts to gather images to illustrate that manuscript, and historic material for context revealed the lack of the railroad's story ever being told through the eyes and the lives of the people seen toiling in the many images of world's first mountain-climbing railway over the years. Who were these people? Could a list of names be developed from close scrutiny of the many newspaper stories, magazine articles, books and contemporary records written? Jitney Jr took on the task, thinking his fourteen summers growing up at the Cog, and his later training as a journalist made him uniquely suited for the effort. *Volumes 2 Roster,* along with the collection of Mount Washington Railway news clips in *Volumes 3 Timeline,* the background material of *Volume 4 Appendix*, and the collection of foundational paperwork in *Volume 5 Documents* is the result. Everything you never wanted to know about Cog Railway and were afraid to ask collected into one place. Enjoy?!?

Foreword

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

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

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

Timeline Sections Explained

Vol 3a Section 1 — Sylvester Marsh — 1857-1885

Sylvester Marsh was projector & president of the Mount Washington Railway Co. during this time period. John W. Dodge was the road's manager through 1876. Walter Aiken was Dodge's superintendent. Aiken becomes railway manager in 1877 after taking stock in the company as compensation for engines he built.

Vol 3a Section 2 — Walter Aiken — 1885 - 1893

When Sylvester Marsh dies, John H. George was railway president for three years. Manager Walter Aiken becomes Mount Washington Railway president in 1889 five years before his death.

Vol 3a Section 3 — Concord & Montreal — 1894 - 1895

Walter Aiken's death allows the corporation leasing the MWR, the Concord & Montreal Railroad to consolidate its control by purchasing Aiken's stock, and then settling the summit land dispute with the Pingree heirs.

Vol 3a Section 4 — Boston & Maine — 1896 - 1930

The fire that destroyed the original Base Depot complex in 1895 allows the Boston & Maine Railroad to purchase controlling interests of the Cog lease from the Concord & Montreal Railroad. There would be several efforts to use the B&M's Mount Washington Railway holdings to spur increased tourism in New Hampshire's North Country before the Great War and the Great Depression.

Vol 3a Section 5 — Col. Henry N. Teague — 1931 - 1951

The nation's economic downturn pushed Dartmouth-trained hotelier Henry Nelson Teague into bankruptcy wiping out his Massachusetts and Florida holdings. However, Teague's well-known promotional ability prompts the B&M to offer Teague a "lease-to-own" deal for the Cog Railway and a $10,000 start-up loan. Col. Teague completed that deal with the B&M in 1938-39 with new financing from his alma mater - Dartmouth College. The Old Colonel would hire a namesake, but not a relative - Arthur S. Teague in 1933 and name the Clemson graduate railway manager in 1935.

Vol 3a Section 6 — Dartmouth College — 1952 - 1962

Col. Henry N. Teague's death results in the Hanover, N.H. Ivy-League institution owning the railroad as well as the summit property and the long-term leases Teague had negotiated. They wanted to maximize the financial benefit of Henry's bequest and quickly find a buyer for the "cheesy tourist" railroad. In the meantime, Arthur S. Teague, now a Colonel due to his highly decorated wartime service, continues to run the Cog.

Vol 3a Section 7 — Col. Arthur S. Teague — 1963 - 1967

Col. Arthur S. Teague makes a "lease to own" deal of his own with Dartmouth to gain control of the railroad he had been running since 1935. He looks forward to celebrating the Cog's 100th birthday in 1969

Vol 3b Section 1 — Ellen Crawford Teague — 1968 - 1983

Art Teague's sudden death puts the family-owned corporation in his widow's hands. She continues to keep the trains running while moving to make her only son, Charles, the next generation of Teague to run the railroad.

Vol 3b Section 2 — Presby / Bedor — 1983 - 2017

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

Vol 3b Section 10 — Wayne Presby — 2017 to...

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

Sylvester Marsh 1857 - 1885

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Mountain called Agiocochook where by legend "Here the Great Spirit will dwell, and watch over his favorite children" – Native Americans believed climbing to its summit would bring death to the invader.

- Story of Mt Washington by F. Allen Burt

1821

Ethan Allen Crawford lays out a path to the summit that ***Horace Fabyan*** would improve to a bridle path for horse riding climbers. This ***route to the top*** would be mostly followed by the Cog Railway track.

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

1852

July 28th

The ***first Summit House opened*** - 53 people came - 12 stayed overnight - Enlarged in 1853 to 64'x 24' with gable roof for second story. The building was "bound to the rocks by 2-inch cables running over the roof and cemented to the rocks." All built before the Carriage road.

- Story of Mt Washington by F. Allen Burt



Tip-Top House, Estes Tower & Summit House (1854-55)
- NH Then & Now

1853

Tip Top House is ***built*** - the only one of original summit structures still standing.

August 23rd

Jefferson Davis then President Franklin Pierce's Secretary of War ***visits*** the top of Mt Washington and stayed at the Summit House. He would be become president of the confederacy.

- Story of Mt Washington by F. Allen Burt

1854

First observatory tower is ***built*** on Summit - includes crank elevator –lasts two years. The tower was built by Timothy Estes, a selectman from Jefferson, in 1854 for about $600 *($19,500 today)*. Visitors could be lifted to the top of the tower for 50 cents. By comparison, a meal at the Tip Top House cost $1 *($32.50 today)*.

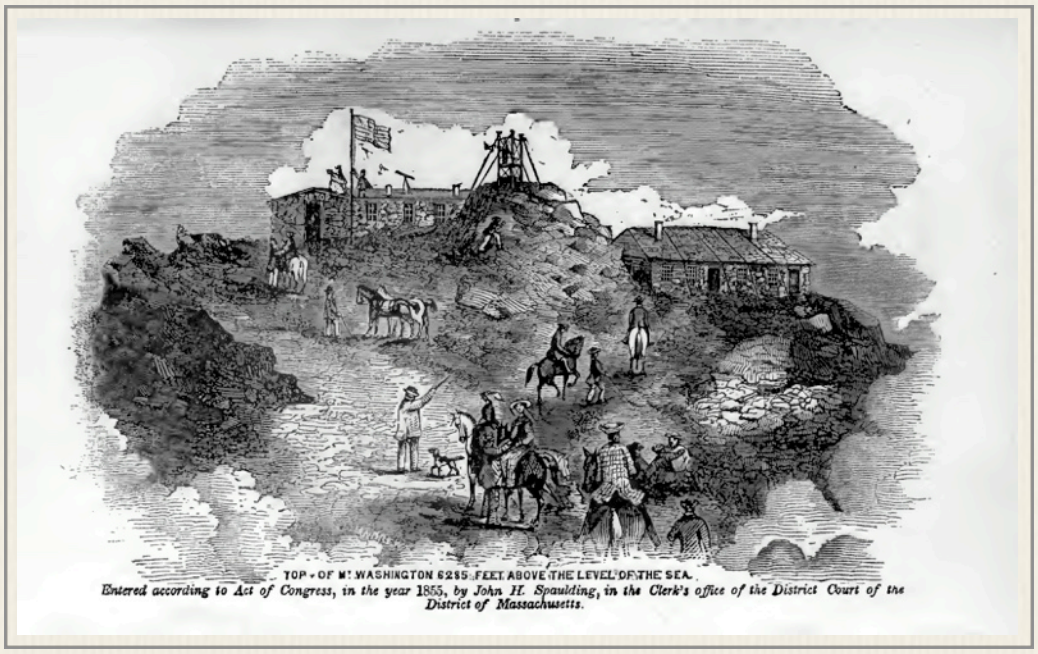
- 1971 Mt. Washington Master Plan



1855

September 14th

23-year old ***Lizzie Bourne dies*** when weather closes in during afternoon hike from Glen House with her cousin and uncle. Monument *(right)* erected to her memory



1857

August 24th

Sylvester Marsh encounters bad weather while climbing Mount Washington causing him to pursue the idea of a railway up the mountain.

- "'Crazy Man" Sylvester Marsh and the Origins of the Mount Washington Railway by Robert W. Bermudes Jr. - Historical New Hampshire. Vol. 72, No. 2 (Fall 2019)

1858

June 25th

Sylvester Marsh applies to and ***receives charters*** from the New Hampshire legislature giving him the exclusive right to operate steam railways on Mounts Lafayette and Washington for the next twenty years provided they are built and operating within the next five years. The Legislature thinks the idea impossible and suggests he amend his charter and continue his railway to the moon. *"Be it enacted by the Senate and House of Representatives in General Court convened: That Sylvester Marsh and his associates, successors and assignees are hereby authorized and empowered to locate and construct the Railway of which said Marsh is the inventor and proprietor, being a three railed Railway in which the propelling power is obtained by means of a center cogged rack, to the summit of Mount Washington and the summit of Mount Lafayette in this State."*

- http://www.cog-railway.com/03timeline.htm; Story of Mt Washington & State Charter

Tracking the Marsh Charter's Progress
New Hampshire Legislature

Monday, June 21 – HOUSE: "Less than one hundred members were present at 3 o'clock. Several bills were read a third time and passed. Bill to facilitate the construction of carriage railways to the summit of Mt. Washington and Mt. Lafayette, which was recommitted to the Committee on Railroads."

Wednesday, June 23 – HOUSE: "Mr. Campbell, of Amherst, from the Committee on Railroads, to whom was referred the bill to facilitate the construction of carriage railroads to the summit of Mt. Washington and Mt. Lafayette, reported the bill with amendments which were adopted, and the bill ordered to a third reading."

Thursday, June 24 – SENATE: "An act to facilitate the construction of carriage railways to the summits of Mounts Washington and Lafayette, was read a third time and passed."

- Lancaster (NH) Coös Republican – Jun 29, 1858 pg. 2

1861

April 12th

Civil War begins with Confederates forces firing on Fort Sumter in Charleston Harbor, South Carolina

- www.history.com/this-day-in-history/the-civil-war-begins

August 8th

Mt Washington ***Carriage Road*** officially ***opens***

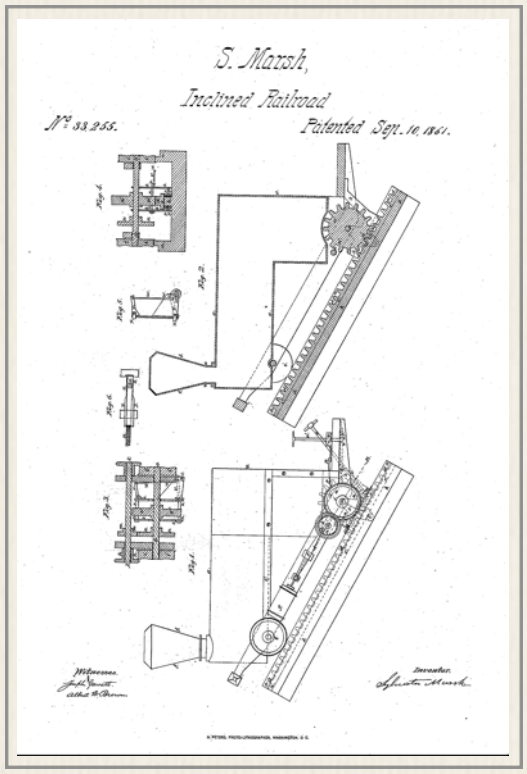
September 1st

Sylvester ***Marsh receives patents*** for method to apply power to rear axle and for a "lever pawl" or ratchet to engage a toothed wheel during ascent.

- Story of Mt Washington by F. Allen Burt

September 10th

Patent No. 33,255 - "Sylvester Marsh, of West Roxbury, Mass. - ***Improvement in Locomotive Engines for Ascending Inclined Plane***s. - On the driving shaft is a pinion that engages with a large gear wheel attached to the axle of the rear running wheels. A gear on the same axle works into geared backs on a central rail.



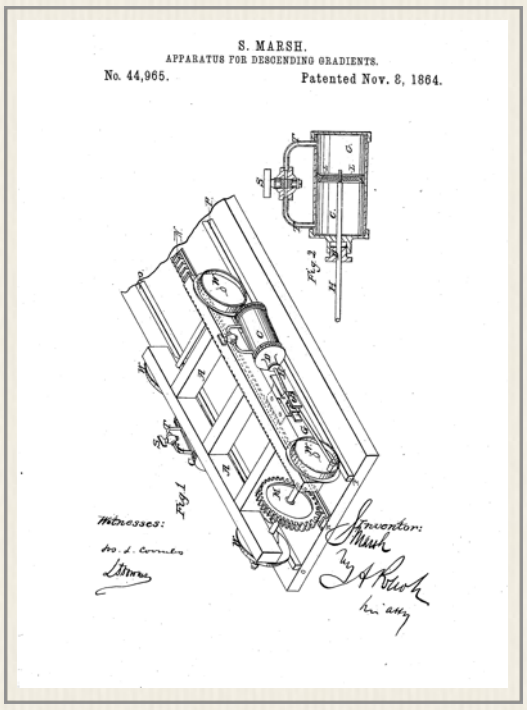
The driving shaft is actuated by a connecting rod attached to an eccentric. The gear on the axle is prevented from being lifted out of the geared rack of the central rail by means of friction wheels attached to two spring plates which clasp the central rail."

- Annual Report of Commissioner of Patents 1863 - pg. 495

1863

June 26th

Marsh Charter Renewed: The New Hampshire legislature extends Sylvester Marsh's 1858 charter for railways up Mount Washington and Mount Lafayette "provided however, that if the railways contemplated in this act, or one of them, shall not be constructed and put into operation within five years from the passage of this act then this act shall be null and void." *- Charter Extension Act by New Hampshire General Court*


S. MARSH.
APPARATUS FOR DESCENDING GRADIENTS.
No. 44,965. Patented Nov. 8, 1864.

1864

November 8th

Patent No. 44,965 - "Sylvester Marsh, Chicago, Ill. - ***Apparatus for Descending Gradients.*** - The invention consists in coupling one or more wheels of a railway carriage or other wheeled vehicle, with a movable piston or cylinder filled with air or other elastic fluid, in combination with valves or other equivalent means for regulating the egress from and ingress to, or displacement in said cylinder, of its contents."

- Annual Report of Commissioner of Patents 1866 - pg. 889

1865

April 9th

Civil War ends - Robert E. Lee surrenders to U.S. Grant at Appomattox Courthouse, Virginia / last battle fought on May 13, 1865 at Palmito Ranch, Texas

- http://www.civilwar.org/education/history/faq/

"Sylvester ***Marsh forms*** the Mount Washington ***Steam Railway Company*** with $5,000 of his own money - Other early stockholders were Cheney Express Company, his son John Marsh, Nathaniel White, Boston, Concord and Montreal RR, Connecticut and Passumpsic RR, The Concord RR, and the Northern RR."

- http://www.cog-railway.com/03timeline.htm (from Website maintained by Cogger Paul Forbes between Spring 2003 and Fall 2015 - can now be found in the Internet Archive at https://web.archive.org/web/20151018180425/http://www.cog-railway.com/03timeline.htm)

August 24th

Marsh in Mountains Opposed: "The rush of travel through here is so great that there are not hotel accommodations for it. The proprietors of the Crawford House, and also of the Profile, are going to increase their number of rooms, and there are new hotels suggested. Mr. Sylvester Marsh, formerly of Chicago, being one of the old residents of that city, or its first families, has purchased what is known here as the old Fabyan Place, comprising several hundred acres of land, and promised to build a large, new hotel on it. He also intends to put up nearby by a number of small cottages, which can be had for the seasons, as at Saratoga or Newport. The site is regards as one of the best in the mountains; one of the first hotels was erected here years ago, and it was from this point that the first path was cut to the top of Mt. Washington. There seems, however, to be some strange fatality hanging over the spot as all the houses that have been erected here have one after another burnt down. Indeed, there is a tradition that long ago an old Indian chief curse the ground and prophesied in good Indian rhyme that "Him" would smite whatever the white man built or wrought on that devoted spot. What protection or insurance Marsh relies upon against the threatened mischief of the red Indian's power, we have not heard. Mr. Marsh has also still other plans for the convenience of the visitors to this region. He has a charter for a railroad to the summit of Mt. Washington, and proposes to build it without delay. The carriage road on the other side of the mountain goes zig-zagging backwards and forwards up to the top – a method of going

uphill which was chosen by Napoleon when he built the Simplon road over the Alps, and has been followed since on all high mountain roads. But this indirect and deceptive way of going at a thing, seeming to be moving one way when you are really going another, however Napoleonic it may be, does not agree with the straightforward, and honest character of Mr. Marsh. He proposes to run his road directly up the mountain side to the top, and however steep the grade it is to be easily overcome by his new locomotive, that is to have a marvelous gift for climbing. Should parts of the way be perpendicular, or even leans towards you, it is all the same. Your locomotive pulls *(Ed. note – pushes actually)* your train steadily up any kind of ascent, and if necessary, it runs, and also the cars bottom-side up, like the flies on the ceiling. This is all accomplished by simply having a middle rail, and cog wheels on the engine and cars to run in it. The distance from the new hotel to the Tip Top House by rail will be about four miles, and the time taken in making the ascent is about one hour. Mr. Marsh expects to have the cars running to the summit in another seasons. There are some who rail against this Railroad, because they think it will destroy all the wildness and romance of the ascent, and who hope that the ghosts of the departed Indians that haunt the ravines and gorges, or the unspent curse of the old Sachem, may hurl the first train, with its new-fangled engine, middle rails, cog-wheels and all, a thousand fathoms, sheer over into the abyss. This seems to us, however, rather passionate and violent talk. We must not forget that this is the age of progress, and we shall hardly be able to restrain our applause when the Iron Horse makes the ascent and looks off from the summit of Mount Washington. – R.T."

- Chicago Tribune – Thu, Aug 24, 1865 pg. 3

September 8th

Lizzie's Skirt: "The rough monument of stones on Mount Washington, designed to commemorate the untimely death of Lizzie Bourne from exposure during a tremendous storm, within forty rods of the Summit House, has by some graceless scamp been surmounted with the fragmentary remains of an old hoop skirt."

Hotel, Cottages & Railroad: "Sylvester Marsh of Chicago proposes to build a new hotel and several cottages near Mount Washington, and a railroad up the mountain."

- Springfield (MA) Republican – Fri, Sep 8, 1865 pg. 4

November 7th

White Mountains Real Estate Sale: "Sylvester Marsh, Esq., the present owner of the Fabyan Place at the White Mountains, was in *(Lancaster)* Saturday *(11/4)*. He has just completed the purchase of the "Mount Washington House" property, more familiarly known as the Brabrook Place. Mr. Marsh is making heavy investments in White Mountain estates and is very sanguine as to the early construction and subsequent success of his steam railway to the summit of Mount Washington."

- Lancaster (NH) Coös Republican – Tue, Nov 7, 1865 pg. 2

1866

Locomotive #1 *Hero* ***built*** with upright boiler *(right)* - World's first cog locomotive. It is the only engine in the fleet built by Sylvester Marsh.

- The Mount Washington Cog Railway: Climbing the White Mountains of NH



February 7th

Mount Washington Railroad Company: "On the seventh of this month (February), the grantees of the Mount Washington Railroad Company held a meeting, in this city *(Concord, NH)*, in Phenix Hotel. Sylvester Marsh, Onslow Stearns, Henry Keyes, J. Gregory Smith, George T. Rice and Nathaniel White, were chose a board of managers to take charge of the corporation. The next meeting will be held in Eagle Hotel, on the 21st inst. We hope the enterprise will succeed."

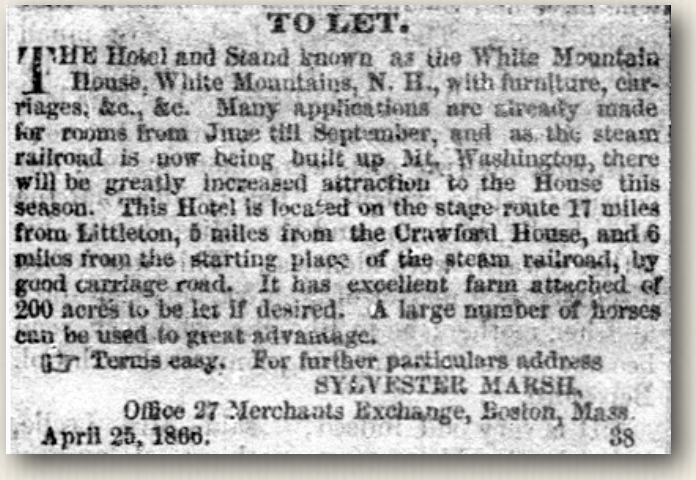
- Concord (NH) Independent Democrat – Thu, Feb 22, 1866 pg. 3

April 27th

Railroad Company Organized: "The first corporate meeting was held on April 27, 1866, at Concord's Phenix Hotel. Four men were present at the meeting, three of the grantees (Marsh, George Hutchins, and Dennison R. Burnham), and a clerk—local attorney Asa Fowler—to record the group's actions. At that initial meeting

Marsh was chosen chairman, and Burnham moved that "John E. Lyon, Nathaniel White, Henry Keyes, Nathaniel G. Upham, and Onslow Stearns be admitted as associate members of the corporation." Four of the five men they voted into the company were New England railroad presidents. At this meeting the company also agreed to purchase some of Marsh's land. Hutchins and Burnham then disappear from the Cog story forever."

- "'Crazy Man" Sylvester Marsh and the Origins of the Mount Washington Railway by Robert W. Bermudes Jr. - Historical New Hampshire. Vol. 72, No. 2 (Fall 2019) - See Jitney Years Vol. 4 Appendix



TO LET.

THE Hotel and Stand known as the White Mountain House, White Mountains, N. H., with furniture, carriages, &c., &c. Many applications are already made for rooms from June till September, and as the steam railroad is now being built up Mt. Washington, there will be greatly increased attraction to the House this season. This Hotel is located on the stage route 17 miles from Littleton, 5 miles from the Crawford House, and 6 miles from the starting place of the steam railroad, by good carriage road. It has excellent farm attached of 200 acres to be let if desired. A large number of horses can be used to great advantage.

☞ Terms easy. For further particulars address

SYLVESTER MARSH,

Office 27 Merchants Exchange, Boston, Mass.

April 25, 1866. 3S

May 15th

Surveying the Railroad Route: According to a surveyor's notebook reviewed by historian Rob Bermudes, Jr a team began laying out the Mt. Washington Railway's route by starting at Sylvester Marsh's test site (Station 0) and moving up the mountain to Station 15. Bermudes suspects the station points had previously been selected all the way up the ridge that the Crawford Bridle path employed. "Most of the notebook I have is 'leveling' (determination of the elevations of the various stations" says Bermudes. "That they refer to station numbers suggests to me that prior to the leveling they had located the course of the road and identified the stations." The group was on the mountain again on May 19, 1866 starting at Station 16. Three days later they resumed their work at Station 29. In the notebook's "Remarks" section Station 83 was reached on May 23 and Station 157 on May 26. "Apparently the upward march came to an end around Sta 164 around the end of May," Bermudes says. "The survey picks up at Station 165 on Sept. 30, 1866, and ends at Station 190." This "Division 1" leveling (from the Base to Waumbek) has two different "levelings" indicating two different courses for the road. A second round of "leveling" by survey team would occur in the Fall.

- 1866 surveyor's notebook - reviewed by Rob Bermudes, Jr.

June 1st

Railroad Needed in North Country: "Pursuant to notice, the first meeting of the Coös Railroad Company was held at the Town House, in Whitefield, on Friday *(6/1)* afternoon of last week. The meeting as organized and conducted, partook both of the character of a general meeting for the discussion of the proposed extension, and of a business meeting of the Corporators. The attendance was large, and was made up from the substantial citizens of Lancaster, Northumberland, Whitefield, Carrol, Jefferson, Bethlehem, Dalton and Randolph, in N.H., and Lunenburg, Concord and Guildhall in Vermont. There was a decided sentiment manifested to make a practical effort, to secure railroad facilities. Ossian Ray, Esq., was called on for remarks, and in reply, indicated his desire to aid in the construction of a road. It was he said, demanded by the people and business of the region, and as for himself, he had got thoroughly tired of starting in the night in uncomfortable vehicles to accomplish the trip over the hills and through the mud to Littleton. He wanted to hear from all present in this work and thought that those who were capitalists and owners of vested interest should all take hold to aid in procuring a (rail)road. His own wallet, he said, was troubled with the empty belly ache, but he had said he would give money to get a road from Littleton and he would do so now. Sylvester Mars, Esq., proprietor of the steam railway up Mount Washington, and owner of the Fabyan property, Col. Joseph Colby, and Mr. Chamberlain, formerly of the White Mountain Railroad, all endorsed the necessity of securing a road."

- Lancaster (NH) Coös Republican - Tue, Jun 5, 1866 pg. 2

June 7th

And so It Begins: "We understand the Company having in contemplation the construction of a Railroad from the base to the summit of Mount Washington is fully organized, and that the work of building the road has actually commenced. The Directors are Sylvester Marsh, John E. Lyon, N. G. Upham, Onslow Stearns, Nath'l White and Henry Keyes, Mr. Marsh is President of the Corporation, and constructing Agent. Wm. P. Crooker[sp], of this place (Laconia) is the Engineer. *(Ed. note: Rob Bermudes research into Survey Notes for the Mt. Washington Railway right-of-way indicate the engineer is William P. Crocker.)* The invention for ascending steep grades by steam, is secured to Mr. Marsh by patent right and will now no doubt be thoroughly tested. The engine is being built in Boston, and is to weigh about four tons, and will commence running for construction of the road next month (July). A gear connecting with a central rail is to operate the train at a speed of four miles per hour. Cylinders upon the sides of the car with piston rods connected with the running gear, and regulated by atmospheric

air in the cylinders, is to constitute one of the modes of stopping the rain, or regulating its speed in descending form the summit."

- Laconia Democrat article in The Amherst (NH) Farmer's Cabinet – Thu, Jun 7, 1866 pg. 2

June 9th

New Scheme? No Problem: "The preparations for the coming season *(1866)* at the White Mountains are on a much larger scale than usual. There is a new scheme of interest to White Mountain travelers. This is no less than the construction of a railroad from the west side to the summit of Mount Washington, to be used in connection with a new hotel upon or near the site he plan is that the new hotel shall be the largest and best among the mountains; and be approached by a continuation of the White Mountain railroad from Littleton through Whitefield to Jefferson; that a turnpike road shall be built to Cold Spring on Mount Washington, and thence a railroad, of three miles in length, to the summit. It is said that no grade need be more than thirty degrees, while, under new patents, engines running by gear and not be friction, can be made to haul cars up an ascent of forth-five degrees with ease and safety. The plan is all ciphered out on paper, and its principal promoter, Sylvester Marsh, is confident that it can be carried into execution before July of next year *(1867)*. At Thompson's, however, on the Glen House side, they snap their fingers at the scheme, and do not fear the threatened rivalry to their carriage road."

- Springfield (MA) Republic – Sat, Jun 9, 1866 pg. 2

July 9th

To Friend Chase: "To those who have never visited Mt. Washington, I would say, go at once. To those who have been I would say, go again. To those who have gone again, I would say, keep on going. The Mountain will soon be much easier to access than at present. An enterprising company has begun the construction of a railway to the summit, to be worked by a stationary steam engine and cables, like the railway at Mt. Holyoke, near Northampton. This will prove a great boon to the weak nerved and timid, who shrink from the craggy bridle path and the uneven carriage road. But the railway will run up a ravine in the northern face of the mountain, thus missing the fine views to be obtained from the other routes. – A."

- The (Lyndon) Vermont Union – Fri, Jul 13, 1866 pg. 2

July 16th

Hero Passes through Plymouth: "A Plymouth correspondent of the *Boston Journal*, says: 'The engine for the steam railroad up Mount Washington passed up the Boston, Concord and Montreal Railroad yesterday *(7/16)*. This invention, or, perhaps, more correctly stated, the application of a principle in mechanics by Sylvester Marsh, will be of great value in many ways besides overcoming the steep hills of Mount Washington and carrying in comfort and safety a carload of passengers up and down its fearful grades. The work is progressing. The old White Mountain Notch is alive with Mr. Marsh's men, constructing for a first trial a section of this railroad and preparing for the laying out of the immense hotel (*Fabyan House)*, which is to be the starting point of the mountain railroading. I shall give you an account of the trial when it occurs.'"

- Manchester (NH) Weekly Union – Tue, Jul 17, 1866 pg. 1

August 28th

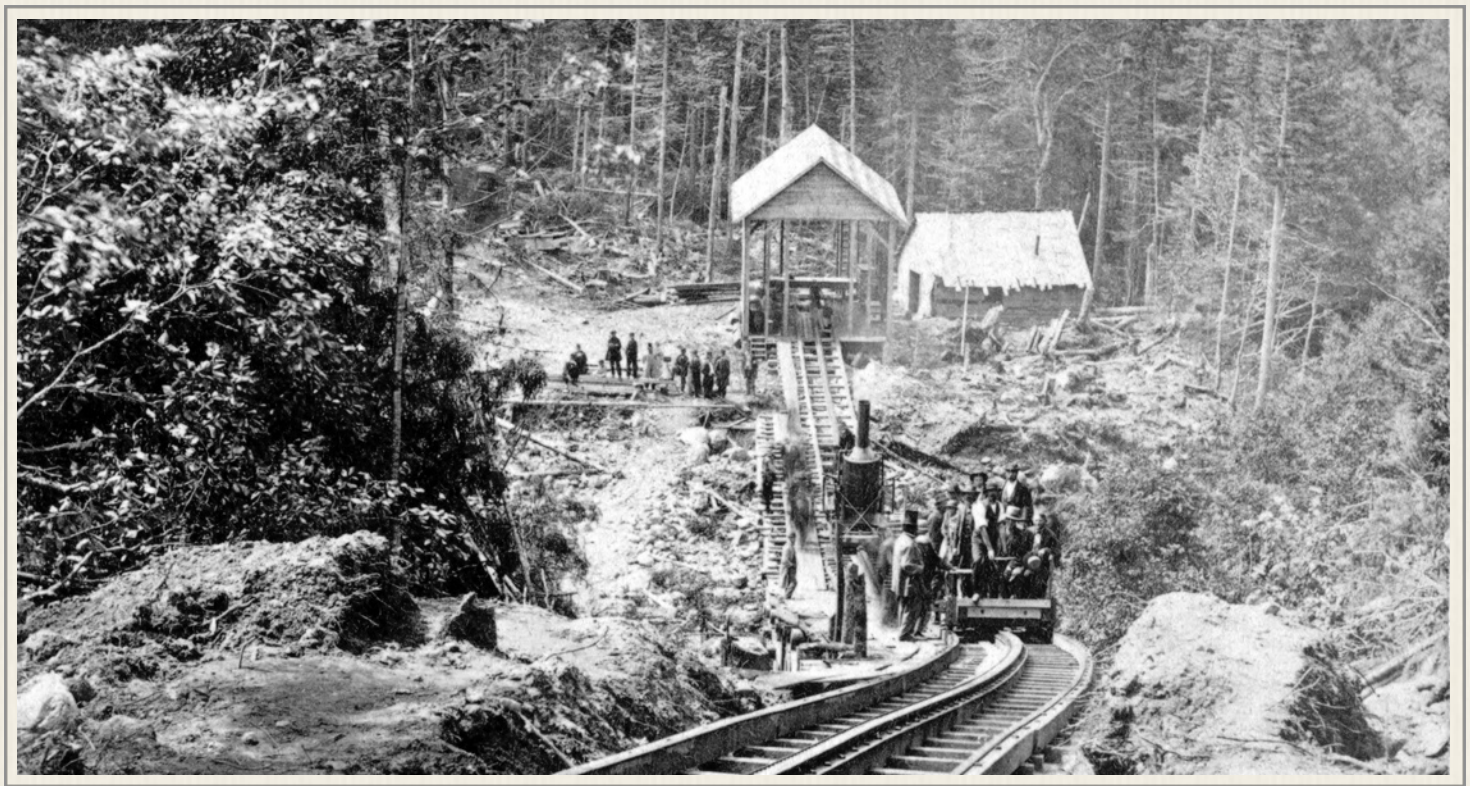
Up Mt. Washington by Steam: "Tomorrow is the appointed day for the public trial of the new steam railway up Mount Washington, and the railroad men of all the region round about are assembling today *(8/28)* at the White Mountain House, five miles below here, and will drive in carriages tomorrow morning to the place of exhibition. I came to the mountain with the expectation that the trial was to occur today, and cannot well remain longer; so I have been out this morning and had a trial, or exhibition, on my own hook. Some five hundred feet of track have now been laid, and sufficient tests have already been made to warrant the belief that another season will see a steam carriage ascending and descending Mount Washington with perfect ease and safety. The place chosen for the commencement of the railway is in the valley of the Ammonoosuc, at the foot of Mount Washington proper. A new carriage road has been opened from the stage road, about halfway between the White Mountain House and the Crawford House. After leaving the stage road the carriage road to the railway follows up the Ammonoosuc valley, and gives the finest view of the whole range of prominent mountain peaks to be had from any one point; and the track commences its steep ascent directly over the bed of the Ammonoosuc, on trestle work, with a grade of 1,700 feet to the mile. Just before coming in sight of the station the shrill whistle of the locomotive *"Mount Washington"* started us not a little, and seemed quite out of place there

in the forests and mountains and so far away from "humanity's reach." I found the locomotive fired up and ready to move up the mountain as far as the track is completed, some five hundred feet. A platform car with rude seats stood on the track, attached to the engine, and as soon as our party, consisting of some eight or nine gentlemen and ladies, had taken their seats, the locomotive commended its "chug," " chug;" and up we went, at a slow speed at first, which was afterwards increased to good headway, and thus we went up and down the track, which lies, as it were, against the mountain side rather than on it, both the locomotive and the car being under the most perfect and absolute control of the engineer, who stopped the 'train" and started it at will, repeatedly, at one time leaving us standing for several minutes, and then moving up and down, and stopping instantly; and holding the car apparently as solid and sure as on an ordinary railway.

"The whole distance to be traversed by the railway, from the point where it commences to the top of Mount Washington, is three miles, the whole rise being about 4,000 feet, and the steepest grade being at the rate of 1,700 feet to the mile. The rail used is the same as the old fashioned "strap rail," and midway between the ordinary rails is a track of wrought iron pins or rolls, one and a half inches in diameter, and four inches long, set four inches apart, in three-eights inch angle iron wrought into an angle of 3 by 3 inches, holding the pins or rolls firmly in their places. Into these pins the teeth of the driving cog-wheel of the engine works, each tooth of the wheel striking between each pin, being practically the working of one cog-wheel into another. The engine, weighing some four tons, is rated at twenty-five horse power, and with seventy-five pounds of steam will drive ten or twelve horse power, forth pounds of steam being as high as has yet been carried. The cost of the engine, which was built by Messrs. Campbell, Whittier, and Co., of Roxbury, Massachusetts, was $3,000 *(~$51,500 today)*, and it is so constructed that by the use of "union joints,' the boiler is always kept in an upright position, no matter how steep the grade, or how great the inclination of the trucks of the car.



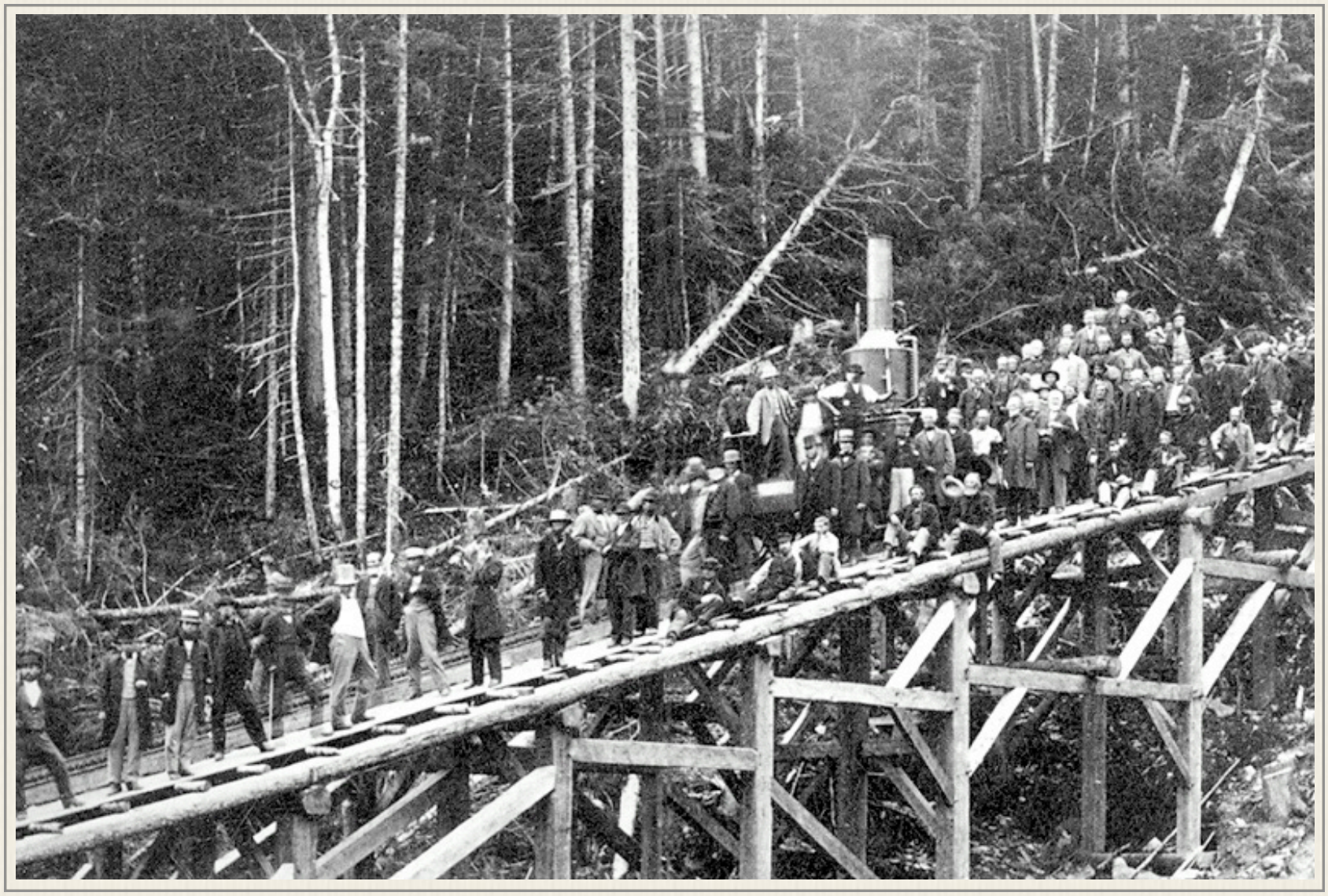
Proof of Concept: *Railroad executives and invited guests see firsthand how Sylvester Marsh's idea works and pose for a picture. Marsh is first in line on the incline ramp in top hat holding overcoat.*



1866

"The enormous propelling power necessary to run up the required steep grade is obtained by the process of what is called 'gearing down,' that is, a twenty-four inch gear working into a six inch gear, the engine making four revolutions to one of the driver, thus securing an immense power and purchase, which not only propels the train forward, but holds it immovable, when desirable to do so, on the track, at any desired point or place. An additional safeguard for holding the cars at a standstill is that of the atmospheric brake, and so successful was the application of this power that the engine was several times detached from the car on which we rode, leaving it with its eight or nine persons several feet up the grade, to work our way down with this brake, which we did most successfully, it being operated as easily as one could turn a thumb-screw. We rode up and stopped, and down and stopped, and had the fact established to our wondering eyes, and ears, and senses, that a steam engine and cars can be run up and down Mount Washington, or any other mountain, at a fair rate of speed and with perfect safety; and after what I have seen to-day, I venture the prediction that in a short time we shall see the Hoosac tunnel abandoned, and trains of cars running over rather than through the mountain. And so practically of other enterprises, to say nothing of new projects and plans of up-and-down-hill steam locomotion; and the same generation which witnessed the advent of the iron horse, welcoming him as a missionary of civilisation and progress, will not only listen to his heavy breathing along our valleys, and our plains, but will hear his shrill neigh from our hill-sides and see him shake his fleecy mane amid the clouds of the mountain-top. The track of cogs or pins for the railway is all made by the Boston Machine Company, and is wrought from gun-iron, the track when completed weighing twenty pounds to the foot, and the whole of it being hauled by teams from Littleton, twenty-five miles distant."

The practicability of the scheme is now so fully established that there seems to be only one question left, and that is the question of cost and compensation. It is estimated that it will cost some $20,000 per mile to build the track, and that the three miles of road, with the necessary rolling stock, depots, etc., will cost some $100,000. This is probably a low estimate, but I certainly do not see how a portion of the road, and quite a large portion, too, can be much more expensive than the difficult parts of some of our common railroads; but how good an investment the road will likely to be, I am not at all competent to judge. The originator and inventor of this new railway and its attendant enterprise is Mr. Sylvester Marsh, now of Littleton, N.H., but formerly of Chicago. He has given much time and attention to the matter, and his "experiment" is an experiment no longer. The railway is now in the hands of a company, who have already purchased the site of the old Fabyan House, with the view of erecting a large hotel there for the accommodation of guests, which this new and novel plan of mountain traveling will call mountain-ward. Some are already predicting that the completion of this railway will have a tendency to damage both the Crawford and Glen Houses, the former by drawing away its patronage to the proposed new hotel, and the latter by inducing the mountain pilgrims to make their trips up and down almost entirely on this side of the mountain, either by the railway or on horseback from the Crawford as now. That the success of the enterprise will revolutionize to a considerable extent the old modes of mountain climbing there is little doubt, but just what shape the revolution will take it is as yet too early to determine. The railroad men who go out there tomorrow will get some new ideas perhaps, and go home prepared to invest in this enterprise, and perhaps to project new enterprises of a similar kind. At all events they cannot fail of seeing for themselves that our hills and mountains can be climbed successfully by the iron horse and it will not be surprising to see measures taken at once for putting him to a more general hillside and mountain service. The appliance of cogs to a railway track is by no means a new idea, the very first railroad built in England having used them. But they are now discarded as unnecessary appliances, and comparatively useless, there being sufficient friction between the rail and wheels for all practical purposes on an ordinary railroad. The trial of this railway tomorrow, has increased interest from the fact that a trial is being had at about the same time of steam railway, on a different principle, however, at Mont Cenis, in Switzerland. The projectors of that one, however, only propose to rise a grade of four hundred feet to the mile, and to climb the mountain by zig-zag track to save grades. They get their power by what is called a "V friction rail," occupying the same position between the rails that Mr. Marsh's cog rail does. The rail is in shape like two V's, with the sharp points turned together, the open points pointing upwards and downwards respectively, the friction required for holding the train to the track being obtained by brake-power, obtained by means of leverage pressure between the outside rails and the middle, or V rail. Apparently well posted engineers tell me that if the track can be kept dry and entirely free from grease the grades of four hundred feet to the mile can, doubtless, be overcome, but in case of a wet or greasy condition of the V track, the result would be "that the devil would take the hindmost," very suddenly. The novelty of this manner of mountain climbing, now that the locomotive is actually running, will draw many to see the operation for themselves, but until a better road is made from the stage road to the railway station, the jour-



ney can only be made at the expense of much profanity and large supplies of liniments, salves and plasters. We had a profane driver, who did the swearing for us, but made our own applications of liniment and the like, and I noticed that our party did a good deal of "heavy standing round" for several hours after the trip, and that sitting down was quite an artistic operation. – C.W. B."

- Springfield (MA) Republican - Sat, Sep 1, 1866 pg. 1 & The Anglo-American Times (London) - Sat, Oct 20, 1866 pg. 10 & 11

August 29th

Proof of Concept: Engine No. 1 *Hero* makes several demonstration runs on a rustic, temporary track. Construction started on the track and approximately ½ mile was built that year. A veteran of the Boston, Concord & Montreal Railroad, Job J. Sanborn is named manager of construction.

- http://www.cog-railway.com/03timeline.htm / Story of Mt Washington

A Perfect Triumph: "Wednesday *(8/29)* at noon the *"Mt. Washington"* Engine made her experimental trip in the presence of over a hundred spectators among whom were some of the most practical and scientific railroad men of New England. It was a perfect triumph, and no one left "Ammonoosuck Station" with a doubt as to the practicability or safety of running steam cars to the summit of Mount Washington. The "safety" is put beyond question – the construction of the passenger car being such that it is stopped on the rail or let down the rails without the aid of the engine, and being always disconnected with the engine is at the control of the brakeman – and your readers can judge of the practicability of the project when they are told the track is not built up a grade of seventeen hundred feet to the mile, the highest grade over the whole route – the average grade being 1300 feet. The road is now operated over about seven hundred feet of track and over forty persons were carried at a time up and down this hill, stopping anywhere and going back and forth as if the road were level. It is difficult to describe in so brief a letter the way this is accomplished. But imagine a common track with an iron ladder lying midway of the rails, the rounds of the ladder four inches apart, and a cog wheel rolling up this ladder (the common wheels of the engine and cars, running on the rails,) and perhaps you can get some idea of the thing. The engine *pushes up* the car, and of course follows it in coming down; weighs four tons, has its boiler hung like a ship's compass to keep it "right side up," and is a perfect masterpiece of invention throughout. The distance now run, as before stated, is a little over seven hundred feet. The entire railway when finished (an

about one year we hope) will be a trifle over three miles. Imagination can hardly reach the amount of obstacles to be overcome in order to accomplish what has been already done. And the credit, the praise and the glory are all chiefly due to one man, Sylvester Marsh, a native of Campton, *(NH)* and who now has a summer residence in Littleton. Mr. M. in his youth went West, became a wealthy man through his inventions, and has now over seventeen thousand acres of land extending from the top of Mount Washington some five miles westerly. He has the entire charge of this work aided by the railroads interested, and seemed to be highly pleased that all could realize what many had called his visionary if not insane schemes – the dream and ambition of his life. There is another man deserving of more notice than I have time to give him, as encouraging this matter, Mr. J. E. Lyon, President of the Boston, Concord and Montreal Railroad, for he has been the constant aid and advisor of this project from the beginning, some four years ago *(1862)*, but this only furnishes an additional test of his fitness for the place he fills, to promote the welfare of a road that has no equal in mountain and water scenery. *(Ed. note: Historian Rob Bermudes says the Mirror & Farmer reporter "B" may have been told Lyon's aid to Marsh began in 1862 four years before the demonstration, but that is inaccurate and unsupported by the record.)* Many of the railroads in this State, Massachusetts, Connecticut and Vermont were represented by names I cannot give, save only those of the Concord: By directors Adams, Parker, Messer and Chase, S. N. Bell, attorney, and J. A. Weston, civil engineer, but who altogether made up a party that it was a delight to accompany, and one which will in the future add greatly to the final completion of an enterprise and literally crown our hills with the highest honor to which steam has yet attained. – B." *- Manchester (NH) Mirror & Farmer – Sat, Sep 8, 1866 pg. 4*

September 3rd

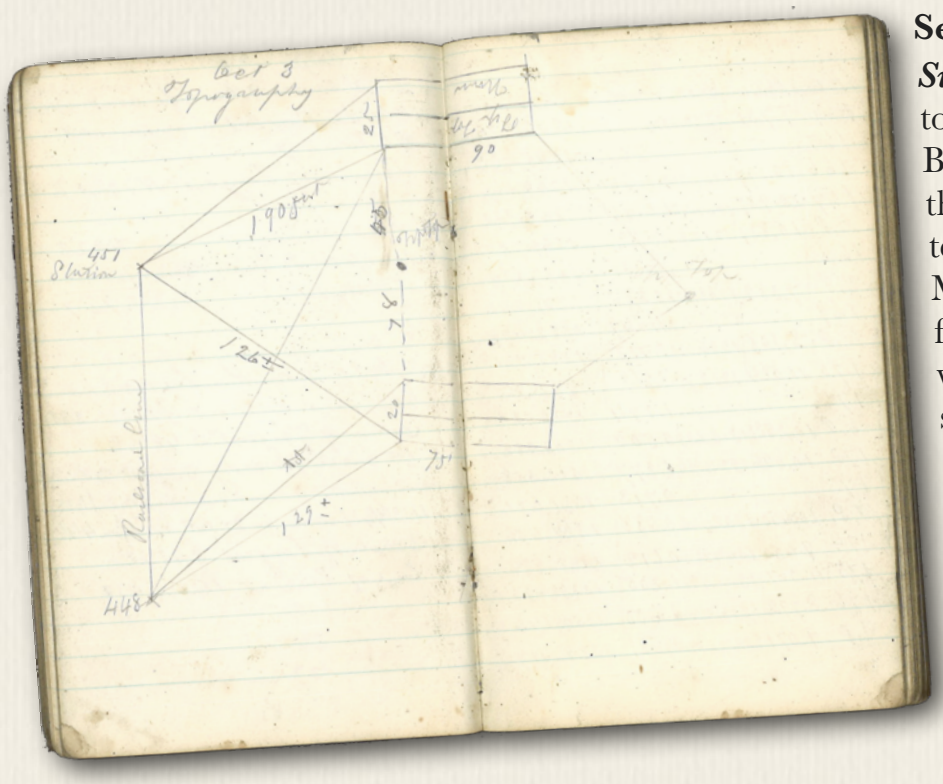
Oops, Not Yet: "A railway has been built to the summit of Mount Washington, with a cog-rail in the centre, and a locomotive has successfully achieved the ascent. The grade of the road is 1700 feet to the mile, but it is easily overcome by means of the cogs on the centre rail and powerful brakes applied whenever necessary. The forward wheels are only half the diameter of the hind ones. A car with fifty passengers was taken up at the rate of three miles an hour. The charter gives Sylvester Marsh the exclusive right for twenty years to build and run such rail roads upon Mounts Washington and Lafayette." *(Ed. note: only 500-feet of 3.3-miles completed)*

- Bangor Daily Whig & Courier - Mon, Sept 3, 1866 pg. 3

September 28th

Steam Railway Up Mt. Washington: "The trial trip of the steam locomotive up Mt. Washington, was made last Wednesday *(Ed note: actually Wednesday August 29th)*, in the presence of a number of railroad gentlemen. The length of line actually laid was but 500 feet, but the grade was as severe as any that will occur. The track makes an angle of 15 degrees with the horizontal plane, which gives a rise of one foot in three. The engine will draw fifty times it own weight, and did draw a passenger car with forty passengers, with entire ease. The road will be an undoubted success, and further investments of capital in a new hotel on the Fabyan Place, and in other ways, will speedily be made."

- St. Johnsbury Caledonian - Fri, Sep 28, 1866 pg. 1



Sept 30th

Surveying the Railroad Route - Part 2: According to a surveyor's notebook reviewed by historian Rob Bermudes, Jr surveyors picked up their "leveling" of the railroad's construction route at Station 165 on September 30, 1866 just up from where they left off in May. Jitney Jr suspects that with financial backing from interested railroad companies, Sylvester Marsh was now willing to commit money to complete the survey work. They continue upwards to Station 190. Then travel to the Summit and the last station (No. 451) then on October 3rd, begin working their way down the mountain while the weather was still tolerable. A hand drawn map *(left)* in the notebook lays out Station 451 and Station 448 in relation to the Tip Top House and the first Summit House. Exactly how the downward march to Station 190 is un-

known as there were no dates recorded in the notebook. They did reach Station 190 (Thought to be where the bridle path from Randolph joined the 1821 Crawford path to the summit known as "Waumbek Junction") in fairly short order as on October 11, 1866 the surveyors began plotting the route of the turnpike from the Base to Fabyan's. Bermudes believes the notebook without a signature belonged to Laconia, N.H. civil engineer William P. Crocker but continues to seek confirmation.

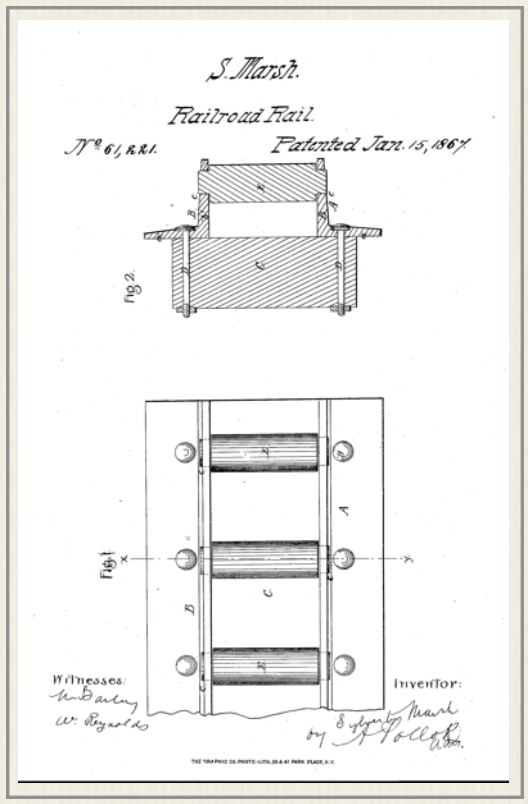
- 1866 surveyor's notebook - reviewed by Rob Bermudes, Jr.

1867

January 15th

Patent No. 61,221 - "Sylvester Marsh, Littleton, N.H. - Cog Rail for Railroads - Parallel bars of angle iron, at suitable intervals, afford bearings for the rollers, which form cogs in the rack, or cog rail, with which the gear of the car truck engages in ascending heavy grades."

- Annual Report of the Commissioner of Patents 1869 pg. 484



January 19th

Hand-Mangling: "Frank Palmer, of Littleton, a lad of 13, had three fingers sawed off, and Sylvester Marsh, Esq., of the same place, had all the fingers of one hand badly mangled, while at work with circular saws."

- Manchester (NH) Mirror and Farmer – Sat, Jan 19, 1867 pg. 2

February 15th

Boston Demo: "An exhibition of the locomotive invented and patented by Sylvester Marsh of Chicago, for overcoming steep grades on railways by means of an iron center cog-rail, was given, Friday *(2/15)*, at Boston. The miniature model locomotive *(See Vol. 4 Appendix - Model Behavior)* propelled a small car, loaded heavily with iron, up a grade of upwards of 1790 feet to the mile, with great facility and steadiness. Many members of the Legislature were present." *- Springfield (MA) Republican – Sat, Feb 16, 1867 pg. 8*

April 9th

Swiss Interest: "Hon. John Hitz, the Swiss Consul General at Washington, arrived in Concord, N.H., on Tuesday *(4/9)* evening on his way to Mount Washington, to examine the new steam railway commenced there last season. The deep snow, however, will probably prevent any exhibition of the railway at this season of the year, but Mr. Marsh, the inventor who is now at Littleton will show the Swiss official a fine working model of the enterprise. The home government of Switzerland have directed Mr. Hitz to get all possible information about the Mount Washington Railway, with a view of applying it to portions of the Alps. The Consul General will be the guest of ex-Senator Fogg during his stay in New Hampshire."

- Portsmouth (NH) Journal of Literature & Politics – Sat, Apr 13, 1867 pg. 2

April 20th

Swiss Visit: "It is complimentary to Yankee ingenuity that a commission has been sent from Switzerland to examine the railroad which enables us to make the ascent of Mount Washington, with a view of scaling the Alps on the same plan."

- Brandon (VT) Vermont Record – Sat, Apr 20, 1867 pg. 2



Advancing up Cold Spring to Waumbek (1867)
- Gift of Glen Kidder to Teague Family Collection

1867

April 26th

Construction Continues: "The railway up Mount Washington is being constructed with great activity. The track iron is being transported to the base of the mountain, and teams and laborers are hard at work. A large and magnificent hotel will be built this summer, and will be ready for the travel of next year."

- St. Johnsbury Caledonian - Fri, Apr 26, 1867 pg. 2 & New Hampshire Statesman - Fri, Apr 26, 1867 pg. 3

May

Work continues on the track and improvements at the Base. The line was continued to about ***1 mile up the mountain*** to the location of the present Waumbek tank.

- http://www.cog-railway.com/03timeline.htm

Mount Washington ***Turnpike Company chartered*** and ran the route from the Fabyan House to the foot of the mountain to transport supplies for the new railroad - the first base road.

- The Mount Washington Cog Railway: Climbing the White Mountains of N.H.

June 11th

Mr. Bryan Visits the Base: "I have done much at sight seeing to-day, and been well repaid for my tramp and toil. In company with Mr. Sylvester Marsh of Littleton, and Mr. W. B. Brinsmade of Springfield, (MA), I rode this morning on horseback, some six miles to the 'depot' as it is called here, which depot is in the heart of the wilderness at the foot of Mount Washington, and is the starting point for the mountain railway up the mountain, of which I wrote you a detailed description in August last. Mr. Marsh is the originator of this scheme for climbing the mountain by steam, and the builder of the railway thus far. Several railroad companies have invested in the enterprise, after seeing the practical success of the scheme, and other roads are ready to aid the enterprise; but the need of praise for this wonderful achievement is due to Mr. Marsh, for it is doubtless safe to say that not one of the many men and companies who now stand ready with substantial aid and comfort for the enterprise, would ever have invested a dollar in it if they had not first seen it in successful operation. So skeptical were railroad men, engineers, mechanics and the universal "everybody" in this important matter, when the subject was first introduced, that Mr. Marsh was deemed extremely visionary, and the manager of one prominent railroad, upon receiving a communication from him on the subject, supposed it was the writing of an insane man, and laid it aside in disgust. He has since, however, invested handsomely in the enterprise. And when Mr. Marsh, eight years ago, went before the New Hampshire Legislature, asking for a charter for a railroad up the side of Mount Washington, his petition was received, as the theater bills say, "with shouts of laughter." The wit of that session of the Legislature - for ever Legislature has its wit, you know - offered as an amendment, that the body grant a charter for a railroad to the moon. Mr. Marsh stood the laughs and jeers very philosophically then, and not it is his turn to laugh. His railway is in actual and successful operation, and he is pushing the whole three miles of mountain-side track on to completion as fast as possible; and he would be glad to find the projector of the railway to the moon, help him to obtain his charter, bid him God speed in the construction of his track, and make regular connections with him, very soon, at the Tip-top House on Mount Washington.



Looking down Cold Spring Hill (pre-1871)
- Conrad Ekstrom Collection

The railway proper has its starting point on trestle work, built up directly from the waters of the Ammonoosuc, and starts on a grade of seventeen hundred feet to the mile, being the average grade of the three mile track from this place to the summit, and it is confidently expected that one mile will be completed in about four weeks

from this time, and the cars running to a point known as "Waumbek Junction," from which place it is only two miles of mountain pathway to the top; and another season will doubtless see the cars running the whole distance. The survey for the railway track is on or near the old Fabyan path most of the way, and the cars, when running, can be seen from all the region below, a large part of the way. This enterprise and achievement is really one of the greatest wonders of the time, and so well satisfied are all who have seen it in operation, whether railroad men or otherwise that it is not at all a visionary assertion to make, that, in five years, passengers will take the cars at New York, check their baggage to the Tip-Top House, and with only one change of cars see the sun rise in Gotham one day, and from the top of Mount Washington the next. From Mr. Marsh's railway "depot" we tramped up Mount Washington, Passing in on instance over a snow drift some two feet deep, and had one of the most delightful days ever known on the mountain, no winds, no clouds, the atmosphere tolerably clear, and the temperature mild in the extreme, no fire was thought of, no overcoats needed, and the thermometer, if one could have been had, must have gone far up in the fifties; but the Tip-Top House was nailed up closely, we were "out of humanity's reach," and thermometers were out of the question. The deathly stillness which reigned supreme was oppressive, and after gazing in silence and awe at the grandeur and magnificence before and around us, we started downwards…. When we reached the Mountain railway "depot," on our return, the steam horse was ready for a start up the mountain and whinnied as a welcome neigh before we got in sight of him. He had twenty-five pounds of harness on, and with this he carried us up as far as the track is completed, and down, up and down, on the 1700-foot grade as easily and safely as one could ride "on a barn floor." From there we galloped back through the woods to the White Mountain House, where a supper of brook trout awaited us, and we did full justice to the excellent cooking of mine host. - C. W. Bryan"

- Springfield (MA) Republican - Sat, Jun 15, 1867 pg. 4 / reprinted Indianapolis Daily Journal - Mon, Jun 24, 1867 pg. 3 & St. Johnsbury Caledonian - Fri, Jun 28,1867 pg. 1

June 22nd

Mid-July to Waumbek: "It is expected that one mile of the railroad up Mount Washington will be completed about the middle of July, and that cars will then run that distance to a place called "Waumbeck Junction," two miles from the top. The average grade of the road is thirteen hundred feet to the mile."

- Windsor Vermont Journal – Sat, Jun 22, 1867 pg. 1



Peppersass on Cold Spring with female passenger (~1867)
- Conrad Ekstrom Jr. Collection

July 4th

Construction Status: ""We *(Amherst, NH Farmers' Cabinet)* published last summer, a full account of the project railway up the side of Mount Washington. The following in regard to is present state is from the *Springfield Republican*: "Mr. Marsh's long projected railway direct up the mountain is in actual and successful operation and he pushing the whole three miles of mountain side track on to completion as fast as possible. The railway proper has its starting point on trestle work, built up directly from the water of the Ammonoosuc, and starts off on a grade of seventeen hundred feet, thirteen hundred feet to the mile being the average grade of the three miles of track from this place to the summit, and it is confidently expected that one mile will be completed in about four weeks from this time, and the cars running to appoint known as Waumbeck Junction, from which place it is only two miles of mountain pathway to the top, and another season will doubtless see the cars go up the whole distance. The survey for the railway track is on or near the old Fabyan path most of the way, and the cars when running can be seen from all the region below, the greater part of the way. This enterprise and achievement is really one of the greatest wonder of the time, and so well satisfied are all who have seen it in operation, whether railroad men or otherwise, that it is not at all a visionary assertion to make, that, in five years, passengers will take the cars at New York, check their baggage to the Tip-Top House, and with

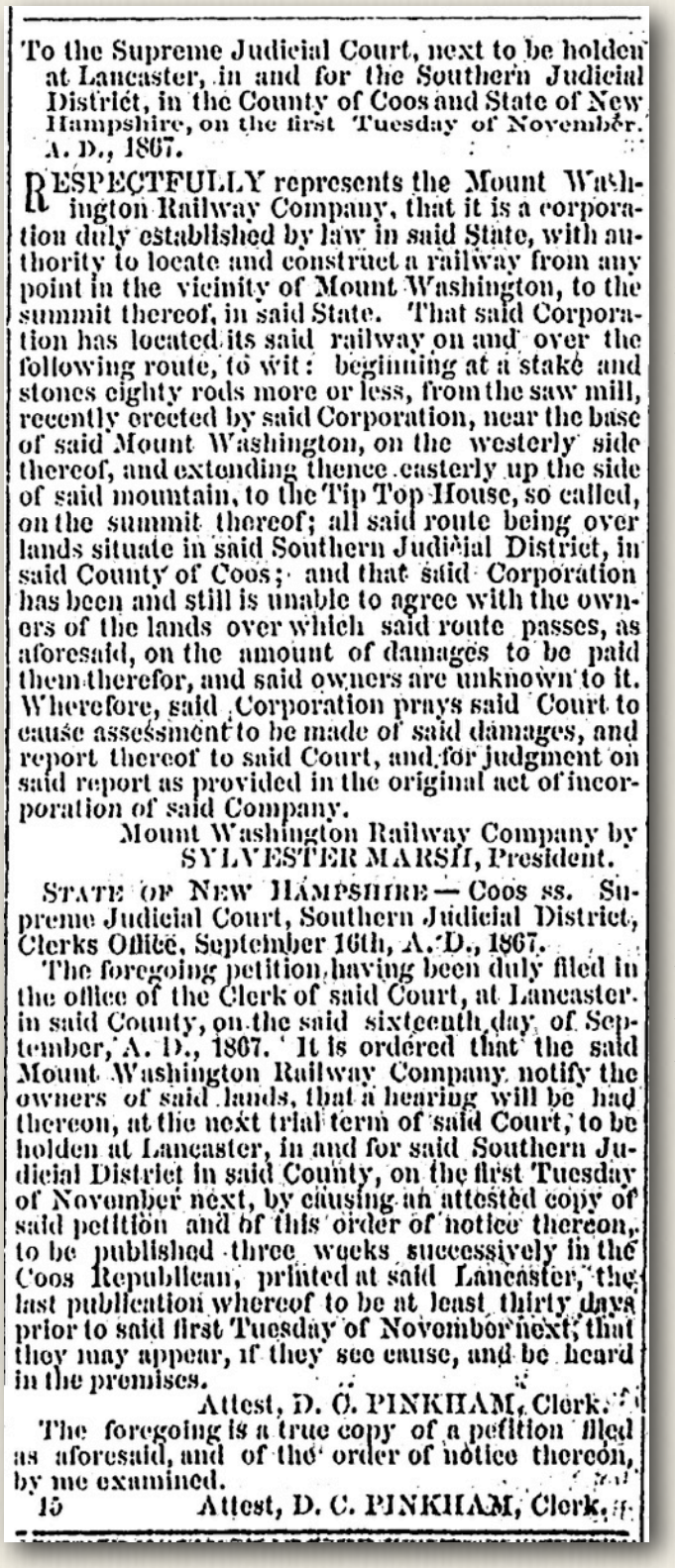
only change of cars see the sun rise in Gotham one day, and from the top of Mount Washington the next."

- Amherst (MA Farmer's Cabinet – Thu, Jul 4, 1867 pg. 2 / Boston Daily Evening Transcript – Thu, Jul 11, 1867 pg. 1

August 9th

Widow on the Mountain - "Last Friday week ago Mrs. William H. Brown, a widow lady, of Fairfield, Connecticut, and sixty years of age, started from the White Mountain House in company with a female companion and a guide, to make the ascent of Mount Washington. They went a portion of the way by the new steam railway, and walked the remainder of the distance to the summit. Remaining there a few hours and taking dinner they started at three o'clock to go back. About an hour afterward it was suddenly discovered that Mrs. Brown was missing. A search in earnest for Mrs. Brown was then commenced. One hunting party went from the White Mountain House, and another was made up from the employees of the railway. The search was kept up all night, but without success. Next morning at about nine o'clock, to the great joy and surprise of all in the vicinity, Mrs. Brown made her appearance at the foot of the railway. She was hungry and exhausted, and her clothing was torn and damp. After taking some cordials and breakfast, she found herself very comfortable and felt no serious effects from passing a night in the mountains. Such an experience is one that a lady sixty years of age may well be proud of. The night was mild for summer climate at the White Mountains - a fact greatly in her favor. Of the heroine we will only further say, the she is the widow of a late well-known shipbuilder of New York City, and that kindred and friends in various places will be glad to learn that she is apparently, none the worse for passing a night alone and unprotected among the mountains."

- The Cincinnati (OH) Enquirer - Mon, Aug 26, 1867 pg. 3



To the Supreme Judicial Court, next to be holden at Lancaster, in and for the Southern Judicial District, in the County of Coos and State of New Hampshire, on the first Tuesday of November, A. D., 1867.

RESPECTFULLY represents the Mount Washington Railway Company, that it is a corporation duly established by law in said State, with authority to locate and construct a railway from any point in the vicinity of Mount Washington, to the summit thereof, in said State. That said Corporation has located its said railway on and over the following route, to wit: beginning at a stake and stones eighty rods more or less, from the saw mill, recently erected by said Corporation, near the base of said Mount Washington, on the westerly side thereof, and extending thence easterly up the side of said mountain, to the Tip Top House, so called, on the summit thereof; all said route being over lands situate in said Southern Judicial District, in said County of Coos; and that said Corporation has been and still is unable to agree with the owners of the lands over which said route passes, as aforesaid, on the amount of damages to be paid them therefor, and said owners are unknown to it. Wherefore, said Corporation prays said Court to cause assessment to be made of said damages, and report thereof to said Court, and for judgment on said report as provided in the original act of incorporation of said Company.

Mount Washington Railway Company by
SYLVESTER MARSH, President.

STATE OF NEW HAMPSHIRE — Coos ss. Supreme Judicial Court, Southern Judicial District, Clerks Office, September 16th, A. D., 1867.

The foregoing petition having been duly filed in the office of the Clerk of said Court, at Lancaster, in said County, on the said sixteenth day of September, A. D., 1867. It is ordered that the said Mount Washington Railway Company notify the owners of said lands, that a hearing will be had thereon, at the next trial term of said Court, to be holden at Lancaster, in and for said Southern Judicial District in said County, on the first Tuesday of November next, by causing an attested copy of said petition and of this order of notice thereon, to be published three weeks successively in the Coos Republican, printed at said Lancaster, the last publication whereof to be at least thirty days prior to said first Tuesday of November next, that they may appear, if they see cause, and be heard in the premises.

Attest, D. C. PINKHAM, Clerk.

The foregoing is a true copy of a petition filed as aforesaid, and of the order of notice thereon, by me examined.

15 Attest, D. C. PINKHAM, Clerk.

- Lancaster (NH) Coös Republican -Tue, Oct 1, 1867 pg. 3

August 27th

Fleecing Tourists: "A tourist says to those who go up to Mount Washington that they get into pretty much such company as the man did in going up to Jericho; and that the landlords there ask how much money one has, where he comes from, give him a return ticket, and take all his cash. Everybody does not say so, however."

- Vermont Watchman & State Journal – Wed, Aug 28, 1867 pg. 1

September 5th

Furious Snowstorm: "There was a furious snow-storm on Mount Washington last Thursday *(9/5)*. Parties ascending were driven back. The thermometer fell to below the freezing point, and Ice made on the telegraph poles several inches thick.

– Rutland (VT) Independent – Sat, Sep 7, 1867 pg. 2

October 18th

Slideboard Genesis: "The workmen engaged in building the White Mountain Railway amuse themselves in rigging sleds with which they slide down on the greasy timbers which form the framework. Taking short trips at first, they have become more venturesome until the whole distance over which the road is built has been traversed in this novel manner. The distance from top to bottom – one mile – has been performed by one of their club sleds in a minute and a quarter. But the sport is attended with some danger, for one sled left the track, and the fall broke the leg of its occupant."

- (Concord) New Hampshire Statesman – Fri, Oct 18, 1867 pg. 2 & New England Farmer (Boston) – Sat, Nov. 16, 1867 pg. 3

1868

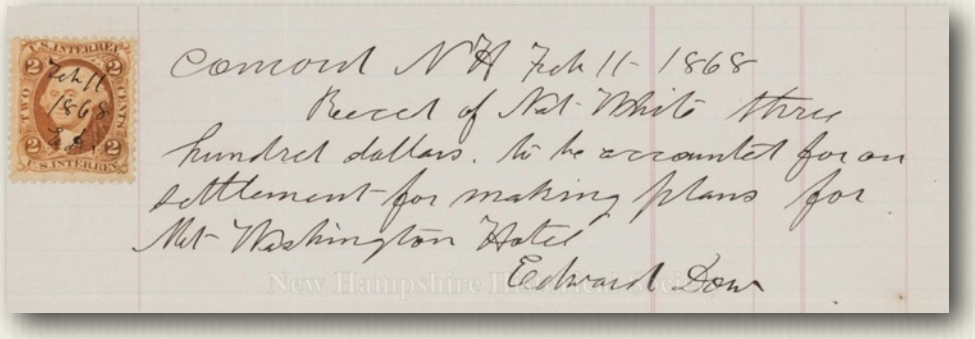


Locomotive #2 - is ***built*** with upright boiler by Walter Aiken. Glen Kidder writes, "The second locomotive, which apparently carried neither a name nor a number actually, was heavier than *Peppersass*, having large solid or disc wheels on both the front and rear axles *(left)*. It also had larger cylinders which, by gearing, powered the rear axle rather than the front one." Four years later, Sylvester Marsh wrote about this development "We soon needed a second engine and Mr. Aiken contracted with the road for one. His agreement was as follows... to build an engine capable of carrying six tons freight or passengers up the mt grade at speed of 3 miles per hour. The engine never quite came up to the condition of the contract, but the Co. accepted and payed for it. He has since that time built 3 other engines at a much higher cost none of which were equal to my first one. I think he took stock for all his machines. He now holds 185 shares."

- Railway to the Moon / MS 876412 - Dated July 12, 1876, the 3-page letter was written by Marsh and found in the papers of John F. Anderson, "the engineer who built the mountain div. of the Me. Ctr RR." at Dartmouth College, Rauner Library

February 11th

Hotel Designer Compensated: Edward Dow writes out a receipt in Concord, New Hampshire for $300 *(~$5,767 today)* he received from Nat White as "settlement for making plans for Mt. Washington Hotel." *(Ed note: Fabyan House or Marshfield House?)*



- New Hampshire Historical Society Collection

April 30th

Thirty-six Additional Employees Soon: "The Mount Washington Railway was completed last Fall *(1867)* one mile and thirty rods of the three miles up the mountain; for the next mile the tracks are covered with snow two feet deep. The number of hands will be increased, in three weeks, from 14 to 50. The present estimate of cost is $100,000, though the figures may add differently at the completion of the work on the 1st of September." *- Montpelier (VT) Argus & Patriot – Thu, Apr 30, 1868 pg. 2 & Manchester (NH) Weekly Union - Tue, May 5, 1868 pg. 3*

May

Track work resumes in May *(5/11)* and continued until October when a fierce winter storm caused work to be stopped immediately about 500' from the summit. During this period the famous ***Jacob's Ladder*** trestle was ***built.*** The trestle is 300' long and it has a grade of 37.41%. A second locomotive is needed and Walter Aiken is contracted to build the *George Stephenson*, starting a life-long involvement for Aiken which would last until 1893 *- http://www.cog-railway.com/03timeline.htm*

May 3rd

Loco #2 nearly Complete: "A locomotive engine, designed to run on the Mount Washington Railway, is nearly completed, at the machine shop of Walter Aiken, in Franklin, N.H. The boilers are upright, and contain three hundred and thirty tubes, with five hundred square feet of heating surface. The cylinders are ten inches in diameter, with sixteen inches stroke. This engine, in ascending the mountain, is coupled to the rear end of the train and pushes the cars up the declivity. The best materials have been used in its construction, and powerful brakes and other safeguards provided for protection against accidents. It has been four months building, and weighs about seven tons." *- Lancaster (NH) Coös Republican - Tue, May 5, 1868 pg. 3 / White Mountain Republic (Littleton, NH) - Fri, May 8, 1868 / Brooklyn (NY) Daily Eagle - Sat, May 16, 1868 pg. 4 / Burlington (VT) Weekly Sentinel - Fri, May 22, 1868 pg. 3*

May 8th

Novel Idea - Practical Reality: "The novel idea of building a railroad up Mount Washington, which was so much scoured at the time it was proposed, will this summer be a practical reality. One mile and thirty rods of

the three miles up the mountain were completed last fall; for the next mile the snow has disappeared so that work is to be commenced with increased activity immediately. The number of laborers will be increased from 40 to 50. The present estimate of cost is $100,000 *($1.9-million today)*, though the figures may add differently when the work is accomplished, which will doubtless be by the first of September. A very good stereoscopic view of the first few rods of the completed road, and also the locomotive now in use, which is very much like the one above described was taken last fall by the Kilburn Brothers."

- White Mountain Republic (Littleton, NH) - Fri, May 8, 1868

June 13th

Loco #2 Ready for Service: "A locomotive designed for the use of the Mount Washington railway, which has been building for four months past, at Franklin, N.H., is now ready for service."

- Scientific American - June 13, 1868



August 3rd

First (48) Passenger Car: "The car *(left)* designed for use on the Mt. Washington Railroad, was taken up over the Montreal Railroad on Monday *(8/3)* afternoon of last week.

- White Mountain Republic (Littleton, NH) - Fri, Aug 21, 1868

August 5th

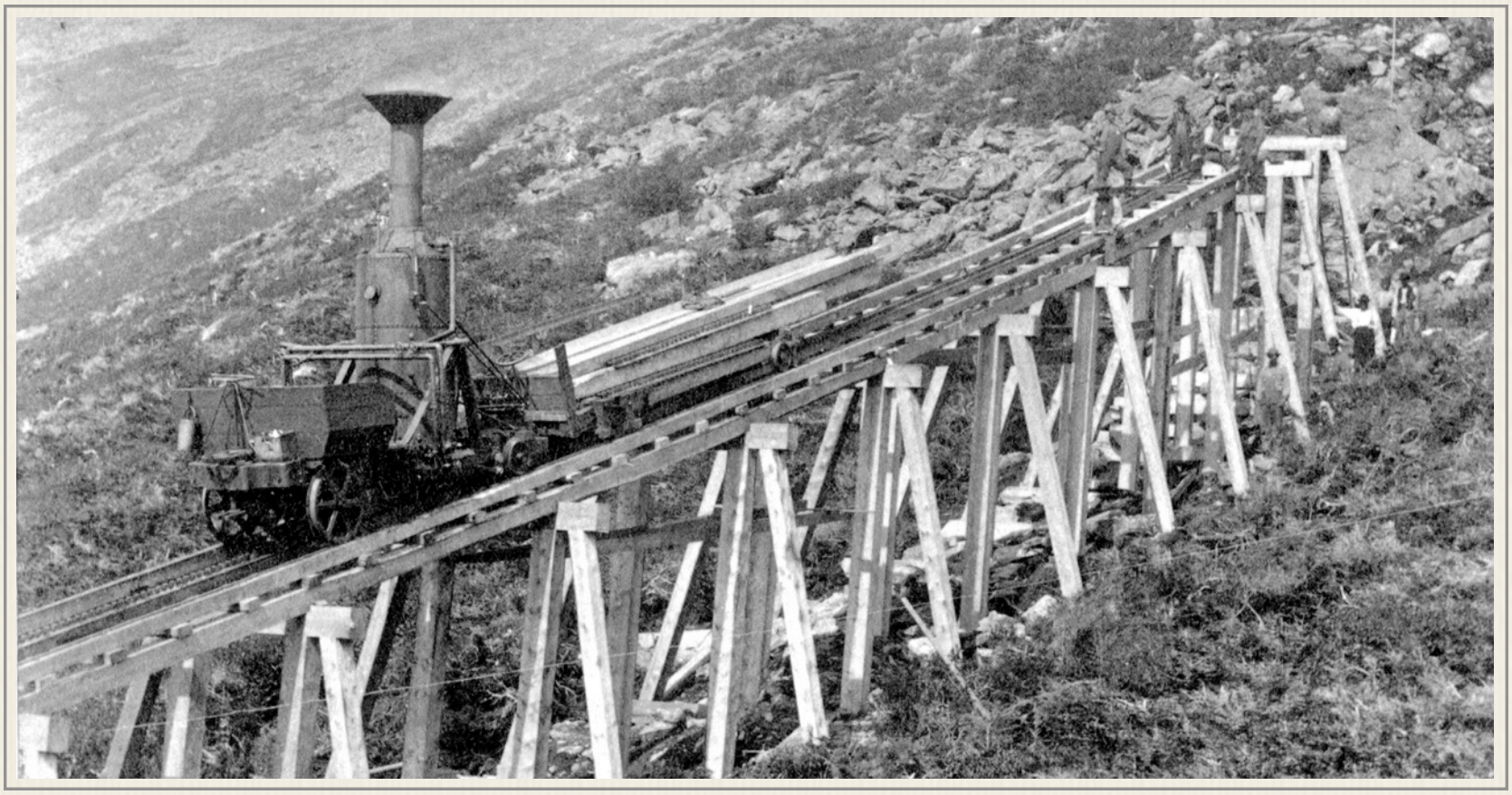
Two Miles Complete: "The Mount Washington Railroad is now completed to the top of "Jacob's Ladder," within three-fourths of a mile of the summit. Length of road now completed, two miles."

- New Hampshire Patriot & State Gazette – Wed, Aug 5, 1868 pg. 2

First Week of August

Laying Rail: A correspondent of the *Boston Transcript*, writing from the White Mountains, describes a trip over the Mount Washington Railway: *(excerpts of article)* "The average grade of the track is 1300 feet to the mile, but in places this grade is increased to 1700 feet, or one foot in three. Now place your railway, or imagine it placed, upon a trestle-work thirty feet high, as at Jacob's Ladder *(below)*, and expect men to work about upon it, hitting heavy rails and timber, etc., and you can see that the progress made must be in such parts very slow – and so indeed it was; the men, fearful of sliding back in spite of sharp spikes in their shoes, and obliged to move about with extreme caution lest they be dashed on the rocks below, were only able to build twenty-five feet a day, whereas they are now easily laying seventy-five feet a day. The rails are three in number – the two outer ones being mere flat strips laid upon longitudinal sills, which rest upon cross-ties – the central and important one being a cog-rail or ratchet, made of wrought iron, with very strong cogs or pins, against which the teeth of the driving wheel of the engine work in ascending and descending the road. These rails cost the company three dollars per foot in Boston, and four dollars delivered at the depot at the base of the mountain. After examining





the track and train to my satisfaction, I mounted upon the (work) car; the steam was turned on, and the engine started, pushing before it the car with its load. The position of the car above the engine is necessary, in order that the train may always be under the control of her powerful brakes, and that the car may not be left behind through the breaking of a coupling or other accident. With a steady motion – no jarring or rocking, but merely a slight trembling like that of a steamer under the stroke of its engines – step by step, one 'peg' at a time we moved up the mountain, at the rate of about two miles an hour, straight towards the Tip-Top House. Our first stop was made at the height of two thousand feet, at a house occupied by the workmen on the road, and called the 'Waumbek Junction,' this being the point where the bridle-path from Stilling's, on the road from Gorham to Jefferson, comes out on the railroad. Here we took in water at the well-known 'Cold Spring' and then went on to the second 'station,' at the foot of 'Jacob's Ladder,' and two thousand six hundred feet above the depot. At this point the road, for the first time, diverges considerably from its direct course, making a turn to the left to avoid the steepest part of the 'the Ladder,' and yet having to overcome the sharp grade of one in three already mentioned. The ascent from the depot to the second station, including two stoppages for water, occupied one hour and twenty minutes; the descent, upon the following day, only thirty-eight minutes. Thus steadily and surely, in the face of croakings and prophesies of those hostile to the undertaking that its completion would require two or three years more; with a perseverance and energy worth of all praise; promising little, but in reply to interrogations quietly saying that he hoped at such a time to reach a certain point, and always doing it, Mr. Sanborn, with his corps of thirty-five to forty men, has pushed on the work until now he is able to say to us that in another week he will have reached a point whence the Tip-Top House can be seen, and whence it is an easy walk of half a mile to the summit – that then he will be past all the steep grades, will have no more trestle-work to build, but can go on laying his track upon the solid foundation of the mountain itself at the rate of one hundred and twenty-five feet a day, and that in fifty days, if the weather is good, will complete the road, and trains will run from the depot to the front door of the hotel. 'Then,' said he to me triumphantly, 'the day will soon come when a man can breakfast in Boston, dine at Plymouth, and take tea on top of Mountain Washington!' In a day or two the company will have upon the track a passenger car capable of seating fifty passengers, and next week it is expected that a regular train will commence running once a day from the depot to the end of the road, notice of which will be given to the public through the papers, together with the particulars as to fares, etc., not yet known. It may be that the running of trains will be inaugurated by a little 'celebration.'"

-The Evening Telegraph (Philadelphia, PA) – Fri, Aug 14, 1868 – pg. 6

August 12th

The Concord Correspondent: "The following are some extracts from the pocket-memoranda of a newspaper "Bohemian," cormorant in this city *(of Concord, NH)*, who has been following in the popular current, mountain-ward, since dog-days set in, which he allows us to copy for *Herald*: "Aug. 8 – Saturday. The Doctor

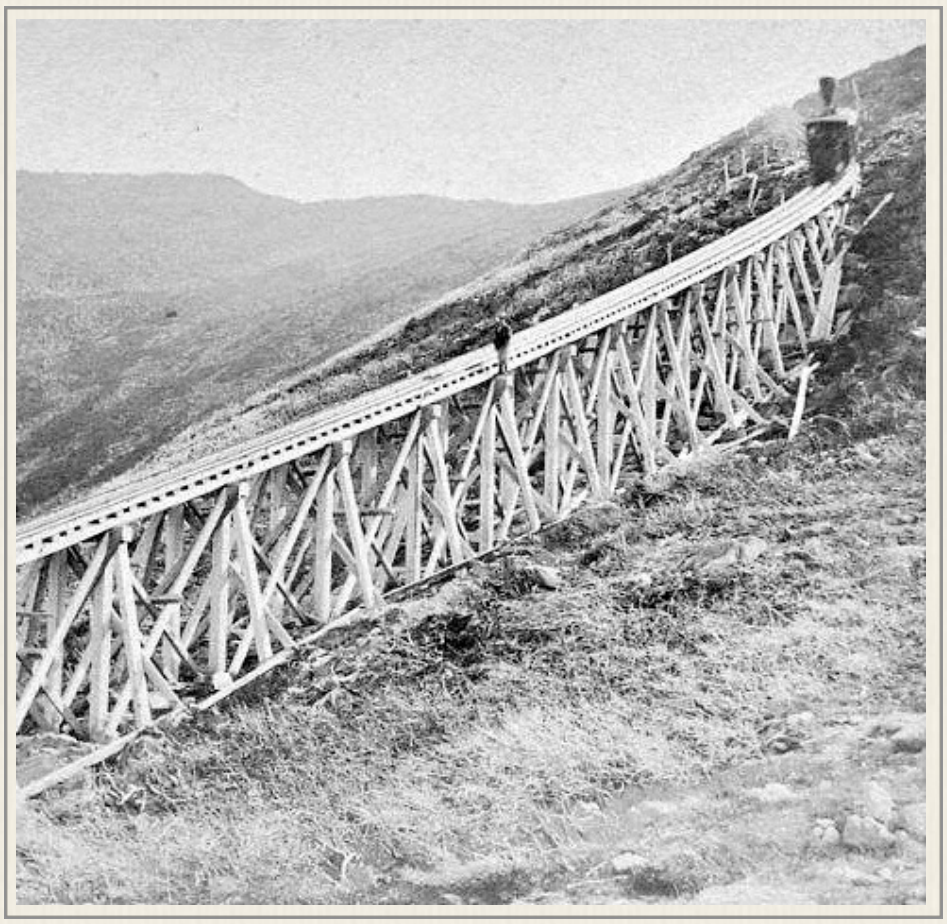
advised us to start again for the mountains, and take with us a young miss of 14, similarly afflicted *(with asthma, hay fever and rose-colds)*. Six hours found us in Littleton… Aug. 9 – Sunday. Walked over to Bethlehem, 5 miles, in 1.30, mercury about 86 deg. Stopped five minutes and bathed our head in a watering trough. Aug. 10 – After dinner, we took a back seat in Richardson's new Lancaster mountain wagon, for the White Mountains House, with four young, well matched and spirited light bays, "bound to go." We spent a couple of hours at the White Mountains House. Sylvester Marsh, Esq., who originally planned the Mount Washington Railway, ten years ago, took us in his buck-board wagon, showed us his farm and the preparations for building a large hotel on the site of the Giant's Grave, near the old Fabyan place. It commands a superb view of Mount Washington, six miles east, with the whole neighboring range from the Notch to Randolph Hill. Mr. Marsh has already expended some $8000 *(~$154,000 today)* in grading this site. Returning to Concord on Thursday, August 20th, while at the depot, next morning *(8/12)*, we were pressed to join the excursion of railroad express and telegraph officers, to make an experimental trip up the Mount Washington Railway. Our limits will not now permit giving full details. Two car loads with two engines made the ascent of two miles in a little over three hours, coming down in half that time. Three-fourths of a mile of the railway remains to be finished, which will be done this fall if the weather permits before winter storms set in. The car is similar to a horse car, covered, but it shuts out the ground view as you rise 2600 feet above the railroad depot. The railway is nearly a straight line, curving a little after passing 'Jacob's Ladder,' where it is supported by trestle-work, in some places thirty feet high, down which you can look into a gulf at least two thousand. The new car carried up nearly 60 passengers, seating 48. (The latter was enough for the engine.) The engine was built last winter, at Franklin, N.H., by Walter Aiken, who rode up on, and will doubtless see chances for improving it. The car weighs three tons, and with the passengers we estimate the whole weight to be about eight tons. Riding on both cars we found the rear platform car, with the old engine *(Peppersass)*, built by Campbell, Whittier & Co., of Roxbury, the best for viewing the grand scenery. It was packed with some 40 passengers. The trains made two or three stops for water and wood – green pine slabs were used, injudiciously for speed, we thought – especially after hearing Plaisted, of the Waumbeck, say that it takes "twice as long to boil an egg hard on the summit of Mount Washington as at his house." On the summit a couple of hours were spent. At least 200 crowded the Tip Top and Summit Houses, where J. R. Hitchcock, Esq., landlord of these and the Alpine House, at Gorham, furnished a substantial dinner to the hungry crowd, whose appetites had been whetted by climbing a mile or more over the old Fabyan horse path, with its sharp stones and jagged rocks, above the railway terminus. - 'Keesauke."

- Boston Herald – Wed, Aug 19, 1868 pg. 2

August 13th

Tip Top Within Sight Soon: "The Mount Washington railroad will reach a point, next week, from which the Tiptop House can be seen, and within half a mile of the summit."

- Montpelier (VT) Argus & Patriot - Thu, Aug 13, 1868 pg. 2



August 14th

The ***first paying customers ride*** from the Base ***to just above Jacob's Ladder*** on August 14,1868. "The day for the ascent was clear and cold, the thermometer standing at 38-degrees Fahrenheit in the morning. At eight o'clock they (the passengers) started for the Depot (from the White Mountain House). The two engines (*Peppersass & Engine #2*) were used, and both trains started at twenty-two minutes past ten. The newer and more stylish turnout took the lead and transported the majority of the party, amounting to fifty or sixty. The other train carried about forty persons. For some reason the progress was slow, rather more than three hour's time having been consumed on the way to Jacob's Ladder. The party went on foot the rest of

the way to the summit. At the Tip-Top House, a bountiful dinner was provided. The stay at the summit was brief, and after embarkation on the trains good speed was made, the downward journey being accomplished in an hour and a half." *- Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald / also Mount Washington in Winter 1871*

Inauguration of the New Railroad on Mount Washington, N.H. "A delegation of railroad men, members of the Press and telegraph men are at the summit of Mount Washington to-day upon the invitation of the proprietors of the Mount Washington Railroad Company, to inaugurate the new railroad, which is completed to within a short distance of the summit. The road is a success and the occasion was made a pleasant one to all concerned." *- New York Times - Aug 15, 1868 pg. 5 / Story of Mt Washington*

Boston Journal Dispatch: "Yesterday witnessed the formal opening of the road to a point three quarters of a mile from the summit of the mountain, or for something over two-thirds of its entire length. Two years ago a small section of the road was opened, and a public trial resulted in entire success. Last year a similar trial over an extension of the railway gave equally gratifying results. The road was completed last year to a point known as Waumbek Junction, one mile and eight rods from the starting point. Waumbek Junction is so called from the fact that the Fabyan bridle path was here joined by the path which led from the Waumbek House, or Jefferson. Work was begun again on the railroad this season May 7th, and in the eighty-four working days ensuing, up to yesterday *(8/14)*, it had advanced a further distance of a trifle over a mile... The present terminus is at the top of Jacob's Ladder *(previous page)*, as something like a mile of the old bridle path was aptly called on account of its zigzag course. There are two locomotives and two cars upon the road. The new car is similar in appearance to a horse-car, though a trifle longer, with a roof, windows upon the sides and doors at the ends. An aisle runs through the center and there are seats for forty-eight persons. The seats are swung so as to secure a horizontal position upon all grades, and the passengers are pretty sure to retain their places, either in their seats or braced against the ends of the car, upon the platform, during the journey, since a walk through the isle is attended with about as much difficulty as it would be up or down the roof of a building. Over six thousand feet of sawed lumber have been used in the construction of the road, up to the present time, and much other lumber in addition. A saw mill, worked by steam, is situated at the depot, and the surrounding forests furnish abundant material for the woodwork. A telegraph line runs up the side of the railroad, and an operating office is located in a log house at the foot of the mountain, connecting with the summit, the mountain houses and all other points."

- Printed in The New Orleans Crescent - Sep 6, 1868 pg. 3

White Mountain Republic: "Mt. Washington R. R. - This enterprise was publicly inaugurated on Friday *(8/14)*, in the presence of many prominent railroad and stage men, all of whom went up on the new car. The rate of speed is about three miles an hour, the passage is regarded as entirely safe, and the road was voted a success by all present. It is now opened to a point quite near the summit, and the managers think they can complete it the present season. One hundred and twelve feet of track is being laid every fair day.

- White Mountain Republic (Littleton, NH) - Fri, Aug 21, 1868

Week of August 22nd

Cold Ladder: "We are informed that ice formed upon water to the depth of a quarter of an inch, at the shanty near Jacob's Ladder, Mount Washington, one night last week *(of Aug 22)*."

- Laconia (NH) Lake Village Times – Sat, Aug 29, 1868 pg. 2

August 29th

Appreciate the Ride: "The thanks of the excursion party at the opening *(8/14)* of the Mount Washington Railway are particularly due to John E. Lyon, Esq., the courteous President of the Montreal Road. The trip was principally over his line and its connections, and the arrangements he made for expeditious traveling and general comfort, could not have been better. Whenever the pleasures of the trip are recalled, his name will be remembered as their chief promoter."

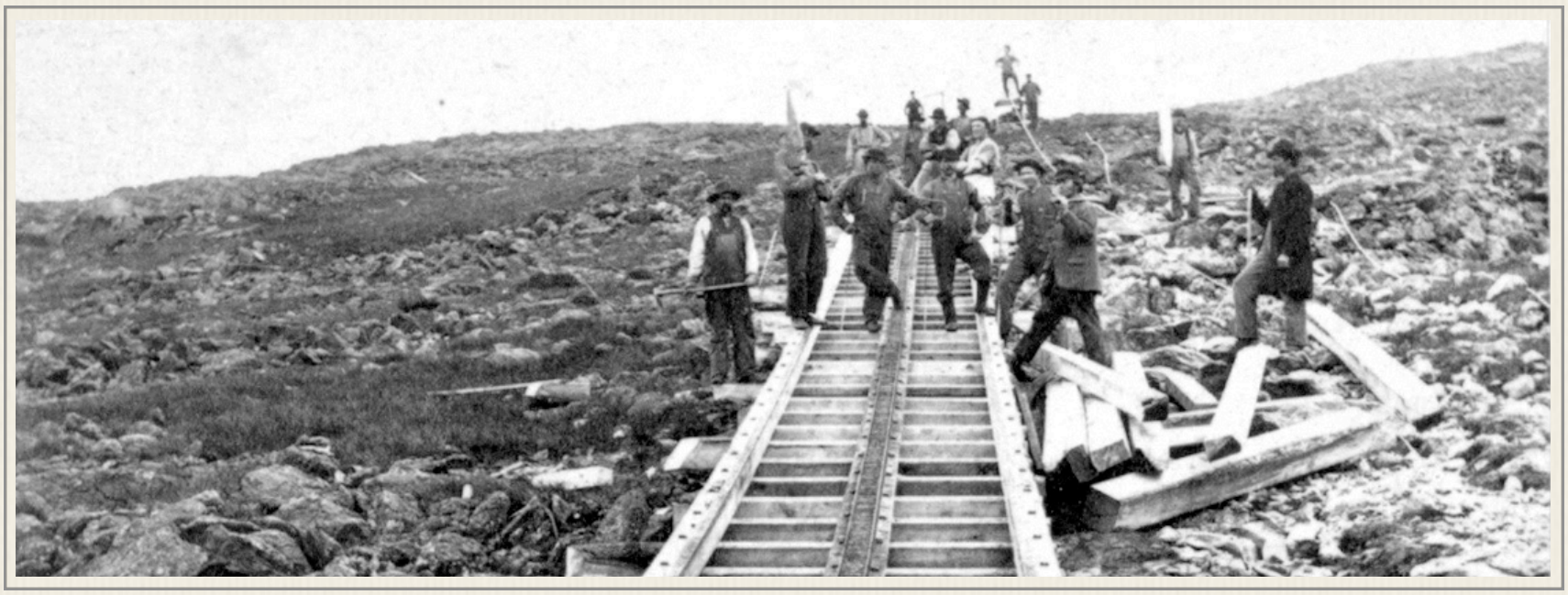
- Laconia (NH) Lake Village Times – Sat, Aug 29, 1868 pg. 2

September 2nd

A Ride with Sparks: "During a recent trip to the White Mountains we visited the new railway now about completed, near the course of the old Fabyan road up the mountains. We reached it by a delightful ride from Gorham to the Waumbek House, and thence to the White Mountain House – a route which gives a better and

more distinct view of the four great peaks, Madison, Adams, Jefferson and Washington, than can be obtained from any other. The railway commences at the base of the mountain, about six miles from the hotel, and is reached in a carriage over an excellent and nearly level road. As you approach the mountain you can see the road in various places going directly up the steep ascents – so steep that one could hard believe it possible for a locomotive to surmount them. The rails are of strap iron firmly bolted to sleepers. Midway between these are two iron bars bent at right angles and connected by rods of round iron about three inches long and an inch and a quarter in diameter, riveted in so as to form a sort of cog. A wheel under the middle of each car has large cogs, fitting into the se, securing a pretty strong hold. The locomotive machinery is constructed so as to maintain an upright position, which is quite necessary, as the road rises in many places one foot in three. To us it looked as though it was hardly powerful enough for the work, and indeed the passenger car was found too heave, and passengers are now taken up on platform cars – the objection to which is that it exposes them to have their clothes burned by sparks form the engine, which was a good deal complained of. It looked rather pokerish to see the locomotive go puffing and panting up that steep ascent, pushing a car loaded with lumber before it. Still the work seemed to be strongly done, and we should have no fears in regard to its safety. It is already a common thing for travelers to ascend the mountain by carriage road from the Glen and descend by the railway, and this practice will doubtless become still more common when the railway is finished and a large hotel built near the White Mountain, - for this, though an excellently kept hotel, is not large enough now to accommodate all the travel. The "Giant's Grave," which is mentioned in the guide books, has been entirely leveled, and the surface graded off to make a site for the proposed hotel."

- New Bedford (MA) Evening Standard – Wed, Sep 2, 1868 pg. 2



October 7th

Heavy Snow: "There was a violent snow storm last week on the White Mountains in New Hampshire. On Wednesday *(10/7)* snow had fallen to the depth of a foot and a half near the head of the new Mount Washington railway." *- McArthur (OH) Enquirer - Thu, Oct 8, 1868 pg. 2*

November 6th

Frostbitten: "Eighteen inches of snow now covers the summit of Mount Washington. While the workmen near the railroad terminus were engaged in removing some tools recently, a number had their ears frostbitten."

- White Mountain Republic (Littleton, NH) - Fri, Nov 6, 1868

November 27th

Wing Road Begins: "The Montreal railroad is to be extended to Whitefield, J. J. Sanborn, the efficient superintendent of the great railroad up the steeps of Mt. Washington, is assigned to the duty of the construction of the road from the Wing Road in Bethlehem, towards Whitefield. The work will be pressed immediately."

- White Mountain Republic (Littleton, NH) - Fri, Nov 27, 1868 3

1869

January 16th

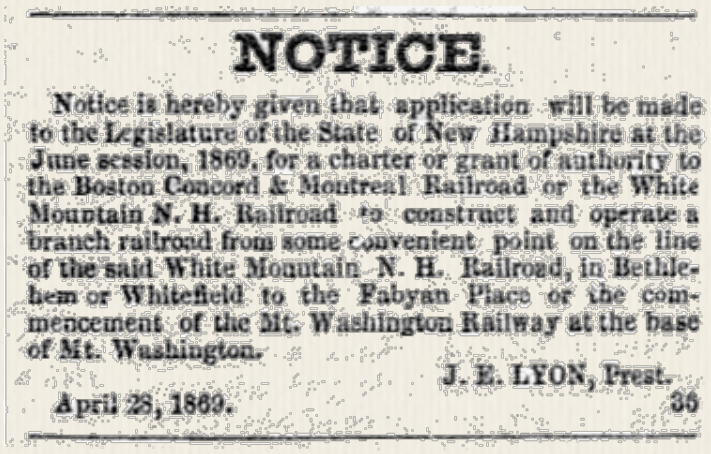
New Engine & Car Under Construction: "Six miles of the new railroad from Littleton, are partly graded and will be opened as far as Whitefield, the coming season *(1869)*. A new carriage road from the Waumbeck to Fabyan's and a bridge at the Ammonoosuc Falls, to connect the Crawford, with the Marsh station at the foot of Mount Washington, are among the new enterprises soon to be entered upon. The steam car track was laid last autumn to within a stone's cast of the door of the Tip Top House. Another steam engine is building and new style of car for passengers will be introduced, combining new conveniencies[sp] and every precaution against danger. John Lindsey, has bought the Fabyan estate of Sylvester Marsh."

- Vermont Journal – Sat, Jan 16, 1869 pg. 5

April 18th ***(estimated)***

Sanborn Base Visit: "John J. Sanborn, of Laconia, master builder of the Mount Washington Railway, visited the lower depot of the road, at the foot of the mountain three miles below the summit, a few days ago. The intervening seven miles of new turnpike between the White Mountain House and the lower depot, has not been kept open the past winter, as it was during the previous one, when lumber teams were employed there and the depth of snow was much less. Mr. Sanborn says that, driving up the Ammonoosuc valley in a sleigh, from Littleton through Bethlehem and Carroll, he managed to pass the extensive saw-mills, in the easterly part of the latter town, where the road had been broken out for lumbering, to a point within half a mile of the White Mountain House. Here he had to leave his sleigh. Reaching the hotel he found the snow three and a half feet deep. The man in charge had not taken his horses out of the stable for the previous fortnight on account of the snow blockade, carrying them their water. A new mountain locomotive *(Geo Stephenson)* is being built, and that put on the railway last summer (#2) reconstructed. New cars will also be put on, covered only with an awning, the long, horse-car shaped vehicle, used last summer, being deemed a poor arrangement, as the covering obstructed all the best views. Besides, it is not considered entirely safe in case of the heavy gales of wind so frequent on Mount Washington. The writer was one the summit once, in 1838, with a hurricane mixed with terrific thunder, lightning and hail, rushing up the valleys and gorges below and howling like then thousand demons. Letting his horse go loose, he laid himself prostrate, face down, until the storm had passed - a situation far preferable to a seat inside that car, when passing over some of the twelve to twenty and more feet of trestle-work around and above Jacob's Ladder, with at least 3000 feet deep yawning beneath, and nothing to prevent the car from going to the bottom if blown off! Mr. Sanborn says the snow around the Ladder lies, as near as he could see, nearly even with the top of the trestle-work, say from ten to twelve feet deep. No one has been to the summit house this past winter."

- White Mountain Republic (Littleton, NH) - Fri, Apr 23, 1869



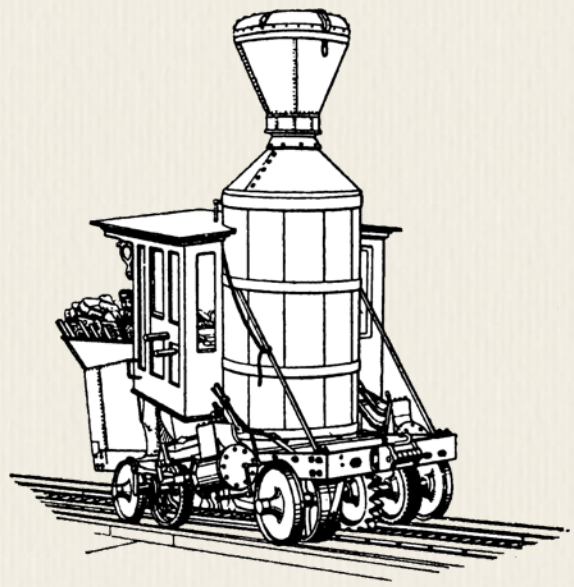
NOTICE.

Notice is hereby given that application will be made to the Legislature of the State of New Hampshire at the June session, 1869, for a charter or grant of authority to the Boston Concord & Montreal Railroad or the White Mountain N. H. Railroad to construct and operate a branch railroad from some convenient point on the line of the said White Mountain N. H. Railroad, in Bethlehem or Whitefield to the Fabyan Place or the commencement of the Mt. Washington Railway at the base of Mt. Washington.

J. E. LYON, Prest.

April 28, 1869. 36

Locomotive #2a - George Stephenson is *built* with upright boiler and cab. Walter Aiken's first engine (#2) did not perform well the prior summer, and was replaced in 1869 by his second effort named the *George Stephenson.* Diagram *(right)* from letter to Mr. N. Riggenbach from Otto Grunninger in anticipation of construction of a railroad up the Rigi from Vitznau in Switzerland.



April 22nd

Marshfield House: "The new hotel at the lower depot of the Mount Washington railway, N.H., to be built this summer, will be 80 feet long, two stories high. The new cars will be covered only with an awning *(next page)*, the old long and closed cars heretofore used not only obscuring views, but being unsafe in the heavy gales so common there. In passing over trestle work near Jacob's Ladder, a good broadside breeze might send the cars into the gulf 3000 feet below."

- Burlington (VT) Free Press - Thu, Apr 22, 1869 pg. 2

1869

April 29th

Wing Road Legal Notice: "Notice is hereby given that application will be made to the Legislature of the State of New Hampshire at the June session, 1869, for a charter or grant of authority to the Boston Concord & Montreal railroad or the White Mountain N.H. Railroad to construct and operate a branch railroad from some convenient point on the line of the said White Mountain N.H. Railroad, in Bethlehem or Whitefield to the Fabyan Place or the commencement of the Mt. Washington Railway at the base of Mt. Washington. – J. E. Lyon, Pres." *- New Hampshire Patriot & State Gazette – Wed, May 19, 1869 pg. 1*

May 3rd

Depot Construction Begins: "Work will begin on the hotel and depot of the Mt. Washington Railway by Monday *(5/3)*. Work on the railroad will not be begun until the middle of June. Only five hundred feet of the railway remain to be finished, and by July visitors will be able to take passage at the foot of the mountain and ride in a nice, covered car to the very summit. The hotel and depot accommodations will also be ready at the same time." *- Concord (NH) Daily Patriot - Sat, Apr 24, 1869 pg. 2 / White Mountain Republic (Littleton, NH) - Fri, Apr 30, 1869 / NH Patriot & State Gazette - Wed, Apr 28, 1869 pg. 2*

May 10th

Montreal & Branch Road: "The Littleton *Republic* says the Montreal extension is being pushed with great vigor. Track laying began at Littleton on Monday *(5/10)*, and six miles of the road will soon be in operation. Th managers of the B. C. & M. mean business, and will apply t the next Legislature for a charter to build a branch road to the Mt. Washington depot, from Whitefield, or some other convenient point. If they procure a charter, as they doubtless will, work will be begun at an early day. With this branch and the completion of the Mt. Washington railway, travelers will be able to take the cars in New York and reach the Tip Top House without the trouble of staging and climbing."

- Concord (NH) Independent Democrat - Thu, May 13, 1869 pg. 2

June

New Hampshire Railroad Commissioners Report: "Last August *(1868)*, we made an excursion up the Mount Washington railway, by invitation of its directors. At that time it was about two-thirds finished; at present it is completed nearly to the summit, and, we understand, will be in good running order for this season's travel. This road is not strictly within our province, yet it is a great curiosity, and speaks well for the enterprising energy of its projectors, and no doubt will inaugurate a new era in the mountain travel." On page 34, they note "The Boston, Concord and Montreal Railroad, or the White Mountains N. H. Railroad, will apply to the Legislature for leave to build a road to the Fabyan Place and foot of Mt. Washington, to connect with the railway to the top of the mountain."

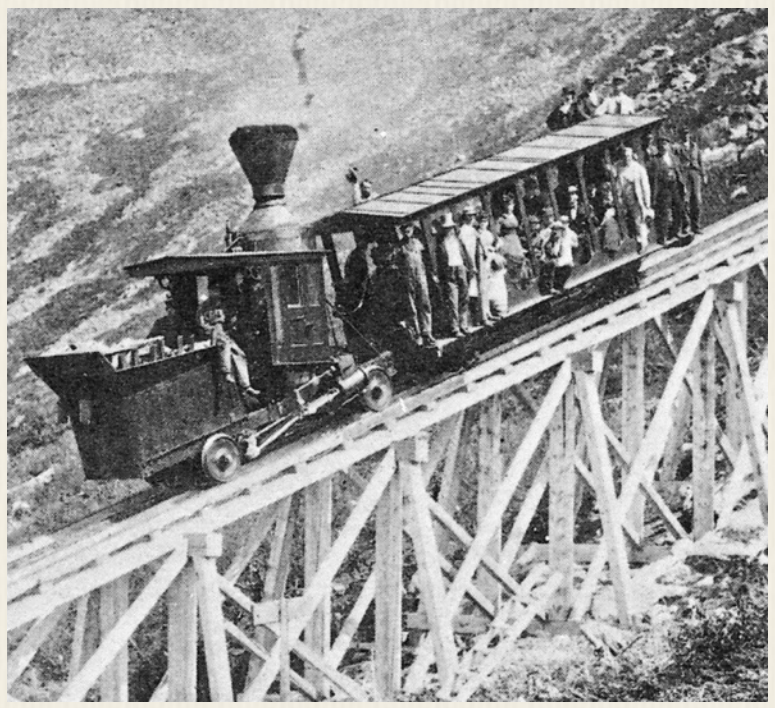
June 8th

Noticed of Bill: "By Mr. Page of Warren (NH), amending the act incorporating the White Mountain Railroad also in relation to the Mt. Washington Railway Co."

- Concord (NH) Daily Patriot - Tue, Jun 8, 1869 pg. 2

June 12th

New Car Order: "Messrs. B. J. Cole & Co., of *(Lake Village)* have received orders for a new car for the Mount Washington Railway. The car is to be 28 feet long by 7 wide and will contain 8 seats capable of accommodating 5 persons each *(40 total)*. These seats are the whole width of the car, and a narrow platform extends entirely around it. The framework of the top is to be made of gas pipe, and the covering to be of duck cloth, which can be rolled up to the centre of the top or brought immediately back to its proper position on approach of a storm, by means of elastic straps. This portion is the design of Mr. Thomas Ham, of *(Lake Village)*. Two atmospheric brakes are to be at-



Geo Stephenson & new car at Jacobs (1869)
- New Hampshire Then & Now Collection

tached to the car. It is to be made of the best materials, very substantial and very light, and is to be completed by the fourth of July, in seasons for Summer travel." *- Laconia (NH) Lake Village Times – Sat, Jun 12, 1869 pg. 2*

June 18th

Construction Extension Requested: "The original charter of the corporation for building a steam railway up Mount Washington, having nearly expired, and the road not being completed, the corporators have petitioned the Legislature for an extension of time and continuance of the charter. The matter being under advisement in the Railroad Committee, Mr. John Bellows, whose suits to establish his claim to the summit of Mount Washington, are well known to the taxpayers of Coös, proposed an amendment, to the effect that said railway company should be forever prohibited from offering any refreshments to travelers, thus giving Mr. Bellows, in the establishment of his claims, the exclusive monopoly of business on the mountains. This amendment was voted down in the committee by a vote of nine to one – and the bill was reported to the House, without amendment. We give an abstract of the debate and action which followed, taken from the Concord Monitor" *(Fitney Jr also blended debate material from the Manchester NH Mirror & Farmer coverage into the following abstract)*:

Tracking Construction Extension Progress
New Hampshire Legislature

Mr. Daniel of Manchester, from Committee on Railroads, reported the bill extending the time of the building of Mount Washington Railway without amendment.

Mr. Folsom of Exeter, moved to amend section 3 by adding - "Nothing in the act contained shall authorize said corporation to maintain any hotel, eating house or place of public entertainment within the lines of the road as located under the provisions of this act." This proposed amendment gave rise to considerable debate.

Mr. Ramsdell of Nashua, the Chairman of the (Railroad) Committee, stated that the same proposition was made to the committee, but after hearing the evidence, and taking into consideration all the facts bearing on the case, they were of the opinion that the law of the State was not broad enough to authorize a railroad corporation to keep a hotel, and they had therefore decided not to embody the amendment in the bill. They believed the rights of the owners of the mountains, whoever they might be, to be sufficiently protected by the General Statutes and the common laws and they were unwilling to annex to the charter a provision that would prevent any party, other than the owner of the contiguous land, from furnishing any refreshments, in however small quantities, to persons passing over the road.

Mr. Ray of Lancaster, spoke in support of the amendment saying that the title to the top of the Mountains, lay between the Jackson Iron Co., Henry B Wells, and John Bellows. – There was a strip near the summit of about 140 rods, which was in controversy between these gentlemen. He gave a history of the litigation which had grown out of the rival claimants to ownership of the mountain. Mr. Ray said this property was worth now, with the large tide of summer visitors to the top of the mountain, at least one hundred thousand dollars, and as high as twenty thousand had actually been offered for one man's interest. The railway company's charter allowed them to take six rods in width. The most magnificent house in the State was the Pemigewassett, at Plymouth, owned by the B. C. & M Road. Mr. Ray contended that those who have bought and paid for land, should not be virtually legislated out of their property by granting the railroad company a monopoly in the hotel business. If they want to (operate a hotel), let them buy and pay for the land. Mr. Ray said if the bill was passed without the amendment, it would be grossly unjust to the owner of the land, and ruin the value of the property, which was chiefly in the profit derived from the hotel on the summit of Mt. Washington. He claimed that inasmuch as the Railroad Commissioners had no authority to appraise property for any other purpose than for railroad uses, and as both the parties claiming title to the land had granted the right of way to the railroad without compensation, the result would be that they would lose their property.... If there was no purpose to go into the hotel business on the part of the railroad corporation, then they ought not to object to the amendment. There was no limit prescribed by the law to the width of the road; the Railroad Commissioners might lay out a strip more than six rods wide, and the railroad corporation, under the cover of a station house, might put up the most magnificent eating saloon in all New England. There would be no justice in it.

Mr. Ramsdell of the Railroad Committee was opposed to the amendment. He said that Mr. Ray was counsel for those who were claiming this property, and desired to know if the thousands of people who go up Mount Washington, must go there without a chance to get anything to eat, until this interminable law is settled.

Mr. Kent of Lancaster, opposed the amendment. He took the ground that it was neither becoming, just, nor proper to depart from the usual course of legislation and attach an amendment to this bill, which was unnecessary, and which would operate in the interest of one individual merely. The great value of the summit of Mt. Washington had been created by the exertions of those who had constructed the buildings, made improvements and built the carriage and steam roads, and every producer in Coös County was benefitted by the travel to the mountains, which travel should be encouraged by the State, and he did not believe that the Legislature would say that all the money and labor that had been expended to attract people to this renowned resort should accrue to the benefit of one individual, Mr. John Bellows of Exeter, or corporation, who had obtained his title at a price ridiculously small in comparison with the lowest valued that could be set upon the summit of Mt. Washington. He did not understand that the railroad corporation had a right to open and manage a hotel on the summit or at the base of Mt. Washington, but he claimed that the corporation should not be prohibited from furnishing the proper and necessary refreshment for travelers who visited that place. (Kent) asked if the Legislature should not encourage every enterprise tending to draw pleasure travelers to the Mountains. If this amendment was adopted, it would be impossible for them to furnish anything for the comfort and convenience of travelers, and it would dimmish their profits, by keeping people back from visiting the mountains. No other railroad charter in the State had any such provision attached to it, and he thought the House would not consent to put it into the charter of a road which had struggled under such difficulties and obstacles as the Mount Washington Railroad had, when it was just approaching the completion of its work. This steam railway has done a great work for the whole State and should not be hampered or embarrassed. He would not have the railroad taken any man's property without giving him ample renumeration, and if the corporation took any man's land, they would have to pay whatever that land was worth.

Mr. Ray of Lancaster, again spoke in support of the amendment. (Ray) said that Messrs. Bellows & Wells had held their title ever since 1828, by a charter granted by the Legislature that year. They held 25,000 acres. He, (Mr. Ray,) was just as much counsel for the Jackson Iron Co., and Sylvester Marsh, as for the others. The Montreal Railroad Co. bought their property at Plymouth of the old Pemigewasset House landlord, Hon. D. R. Burnham. This (summit) property should be bought and paid for in the same way. This whole matter looked as if the Mount Washington Railway want to open a hotel on the summit. They should not be allowed to take property there without making ample compensation to the owners. The Spalding's, Rosebrook's and others, who have opened hotels there, have been cheated out of their property. The highest price charged on the summit never exceeded six dollars per day, and he contended it was as reasonable, where provisions and fuel had to be carried up, as the prices charges at hotels in this city (Concord), New York and elsewhere.

Mr. Hackett of Portsmouth, opposed the amendment. He said whoever might own the White Mountains, the State had a deep interest in the way in which everything connected with them was managed. In the judgment of the Legislature, an exigency existed, which required that a railroad should be chartered to the summit of Mt. Washington, and a charter was granted. The proposition before the House was substantially to take away from these grantees, when they had nearly completed the enterprise upon which they entered, a portion of their privileges granted them. Was there any reason, why this Railroad corporation should be singled out and treated any differently from any other Railroad company in the State? He thought the House would deliberate some time before they took any steps calculated to deter people from coming to the White Mountains. The true policy of the age was to grant all possible facilities to the people, to allow them to go where they chose, and the more accommodations they had, in every respect, the better. He saw no necessity for altering the charter.

Mr. Page of Warren, took the same view as the preceding speaker. It was simply a question, he said, whether public policy or private right required them to deprive the corporation of a part of the franchises heretofore granted. The charter granted to this road was substantially like all other railroad charters, and he could see no reason why it should be made exceptional at this time. He did not believe the representatives of New Hampshire were ready to vote that any individual should have the control of any particular branch of business, in any place, whatsoever, at the expense of the public. There is no monopoly today at the summit… When this amendment was grafted into the bill, if he visited Mount Washington, he would be prohibited from purchasing a cup of coffee unless he bought it of Mr. Bellows or his grantees. Mr. Bellows did not require any particular protection; he had shown himself eminently capable of taking care of himself and his counsel and keeping them busy. He had proved himself a man of good, strong, muscular, litigious characteristics, and he tough,

from the experience the courts had with him, they would be ready to pit against any corporation that ever appeared before them. He wondered the friends of this amendment did not go further and propose that no little boy should be allowed to peddle cold water and peanuts in the cars, because the corporation had only the right of way, and no right to furnish refreshments.

Mr. Mason of Moultonborough, said he should vote for the amendment, because he believed a man had a right to monopolize his own property. If a man owned a hotel site upon Mt. Washington, he was entitled to all the advantages that could be derived from that ownership.

Mr. Kent of Lancaster, replied that he did not object to a man's having a monopoly, of his own property, but if he owned the summit of Mt. Washington, and the State granted a charter for a railroad to carry people there, he did not believe the man should have exclusive right of furnishing refreshments to those people when they got there. He had no doubt that the Railroad Commissioners would make ample compensation for property taken. The question was then put, and the amendment lost, 20 (or 29) to 162.

Mr. Ray of Lancaster, then offered the following amendment to section 2: "Provided that in case said corporation erects or keeps any hotel or eating house upon the side of the mountain, within the limits of their route, then land owners whenever the same may be thus erected or kept, may apply to the Railroad Commissioners and have any additional damages thereby assessed, and may have the question of said damages tried by a jury, the same as in other cases of land taken by railroad corporations, for the construction of railroads."

Mr. Page of Warren, said this amendment covered substantially the same ground as the other, and he hoped it would be rejected. The question was put, and the amendment lost, 50 to 189 (or 60 to 149). The bill was then ordered to a third reading, and on motion of Mr. Page of Warren, the rules suspended, and the bill passed." *- Lancaster (NH) Coös Republican - Tue, Jun 22, 1869 pg. 2 & Manchester (NH) Mirror & Farmer - Sat, Jun 26, 1869 pg. 6*

June 29th

A Football Field to Go: "Just 300 feet of the Mount Washington Railway remains to be completed."
- Lancaster (NH) Coös Republican - Tue, Jun 29, 1869 pg. 2

July 3rd

Work resumes in June and the ***Cog Railway is completed*** to the summit of Mount Washington on July 3rd. Total cost of enterprise: $139,500. *- http://www.cog-railway.com/03timeline.htm / The Mount Washington Cog Railway: Climbing the White Mountains of NH*



News of Summit arrival is tapped out from a temporary telegraphy shack (1869)
- Conrad Ekstrom Collection

First Passenger Train: "First ascent by passenger train on the railway, in the spring of 1869. The engineer was Josiah Folsom, now engaged in farming near Lakeport; among the passengers were Walter Aiken, manager of the Mount Washington railway; Jarvis Sanborn, contractor; John E. Lyon, President, and Joseph A. Dodge, Superintendent of the old Boston, Concord & Montreal railroad; and Joseph Pitman of Laconia."

- Among the Clouds - Fri, Sep 1, 1899

Completed: "The Mount Washington Railroad was completed on the 3rd (of July) at 4 o'clock P. M., and the cars now run to the top of the Mountain."

- NH Patriot & State Gazette - Wed, Jul 7, 1869 pg. 2 & White Mountain Republic (Littleton, NH) - Fri, Jul 16, 1869

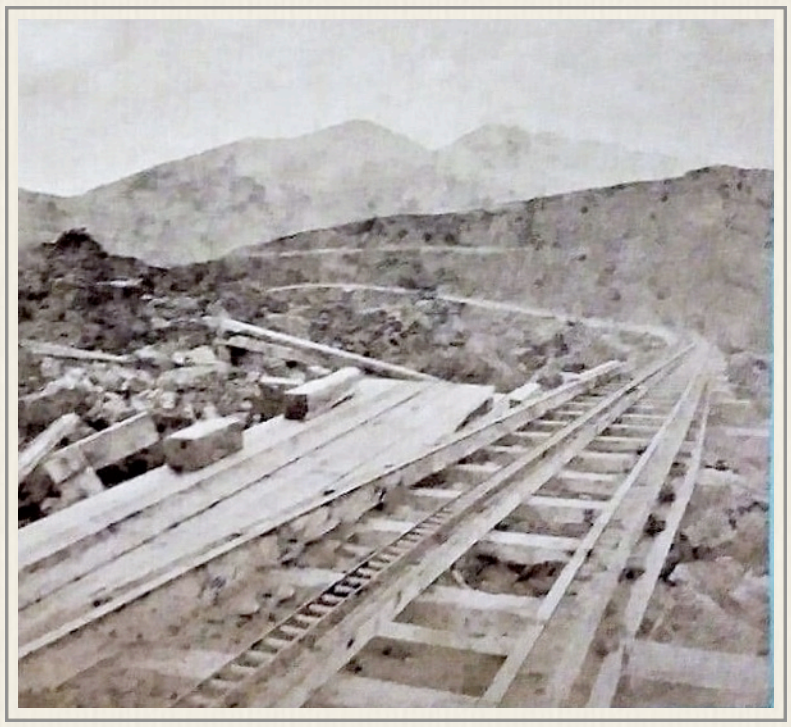
July 4th

Spreading the News: "Assistant Superintendent Rowell telegraphs that the Mt. Washington Railway was completed yesterday *(7/3)* and that trains now run to the Tip-top House."

- Boston Daily Journal - Tue, Jul 6, 1869 pg. 4

1869

Who?: The telegram story above appears by itself in Burt's *The Story of Mt. Washington*, but at no point does anyone explain who "Assistant Superintendent Rowell" is. Thus, another research "rabbit hole" opens for Jitney Jr. Could "Rowell" be a Cogger reporting back to parent railroad investors? Should Rowell be on the Cog Roster? Despite the fact Assistant Superintendent Rowell is from Franklin, N.H., he is not. Horace Noyes Rowell was born on September 17, 1825 in Franklin to 32-year old John Rowell *(b.1793 d.1867)* and 30-year old Sally (Fifield) Rowell *(b.1795 d.1868)*. Horace had two brothers: John Hiram *(b.1820 d.1908)* & William *(b.1827 d.1900)*, and one sister Mary *(b.1818 d.1893)*. He went to work in the telegraph and later telephone offices in New Hampshire, Vermont and Boston. 25-year old Horace N Rowell married 19-year old Norwich, Vermont native Caroline Matilda Batchelder *(b.1831 d.1890)* in Andover, Massachusetts, on October 17, 1850. They had three daughters: Ellen Catherine "Nellie" *(b.1853 d.1888)*, Addie Frances *(b.1859 d.1890)* & Hattie C., who lived just a day in August 1865. "Nellie" Rowell also worked for Western Union. The IRS found Rowell in Concord, N.H. in 1866 and taxed him on $465. He paid $23.25. By that time, he was managing the Western Union Telegraph Company's Concord office under "the enterprising and energetic Division Superintendent, J. S. Bedloe, Esq., of Portland, Maine" as the pair set about connecting cities by running wires alongside railroad lines. When he took charge of a new "large and convenient office established in the *(Concord)* passenger station," Rowell was described as having "had a long experience in telegraphic business, and i a popular and skillful operator." Rowell was appointed superintendent of the Eastern Railroad telegraph system in 1872. Horace Noyes Rowell died on February 23, 1911, at the age of 85 in East Andover, New Hampshire where he had been retired for sixteen years. Rowell had been suffering from epithelioma for eight months. His death record said the primary tumor had been "on ear with extension to neck, side of head & face." H.N. Rowell was buried in his hometown of Franklin.



Down mountain view from new platform (~1869)
- S. T. Adams photo / Conrad Ekstrom Jr. Collection

- Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / Boston Daily Journal – Sat, Oct 13, 1866 pg. 6 / Concord (NH) Independent Democrat – Thu, Jan 7, 1869 pg. 2 / Windsor (VT) Vermont Journal – Sat, Jul 13, 1872 pg. 2 & Sat, May 12, 1888 pg. 1



MOUNT WASHINGTON
RAILWAY!

Now Opened!!

1869. SUMMER ARRANGEMENT. 1869.

On and after MONDAY, July 19, 1869, Trains will run daily, between the Base and Summit of the Mountain as follows:

UPWARD. Leave the Depot at 10.00 A. M. and 3.00 P. M.
DOWNWARD. Leave Tip-Top House at 1.00 and 5.00 P. M.

FARES AS FOLLOWS.

From Depot to Summit,	$3.00
" " " Summit and back,	3.00
" Summit to Depot,	2.00
" Crawford or White Mountain Houses to Summit,	6.00
" " " " " " " and back,	6.00
" Summit to Crawford or White Mountain Houses,	4.00

All Hand Baggage FREE. Other Baggage at REASONABLE RATES.

☞ Coaches, to and from the Crawford and White Mountain Houses, connect with each Train.

July 19, 1869.

J. J. SANBORN, Manager.

- WhiteMountainHistory.org

July 7th

Construction Extension Granted: The New Hampshire General Court adjusts the Mount Washington Railway Company's charter such that the five year time limit "relative to the construction of a railway to the summit of Mount Washington, for the construction and putting into operation of said railway, is hereby extended to the first day of July 1870

- Charter Amendment - See Vol. 4 Cog Documents

July 17th

MWR Directors Meet: "At a meeting of this corporation, held at the White Mountain House on the 17th inst., the following Directors were chosen: Sylvester Marsh of Littleton, President; John E. Lyon of Boston, Treasurer; Charles Lane of Laconia, Clerk: Nathaniel White of Concord, Onslow Stearns of Concord, Henry Keyes of Newbury, Vt., E. A. Straw of Manchester, Walter Aiken of Franklin. The rate of fare from the White Mountain House or Crawford House up Mount Washington and back (over both carriage

road and steam road) was fixed at six dollars *(~$120 today)*. It has been proposed to build up the side of the Rigi (Switzerland), and Mr. Otto Gruninger, a Swiss engineer, has been examining the Mount Washington Railway the present season with a view to construction of the same upon Mr. Marsh's plan. The length and inclination of the road will be about the same." *- Laconia (NH) Lake Village Times - Sat, Jul 24, 1869 pg. 2*

Railroad Layout Team: Mount Washington Railway Co. Directors meet at the White Mountain House and vote "that John E. Lyon, Nathaniel White and Walter Aiken be a committee with full power for and in behalf of this corporation to lay out its railroad not exceeding eight rods in width, on such route within the limits prescribed by its charter as they may deem most suitable; and to make return of said location to the Secretary of State as provided by law. - Charles Lane, Clerk" *- New Hampshire State Archives*

Excursion: **"**Thirty or more persons made a railroad excursion up Mt. Washington on Saturday *(7/17)*, and dined at the Tip Top. The press of Boston, Portland and New York was represented, and all seemed delighted with the Marsh "sky railroad." *- White Mountain Republic (Littleton, NH) - Fri, Jul 23, 1869*

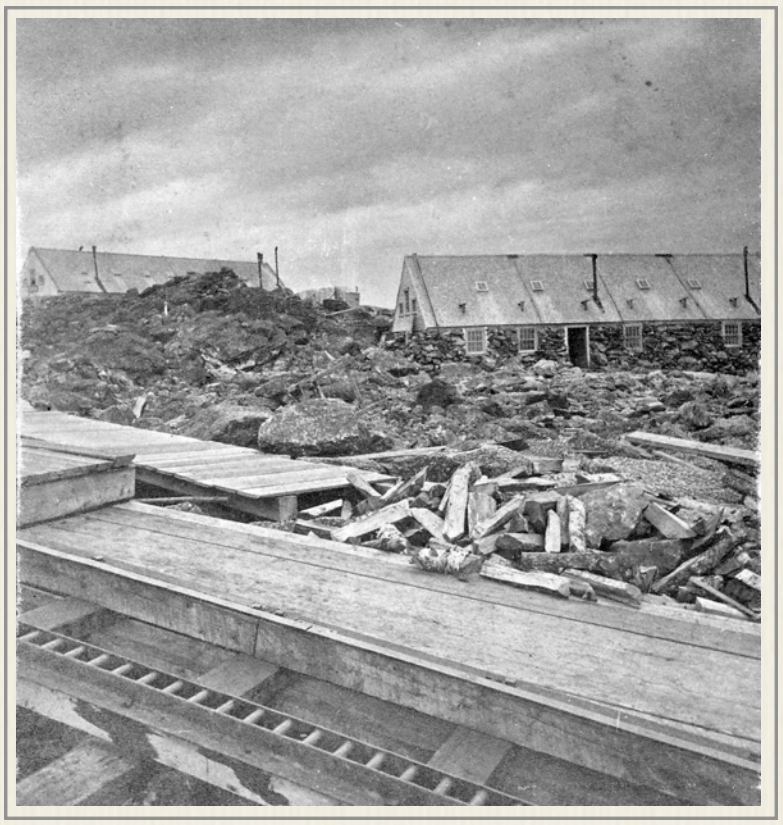
Tip Top Telegraphy: "A telegraph office has been opened at the Tip Top House, Mount Washington, for the season." *- Vermont Chronicle – Sat, Jul 17, 1869 pg. 5*

July 19th

Broadside proclaiming Cog Opened says "On and after Monday, July 19, 1869, Trains will run daily, between the Base and Summit of the Mountain as follows: Upward leaving at 10am and 3pm. Downward at 1p and 5p. Fare is $3 (~$60 today) - hand baggage is free - other baggage at reasonable rates. J.J. Sanborn - Mgr"
- http://www.whitemountainhistory.org/Cog_Railway.html

July 23rd

"The wonder of the White Mountains..." The *Philadelphia Evening Telegraph* reports "This stupendous work is now entirely finished and in operation from the base of the mountain to the Tip-Top House *(below)*, in front of which the iron horse may be daily heard snorting. It has been proposed to build a railroad up the side of the Rigi, in Switzerland, and Mr. Otto Gruninger, a Swiss engineer, has been examining the Mount Washington Railway this present season, with a view to the construction of the same upon Mr. Marsh's plan."
- Philadelphia Evening Telegraph Fri, July 23, 1869 pg. 1



New track with Tip-Top, the Summit & first Summit House (~1869)
- Gift of Glen Kidder to Teague Family Collection

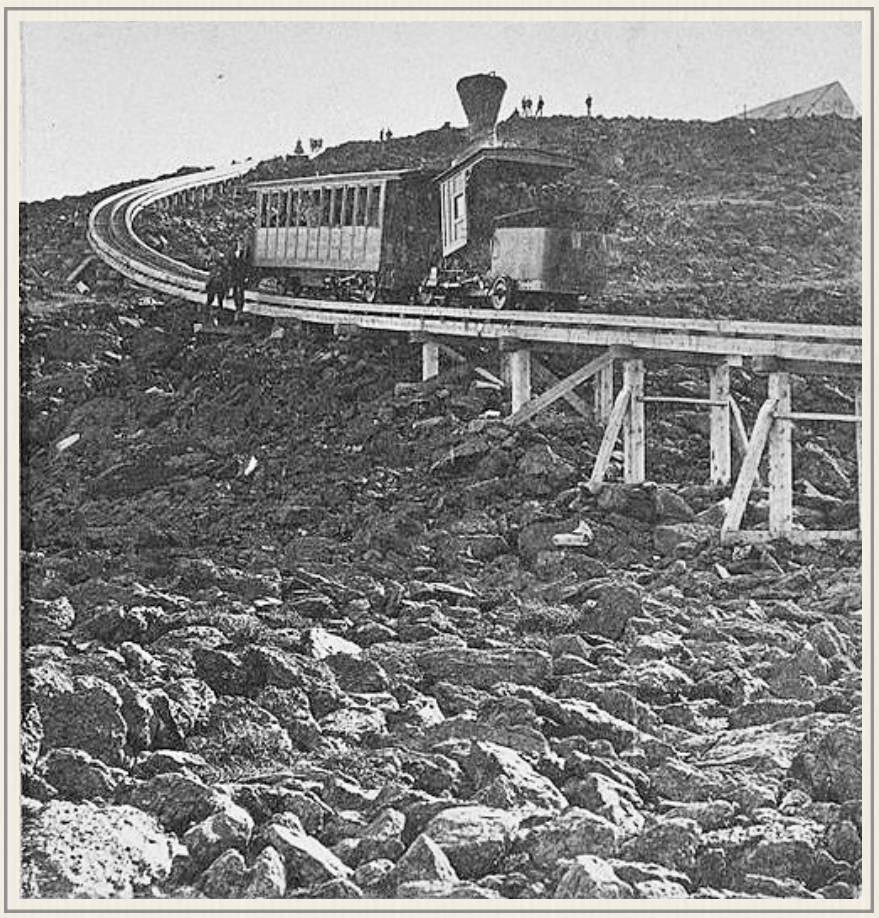
July 23rd

Ops Described - Summit Hotel Predicted: **"**As we have before stated, the Mount Washington Summit Railway was completed on the 3d inst., and cars were run to the top on the 5th. Its length is three miles and the ascent in some places is so steep that a person could scarcely walk upon a plank if laid upon the rails. The car moves steadily and securely, at about the speed of a person walking. Mr. Hitchcock, proprietor of the Tip Top House, has enlarged and improved his hotel so that he can, in an emergency, lodge 110 persons. Last year the number of lodgers averaged about 60 per night, waiting to see a sunrise on the mountain. The proprietorship of this land or pile of rocks at the top of the mountain, is in dispute and has been in court about ten years. Whenever it is settled it is expected that a large hotel will be built."
- White Mountain Republic (Littleton, NH) - Fri, Jul 23, 1869

July 28th

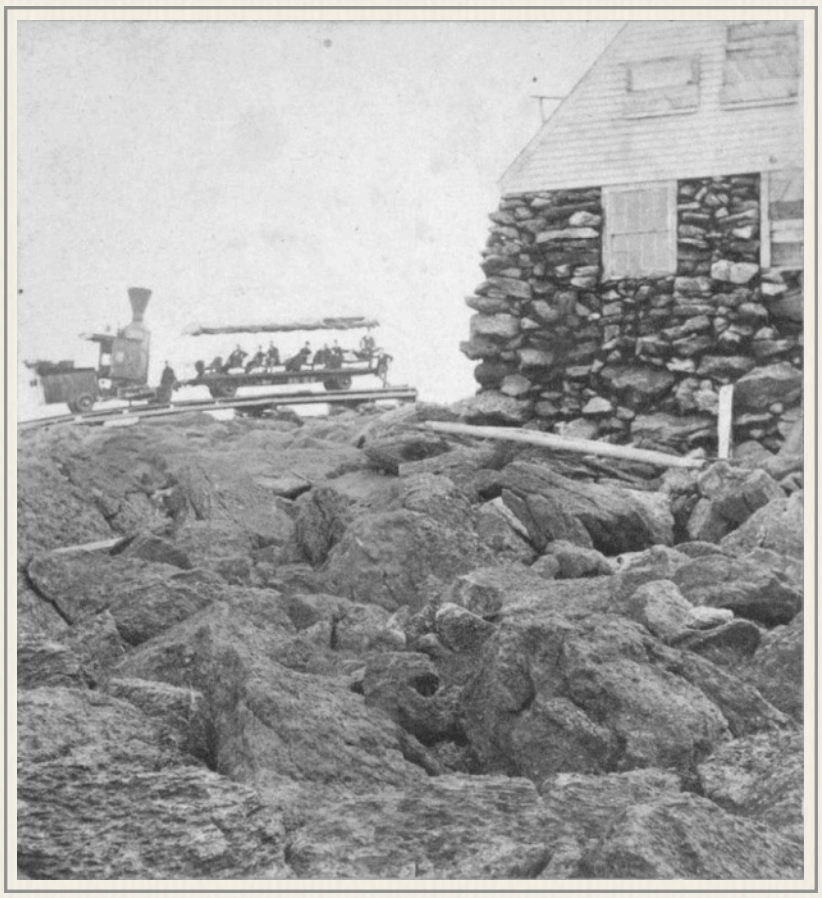
Our First Trip to the Mountain: "Our party was a very agreeable one, the weather was delightfully favorable and all the incidents and associations were such as to give a rose-colored view to everything that transpired during the (four day) trip. Taking the cars upon the Montreal railroad at 10½ o'clock, a.m., we were in due time landed at Plymouth, where the weary traveler finds rest and

comfort at the Pemigewasset House, one of the best hotels in New England. Rested and refreshed by a good dinner, we resumed our journey up the beautiful valley of the Pemigewasset to Wells River, and thence up the "wild Ammonoosuc" to the thriving village of Littleton. There the railroad ends for the present. Taking stage-coaches, we were driven over the hilly road to Bethlehem, five miles, where we found the Sinclair House so inviting that we concluded to spend the night therein, instead of going to the foot of the Mountains in the evening. This enabled us to approach them by day and thus get a good view of the attractive scenery upon the route. The next morning "bright and early," with our own hired team, four good horses and an open wagon, our jolly party of nine started for the foot of Mount Washington. The weather was delightful, and the drive of eighteen miles was as pleasant as every favoring circumstance could make it. Arriving at the foot of the Mountain at 10 o'clock, we found the engine fired up and the train ready, and soon about fifty passengers were on board and moving steadily up the steep side of Mount Washington by steam! We do not know who first conceived the idea of a railroad up the steep declivity of this Mountain, but the credit of making the idea a practical thing, undoubtedly, belongs to Mr. Sylvester Marsh, a native of Campton, but for many years a successful businessman of Boston - now residing in his native State again. (After receiving his charter, Marsh) set to work to secure the attention and aid of railroad men to his scheme, and after seven years' persistent effort this was accomplished. He first built a little engine weighing nineteen pounds, and a track twenty feet long, which he fixed up in his office in Boston; and with this he would carry 100 lbs. of pig iron up a grade of one foot in three. By these experiments he convinced railroad men that his scheme was a practical one. Among those who first lent him countenance and aid were Mr. Lyon, President of the Montreal Railroad; Mr. Stearns, President of the Northern; Mr. Keyes, President of the Passumpsic; Mr. Nath'l White of this city, and Mr. Holmes Hinkley, the well-known engine builder. By the aid of these gentlemen, and by perseverance and pluck, he overcame all the natural obstructions that stood so formidably in his way. He first, three years ago, built a section of 100 feet to clearly demonstrate the practicability of the scheme; and it was so satisfactory that a company was at once formed and the work was pushed forward as rapidly as the natural obstacles would permit. It takes about an hour and a quarter to accomplish the trip up, including three stops to take in wood and water. Upon the point of safety, there seems to be no room for doubt. The track is strong and firm as wood and iron can well make it; the wheels are literally fastened upon the track by iron clamps; and the engine and car are furnished with five or six independent brakes, either of which is deemed amply sufficient. The seats in the car are so hung as to adjust themselves to the grade, and the passenger rides backward, so that he can have a full view of the magnificent scenery which is spread out before him as he rises in his heavenward journey. And judging from our own feelings and observation, we should say that the traveler is and feels as safe on this road as upon any ordinary Railroad. Over fifty passengers went up with us, and a merrier crowd we have seldom been in. Mr. Marsh says it has been tested thoroughly and nothing, but carelessness can cause an accident. Over 700,000 feet of timber and 234 tons of iron used in building the road were carried over it with a small cheap engine built for the experiment, and not a single accident or any occurrence to cause a fright occurred; and during its building thousands of persons rode on the freight-car, with the feeling of entire safety. The whole cost of this railroad, including engine, cars, buildings, etc., is about $125,000 (~$2.5-million today). The fare up and back is $3. Whether it is likely to prove a "paying" stock, we have no means to judge; but visitors to the mountains have reason to bless its projectors for affording them so comfortable and pleasing a method of reaching the summit. And large numbers appear to be availing themselves of it; for we learn that the day after our trip, more arrived than could be carried up at once, and the day following seventy-five went up. We understand this whole thing, track, engine and cars, is the invention of Mr. Marsh, for which he has three separate patents. Mr. Marsh personally superintended the building of the first mile of the track



in 1867, but since then Mr. J. J. Sanborn of Lake Village, has had the charge of the work, and now runs the trains. He is a competent and careful man, and no one need fear an accident from his fault."

"Before taking a seat in the car we had taken a look at the engine which was to push us up that steep declivity. It was a small affair, weighing about a third as much as an ordinary passenger locomotive, and appeared unequal to the task before it. It is an odd-looking thing and standing upon a level track it appears to be of the kangaroo species, the rear being much higher than the front end. We cannot describe it, nor its method of action; but suffice it to say that it was invented for this particular job and proves to be just the thing. All being ready, the word was given, the steam let on, and we began to move slowly, steadily, smoothly up the mountain-side. There was no feeling of *going up*; the seats being hung like a swing, the occupants "retained their perpendicular," regardless of the grade, and we seemed to be going ahead on a level plain. As we proceeded onward and upward, our little engine steadily and bravely pushing us ahead, making three brief stops for refreshments in the form of wood and water, we soon became conscious of a change of temperature. At the start, the ordinary clothing was comfortable, the mercury standing but a little below 70; before getting halfway up, overcoats were in demand, and as we approached the summit the wind blew a gale – a cold, hard wind that reminded one of "Greenland's icy mountains" from which it seemed to have come, and made the teeth chatter.



"After a ride of an hour and a quarter we reached the end of our journey, upon the extreme tip-top of Mount Washington, stopping a few rods from the cars to the hotel! The wind blew a gale, men's hats had to be tied or held on, women's garments fluttered and snapped like the loosened topsail of a ship, one could with difficulty stand, and the passage over the uneven ledges was only effected after herculean effort and many ludicrous mishaps which created great hilarity. But it was accomplished at last, and we entered the house and crowded around two roaring wood-fires! The thermometer outside stood at 43, some 25 degrees lower than at the other end of the Railroad. The hotel is a one-story building, embracing a reception room about 20 by 25, a dining room about twice as large, the necessary kitchen rooms, and a score of little 7 by 9 sleeping rooms overhead. We found some fifty or sixty people there. After getting warm, those who thought it would pay went out to "look around" and to gather curiosities. The atmosphere was clear, and a fine view rewarded them. In due time the "joyful sound" of the dinner bell greeted our listening ears, and over a hundred hungry travelers sat down to a very bountiful and well gotten up dinner, to which ample justice was done. Soon after it was announced that the cars were ready for our return, and we all prepared again for that "perilous passage" over the rocks. The wind had increased in violence, and it seemed as if the very rocks would be blown away. But after innumerable accidents and hair-breadth escapes, all reached the safe haven of the car, through the open sides of which there was imminent danger of being blown. After some detention, waiting for the laggards, all were rejoiced to feel that the train was moving. The ride down was generally but a repetition of the ride up. We faced the engine now, which was ahead of the car and backed down. How it worked we cannot describe; but it did work; steam was on and it "went through the motions," and the train moved as steadily, as smoothly as before. As in going up we did not seem to be going up, so now there was no consciousness of going down; a person with his eyes shut would think he was moving upon a perfect level. Not having to stop for wood and water, the passage is made in less time than the trip up, and in an hour from the start we were landed safely at the foot of the Mountain. The ease, speed and comfort with which the ascent of the Mountain is made on this Railroad, compared with the old method, will bring down blessings upon Mr. Marsh from all who now go up a second time. Formerly it was a long and very tedious day's work – too much so for feeble people. We breakfasted eighteen miles from the foot and took tea at the same place, having spent two full hours upon the Mountain, and felt but slight weariness at night. The ride up and down in the cars, rests instead of tiring, and the tiresome part of the trip

now is in getting to, not in ascending, the Mountain. We advise you, as many as can afford the requisite time and money, to follow in our footsteps; you will never feel it time and money lost." A Littleton, New Hampshire paper would reprint the article two days later with this introduction: "Local and State news are dry as the weather this week. As a substitute, we publish an interesting account *(above)* of a trip to Mt. Washington, by Mr. Butterfield, of the *Concord (NH) Patriot*, who last week made his first visit to this "Switzerland of America."

- Concord New Hampshire Patriot & State Gazette - Wed, Jul 28, 1869 pg. 2 & White Mountain Republic (Littleton, NH) - Fri, Jul 30, 1869

July 29th

Breakdown: *Geo Stephenson* breaks an axle on descent at Jacob's Ladder. The *St. Johnsbury Caledonian* reports "true to the promise of the proprietors, the train was stopped upon the very spot where the accident occurred, and nobody was hurt. The safety of that road is more completely established than ever before." -

- Railway to the Moon by Glenn Kidder / St. Johnsbury Caledonian - Fri, Aug 13, 1869 pg. 1

Passenger's Description - "We left the cloud region... at about six o'clock to descend... We left in gay spirits, enthusiastic in our pride of this mountain region, well satisfied with the views obtained from the elevated position, since nowhere in New England, and perhaps in the world, can so much of the grand, the sublime, the awe-inspiring and the beautiful be seen in a single hour as from the summit of Mt. Washington, and indeed from many points in the vicinity. We had proceeded as far as "Jacob's Ladder" very pleasantly when an unusual noise was observed under the engine. The writer *(J.H.H)* noticed it first - being on the engine - then the chief engineer, who directed the engineer to stop the train, repeating the order, the first not being heard nearly half a minute having elapsed after the noise was first heard before the attempt was made to stop the train, so slight was the noise and so little the effect produced by the accident, which proved to be the breaking of the axle connected with the driving wheel. It is scarcely necessary to say that no one was injured by the accident - to the corporation, not the passengers - which often occurs on other railroads, sometimes disastrous. The train was stopped in an instant, though the accident occurred on the "Ladder," the worst place on the road, where the rails are on an elevated trestle work with a descent of *one foot in three*. The feasibility of steaming up the mountain had been already proved by many trips, but this accident or *incident*, demonstrated the complete control of the engineer over the train, the practical working the machinery and the safety of this mode of travel. Indeed, it is difficult to conceive of any method of travel, even that by a well-trained horse, or by *wheelbarrow* or *velocipede* not excepted - attended by less danger. There are *eight* different means of controlling and stopping the train, each singly, being sufficient to stop it under any ordinary circumstances. Besides the control of the engineer who controlled it as this time, a brakeman, every watching the relative distance of the car and the engine has an equal control, both over the whole train or his car alone. The "friction brake" consists of an iron band encircling the whole wheel, the tightening of which must stop it instantly, to say nothing of the several cog wheels - perfectly controlled - the "exhaustion reverse," etc., etc. Indeed it would seem that Mr. Sylvester Marsh, the originator of the road and a man of marked perseverance and practical ability, and Mr. John L. Davis, the Chief Engineer, who has may several very important improvements - "the right man in the right place" - had exhausted their powers in the effort to devise many means of rendering mountain travel *perfectly* safe, not only in the devices to stop the train, one of which alone might serve the purpose if always in order, but the peculiar construction of the track, wheels, etc. Experience has proved that stronger axles are needed and that the strain should be equally distributed to both *(axles)*, as previously suggested by Mr. Davis. *(Ed. question: the four cylinder design?)* Indeed, the broken one was temporarily used while a larger one was being made, that to be succeeded by one made of steel, while a new engine *(Atlas?)* is expected in a few days, three in all, the last an improvement over the second. The conductor, Mr. Sanborn, is entitled to credit for the promptness and generosity to the passengers, refunding fares, besides bringing all down who wanted by the other car. - J. H. H."

- Boston Journal - Mon, Aug 2, 1869 pg. 4

July 30th

Built Despite Snow & Bears: A letter to the *Boston Journal* outlines difficulties faced during the construction of the final five hundred feet of the Sky Railway. "In the latter part of May the snow was two feet deep in the vicinity of the depot. Mr. Sanborn took up a gang of men to the summit of the mountain in June, and the remaining rail was were laid in about three weeks. The workmen labored under many disadvantages on account of the winds and the cold weather, even in July. July 1 ice formed to the thickness of three inches at the Tip-Top, and July 3 and 4 were also quite cold. Operations were begun in the spring of last year as early as May 11.

A snow squall occurred as late as June 13. There are three or four watering stations along the road, the water being brought from neighboring springs, and also two buildings erected for the shelter of the workmen - one at what is termed Waumbek Junction, and the other opposite the Gulf of Mexico *(Great Gulf)*. One of these buildings was broken into last winter by the bears, who, together with wild-cats made sad havoc with a lot of provisions Mr. Sanborn had left there."

How Much Wood…?: "The Tiptop House, Mount Washington, requires as much wood to burn, during the short season it is open to visitors, as eight horses can haul in a month of constant work. It is cut upon the side of the mountain near the carriage road and has to be hauled six miles. The summit is a cool place and constant fires are required to keep the rooms comfortable."

- Ludlow (VT) Black River Gazette – Fri, Jul 30, 1869 pg. 2

Another Railroad Project: "By a recent act of the New Hampshire Legislature permission has been given for the construction of a branch of the White Mountain Railroad, which now has its termination in Littleton. An extension of this road is already in course of construction, and one section will probably be finished to Whitefield before next winter. The proposed branch will leave the main line at Wing road, about six miles from Littleton, and follow the valley of the Ammonoosuc river to the Fabyan place (nearly down the Notch), and then to the terminus of the Mount Washington Railway, if deemed advisable."

- Buffalo (N.Y.) Commercial Advertiser - Fri, Jul 30, 1869 pg. 4

August 3rd

White Mountain Travel: "The travel in this direction is not yet very brisk, compared with the corresponding period last year, which we presume is owing to the unusual coolness of the season. Last summer, at this season and earlier, we had the hottest weather of the year, and there was almost a rush for the mountains the first week in July. But thus far, the attendance at the Crawford, Profile, Thayer's and Sinclair, has been somewhat slim, but will doubtless be compensated for during the remainder of the season. The Mount Washington railroad works well so far, and gives good satisfaction. It is slow but sure, and an athletic man can beat the train up or down the mountain - yet the man would be tired and the machine would not. People are not obliged to come if they do not wish to, the hotels may lose money, railroad and stage lines may lack travel, but the White Hills are here in all their glory, and will remain forever one of the grandest objets of interest upon the continent. The August dog-days, now upon us, will increase the travel, and the season, though comparatively short, may yet be a brilliant one."

- Manchester (NH) Weekly Union - Tue, Aug 3, 1869 pg. 3 & White Mountain Republic (Littleton, NH) - Fri, Aug 6, 1869

August 7th

Stranded by Snow: "The cars on the White Mountain railway were delayed by snow on the 7th of August, and a hundred and fifty people were compelled to pass the night on Mount Washington."

- New Bedford (MA) Evening Standard – Fri, Aug 20, 1869 pg. 1

It is Finished: "The railroad up Mt. Washington is finished and passengers are being transported at reasonable rates. It has a rise of 1700 feet in one mile, and the total rise is 3000 feet in 2¾ miles. It cost $100,000, and was projected by Mr. S. Marsh of Littleton. The construction of the road was done by Mr. James Sanborn of Lake Village. The engine was planned and manufactured by Walter Aiken, Esq. of Franklin."

- New England Farmer (Boston) - Sat, Aug 7, 1869 pg. 3

August 11th

Wagon Accident: "Mr. H. L. *(Harrison L.)* Davis was driving a wagon load of machinery to the depot of the Mount Washington Railway on August 11th, the wagon went over an embankment and the load fell on top of him. He was injured so severely that his recovery is doubtful."

- Bellows Falls (VT) Vermont Chronicle - Sat, Aug 28, 1869 g. 5

Wagon Accident Details: "On the morning of the 11th, Mr. H. L. *(Harrison L.)* Davis, in the employment of the Mount Washington Railway Co., was severely if not fatally injured, on the road to the depot at the foot of the Mountain. He was taking a wagon load of machinery for the road to the depot, and the wagon went over an embankment and the load fell upon him. His physician thinks his recovery doubtful. Mr. Davis belongs in Franklin, is about 26 years of age and has a wife." *(Ed note: Davis would survive, would sue the toll road over the acci-*



dent in 1871, and later became operator of the Marshfield House hotel at the Base.)
- Concord New Hampshire Patriot & State Gazette - Wed, Aug 18, 1869 pg. 1

August 13th

Axle Broke: "While descending Mt. Washington, recently, the engine axle became broken. The train was stopped in an instant, though the accident occurred on the "ladder," the worst place in the road, where the rails are on the elevated trestle work with a descent of one foot in three. The occurrence is one which has often caused the most disastrous accidents on railroads. The feasibility of steaming up the mountain had been already proved by many trips, but this incident demonstrated the complete control of the engineer over the train. There are eight different means of controlling and stopping the train, each singly being sufficient to stop it under any circumstances. Besides the control of the engineer, who held it at this time, a brakeman, every watching the relative distance of the car and the engine, has an equal control, both over the whole train or his car alone. The "friction brake" consists of an iron band encircling the whole wheel, the tightening of which must stop it instantly." *- White Mountain Republic (Littleton, NH) - Fri, Aug 13, 1869*

August 18th

Waltham's Correspondent: "Last Wednesday *(8/11)* we started for the Tiptop House; it is seventeen miles from here *(Bethlehem)*. We ascended the mountain by the Mt. Washington Railway. The grade is awful steep, and t requires immense force to push up a carload of passengers. A very powerful engine has been constructed, weighing ten tons, which is stationed in front of the car, and which does the business, and we are pushed up the mountain at the rate of a mile and a half an hour, taking us near two hours to accomplish the ascent. But then, no one is in a hurry to mount faster, as you are all absorbed in the charming prospect about you. We were all right, and intensely gratified with the clearness of the atmosphere, the splendid scenery, the lights and shadows among the hills, until we reached the tiptop House, when there came up a fearful blow of sleet and rain; the thermometer sank to 26° immediately, and we had to seek shelter in the house instantly, or we might have perished. You could hardly stand on your feet, the wind howled so. The fog and sleet were so thick you could not see ten feet; so we had our trip in one sense for nothing. We stopped at the hotel an hour refreshing the inner man, few of us daring to go out, when the conductor cried, "All aboard for our trip down!" We started out, the fog being intensely thick, the sleet freezing on our garments, and groped our way over the boulders for the car, which, after a little difficulty, we managed to find. Some dared not go and stopped all night. In a few minutes we started on the down grade, and most curious sensation it was! As you could see nothing, and as you felt yourself sinking, sinking, sinking, it seemed as if you were going down the bottomless pit, or some other awful place. Then we imagined if a bolt or rivet should give out, where should we go? Bur after an hour and half sinking, we came into beautiful weather – the atmosphere was so balmy and delicious, everything wearing the aspect of calmness and serenity! Such a wonderful contrast! We could look up, and high on the mountain the elements were warring with each other, while down in the valley all was peace and smiling contentedness. The thermometer had been 80° in the shade during the day in the valley; on the top of Mount Washington, 26°! This state of things frequently occurs in the mountainous districts. It may be perfectly pleasant in the country round about, but the tops of the mountains may be enveloped in mist and clouds, so that it is impossible to obtain a view from their summits. People have board a week at the tiptop House, and then had to leave

without getting a view of the sunrise or the country. - Charles Henry"

- Waltham (MA) Sentinel - Fri, Aug 20, 1869 pg. 2

August 21st

The "Sky Railway" in Running Order: A visitor to the White Mountains describes Mount Washington Railway, which ascends the mountain in a tolerably straight course, following the general line of the old Fabyan bridle path. The rolling stock is in a much better condition than it was last year. There are two locomotives now in use, and a third is expected from the establishment of Mr. Walter Aiken, at Franklin, this week or next. These are more powerful than those in use last year. A new car has also been constructed. Every competent person who has examined the road and the running machinery, pronounce both as safe as they could possibly be made. The landing place at the top of the mountain is directly in the rear of the telegraph office, and but a few rods from the door of the Tip-Top House.

- Scientific American - Vol 21 No 8 - Aug 31, 1869 pg. 4

August 21st

Brief Locals: *"Harper's Weekly* has an illustrated article on the Mount Washington Railway. Supt. Sanborn, of *(Lake Village)*, comes in for favorable mention." *(see next entry)*

- Laconia (NH) Lake Village Times – Sat, Aug 21, 1869 pg. 3

Into Cloudland by Cars: "We started (six of us, including our driver), after an early breakfast at Littleton, hoping to reach the foot of Mount Washington in time for an afternoon train to the summit. Our twenty-mile ride – with the grand mountains before us, changing in form with every turn of the winding road, swelling and subsiding like gigantic sea-waves, as the varying cloud-shadows moved across them – had intensified all our previous desires, and the ladies vowed with great vehemence that to the top they would go though they should do it upon their hands and knees. And so it seemed they must, for when we reached the toll-gate at the commencement of the turnpike, near the old Fabyan stand, the good-natured gate-keeper *(John Varney, perhaps?)*, with many sympathizing regrets, said the cars had gone up. A glance at our disappointed faces induced a doubtful "perhaps they may go up again this afternoon." This, with a tin cup of strawberries which he had just gathered, gave us some encouragement. On we went by the beautiful Ammonoosuc, calculating our chances, and watching the thread on the mountain, scarcely believing it possible anything more than Queen Mab's fairy coach could descend upon it, but each moment hoping to see the smoke, which would show us the train was descending, and might therefore be ready to take us up. Arriving at the depot (we speak prophetically) a busy scene met our eyes: piles of lumber, newly erected sheds, workmen going and coming and plying the hammer and the saw, but, alas! No cars. We went into the log-cabin, where the ladies were amused to find telegraph-office, store room, parlor, and sleeping room in a curious state of admixture, where we were informed that the Superintendent of the road, Mr. J. J. Sanborn, would soon be down with the train from the summit.

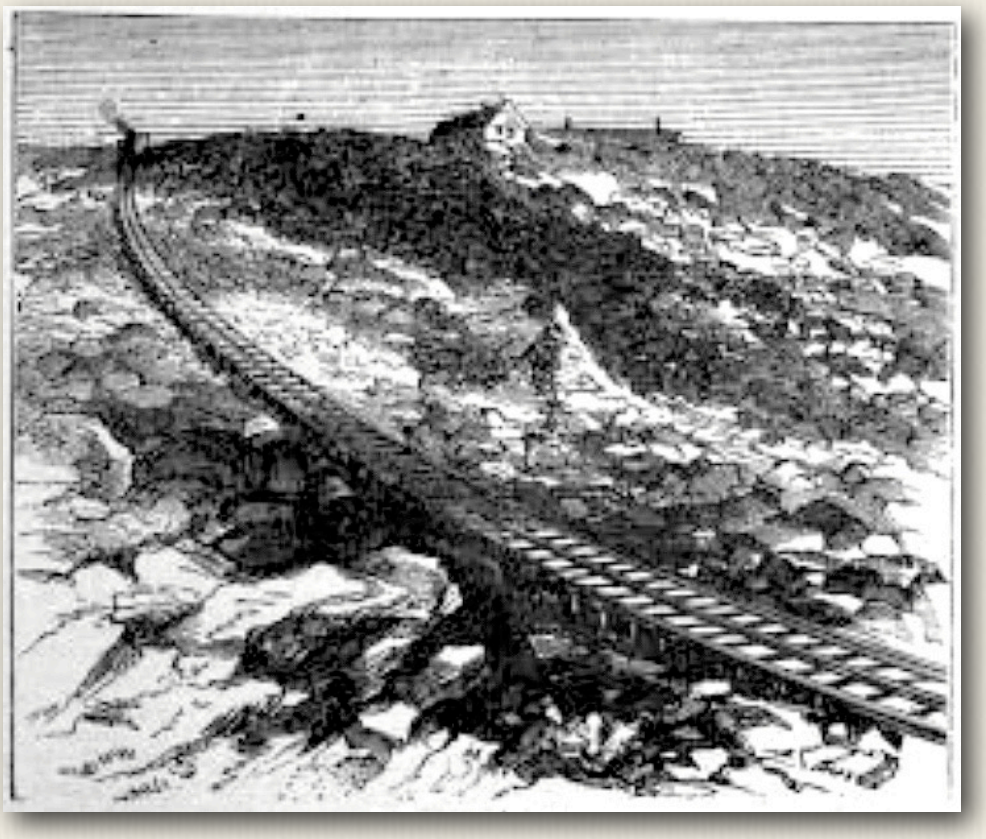


We found here Mr. Marsh, the projector of the road, and from him gained some idea of what an undertaking it had been. When, twelve years ago, he applied for a charter from the New Hampshire Legislature, a worthy member proposed to amend Mr. Marsh's petition by substituting "the moon" for "the top of Mount Washington." Where is that member, and those who laughed with him? Mr. Marsh obtained his charter, purchased 17,000 acres of land from the base to the summit, broke ground, and built a mile of the road before railroad men could be convinced of its practicability. Then a company was formed, and under Mr. J. J.

Sanborn, the present Superintendent, the work slowly but surely progressed. Driven away from their work early in the fall, and not able to recommence until another summer was almost at hand, there were very few weeks of each year in which any work could be done. Last October the laborers were interrupted by a sudden snow-storm without having time to gather up their tools. Under the snow they laid all winter, and not until June could the men go up to lay the remaining five hundred feet of track. In less than a month it was completed; and by the opening of another season there will be a comfortable depot and small hotel at the foot. We took our lunch, sheltered from the sun, and partially protected from the numerous black flies, in one of the rough buildings put up for the workmen. We availed ourselves of the opportunity to study a little the construction of the cars and track, and carried off some Kilburn Brothers' admirable stereoscopic pictures, which, transferred by the artist to these pages, give the result of our investigations better than we can do in words. A third track, laid between the other two, is fitted with cogs. A third wheel, both in the engine and the cars, is furnished in the like manner. The teeth of the cog fitting into those of the other propel both car and engine steadily up the steepest grades. It thus differs from the Mount Holyoke Railway, where a stationary engine pulls you up by a long rope, and from the Mount Cenia Railway, where two little wheels, gripping the third rail propel you by means of friction only.

Looking up the track and realizing that it is really as steep in some places as an ordinary flight of stairs, we almost doubted our courage, and we listened eagerly to Mr. Marsh's kind and detailed explanations of the means which are used to secure the safety of the trains. More than once the ladies shook their heads and turned away from the track, made almost dizzy with looking at from below. Hark ! a whistle ! We run to see a black dot smoking a very minute cigar. It comes nearer, and, as we see men and women there, we hold our breath, and when they safely reach us, strangers though they are, we fell like congratulating them that they have safely passed through such an awful experience. We are somewhat rebuffed by seeing them step calmly out upon the platform as if from an ordinary carriage. We are not willing to be outdone, so we think of the atmospheric brakes, of the friction-brakes, of the ratchet wheel, and the cogs, and look very brave. Mr. Sanborn, in spite of some difficulties in the way, most kindly made up a special train. The old and smaller engine, and a common platform-car, with a rough tier of seats upon it, were soon ready. The seats were arranged to be level on an ascent of one foot in five, and when the car is on level ground the seats present that angle. While we were arranging ourselves upon them out predecessors on the road stood by giving us the benefit of their recent experience – counseling sundry tying on of hats, coat-buttoning, and extra wrappings. But the sun is so hot! Never mind; wait and see how long it will be so. We start. There are no words – only looks, one at another, and underhand grasping of the seat; and up, up we go, as if pushed form the earth into the air. No place to step to upon. On a trestle-work, sometimes more than twenty feet high, we seem entirely severed from the earth. The stoutest of the party looks a little pale; but we feel the firm grip of cog upon cog; we remember that the wheel is so clamped upon the pin-rigged middle rail that that neither the engine nor the car can be lifted or thrown off; that the pawl dropped into the ratchet wheel would hold us in the steepest place; that they shutting of a valve in the atmospheric brakes effectually stops the wheels from moving; we look at our Superintendent, who stands composedly watching the engine; his calmness inspires us with courage, and we dare to look off, and then – we forget all fears. We are ascending so precipitately that unless we look directly behind us up the track, we seem to go up from the middle of a great valley. Hills and valleys, streams and lakes and distant villages, spread out before us with a wonder of beauty that beguiles us of all fear. Suddenly we become conscious that there are no more black flies. The sun seems not quite so hot. Our wrappings





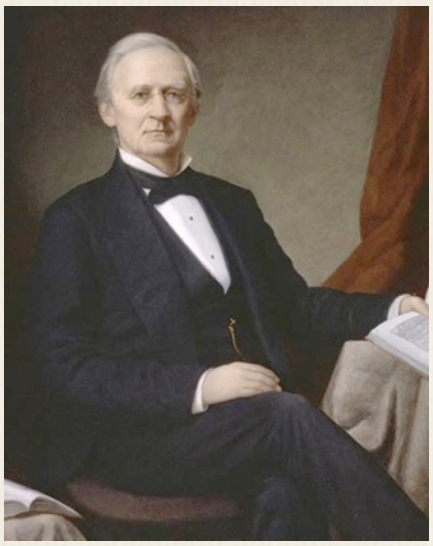
are not quite so oppressive. The trees are not so large. We are still creeping up, up. There are no level places. When we stop to water the engine, it is on a steep grade, and we wonder whether we shall not go whizzing down. But no ! We start again, and still up we go. The horizon extends. The trees appear smaller. The flowers are such as bloomed with us two months ago. Admiration gives place to awe. There is no room in our hearts for fear. We care not if wind is chilly – we drink in the wonder. Another stop for water. There is some consultation between Superintendent and workman. Water is short. Why? Frozen up. Frozen up in July ? Sure enough soon we come to a laborer with red, cold hands, who reports frozen ground only a foot below the surface. Think of it, you who were sweltering in the city. But look off: Yonder are distant lakes, lifted up by the sunlight. The mountains about shrink into small hills, and still we are not at the top. It begins to feel damp. We come to a cloud. What is it like? Like rain? No. Like fog? No. We are saturated, permeated with moisture. It seems almost to drive through us. But now it lifts and how gloriously the sun lights up the valleys! There are no trees about us, only dwarfed attempts at trees. Now only moss-covered rocks, no bare rocks. Just beside us winds the carriage road. Now we pass poor Lizzie Bourne's crude but most appropriate monument. Now are at the top. Cloud-wrapped, we see nothing more than rocks just about us. Stepping off the car we are almost thrown down by the wind, tightly drawing our wraps about us, shutting the driving water out of our eyes, we scramble to the Tip-Top House, and by the blazing fire we have time to consider what we have done. In an hour and a half we have climbed by steam a ladder nearly three miles long. We have ascended in that time over 3,000 feet. We are more than 6,000 feet above the level of the sea. We have passed from the atmosphere of July to that of January. The stunted vegetation just below is not that of New England. It is the vegetation of Labrador. Shall we dare to go down again, to drop, in some long grades, at the rate of one foot in three ? The Superintendent tells us that a car set free would make the descent in less than three minutes. We shudder at the bare thought. He tells us that he can load that car with stone, adjust the brakes, and leave it without a man to operate them, and it will make the descent in safety. We are reassured. There are the atmospheric brakes – if one gives way there are three more to hold; there is an ordinary friction brake with which the engineer tells us he can stop the train in four inches; there is the ratchet-wheel that stops it instantly; and there is the steam in the engine, never used in descent, but always ready as additional protection; and, finally, the mechanism is so adjusted that it seems as though not even carelessness in the engineer could well be fatal. It is only the novelty of the situation which inspires fear. That novelty is already gone. And after a good breakfast we descend the mountain-side, exchanging the piercing winds and yet more penetrating clouds for sunlight, throwing off our wintry wrappings, coming from the region of barren rocks to that of stunted vegetation, and from that of stunted vegetation to that of noble forest trees, with less tremor than we often have experienced on the top of an old-fashioned stage among the precipitous hills of Maine."

- Harper's Weekly – Aug 21, 1869 pg. 533 & 534

August 26th

MWR Receipts: "The Mt. Washington Railway is a success, and the enterprising men who projected and carried it through, are reaping the well-merited reward of their labors. The daily receipts from passengers in pleasant weather since the opening of the road, have averaged from $300 to $600 *(~$6,034 to $12,069 today)*. One day last week, 100 persons from the Crawford House alone, passed over the road."

- The Amherst (NH) Farmers' Cabinet - Thu, Aug 26, 1869 pg. 2

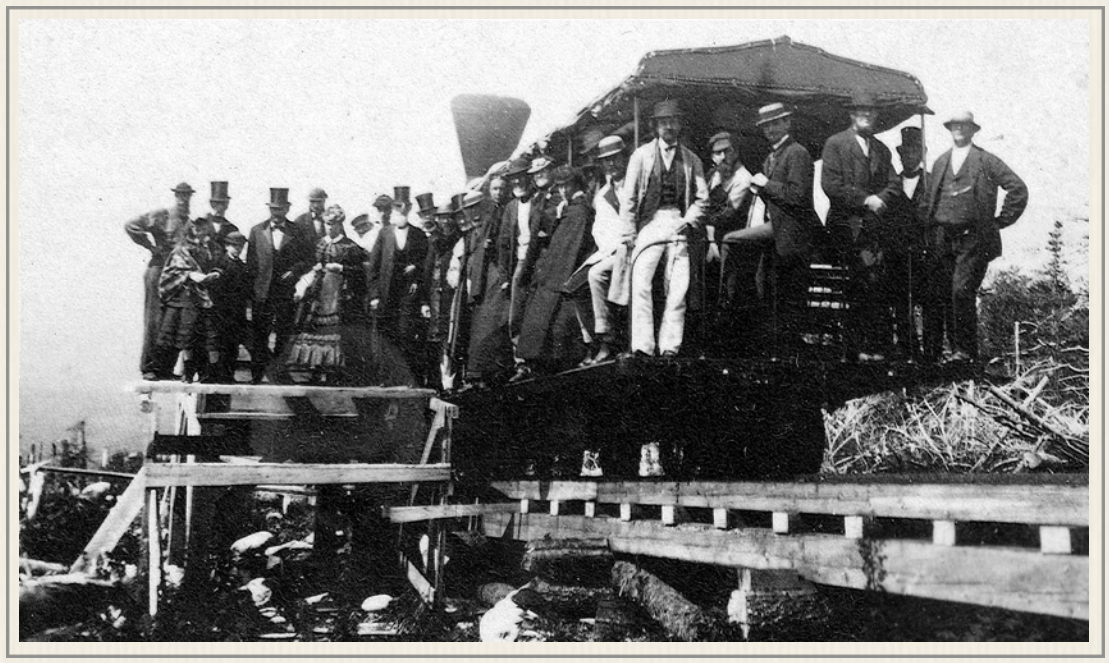


President Asa Dodge Smith (1885)
- Dartmouth College

August 26th

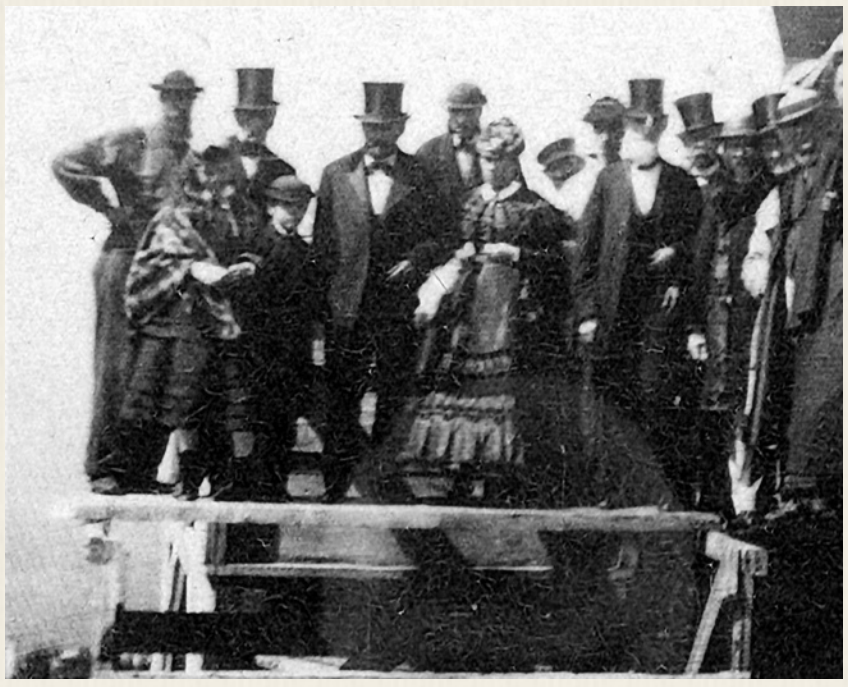
Two Presidents in the Mountains: ""Our party entered the mountains by way of Littleton. President Smith and several professors of Dartmouth College, with portions of their families, and other gentlemen and ladies – twenty in all. We stopped at the "Twin Mountain House;" and from this point – the most convenient and central in the mountains for headquarters – we made our excursions. A delightful day's drive of thirty miles, lightened by a rest and dinner at the Waumbek House, - a point unsurpassed for the view which it commands, - brought a portion of our company to the Alpine House. Starting early the next morning *(8/26)*, by the Glen House and the carriage road, they reached the summit of Washington at noon, meeting there the remainder of the party, who had ascended from the Twin Mountain House by rail. Think of it, reader! Three miles up a precipice in steam car! But you will not realize it until you have made the trip, and from your comfortable seat, which you mentally contrast with the jolting saddle of other days, have witnessed the gradual unfolding of the landscape, until you feel as if you were soaring on wings above the valleys and the peaks. Until the science of ballooning is perfected, the Mount Washington Railway is the nearest thing to flight. To say that it blew on the summit expresses nothing adequate. Eolus *(son of Poseidon - ruler of the winds in Greek mythology)* was there in person, and seemed to be striving to sweep us from his lofty domain. We were upset and beaten against the rocks; the College President lost his spectacles; hats that were not tied on were snatched away; veils skimmed off like birds, and it was impossible, for any length of time, to endure the blast. The mercury was near the freezing point. At about 10 o'clock an appeal for help came for a young man who, attempting to walk up, had sunk exhausted a mile down the bridlepath. Sometime after he was borne in by sturdy guides almost inanimate. All through the hours of darkness the wind roared and lasted the roof like the surges of an angry sea. The moon was high and, when the flitting clouds occasionally lifted, afforded an enchanting view. We remained until morning *(8/27)*. At 5 o'clock the bell called us up to see the sunrise. The most blasé of pleasure seekers could not fail to find a new sensation in a night at the Tip Top House. We descended by a special car at 6:30, and after waiting for a time at the foot, President Grant appeared, holding the reins over a span of bays, with Mrs. Grant by his side. The rest of his party followed in a coach. We had twenty minutes of informal and agreeable conversation. The President has a simplicity of manner most noticeable in one who has been the object of so much adulation, which at once commands respect from men of every opinion. The quiet dignity of his fearing fills the place of speech. The day was clear and most favorable for his visit. We met them again at the Twin Mountain House in the afternoon, where the President took tea on his way to the Profile House." *- New York Observer – Thu, Sep 9, 1869 pg. 5*

President Grant in the White Mountains: "The President and party arrived in Littleton by special train, at 3 o'clock, on Thursday *(8/26)* of last week. A large number of people congregated at the depot to meet him, among them being many from towns twenty miles distant. He at once entered a barouche driven by H. P. Thayer, and was taken to Thayer's Hotel, where he was introduced to the people from the balcony. He made no remarks, but bowed his acknowledgments, and immediately returned to the depot…" "...and the party started in coaches for the Crawford House. Upon the arrival of the party at Bethlehem there was a lively demonstration in honor of the distinguished visitor. The display was exceedingly fine. A half hour's halt was made at the (Sinclair House), during which time a lunch was partaken of.



President Grant (3rd from left) with his wife & party at Waumbek (1869)
- Kilburn Brothers image / Littleton Historical Society / Rob Bermudes Jr Collection

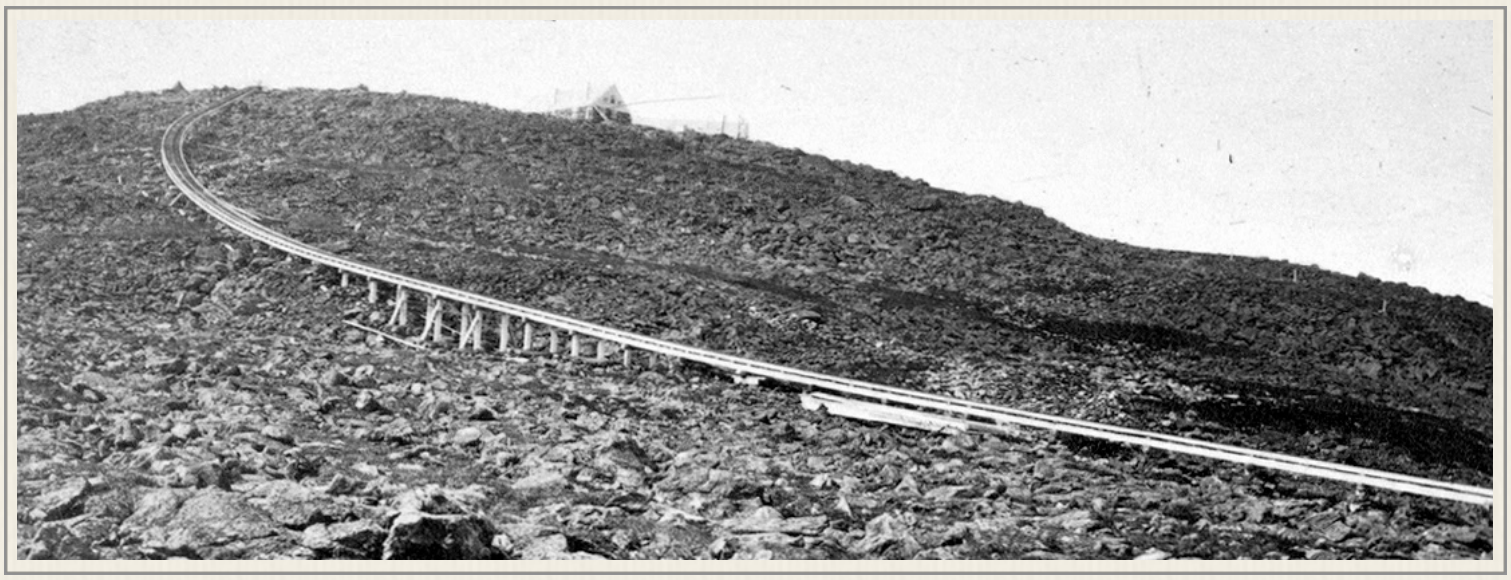
Upon leaving Bethlehem the President and Mrs. Grant preceded the rest of the part as far as the Mountain House in Carrol – eight miles further on – the President handling the reins over a handsome pair of horses owned by Hon. John G. Sinclair. They arrived at that point some little time in advance of the stage coaches. When these came up Mrs. Grant resumed her seat in one of the coaches, while the president was driven the remainder of the way to the Crawford House by Mr. Lyon, arriving, here a few minutes after eight o'clock, the others coming through half to three quarters of an hour later. (S)hortly after nine o'clock the party sat down to an elegant supper. Friday *(8/27)* morning the President and party made the ascent of Mount Washington, by the Steam railway, having previously visited the Notch and other objects of interest. The journey up the mountain was delightful, although cold weather was encountered some time before the Tip Top was reached. The atmosphere was very clear and scarcely a cloud dimmed the sky. The view of the surrounding peaks and of the most distant scenery was unobstructed. The novel mode of traveling was also enjoyed by everyone, but by no one more than by President Grant, who exhibited a lively interest in all that related to the road or the mountains. At the first watering station, a short distance below Waumbek Junction, the party were photographed *(previous page)* by Kilburn Brothers, the President and family forming the prominent features of the group *(left)*. As the car neared the summit a salute was fired with a cannon brought up the day before for the purpose. The trip from the depot to the summit occupied one hour and twenty minutes. The party proceeded at once to the Tip-Top House, where a fire restored warmth and comfort to those who had found a temperature at 44 degrees the reverse of these conditions, and a dinner provided by John R. Hitchcock, Esq., landlord of the Summit House and of the Alpine House, Gorham, was the next feature of the program. The party left the summit at 2 p.m. A strong northwest wind prevailed on the mountain, making pedestrianism about the rocks an exceedingly difficult matter, but this did not deter the President or Mrs. Grant from enjoying the magnificent views to be had, and all the best points of observation were visited by them. The atmosphere was clearer than it had been for a long time, and probably no better day for a visit could have been picked out with a whole season to select from. The President was much pleased with the excursion, and everything pertaining to this great triumph of mechanical and engineering skill over difficulties of mountain climbing appeared to interest him much." "In driving back to the Crawford House from the foot of the mountain, the whiffletree bolt of the President's carriage broke, and when the rest of the party overtook him, he had brought his horses to a standstill and was busily engaged in repairing the damage." "Making a brief stop at Bethlehem, the party reached the Profile House, Franconia Notch, early in the evening. After supper a reception was held, and on Saturday morning they left for Bellows Falls and Saratoga, via Littleton. The visit of President Grant is the fifth visit of any President to New Hampshire; - Monroe, Jackson, Polk, and Pierce having visited the state during their term of office, and the first visit of any President to (Coös) county."



Top hats on a platform just in front of the Waumbek water box, Railroad president J. E. Lyon - second from left, President Grant is third man from left. Sylvester Marsh stands just to right of the Grant family. (1869)
- Kilburn Brothers image / Littleton Historical Society / Rob Bermudes Jr Collection

- White Mountain Republic (Littleton, NH) - Fri, Sep 3, 1869 / Lancaster (NH) Coös Republican – Aug 31, 1869 pg. 2

The Grant Ascent: "The ascent of Mount Washington over the railway formed the most interesting feature of the entire excursion. In this work President Grant has manifested much interest, and when he accepted the invitation to visit New Hampshire he remarked to a gentleman that he was glad to do so in order that he might see the road. As he arrived at the base of the mountain some time in advance of the rest of the party, he had ample time to examine quite minutely both the running-gear and the track. Mr. Sylvester Marsh, the projector of the road and its President, Mr. J. J. Sanborn the Superintendent, and Mr. Walter Aiken, who is one of its Directors as well as the constructor of two of the engines and some of the other rolling stock, were present, and explained the peculiar principle and operation of the railway to the General. In the trip up the mountain Mr. Aiken officiated at the important post of brakeman. In addition to Messrs. Marsh and Aiken, four other directors of the road were also with the President's party, viz: Governor Stearns, Mr. Lyon, Mr. White and Mr.



Keyes. After the party were all on board the car the signal was given, and the train began to creep up the mountain. It started off at a rate of speed somewhat greater than is usually attained, and this was kept up through the whole trip, the time occupied in reaching the summit being one hour and twenty minutes, including several stops for fuel and water, one of which was prolonged by picture taking operations *(at Waumbek)*. Upon starting from the bottom, the car at once enters upon a very heavy grade – one foot in three – the heaviest, in fact, of any on the whole line, save at a particular point just above Jacob's Ladder. The President as well as all the rest of the company regarded this novel style of locomotion apparently with the fullest interest, and he afterward pronounced the road a wonderful work. The car with its precious freight soon emerged from the forest covering the lower part of the mountain into the region of the stunted trees and shrubs, and the view toward Jefferson and beyond – up the valley of Israel's river – is gradually opened in all its loveliness. The atmosphere is found to be remarkably clear and the day seems in every way most admirably fitted for the visit to the summit, although a little cool weather is promised, and we may as well add here that the predictions in regard to this matter are at length verified. As we rise higher and higher the view becomes more and more sublime. By a singular effect the distant mountain peaks appear to ascend to a greater altitude as we crawl upward. The vast forests at the foot of Mt. Washington have the semblance of green fields and here and there, miles away, glisten little streams, like broken threads of silver. Even the large trees in the valley beside us appear like mere shrubs, but the huge shoulder of Mt. Clay rises on the other side like a giant wall. To the south, and near at hand, are the grand peaks which support Washington on the east – Franklin, Monroe, Pleasant and Clinton. Surrounding objects when viewed from the car, such as the water tanks beside the road, the station buildings – of which there are one or two on the line – and the trestle work supporting the rails over "Jacob's Ladder," have the appearance of being tipped up out of their proper, perpendicular position, this phenomenon arising, of course, from the inclination of the car itself. Soon we approach the masses of broken rock and leave arboraceous vegetation behind us altogether or rather not exactly behind us, for the seats are so arranged that we are looking back down the mountain. As we come in sight of the Tip Top and *(1st)* Summit Houses, a salute is belched forth from a little cannon stationed on the rocks just below, but the noise is not much greater than the report of a pop-gun when first heard, from the fact that the gun is so far above us. The slamming of the car door – were the vehicle only provided with one – would make a far greater noise than the cannon firing. We peer down the depths of the Gulf of Mexico *(later Great Gulf)*, and then turn with sad feelings toward the rude monument marking the spot where Lizzie Bourne perished, which stands so near the rack that the passengers can reach out and almost touch the topmost rock. Frozen ground and also ice are found before the top is reached, and the mercury indicates a temperature of 44 degrees at the summit, a strong northwest wind making the chilliness still more penetrating. The fire which is always found burning in the office and sitting-room of the Tip Top House, is found a genuine comfort."

- Concord (NH) Independent Democrat – Thu, Sep 2, 1869 pg. 2



President Ulysses S. Grant and his family ride the George Stephenson and newly built car to the summit. An S. F. Adams, of New Bedford, Massachusetts, stereoview *(previous page)* shows President Grant and his party at the summit of Mt. Washington, N.H., on August 27, 1869. Grant's wife, son, and daughter are all identifiable, as well as others such as New Hampshire senator George G. Fogg. Tom Boyce says ancestor Patrick Boyce met Grant. A 1955 New York Times article comparing President Dwight Eisenhower's White Mountains visit to Grant's notes that while Eisenhower will travel that summer with a large group of Secret Service, press, communications officers and White House staff along a route conceived, planned and investigated weeks in advance, President Grant came with one aide, a private secretary and two servants and he arrived on a half-day's notice that left New Hampshire officialdom scrambling. http://www.cog-railway.com/03timeline.htm



Benjamin W. Kilburn with stereocamera - N.H. Then and Now FB

Summer 1869

Photographic Wanderings on Mount Washington: "Our vacation this year was spent in company with our friend, Mr. B. W. Kilburn, of Littleton, N.H., in exploring the beauties and wonders of that magnificent (Granite State) range. Mr. Kilburn *(left)* has been familiar with the White Mountains since childhood. For twenty-five years or more he has trailed for trout in their lakes and torrents, chased the wild game through forests and over the snows, and, latterly, has occupied much time in making negatives of the endless variety of scenery there, for the stereoscope. He was therefore, a good guide as well as a congenial companion. Littleton is about twenty-five miles away from Mount Washington. Yet on a clear day, from a hill back of Mr. Kilburn's residence, the Tip Top House on the summit of Mount Washington, and the Railroad cut, may be plainly seen with the naked eye, together with innumerable peaks intervening. We started before four o'clock in the morning. All the garments available were needed to protect us from the cold. The stars were shining brilliantly, and no sound broke the silence but that of the noisy, every-busy Ammonoosuck [sic], as it sped along to give power to the innumerable mills on its banks. As we drove along, morn began to gather up from the valleys the misty mantles in which night had clothed them during the chilly hours of darkness... Soon, feeling the influence of the coming day, the misty veils gently rose to meet the sun, whose bright rays now flashed upon the mountain tops, lighting up their peaks with vivid gold, while the valley around us still lay shrouded in the dimness of early dawn. Morning in its pure glory was soon upon us, and for hours we drove... reaching the base of Mount Washington at about half-past ten, in good time to make the ascent via the railway. And now, as this railway is the subject of our picture, while, in obedience to the telegraph, we wait the arrival of some dilatory passengers from the hotels below. The photograph *(right)* was made a few rods up the road from the depot at the base of the mountain. There are thousands of more beautiful views in the country surrounding, but none more interesting. The line of the road is cut right through the forest (the remains of which lie on each side waiting to serve as fuel for the loco-



motive. A ride in this railway is one of the things which every American should experience before he dies. and now, the dilatory passengers having arrived, let us make the ascent. Before you get to the summit, the mountain for a mile around looks just like it. We reached the highest point by climbing to the top of a pile of rocks. The week before we were there, a foot of snow lay upon the rocks, and two inches of ice hung upon the telegraph wires. We found Mr. S. F. Adams, of New Bedford, Massachusetts, on the summit, making photographs of the visitors. The descent was as interesting as the ascent. Just below the summit, the engine stopped for water. With Mr. Kilburn, we got off to take a peep down the Great Gulf. Imagine yourself looking down, perpendicularly, nearly half a mile; merely peeping over, while your companion braces himself and holds on to you, and you will have an idea of the Great Gulf. Arriving at the base safely again, a long drive to the Crawford House was the next thing in order. Mr. Kilburn has made the most prominent points (of the White Mountains) familiar to many, by aid of his camera, and has a most charming series of views. Long may he live to photograph his native hills, and delight us with the doings of his camera. He is an enthusiast. He loves his business, and his work is excellent." - by E. L. Wilson

- The Illustrated Photographer - Dec 24, 1869 pg. 575-6 & Jan 14, 1870 pg. 605-607

September 9th

Sanborn's Labors Described: "The means of ascending Mt. Washington was invented by Mr. Sylvester Marsh of Littleton, and the road has been constructed under charge of Mr. J. J. Sanborn, a man of great experience and skill in the business. The depot at the foot of the mountain is six miles from Fabyan place, or seven miles from the White Mountain House, the approach to it being over an excellent turnpike for the this region, leading from the former point, where it is proposed to build another hotel soon. The turnpike runs along the banks of the Ammonoosuc river, and directly by the main (*Upper)* falls, which are a great attraction for all visitors. The railroad was completed last year except about 500 feet *(to the summit)*. Mr. Sanborn could not recommence work as soon this season as last on account of severe weather. In the latter part of May the snow was two feet deep in the vicinity of the depot. Mr. Sanborn took a gang of men to the summit of the mountain in June, and the remaining rails were laid in about three weeks. The workmen labored under disadvantage on account of the winds and cold weather even in July. July 1st ice formed to the thickness of three inches at the Tip-Top House, and July 3d and 4th were cold. Last fall the work was carried on up to Oct. 16, when 18 inches of snow fell, driving the workmen off. Work commenced last year *(1868)* May 11. Some of Mr. Hitchcock's people drove up the mountain from the Glen House side on the 10th of June to put the Tip-Top and Summit houses in order, and a large snowdrift 30 ft. wide had to be leveled before the road could be made passable. – The first visitors this year are recorded under date of June 11. A snow squall occurred June 13. The railroad ascends the mountain in a tolerably straight line, following the general course of the old Fabyan bridle path. The depot is 2685 ft. above the level of the sea, or 1117 ft. above the White Mountain House. This leaves a grade of 3600 ft. to be overcome, as the height of the mountain is 6285 ft. above the level of the sea. The length of the road is two miles and thirteen sixteenths. The heaviest grade is 13 inches to the yard, and the lightest one inch to the foot. A part of the course is over "Jacob's Ladder," the zig-zag portion of the old bridle path lying just above the point where the trees are left behind. The railroad takes a generally straight line, however, curving lightly, only, to maintain a direct course. The rolling stock is in much better condition than it was last year. Two locomotives are now in use, and a third expected from the establishment of Mr. Walter Aiken, at Franklin. These are more powerful than those used last year. A new car has also been constructed. The upward trip now takes about one hour and a fourth, the downward journey occupies about the same time. The locomotive pushes the car before it up the decline, both running up on three rails. The center one being a cog rail. The engine and car are kept upon the track by friction roller under the sides of the cog rail, and the appliances for stopping the descent are ample. By means of atmospheric brakes either the car or engine could be sent down alone at any given rate of slowness, and there are also hand-brakes operating with equal directness upon the central wheel, together with other means for governing the machinery of locomotion. Every competent person who has examined the road and the running machinery pronounce both as safe as they could possibly be made. The landing place at the top of the mountain is directly in rear of the telegraph office, and but a few rods from the door of the Tip-Top House. Near the top the track passes within a few feet of the rude monument which marks the spot where poor Lizzie Bourne of Kennebunk, Me., met her sad death in 1855. There are three or four watering stations along the road, the water coming from neighboring springs, and also two buildings erected for the shelter of the workmen – at what is termed "Waumbek Junction," and the other opposite the "Gulf of Mexico." One of these buildings was broken into last winter by bears, who, together with wild-

cats, made sad havoc with some provisions Mr. Sanborn had left there.

– The Amherst (NH) Farmers' Cabinet – Thu, Sep 9, 1869 pg. 1

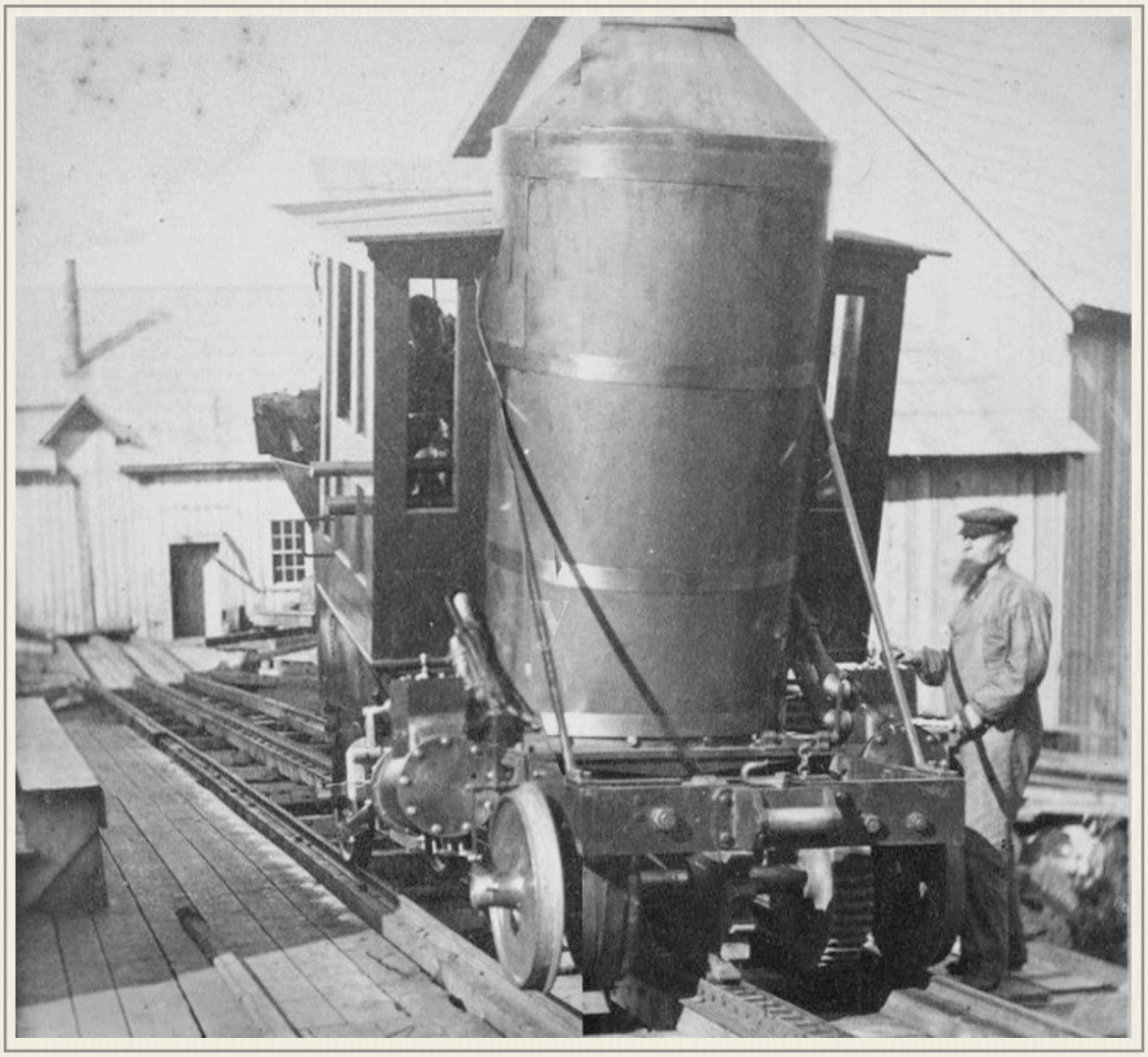
September 25th

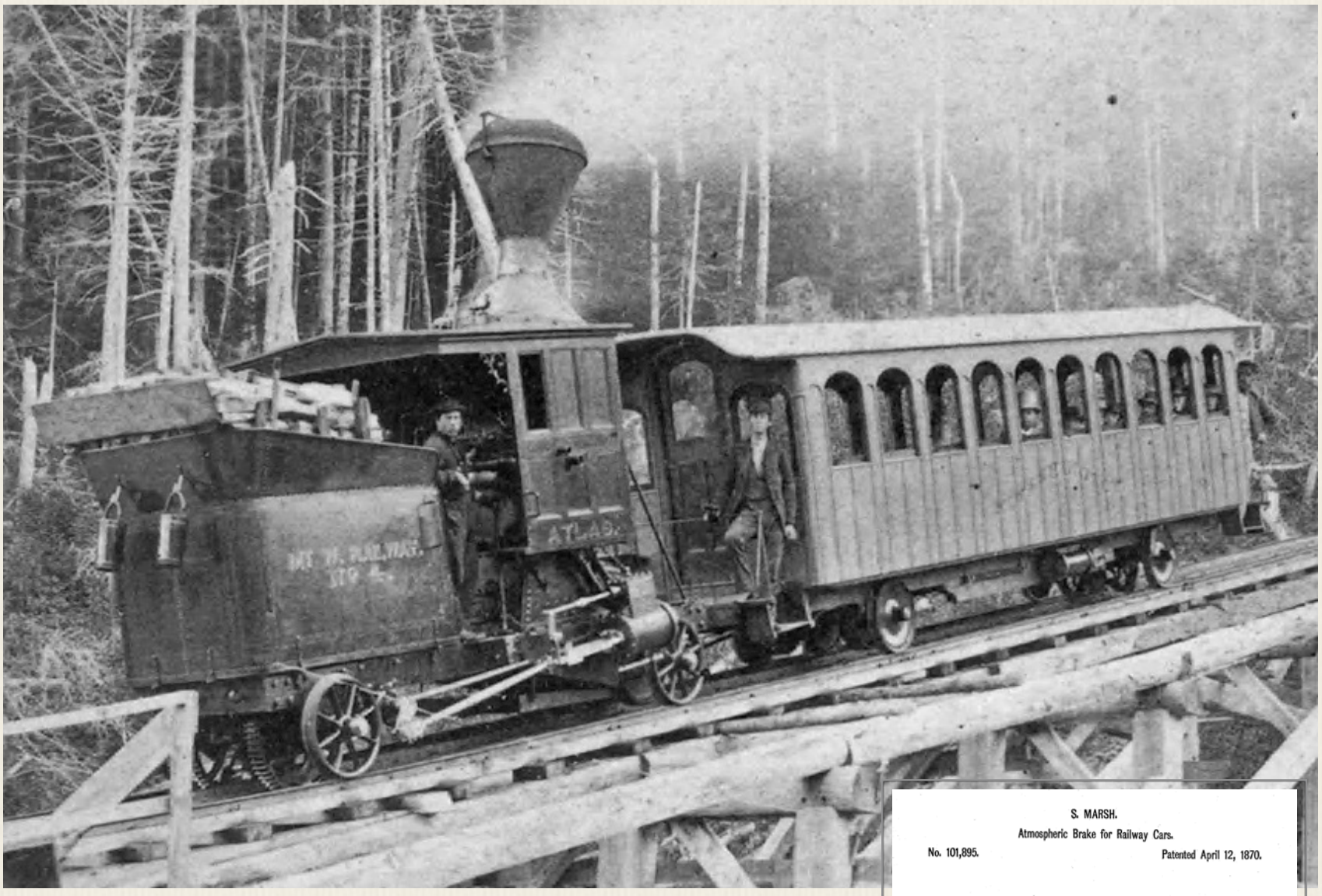
Railway Route Filed: "The undersigned having been duly appointed and authorized for that purpose, for and on behalf of the Mount Washington Railway Company, a corporation duly established in the State of New Hampshire, have located the route for the road and laid out the road of said Company as follows – Commencing at a stake and stones set in the ground about fifty four feet northwesterly from the northwesterly corner of the stable lately erected by said Company, near the base of Mount Washington and on the westerly side thereof, and running thence from point to point in succession for the distances in feet and on the lines and courses hereinafter specified and which are intended to describe a central guiding line of said location and road; and said location and road extends on the right and left sides of said guiding line to the widths in feet therefrom, for the effective distances mentioned, and include the quantities in square feet of land within said widths and distances, hereinafter specified. The owners of the lands included within the above described limits of said location and road are not known to the undersigned or to said Company and cannot be stated in whole or any part. And return of said location and road as aforesaid is hereby made to the office of the Secretary of State of said State of New Hampshire as required by law. - John E. Lyon, Walter Aiken & Nathaniel White. Recd & filed Sept. 25, 1869" *- New Hampshire State Archives*

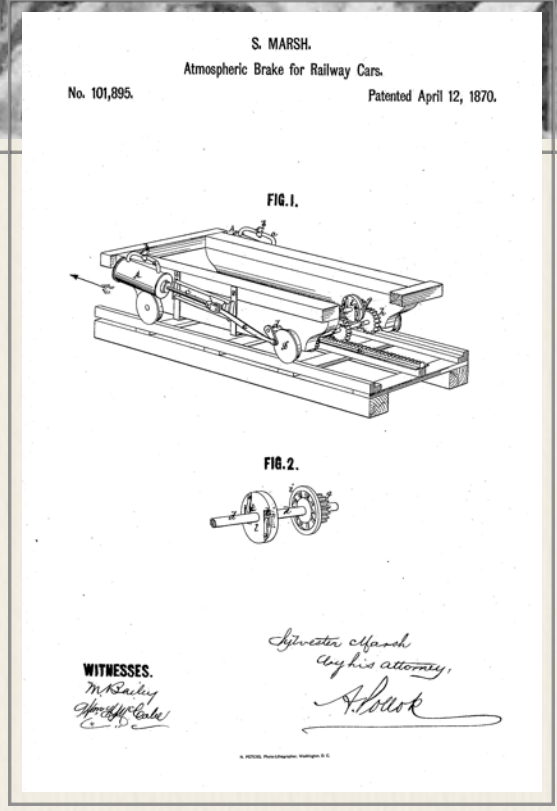
October 22nd

Not Injured: "The Mount Washington railroad suffered no damage during the late storm. A woodshed at the depot, blown down, was all the damage done."

- White Mountain Republic (Littleton, NH) - Fri, Oct 22, 1869 & NH Patriot & State Gazette - Wed, Oct 27, 1869 pg. 2






S. MARSH.
Atmospheric Brake for Railway Cars.
No. 101,895. Patented April 12, 1870.
FIG. 1.
FIG. 2.
WITNESSES.
Sylvester Marsh
by his attorney,
A. Pollok

1870

Locomotive #3 *- Atlas* is ***built*** with upright boiler *(above)* Passenger coach is seen with Marsh air brake system *(right)* installed

January 2nd

Build One for Us?: "Sylvester Marsh, the projector of the Mount Washington Railway, has received a letter from the Swiss Government inviting him to go to Switzerland and superintend the construction of the road to the top of Rigi."

- Laconia (NH) Lake Village Times – Sun, Jan 2, 1870 pg. 2

March 7th

Inclined Planes to Pittsburg Suburbs?: A *Pittsburg Evening Chronicle* writer considers how local citizens might be transported into the suburbs using new railroad technology to climb steep grades and a Cincinnati publication is "pleased" by the article. "It is well known that Pittsburg is surrounded by very steep hills – it is in fact literally hemmed in with them, and that the "spread of empire" like as it is in Cincinnati, is forcing the ever-increasing denizens to "fly to the mountains." (The *Chronicle* writer) speaks of the method of crossing Mount Cenis, and the ascent of Mount Washington, as follows: 'The temporary road built over the Mount Cenis tunnel in Italy, has grades of three hundred and six feet per mile. On the Mount Cenis road, however, there is laid a central rail, which is gripped by horizontal wheels in the locomotive, so that it is not altogether a 'traction' road. The central rail and gripping wheels, has received the name of the 'Fell's System...' (The) Fell's system seems to be regarded as a not very great success by many practical engineers. On the Vermont *[sic]* Mt. Washington railway the indefatigable Mr. Marsh, formerly of Chicago, has constructed a railroad three miles long to the 'Tip-top House,' with a maximum grade of 1,700 feet per mile and an average grade of 1,300 feet per mile. His plan differs from Fell's system in having pinion wheels in the locomotive working in a race, or heavy iron ladder, laid on a central rail. The arrangement of hanging seats



1907 Postcard of Mt. Washington Incline that opened in 1877 - pennsylvaniapostcards at HipPostcard.com

in the car body, atmospheric brake, and brake straps on the pinion shafts, with pendants from the locomotive passing under the outside rails to prevent the cars from topping over with the winds or from other causes, are entirely original and undoubtedly more ingenious, and safe than Fell's plan. Marsh's Mt. Washington Railroad is 'the steepest *grade* on record,' as the *Clipper* would say. The writer says that he merely cites those instances *(Cenis & Mt. Washington)* to 'show what has been, and can be done upon grades, and to show that was yet no locomotives able to surmount the grades of the hills in this vicinity *(Pittsburg)* have been invented though Mr. Marsh, having made an engine able to climb ladders, might not be afraid to try his plan upon some of them.' In reference to the hills around Pittsburg, the writer says: 'Our hills have generally a slope ranging from twenty degrees to forty degrees, of an angle from the horizon, though at some few points the bluffs are perpendicular. At every place however, where inkling planes have been proposed, the grade of a uniform and well-constructed road, connecting the top direct with the bottom, would be greater than Mr. Marsh's Vermont *[sic]* railroad, a twenty-degree slope corresponding to 1,923 feet per mile, and a forty degree slope to a rise of 4,430 vertical feet, if carried one mile. A far as our own knowledge and inquiry extends, we must give the preference of plan for constructing and safely working inclined planes as that adopted on our Mt. Washington road, now building. Mr. Endres, the company's skillful engineer, seems to have left nothing out of his calculations looking to strength and safety in the first place, and economy in the next. The road reaches form the base of Coal Hill starting a short distance below the Birmingham suspension bridge, to the top of the hill in Mt. Washington village. If projectors of the inclined planes will make it an object to have them pay only by the increased value they will add to their vacant lots on the hill tops, they will undoubtedly prove financial successes." *(Ed note: This Mt. Washington, Pennsylvania funicular railway would confound & confused Jitney Jr during his early research.)*

- Cincinnati (OH) Railroad Record & Journal of Commerce, Banking, Manufactures & Statistics – Thu, Mar 24, 1870 pg. 2

April 12th

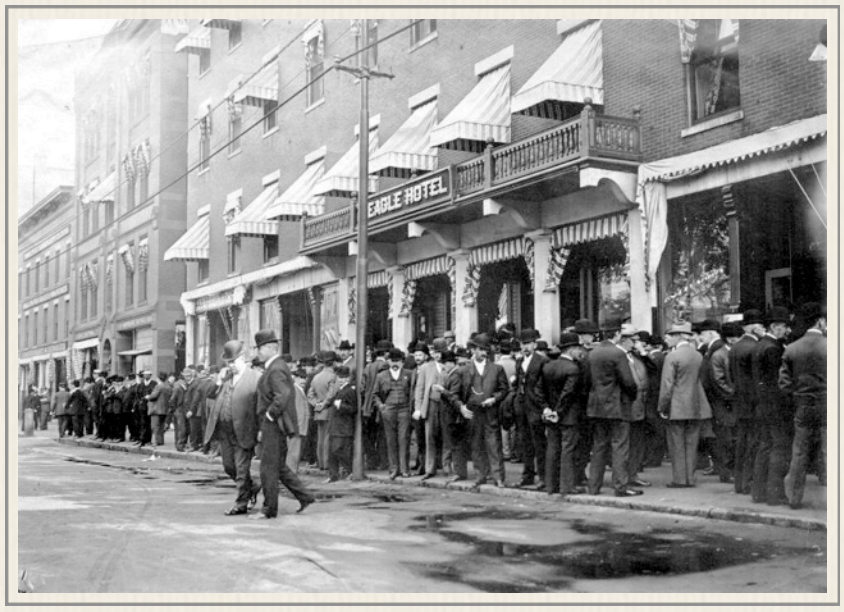
Patent No. 101,895: Improvement to apparatus for descending gradients Patent No. 44,965 of Nov 8, 1864. "In the practical operation of this apparatus I *(Sylvester Marsh)* have found that although in the upward travel of the car the valves or faucets are left open, yet it takes some power to move the piston and small gears used in the apparatus. For these, under my former arrangement, must move with the wheels, as it would be dangerous to uncouple them, because they are needed for instant use in case any accident should happen during the ascent. My object in the present invention is to so combine the coupling devices with the piston or pistons, that the latter shall remain at rest during the ascent of the car, and yet be ready for instantaneous operation should any accident occur which might otherwise cause the car to descend. To this end I combine with the car-axle and wheels, and the piston or pistons and their couplings, a ratchet and pawl, clutch, or equivalent device, operating to permit the free rotation of the wheels during the ascent without communicating motion to the piston, and in case of the reverse movement or descent of the car, to at once throw the pistons in communication with the wheels, for the purpose of retarding or of completely arresting their movement, as may be desired."

May 11th

MWR Stockholders Meet: "The annual Meeting of the Stockholders of this Corporation will be held at Eagle Hotel, in Concord, N.H., on Wednesday, the 11th day of May, instant, at 4 o'clock P.M. to choose a board of Directors and to transact such other business as may legally come before the meeting. By order of the

Directors, Charles Lane, Clerk. dated: Laconia, N.H., May 2, 1870"

- New Hampshire Historical Society Collection



Voting Day in Concord, NH at the Eagle Hotel (early 1900s).
- Dick Brodeur photo/ pinterest.com

May 21st

Directors Chosen / T-Rail Experiment: "At the annual meeting of the Mount Washington Railroad Company, at Concord, on Wednesday last, the following directors were chosen: Sylvester Marsh, John E. Lyon, Nathaniel White, Josiah Minot, Onslow Stearns, Henry Keyes and Walter Aiken. Mr. Marsh was elected President, Mr. Lyon Treasurer, and Charles Lane of Laconia, Clerk. It was voted to lay a small portion of the road with the T-iron rail, as an experiment."

- Vermont Chronicle (Bellows Falls, VT) - Sat, May 21, 1870 pg. 4

June

New Hampshire Railroad Commissioners Report: Contains no mention of Mt. Washington Railway. ***Railway operates*** with regularly scheduled runs. Locomotive fleet is now 3. Second rebuilt engine, *Geo Stephenson* seen at right. http://www.cog-railway.com/03timeline.htm


NEW BOOKS OF THE WEEK,
—AT—
CROSBY & DAMRELL'S,
100 Washington street.

Haydn's Universal Index of Biography: Containing the Chief Events in the Lives of Eminent Persons of all Ages and Nations; Arranged Chronologically, and Carefully Dated. Preceded by the Biographies and Genealogies of the Chief Representatives of the Royal Houses of the World. For the use of the Statesman, the Historian, and the Journalist. Edited by J. Bertrand Payne. Price $7 50.

Modern British Essayists. Contributions to the Edinburgh Review. By Francis Jeffrey. New Edition. $2.

The Sheet-Metal Worker's Instructor, for Zinc, Sheet-Iron, Copper, and Tin-Plate Workers, and Others; containing a Selection of Geometrical Problems, also Practical and Simple Rules for Describing the Various Patterns Required in the Different Branches of the above Trades. By Reuben Henry Warn, Practical Tin-Plate Worker. With an Appendix containing Instructions for Boiler-Making, Rules for Calculating Weights, &c., Tables of Weights, &c. Illustrated by 32 plates and 37 wood engravings. $4.

Monford's Short-Trip Guide to Europe. 1870. Principally devoted to England, Scotland, Ireland, Switzerland, France, Germany, and Italy; with Glimpses of Spain, Short Routes in the East, &c.; and a Collection of Travellers' Phrases in French and German. By Henry Monford. $2.

Skeleton Tours through England, Scotland, Ireland, Wales, Denmark, Normay, Sweden, Russia, Poland, and Spain, with various ways of getting from place to place, Time occupied, Cost of each Journey to Party of Four. With some of the Principal Things to see, especially Country Houses. By Henry Winthrop Sargent. $1.

Great Trans-Continental Railroad Guide, containg a full and authentic description of over 500 cities, towns, villages, stations, forts, camps, mountains, lakes, springs, watering places, summer resorts; where to look for and hunt the buffalo, antelope, deer, and other game; trout-fishing, etc., etc.; telling you what is worth seeing, where to see it, where to go, how to go, and whom to stop with while passing over the Union Pacific Railroad, Central Pacific Railroad of California, their branches and connections by stage and water from the Atlantic to the Pacific Ocean. Illustrated. 50 cts.

Tourists' Descriptive Guide to all Stations on the Boston & Maine Railroad, to the White and Franconia Mountains, Lake Winnipiseogee and the celebrated Summer Resorts in New England, reached by this Railroad and its Connections. By John S. Eaton. 50 cents.

Eaton's Guidebook to the White Mountains: "The season has arrived when not only people are beginning to consider *where* to go to rusticate but *how* to go and what it will cost – the last certainly the most essential. Guide books to the White Mountains have been issued for years in thick array – some in cheap form and others in muslin and tinted paper, profusely illustrated. We often hear the phrase used "the right man in the right place" but we have never until now seen "the right" guide book. *Eaton's Guide Book* is a newly issued traveling companion by John S. Eaton, Esq., general ticket agent of B&M road (Boston) and it is the best book of the kind ever published. Such books contain usually a great deal of profuse descriptives but no enough of needed explanation. This new guide gives an explicative amount of desired knowledge, including statistics as to routes, business, fares, baggages and ticket rules, short sketches of every town and city on all the leading roads in New England, time tables, Boston attractions, hotels, drives etc. One of the great features of the book is the alphabetical list of New England towns and villages reached by stages and various railroads, frequency of trips and stage fares. The new and wonderful Mt. Washington Railway is also described and illustrated. Every summer tourist or persons even only "off for a day" to these resorts should possess a copy, and to every one interested in railroad statistics the book is of great benefit. Price only 50 cts. For sale by Augustus Robinson, under the Falmouth hotel, at the railroad stations and the trains."

- Boston Evening Transcript - Wed, Jun 1. 1870 pg. 2 / Portland (ME) Daily Eastern Argus - Tue, Jun 21, 1870 pg. 1

July 29th

Good Season So Far: "The Mount Washington Railway is proving a great success this season. This wonderful structure has been patronized by a great proportion of the Mount Washington climbers, and not an accident or a detention has occurred so far, which, when it is remembered that at many points the grade is 1,900 feet to the mile, is wonderful. The largest party taken up at one time was 84, to-day, who found a perfect day throughout, not a cloud to obstruct the view from morning till night."

- New York Tribune - Fri, Jul 29, 1870 pg. 3

August 1st

New Car Smell?: "On Monday *(8/1)* the Mount Washington Steam Railroad Company inaugurated a new car called the *Mount Washington (seen with new locomotive Atlas at start of 1870 segment)*, which left the depot on the west side of the mountain about 11 o'clock and arrived at the Tip-Top House at half-past twelve, taking a special party. Superintendent John W. Dodge conducted the car, and Walter Aiken, inventor of the three engines used on the railway, took charge of the locomotive."

- Rutland (VT) Weekly – Thu, Aug 4, 1870 pg.1

August 5th

Sabbath Tourist Gouging Alleged: The *Springfield Republican* newspaper suggests it is time for a "swearing band" be formed to combat the fleecing of the traveling public in the White Mountains. "As samples of the extortions to which we refer, at the Crawford house in the White Mountain region, a party hires ponies to ascend Mount Washington, and considering that the charge is $5 each, they suppose, of course, that a guide or attendant will be furnished to look after the animals. But, having gotten a couple of miles away from the house they come to a sign conspicuously posted - "the guides are not paid by the house," and so one or two dollars extra, according to the six of the party, are expected from each - the guides refusing to be shaken off till they have been paid. It the traveler goes by the way of the Mountain railway he is bled still move severely. He is charged more at first, is made to pay a toll of 25 cents on entering and leaving the turnpike that leads to the foot of the railroad, though the railroad company own it and ought to carry their patrons over it free at the rate they charge for the ascent, and so on. Indeed, this railroad "took in" a Boston party still more extensively a few days ago. The party, consisting of seven persons, wanted to go up Mount Washington Sunday, and understanding that the regular train did not run Sunday, telegraphed to know what they could be taken up for. The answer was $50, and what was their astonishment when they presented themselves to find a train well loaded, and plenty of other people going up at the regular rate, - about half what they paid. The president of the road was on the train, and personally sanctioned the swindle, the Boston party being compelled to pay the $50, on the ground that the trains was for their special accommodation, and that the other nineteen passengers were only incidentally serviced, though in fact just such a train is run every day. The Boston people would also have been swindled into paying $5 each for a ride down the other side of the mountain, by a man who came into the car before it got up to the summit, had they not previously engaged a team to come up after them, the driver of which only asked them $3 apiece. Now it is these petty but outrageous extortions that we want the exertions of a "swearing band" to be directed against. The individual traveler often has not the time, still less the inclination to fight his way through a pleasure tour, and so the extortioners gathering courage by success, grow bolder and more outrageous in their demands."



- St. Johnsbury Caledonian - Fri, Aug 5, 1870 pg. 1

August 12th

Among the White Mountains Scientifically: ""Prof. G. H. Hitchcock, the geologist of N.H.; J. H. Huntington, his assistant; Dr. Barrows, a botanist; (and six) members of the class, Vermont Scientific Department, Dartmouth College have been spending a few days among the mountains. The object of their visit was to study the character of rocks and their formation, and to collect specimens of the same for the State and College cabinets. The party owe in a great measure their success to the pleasant weather, and the managers of the Mt. Washington Railway, who carried them to the top of the mountain free of cost, thus saving many a tiresome walk. And in return for their kindness the party names a beautiful cascade in Washington river, Dodge's Falls, and a beautiful mountain, Mt. Marsh, in honor of Capt. Dodge the conductor, and Mr. Marsh the inven-



Picture Perfect Day: *Peppersass parked behind the Geo Stephenson with the new Summit Station under construction to for an afternoon picture (1870)*
- Library of Congress

tor of the railroad. The party that proposes to stop on the summit the coming winter, have secured the new depot for their winter quarters." *- St. Johnsbury (VT) Times – Fri, Aug 12, 1870 pg. 2*

August 16th

Tip Top Financials: "The hut on Mount Washington called the Tip Top House rents for $3000 for the season – about six weeks usually. The charges are six dollars a day."

- Orleans (VT) Independent Standard – Tue, Aug 16, 1870 pg. 2

August 25th

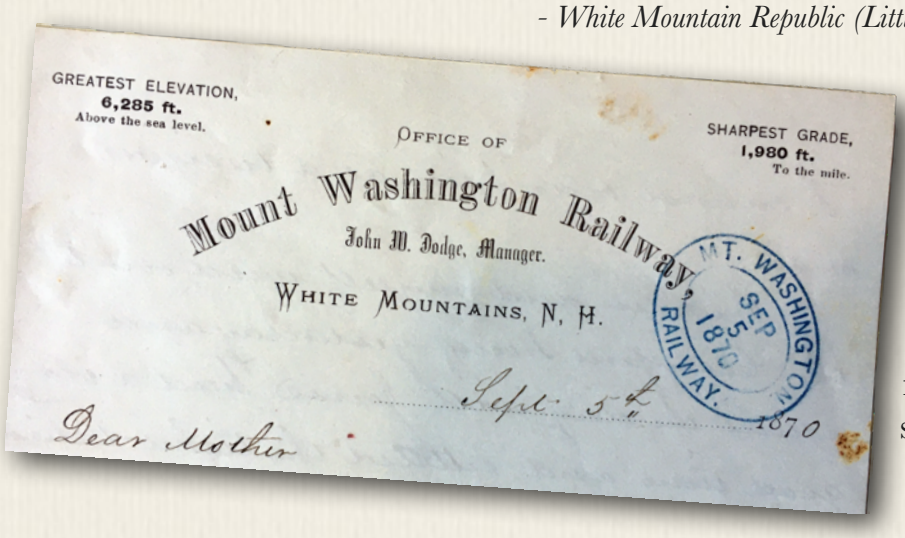
Playing Telegraph?: "On the 25th *(of August)*, Mr. Charles L. Aiken, of Franklin, engineer of the locomotive on the Mount Washington Railway, jammed a finger badly in one of the machine's connections. He concluded, on the strength of the same, to take a vacation and telegraphed to his betrothed in this city *(Concord)* for her to meet him at Franklin. The fact grew, in passing from mouth to mouth to a horrible accident on Mount Washington, and the hastening of the lady of Mr. Aiken's heart to catch his last words. This paragraph is the result of three hours' search and inquiring into the rumor and its foundation - *Patriot*"

- reprinted in White Mountain Republic (Littleton, NH) - Fri, Sep 2, 1870

September 9th

The Marsh Farm?: "Sylvester Marsh, of Littleton, inventor of the Mt. Washington R. R., has cleared a considerable lot of land near the junction of the Twin rivers, for farming purposes. He owns 1,700 acres of land in the neighbor of the railway, and along the route leading to it - about enough for a small farm."

- White Mountain Republic (Littleton, NH) - Fri, Sep 9, 1870 & NH Patriot & Gazette - Wed, Sep 14, 1870 pg. 1



September 16th

New Summit Station Under Construction: "The Mount Washington Railroad Company are erecting a station *(above)* on the summit of the mountain, seventy feet long and twenty-eight feet wide. It is of wood and it has been necessary to bolt it together and to the rock, in the strongest possible manner, to make it withstand the attacks of the wind."

- White Mountain Republic (Littleton, NH) - Fri, Sep 16, 1870



September 20th

Last Trip of 1870: "To the Editor of the *Mirror*: Being a passenger in the last train of cars over the Mount Washington Railway for 1870, I herewith send you a short account of the Last Trip for 1870. The greatest triumph of railway engineering closed for the season on Tuesday last, Sept. 20th, having carried, without accident, nearly 6,000 persons, running 119 passenger and 38 freight trains, under the immediate supervision of that trio of faithful and enterprising men, Capt. John W. Dodge, Manager, Charles L. Aiken, Conductor, and Daniel Kidder, Master Mechanic, under the general superintendence of the ingenious inventor, Walter Aiken, a heavy stockholder and director of the road, and constructor of the three engines and cars, and contractor for running the road the present year. The day chosen for the last trip proved the best of the season, the weather being extremely pleasant, with the thermometer standing at 60 at the foot and summit of the mountain, and a gentle easterly breeze at the summit. The view at the south-east, south, and south-west was somewhat obscured by smoke arising from many fires in the woods; while to the north the view was very clear. The railway is three miles long, having an average grade of 1900 feet to the mile, the heaviest grade being 13 1-2 inches to the yard for one-fourth of a mile. One hour and half is required for ascent or descent. Each car has its own engine, which is always attached to the downward end of the car, which, with its engine carries gears which connect with a middle cog rail of the track by which the ascent and descent of the train is made, and the movement of the train is regulated by eight different braking arrangements, rendering the trip a pleasant and safe one, and showing that everything that ingenuity could invent and skill accomplish has been used to make the undertaking a grand success as regards safety, durability, pleasure and profit. At the summit are five buildings, comprising two hotels, (the Tip-Top and Summit Houses), the depot, and two stables for the horses and carriages used on the carriage road from the Glen and Alpine Houses, at the foot of the eastern slope of the mountain, at a distance of eight or ten miles from the summit. These five buildings at the summer are all firmly anchored to the

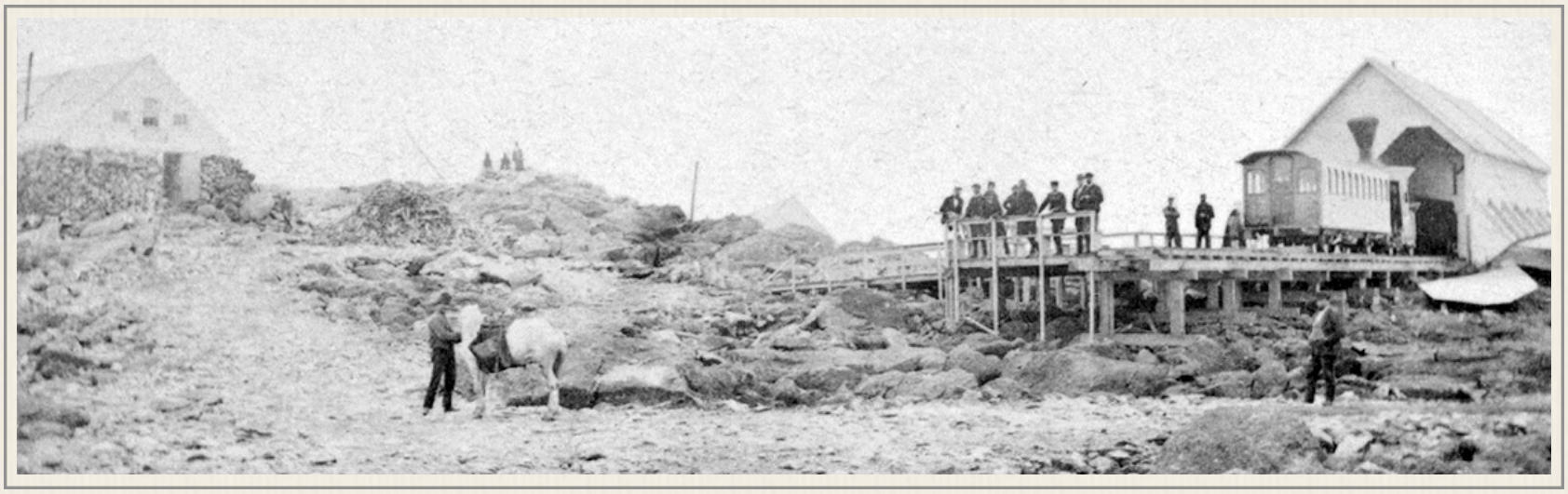


rocks with heavy cable chains passing over their roofs, to prevent their destruction by the heavy winds which frequent that locality. The mountain travel being closed, the extra railroad trains and stage lines have been discontinued, and the hotel proprietors are preparing their winter quarters, and, till the return of the summer's sun and the crack of the driver's whip, we will leave them "along in their glory." - A. G. Stevens, Civil Eng'r, Manchester Print Works." *- Manchester (NH) Mirror & Farmer - Sat, Oct 1, 1870 pg. 3*

October 7th



From Mount Washington: An extract from a letter published in the *Boston Journal*: "Prof. C. H. Hitchcock *(right)* and Prof. J. H. Huntington were here on Friday *(10/7)* and Saturday *(10/8)*, making further arrangements for the winter sojourn of the latter gentleman and his party on Mount Washington. The necessary supplies are all at the railway depot awaiting transportation up the mountain side. The Railway Company have generously offered to carry them up and will resume the running of their cars for this purpose as soon as the new rails are laid at the lower end of the road. The supplies consist of eleven tons of coal, two stoves, (one for cooking purposes,) cooking utensils, provisions of various kinds, in numberless barrels and boxes, a variety of scientific instruments, a small snow sled, snow shoes, and such other articles as are indispensable for comfort and scientific investigation. Half a dozen or more trips up the mountain will be necessary to transport the supplies to their destination. The party will consist certainly of three, and possibly four persons, and two of these, Prof. Huntington and Mr. A. F. Clough, photographer, of Warren, N.H, have already fitted themselves for their severe task by a winter's residence on (Mount) Moosilauk. Prof. Huntington and his daring associates propose to go into their winter quarters about the tenth of November. As the lessee of the Tip Top and Summit Houses objects to the occupation of either of those buildings for fear of their destruction by fire, the party have made up their minds to fix their residence in the new railroad depot, which though less adapted to keeping out the cold than the other structures, can doubtless be made comparatively comfortable. It is proposed to partition off an apartment, and to make it so far as possible impervious to the effects of the weather. The results of the investigation to be carried on at the summit of Mount Washington, like those institut'd last winter on Moosilauk, are likely to prove of much value to science in the way of affording new facts regarding barometrical and thermometrical variations, the velocity of winds, the philosophy of storms, etc. Observations will be made in regard to storms, in connection with the system now being organized under Government auspices, and arrangements are making to have all the investigations in whatever direction made, as full and complete as possible. As the ordinary telegraph wires running up the mountain can be of little, if of any use, a telegraphic cable will be used to communicate with the outside world." *- The Bradford (VT) United Opinion – Fri, Oct 14, 1870 pg. 2*



October 15th

Sincerest Form of Flattery: "The Mount Washington Railway, invented by Mr. Sylvester Marsh, is already finding imitations abroad. A railway is being built up the Righi upon Mr. Marsh's principle and is in fact nearly completed. The elevation is about the same as Mount Washington, but the road is a mile longer than there. A short road for carrying freight up an inclination is also being constructed in Peru."

- Laconia (NH) Lake Village Times – Sat, Oct 15, 1870 pg. 2

November 4th

Hitchcock Winter Preparations: "Prof. C. H. Hitchcock, of Dartmouth College, has nearly completed the arrangements for the winter sojourn of Prof. Huntington and party on the summit of Mount Washington. A room twenty feet by eleven feet has been partitioned off in the railway depot, and made as tight and comfortable as possible. All the winter provisions, etc., have also been taken up the mountain. The War Department is co-operating with Prof. H. in every way possible, and has recently supplied the expedition with enough of the Kerite telegraph cable to reach the summit, the ordinary telegraph wire being useless during the winter in such an exposed place. This donation alone is worth $1,000, and it will enable the party to keep up constant communication with the outside world. The War Department will also furnish an experienced telegraph operator. Prof. Hitchcock left Hanover on the 12th *(of October)* to lay the cable in place. The full amount of funds required to meet the other expenses of the expedition is not quite made up, but it is hoped that the sum will be forthcoming. Prof. Huntington and his associates will go into their winter quarters towards the middle of this month." *- White Mountain Republic (Littleton, NH) - Fri, Nov 4, 1870*

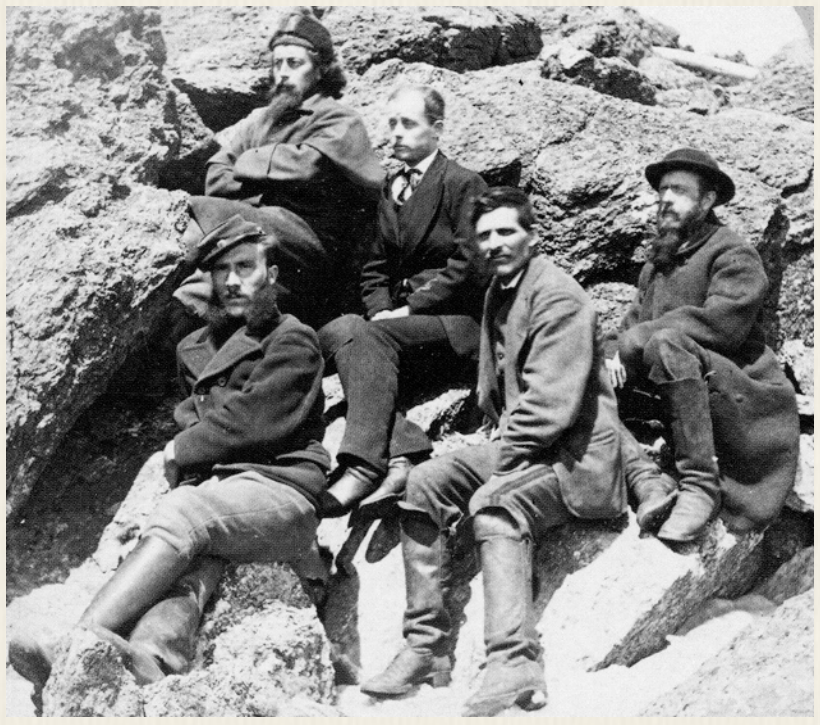
November 25th

Hitchcock Overruns: "The arrangements for the wintering of the scientific party on the summit of Mount Washington are about completed. The expenses have overrun the means provided by about $700, and individual contributions are now being solicited to make up the deficiency."

- White Mountain Republic (Littleton, NH) - Fri, Nov 25, 1870

December 28th

Huntington Dispatch as December Ends: "Everybody knows that Mount Washington, in New Hampshire, is visited by thousands of persons in the summer months, and that its climate corresponds better with that of Labrador or Greenland than that of New England. In the winter universal desolation reigns there; not even the proprietors of the hotels upon the summit venture from the snug quarters below to learn what events are transpiring upon the icy cone. The aborigines declared it to be sure death if anyone climbed the mountain – since it was the sanctuary of divinities who would not suffer their abode to be scanned with impunity. Their successors first adventurously found the summit – then erected rude places for shelter, and finally constructed a carriage road and railway, so that even the most-feeble persons could view the broad panorama. But these visits were confined to the warmer months, with few exceptions. Twelve years ago, Professors C. H. Hitchcock and J. H. Huntington, independently of each other conceived the project of spending the winter upon the summit of Mt. Washington, but the project did not take shape till the organization of the geological survey of New Hampshire in 1863. They found it impossible to make the necessary preparations for occupying the summit during the winter of 1863 chiefly for want of a dwelling. Hence, they sought for a less elevated summit, where a single winter's experience might prepare the way for the greater adventure. That peak was Mooselauke – nearly 5000 feet above the ocean. The three months' occupation of Moosilauke was full of adventure, and experiences were acquired of the highest importance. The scientific results were important – disclosing the knowledge of violent winds there accurately measured, and remarkable forms of frostwork never before described or photographed. In the month of September 1869, the Mount Washington Railway Company generously tendered the use of their depot upon the summit to the meteorological party during the winter; and the necessary supplies were immediately purchased and forwarded to the mountain. The enterprise... is relying upon a sympathizing public to provide the funds by subscription. Nearly enough has been subscribed to meet the amounts already paid out, and it is hoped that friends will not allow the adventurous observers to suffer any pecuniary loss in return for their labors. They expect no renumeration for services, only their necessary expenses. While some were busily engaged in transporting supplies to the summit and preparing the



The Observers: *(L-R) Theodore Smith, S. A. Nelson, photographers H. A. Kilburn, A. F. Clough & J. H. Huntington Observatory leader.*
- Robert W. Averill Collection

building for comfortable occupation, others were occupied in the less agreeable task of soliciting subscriptions. Congress recently appropriated funds for establishment of a "Bureau of telegrams and Reports for the Benefit of Commerce." (The) efficient officer in charge of this bureau, Gen. Myer ordered an insulated telegraph wire with suitable instruments to be sent to the mountain in order to facilitate the transmission of the meteorological reports, both to the public and to the office of the bureau in Washington. The wire has been laid, and the summit is now in telegraphic communication with the world. And the chief signal officer also detailed for special service upon the mountain an experience telegrapher and meteorologist, Sergeant Theodore Smith, of the U.S. Army. The photographers of the expedition are A. F. Clough of Warren, of Mooselauke fame, and Howard A. Kimball of Concord, N.H., both eminent in their profession. Thus, the party consists of six persons: Professor Hitchcock, whose office in Hanover, N.H., is connected by telegraph with the summit; Prof. Huntington and Mr. Nelson, observers; Messrs. Clough and Kimball, photographers; and Sergeant Smith, telegrapher and observer. All of them are not upon the mountain at the same time. They relieve each other to a considerable extent in the work, and the public will be kept informed of their whereabouts. From the depot of the Mt. Washington Railway, in summer, the ascent on foot, if a person is accustomed to walking, is comparatively easy. Although the ties are three feet apart, and there is a rise of a foot in three a part of the way, yet a person with muscles strong from exercise can walk to the very summit of the mountain without sitting down to rest. But suppose it is winter. On the summit, the buildings, the piles of rock and stones, so rough in summer, and now completely covered with frost, while the snow fills the spaces between the jagged rocks. On the side of the buildings towards the northwest the frost has accumulated so that now it more than a foot in thickness. The "frost work" on the depot, while it has everywhere the same general appearance, the points show exactly the direction of the wind as it came into every nook and corner of the building. The frost on the braces and timbers that extend outward seems like on triangular mass, and on the chains - it is often two feet in diameter. Although I *(J.H. Huntington)* was on the mountain for ten days in October, I did not go to stay permanently until November 12. It was expected that some of the party would be ready to go with me, but as they were not, I went alone, and it was not until the last day of November that anyone came, so I had the house and the mountain all to myself for nearly three weeks. During the most of November the weather was remarkably pleasant. On the 15th, all day long, and far into the night, the clouds were below the summit of the mountain, and most of the time they covered the entire country. At times only the very highest point of Mount Washington was above the clouds. But what was remarkable is that the next day was pleasant. During the last two weeks in November, the average of the thermometer was 16. The wind was northwest nearly the whole time. The weather was generally very mild, and the number of clear days was much greater than average. – J.H.H."

-Boston Evening Transcript – Wed, Dec 28,1870 pg. 2



Locomotive #4 - *Cloud* is ***built*** with upright boiler *(above)* in Walter Aiken's Franklin, N.H. shops



LEAVITT'S MAP
WITH VIEWS
OF THE
WHITE MOUNTAINS
NEW HAMPSHIRE.
1871.

DRAWN BY FRANKLIN LEAVITT, LANCASTER, N. H.

Entered, according to Act of Congress, in the year 1871, by FRANKLIN LEAVITT, in the Office of the Librarian of Congress at Washington



Boarded up, Braced & Chained: *the Cog's new engine house is ready to host the Hitchcock scientific expedition during the winter of 1870-71.*
- Conrad Ekstrom Collection



1871

February 4th & 5th

Are They Alive?: "Saturday and Sunday were rough days. In Littleton the mercury was 29° below here Sunday *(2/5)*, and the wind blew furiously all day. Considerable anxiety was felt for the part of Mount Washington adventurers, as they had not been heard from since the previous Thursday *(2/2)*. It was supposed that the cable was broken, and that it was not impossible that the gale prevailing for the last few nights might have blown over the house and the adventurers been frozen to death. Were the house demolished there would be no other refuge for the party, except under the railroad, where they would freeze or starve. - But they were heard from on Tuesday *(2/7)*, and the party are very comfortable in their outlook above the clouds. They report the mercury at 59° below zero Sunday morning, and the wind blowing at 101 miles an hour. How is that for high !"

- White Mountain Republic - Fri, Feb 10, 1871

February 8th

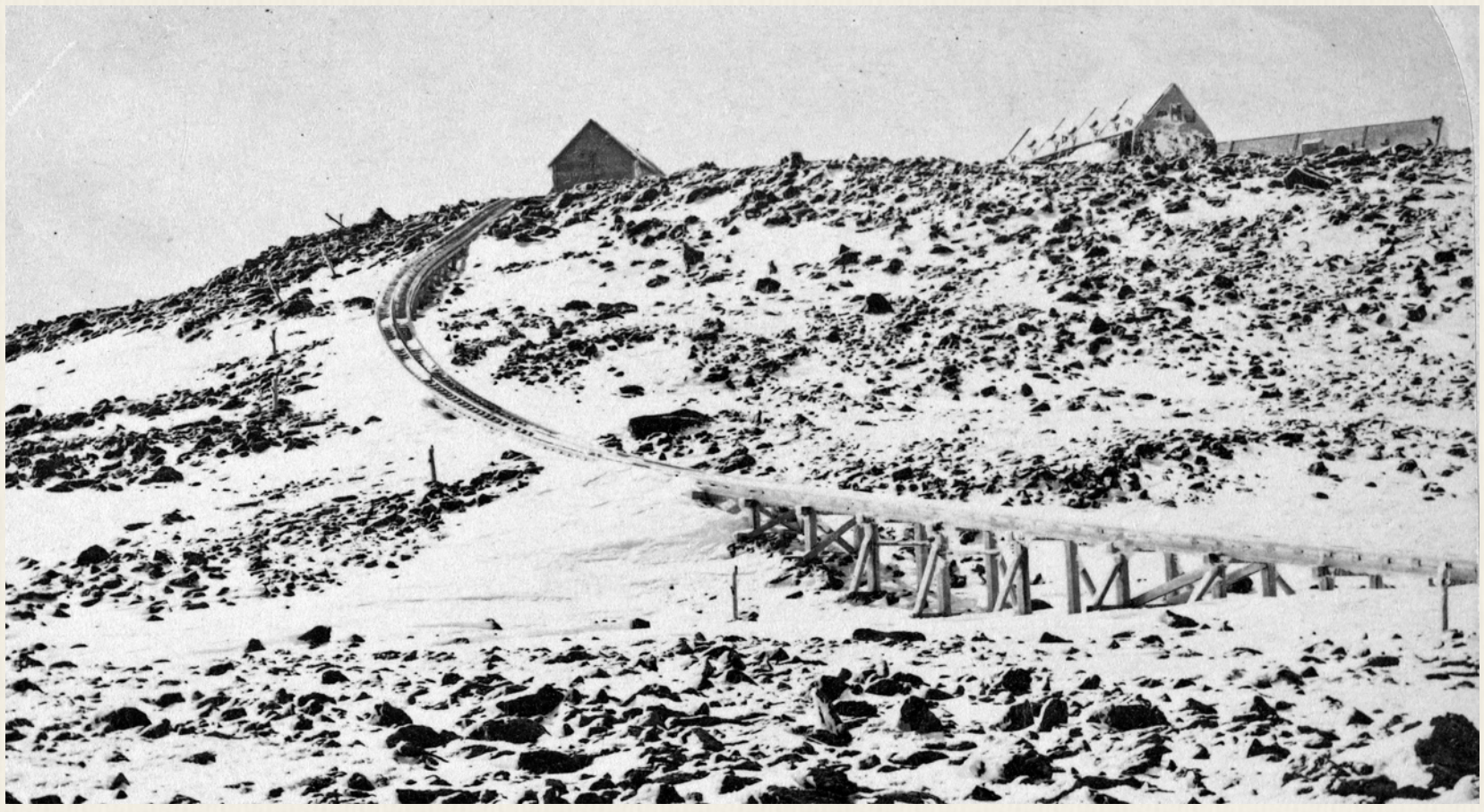
February Summit Visitors to the Base: "We left Concord at 12 o'clock on Tuesday, Feb 7th, via the Boston, Concord & Montreal Railroad… and the ride was a most delightful one to Littleton, the mountains standing out with remarkable clearness, and partially clad with snow. Littleton was reached at 6 o'clock, and in a few minutes our "traps" and ourselves were stowed away in Mr. Clarke's sleigh, the well-known mail-carrier to the Crawford House. With a few words of greeting and kindly benediction from Mr. Marsh, who informed us that he expected, at no distant day, to run his railroad to the summit of Mount Washington, winters as well as summers, we started on our ride to the base of the mountain – a distance of 24 miles. The night was as remarkably clear as the day had been, and the sleighing was excellent. The moon lighted up the mountains with a beauty and brilliancy which no ball-room could rival… We sought shelter at the cottage of the Twin Mountain House. Our sleigh ride was resumed next morning, after an early breakfast, and the white Mountain House was reached in due season. The sky presented a snowy appearance, but with hopes that it would hold off a few hours for our accommodation, we started in over the mountain turnpike, on an unbroken road, which proved to be a good one, however, and before 10 o'clock we reached the lumbermen's camp at the base of the mountain, known as "Jim's Camp." Here nine men are engaged in getting out 150,000 feet of lumber, and 450 cords of wood for the use of the Mount Washington Railway Company. We found Prof. Huntington waiting for us, he having descended the mountain that morning to escort us up and to obtain the mail matter belonging to the party, which is sent in weekly from the White Mountain House. Preparations were speedily made for the ascent." *- Concord (NH) Independent Democrat – Thu, Feb 16, 1871 pg. 6*



February 24th

Winter Trains?: "There have been 13 arrivals on the mountain since November 19 *(1870)*, but only the physically strong should ever think of ascending the mountain in the winter, and then only on pleasant days, for no one can long survive exposure to such terrible winds. It is said that the managers of the White Mountain railway propose, after this year, to run trains to the summit in winter, as well as summer, but it will probably only on picked days and special occasions."

- Springfield (MA) Republican – Fri, Feb 24, 1871 pg. 8



April 12th

Huntington Lectures: "Prof. Huntington, one of the party who wintered on Mount Washington for the purpose of making meteorological observations, has lectured in Boston and Providence in regard to his experiences on the mountain. He gave a sketch of the preparations for wintering there. The material was taken to the summit the last of October, and a room in the Mt. Washington railway station fitted for their occupancy. The walls and floor were very thick, and in both were layers of felt, sheathing paper, etc., to keep them warm. They had no difficulty in burning coal at the summit, though many were the predictions to the contrary, as also were many fears entertained for their safety. The telegraph wire was laid from a sled, uncoiling as the sled made its way down the mountain. The views from this height were grand beyond description. The grandeur of the storms was vividly described. He illustrated the strength of the wind by saying that a strong many could hardly stand up against the wind at 60 miles an hour, while they had registered during the winter 92 miles per hour, and it was probable it would reach 100. At one hour fierce storms, and the next not a cloud to be seen, and the wind blowing at the rate of 80 miles per hour. It was noticeable that as the barometer falls the wind increases."

- Norwich (CT) Aurora – Wed, Apr 12, 1871 pg. 4

May 8th

Storm Bound: "It is doubtful if a person could have lived upon the mountain-side in such a terrible storm pelting, and of course it was folly to think of going down to the lower world under such circumstances. The pathway down the mountain by the side of the railway, (the trestle work and ties are now too much covered with snow and ice to permit of walking upon them,) the only safe route in the winter when clouds are liable to obscure the way, lies directly against the wind, and although it is not possible that the blasts are, so severe in the valley, one must withstand the force of the gale for a mile and half at least. This morning dawned pleasantly – that is to say, there were no clouds upon the mountain top, but it was still cold and blustering, too windy to attempt the descent. So we spent an hour before breakfast in admiring the frost work, which formed very extensively in the recent storm, and now covers every object at the summit. Masses of the frost work have attached

themselves to the rocks, buildings, and telegraph posts, three and four feet in length. Every vestige of the walls and roofs of the buildings is covered with the delicate little points, fashioned here like feathers, and there like fantastic rosettes, or beautiful buds, leaves and flowers. The railway track is fringed with the curious forms, as if fairy fingers had been at work in fashioning common objects into shapes of beauty. Huge banks of snow are piled against the front of the Tip-Top House, and the easterly side of the Summit House, to the depth of fifteen or twenty feet, and the cavities between the rocks are filled with snow and encrusted over with frost, so that one may ramble about the summit in places almost impossible in Summer."

- Providence (RI) Evening Press – Thu, May 18, 1871 pg. 1

May 9th

Released from Imprisonment: "After being detained on the summit of Mount Washington several days by the storm, I was enabled to pack up and depart yesterday *(5/9)*. Leaving the top about one o'clock p.m., the first mile was quickly and easily made. Below the Gulf Tank the snow was encountered in great depth, and it was soft and yielding. There was so much snow on the railway that a walk over the trestle work in any place was to be attended with much difficulty, and so we kept along over the rocks beside the track as far as Jacob's Ladder, switching off at that point into the old Fabyan bridle path. We got below the line of clouds while in the vicinity of Jacob's Ladder, and the view was sublime. After descending the mountain, a task which we performed in very good time considering the great quantities of snow – a trifle less than two hours – we had still before us a journey of seven miles. There were about two inches of snow at the railway station, but a little way below the snow was lost sight altogether, and we seemed transferred to the regions of Spring… In closing my account of my mountain trip, a few notes about hotel changes will not be out of place. Col. Hitchcock of the Alpine House, Gorham, will continue to manage the Tip-Top and Summit houses in connection with his other hotel. The White Mountain House, and the small hotel at the railway station, which were last summer run by the proprietors of the Crawford House, have this year been leased by Messrs. Rounseville & Coburn, well known mill owners in Carroll, and Messrs. L. D. Parker & son, of Littleton. They will hardly attempt to compete with the large houses. – Ranger"

- Providence (RI) Evening Press – Thu, May 18, 1871 pg. 1

May 19th

Strap Rail Replacement: "Extensive repairs and alterations are in progress on the Mt. Washington railway. The strap-rail below Waumbeck station is to be replaced with a "T" rail."

- Newbury (VT) Aurora of the Valley - Sat, May 13, 1871 pg. 4 / The Bradford (VT) United Opinion - Fri, May 19, 1871 pg. 3

May 24th

John E. Lyon and Walter Aiken named by company to "run and manage all business of the road for the present season." This vote was repeated through 1877.

- *Story of Mt Washington*

June

New Hampshire Railroad Commissioners Report: "From base to summit of Mount Washington, about 3 miles. This road has cost about $150,000 *(~$3.3-million today)*, and is not yet fully completed."

The ***first Marshfield House*** was 2½ stories in height facing west with broad piazza - three large barns connected to it. This building was away from the railroad's machine shop, stagecoach barns, and "ungainly" three-story depot with a small waiting room for passengers and bedrooms for railway men. This complex burned in 1895, leaving only the Marshfield House.

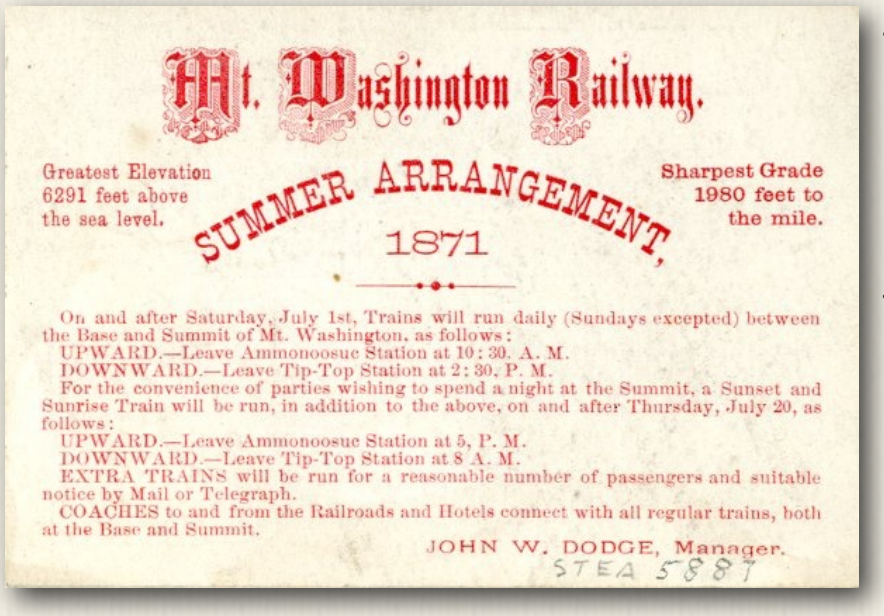
- Story of Mt Washington / The Mount Washington Cog Railway: Climbing the White Mountains of NH

June 9th

Cog Thesis Assigned: "Dartmouth College - Scientific Department. To the members of the Graduating Class for 1871, have been assigned the following subjects for thesis: each thesis to be accompanied by drawings, whenever they may be of use in illustrating the test." Subjects of the eleven papers assigned included the Vershire Copper mine, construction of a dam across the Connecticut River at White River Falls and the water capabilities of the company building that dam along with a thesis "On the Mt. Washington Railway by Eben Thompson, No. Danville, Vt." An April 2018 check of Dartmouth College records found no sign of the document in their collection. Archivist Peter Carini said, "Thompson was a special student who appears listed with

the Class of 1871, but his record indicates that he received his BS in1883. He did receive a medical degree from Poultney Medical College in 1877 when he was about 29. He died just shy of 50 in Newton Upper Falls, MA. We have a series of records titled Drawings and Other Assignment Books, but there is nothing by Thompson in those records. A search of the catalog likewise yields no results wither by title or by author. It is possible that Thompson never completed the Theses he was assigned as he appears not to have received his degree until twelve years after he was supposed to complete it."

- The Bradford (VT) United Opinion - Fri, Jun 9, 1871 pg. 3



Mt. Washington Railway.

Greatest Elevation 6291 feet above the sea level.

SUMMER ARRANGEMENT, 1871

Sharpest Grade 1980 feet to the mile.

On and after Saturday, July 1st, Trains will run daily (Sundays excepted) between the Base and Summit of Mt. Washington, as follows:

UPWARD.—Leave Ammonoosuc Station at 10:30. A. M.

DOWNWARD.—Leave Tip-Top Station at 2:30, P. M.

For the convenience of parties wishing to spend a night at the Summit, a Sunset and Sunrise Train will be run, in addition to the above, on and after Thursday, July 20, as follows:

UPWARD.—Leave Ammonoosuc Station at 5, P. M.

DOWNWARD.—Leave Tip-Top Station at 8 A. M.

EXTRA TRAINS will be run for a reasonable number of passengers and suitable notice by Mail or Telegraph.

COACHES to and from the Railroads and Hotels connect with all regular trains, both at the Base and Summit.

JOHN W. DODGE, Manager.

STEA 5887

- Paul Forbes Collection

June 22nd

First Lady of the Season Ascends: "There have been many visitors *(to the Observatory)* the past week – so many that new arrivals create no excitement, as did those of the preceding week. The only one deserving particular mention was that of Mr. and Mrs. J. L. Boardman of Charlestown, Mass. "They came by railway, on foot, Mrs. B being the first lady to make the ascent, on foot, this season. Two gentlemen, coming from Marshfield, reported them to us, and said that the lady seemed much wearied. Sergeant Hearne and myself started off at once to escort them up. We met at Jacob's Ladder. Found the lady bearing herself bravely, and fully able to make the ascent without help. We brought their baggage along, and in an hour's time saw them safely domiciled at the hotel. Monday morning earlier we made preparations for the descent of the mountain. A journey down by rail at this season necessarily involves the construction of a sled. Though rather a hazardous mode of traveling, it takes less time and is far more agreeable than walking. Few ladies have the nerve to venture their precious selves upon one of these little sleds; but Mrs. B. did not hesitate a moment in deciding in favor of the railway over the more tedious but safer Fabyan Path. We made three-fourths of a mile in this way, then took the path, as from this the grade is great and trestle high – Jacob's Ladder the grade is thirteen inches in three feet, and height twenty-seven feet – that it is really unsafe for any but "old stagers" to pass. The day was excessively warm, and it became intolerably hot after passing the upper line of wood. Lunched at Cold Spring, and while there the train came up with lumber. Returning, Mr. *(Josiah)* Folsom very kindly invited us to ride, and the remainder of the trip was without toil or trouble. We had only to enjoy the beauty and grandeur of the scenery. The new T-rail is a great improvement over the strap rail; there is a saving of power, and the cars ride steadily, - a consideration passengers will highly appreciate. This was my first day below the clouds – of spring I knew nothing – and it seemed to me that the grass was never so green before, the foliage so dense or the birds so musical. On Friday we could see that Mount Washington was once more unveiled, and that evening I left Bethlehem for my mountain home. It was a cool evening and there was a heavy frost that night. Too late to go on to Marshfield that night, so I stayed at the White Mountain House. The next morning was to me uncomfortably warm, being unused to a higher temperature than 66°, while others considered it nothing more than pleasant June weather. It is an easy walk to Marshfield on such a day as this, and eleven o'clock found me at the depot. There I found Captain Dodge, who informed me that the road would hardly be opened to travel before July 1, as it is desirable to push the improvements just as far as possible this season; although a large force is employed the work necessarily must be slow. The new locomotive, *Atlas*, is set up; the other engines and all the cars are ready, a thorough inspection of everything having been made. Going from Marshfield to the summit there was a marked change of climate. It was June at the station, May at the upper line of vegetation and March at the observatory, where the thermometer gave 47° at 2 p.m. As the tide of travel is setting mountainward, a few items in relation to hotel matters may be of interest to your readers. The houses on this mountain *(Tip Top & Summit House)* will remain as heretofore under the management of Colonel Hitchcock of the Alpine House, Gorham. They opened June 2, since when there has not been a day but that new arrivals have been registered. And I should mention that the hotel at Marshfield is under the control of Messrs. L. D. Parker & Son. – Nelson"

- Boston Daily Advertiser – Thu, Jun 22, 1871 pg. 2

1871

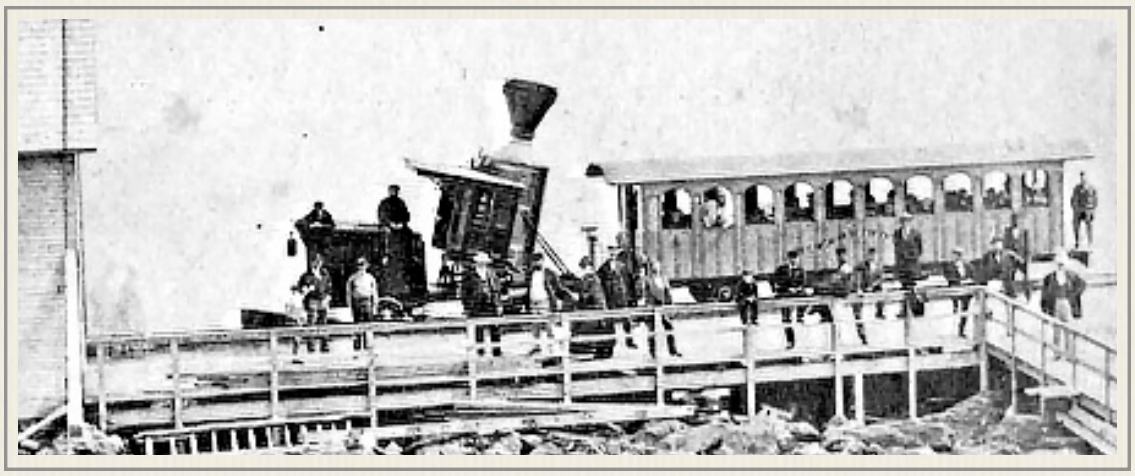
June 30th

Signal Corps Meteorological Station Established: "The observer's office is located in the depot building of the Mount Washington Railroad, through the kind permission of the officers of the company. The instruments used are of the standard patterns, and duplicated to prevent any interruption of reports through the accidental breakage of any of them. In the fall of 1870 an expedition was organized by Professor Hitchcock, of Dartmouth College, for the occupation, during the winter, of the mountain as a meteorological station, and efforts were made by him to raise sufficient means to defray the expenses from private sources, but being unsuccessful, he applied to this office for a telegraph cable and the necessary instruments to work it. Reports from such an elevated position were considered important, and three miles of Kerite covered wire and a complete set of telegraphy instruments and an operator were sent to assist the professor in carrying out his enterprise. The faithfulness and devotion to duty manifested by (observer) Sergeant (Theodore) Smith, during the time he was in charge of the station, entitle him to the commendation of his superior officer, as they have won for him the respect of all students of meteoric science in the country. The cost of maintaining the station greatly exceeds that of stations at more accessible points, Efforts have been made by the office to obtain permission to erect a building for permanent use as an observatory, but so far they have been unsuccessful, owing to the ownership of the summit being the subject of litigation, and the consequent difficulty of getting a title."

- Annual Report of the Chief Signal Officer to the Secretary of War for the Fiscal Year Ended June 30, 1871

July 15th

New England Editorial Excursion: "The largest and most interesting and successful excursion of the editorial fraternity thus far attempted, is that in which the editorial Associations of Maine, New Hampshire, Vermont and Massachusetts united during the past week. The party number 368 entire, about half of whom were editors and publishers, and the other half their wives or lady friends. The Maine Association were represented by 31 editors, publishers and printers, and 27 ladies. *(The trip by rail goes to Boston, St. Albans, Vt, Montreal, & Newport, Vt during the first four days)*. Friday morning the party broke ranks – about 150 proceeding to St. Johnsbury, Vt., in acceptance of an invitation from the Messrs. Fairbanks to dine there; and other directing their faces homeward or to the mountains. One party, in which was included twenty-one of the Maine delegation, proceeded directly to Wells River Junction, thence by the White Mountain railway to Whitefield, and thence by stage seventeen miles to the Crawford House in the White Mountain Notch *(aka Crawford Notch)*. Saturday *(7/15)* morning opened gloriously, and at an early hour our party, subsequently increased to a hundred and fifty by accessions of excursionists who stopped at the Twin Mountain House, bid adieu to "mine hosts" of the Crawford, and took coaches for the lower terminus of the Mt. Washington Railway, eleven miles distant. The shower of the night before had laid the dust, and the ride there was therefore unexpectedly delightful. Stopping a few moments at the beautiful *(Upper)* Ammonoosack falls, we reached the railway at 10½ o'clock, and took our seats in the little cars which scale the steep and rugged side of Mt. Washington. Each car seats about 40 persons, although our party crowded the three cars owned by the company to such an extent as to give about 60 persons to each. The cars are narrow and provided with swinging seats which maintain a horizontal position as the car rises. Each car has a separate locomotive, so that our party made the ascent in three divisions, one following another at intervals of five minutes. It took about an hour and a half to make the ascent of three miles at a snail-like pace. Frequently the car would be inclined at so great an angle as to raise a fear in the minds of many ladies, that they would be pitched into the fearful ravines along the edge of which we passed. At many points the ride was indeed fearful, and at every point grand. At 12½ o'clock the whole party reached the summit, where they found one of the best views of the season. The day was clear and beautiful, not a breath of air stirred, and even great coats were unnecessary. After dinging at the Tip Top House, a low cabin with loose stone walls, the party spent two hours in contemplating the wonderful view before us, extended from Lake Umbagog on the North to the ocean on the South, and from the Green mountains on the West to Mt. Ka-



tahdin on the East. That portion of the party which were to cross to the East side of Mt. Washington, took coaches down the carriage road to the Glen House at the base, where they arrived at 4 o'clock. The ride down was decidedly the finest part of the whole mountain scenery, and far less fearful than the ascent by cars."

- Lewiston (ME) Evening Journal – Wed, Jul 19, 1871 pg. 2

July 23rd

Bear Trapped: Correspondent J. B. C. writes from the Twin Mountain House: "The story was current of a bear caught in a trap, and that he had gone off with it, in the vicinity of the Mountain Railway, and that a party were wanted to pursue him. I had not intended to go up the Mountain Railway till today, Tuesday *(7/25)*, but the indications of fair weather and the thought that possibly I might be "in at the death" of old bruin brought me out to see the sunrise and join the party that left after breakfast for the summit, yesterday morning *(7/24)*. It is 11 miles from here to the base of the mountain where we climb by cars. Four miles carried us to the White Mountain House where we learned the whole story about the bear. William J. George, blacksmith at the foot of the mountain for the steam railway company, set a steel trap of his own making about ten days before, a mile down the mountain than where the cars start. He had not looked at (the trap) till Saturday night *(7/22)*, and found that it was gone. I t was too late to get a party and pursue that night. Sunday morning George Stevens, Milo Baker, Albert Parker, and John Batchelder joined him, and easily followed the trail made by the trap. Mr. George is an old bear hunter and has caught ten before this. In due time, (the bear) was overtaken. It is a very dark-colored, fierce-looking one, weighing about 250 pounds. As they approached, he showed a readiness to fight, having grown cross over his confinement and desperate from hunger. He had gnawed his leg all off but a single cord, and soon would have bene loose. There was not time for parleying with the terror of the mountains, and Mr. Baker put a rifle ball through his brains, and he fell dead. The bear had a companion near by, and he growled defiantly, but did not come in sight. The day before one came in sight near the old Fabyan place. Bears are very plenty this year and come more in sight the more the fields are cultivated at the foot of the mountains. Mr. Marsh, the projector of the White Mountain Railway, owns what is called the Twin River Farm, about a mile from the railway, and on it is a crop of oats. There will be fun when they are about ripe, - Bruin will go for them, and the blacksmith bear hunter will go for him. I saw Mr. George and some others of the party and got the story right. I saw the skin in pickle. It is to be stuffed and kept as one of the curiosities of that locality." *- Manchester (NH) Mirror & Farmer – Sat, Aug 5, 1871 pg. 3*

July 24th

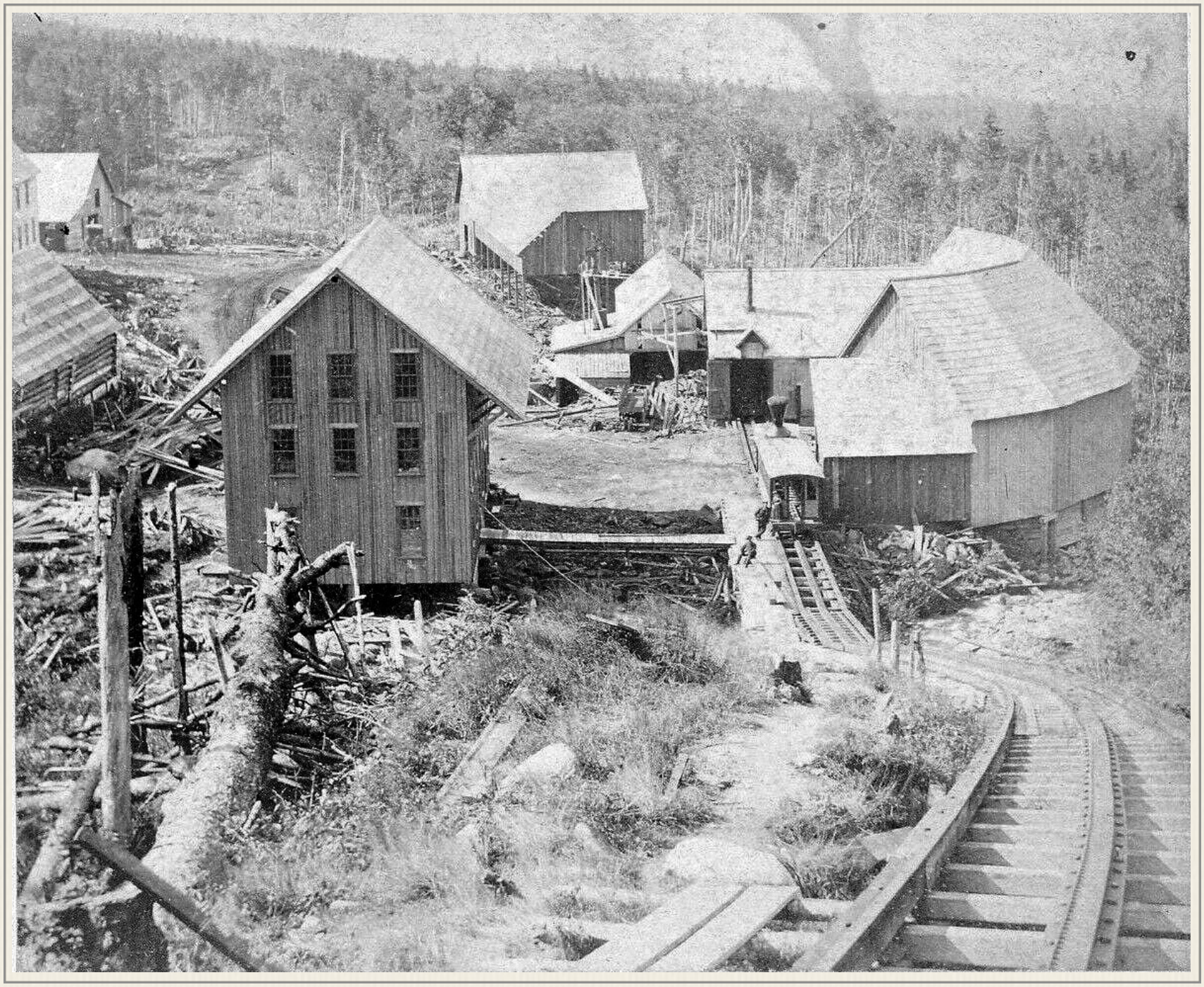
Base Station Described: Correspondent J. B. C. writes from the Twin Mountain House: "This is my first visit to the top of Mt. Washington by rail. A turnpike road is made from the old Fabyan place to the railway station *(next page)*, along the valley of the Ammonoosuc. Here we found our old friend Capt. John W. Dodge in charge of the frightful looking sky-road. His presence gives confidence everywhere, and his robust form and happy countenance quickly dispel all apprehensions of accidents while he is on the train. There is magic in him to that extent, as the moment he left one car and went to another, we could see a nervous apprehension of trouble among those he had left. All the accommodations of a first-class railroad station are here, with less style, and a small hotel called the Marshfield House, with stables, accommodate those with private teams and desirous of staying over night. Most, if they do not stay at the large hotels spend the night at the Summit House, where there are limited arrangements. I do not propose to describe the rigging of the Mountain Railway. It has been done many times…. The locomotives are all made by the ingenious mechanic and inventor, Walter Aiken of Franklin, this State, and run by men in his shop. He keeps improving on the whole rig. The hours spent at the summit were too brief. An excellent dinner served, pictures of the party were taken, the points of interest pointed out, and down we started, all feeling under great obligations to Capt. Dodge for courtesy and efforts to please. William H. Vanderbilt and party, numbering twenty-seven, took supper here *(at the Twin Mountain House)* and go upon Mt. Washington to-morrow."

- Manchester (NH) Mirror & Farmer – Sat, Aug 5, 1871 pg. 3

July 25th

Dinner Rush & Moonlight Trains: "The Mount Washington Railroad is to have moonlight trains this season. Over two hundred people from all parts of the Union dined at the Tip Top House on the 25th of July."

- Portsmouth (NH) Journal of Literature & Politics – Sat, Jul 29, 1871 pg. 2



August 4th

Air Brakes Meet the Challenge: "On the Mt. Washington railway on Friday *(8/4)* there was an accident to a steam car on the descent; the car broke down, while in a dangerous place; but instantly the brakeman placed his thumb and finger on the compressed air-brake, and it ceased to move. There were sixty passengers (ladies and gentlemen) on board at the time, all of whom were much frightened. The car weighed nine tons, and was going at the usual speed."

- The Amherst (NH) Farmer's Cabinet - Wed, Aug 9, 1871 pg. 2 / Portsmouth (NH) Journal - Sat, Aug 5, 1871 pg. 2

August 15th

Bridal Path Less Traveled: "Since the Mt. Washington railway has been in operation, travel to the summit via the bridle path has greatly decreased, though small parties – sometimes eight or ten – go up almost daily on horseback, and the path is still well patronized by hardy pedestrians, such as college students and other young men who prefer the license and independence which a foot journey allows, to feast the eye with the magnificent scenery within view from the various peaks traversed between here (White Mountain or Crawford Notch) and Mt. Washington. - F." *- Portland (ME) Daily Press – Thu, Aug 17, 1871 pg. 3*

August 19th

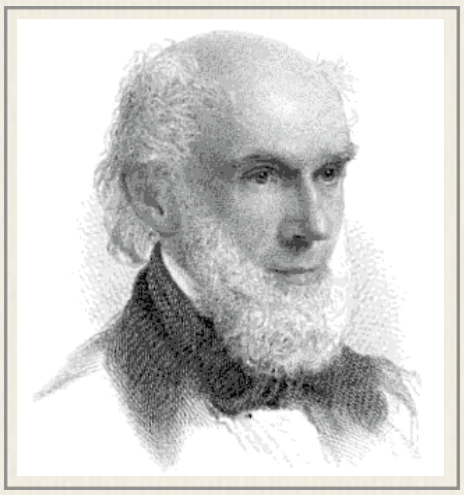
Breakdowns? Yes. Accidents? No: "Editor of the *Lake Village Times* – "I saw in your last week's edition an account of an accident on the Mount Washington Railroad, which is a great mistake. There has not been an accident on this road this season, and never has been more than the breaking of machinery, and that has not happened this year. The road has done more business up to this date than it has done in a whole season before. It runs two trains a day, of three cars one trip, and one car the other; Leaving the 5 o'clock train on the summit

over the night, and giving the passengers a fine chance to see the sun set, and to see it rise in the morning; the train leaving the summit at 8 a.m., except Sundays, when it stops on the summit. A day or two since, the engineer, J. *(Josiah)* Folsom, his fireman, conductor, and brakeman, made one of the most perilous trips to Tuckerman's ravine ever performed, thence to Glen Ellis Falls, and back the same way, stopping to bathe in the spray at Tuckerman's and eating their dinners on a large snowdrift; accomplishing the whole in four hours and twenty minutes. – sig: XY."

- Laconia (NH) Lake Village Times – Sat, Aug 19, 1871 pg. 2

Foreman Prescott Injured: "W. S. Prescott, foreman of the Mount Washington railway, had his right eye badly inured by a piece of steel striking it, while repairing a boiler last Saturday *(8/19)*."

- Montpelier (VT) Argus & Patriot - Thu, Aug 24, 1871 pg. 2



Dr. Ezra S. Gannett (1801-1871)
- Wikipedia.com

August 20th

Dr. Gannett & Mr. Marsh: "The readers of *The Register* will be interested in a few words concerning the last public services of Dr. *(Ezra Stiles)* Gannett *(left)*. He has been accustomed for years to spend some portion of the summer in the vicinity of the White Mountains, preaching occasionally as a "labor of love" for the *(Universalist)* society at Lancaster, N.H. during the past summer *(1871)* he has conducted services twice, the second time being on the 20th of August, the Sunday before the fatal accident. *(Ed note: Gannett was killed in train wreck a few miles north of Boston on August 26, 1871)* The sermon was from Revelations 3:21, - "To him that overcometh will I grant to sit with me in my throne, even as I also overcame and am set down with my Father in his throne." After some introductory words, as the writer learns from others, it not having been his privilege to be present, concerning the true method of interpreting the book so as to understand its symbolism, the subject of the reward of enduring perseverance was taken up. The argument was that every man accomplishes, whether for good or evil, a great deal more than he proposes to himself. Unforeseen consequences attend all out acts. The man who built the Mt. Washington Railway *(Sylvester Marsh)* wished to be drawn up to the summit by locomotive. He has provided a way to ascend all the mountains of the earth and made his name immortal. Perseverance not only meets with a reward, but one greatly beyond expectation. Dr. Gannett seemed unusually well, and spoke with all his accustomed eloquence and fervor. No adequate impression of the discourse can be given, but even the text may suggest to his friends how fitly his last service closed his public labors *- L. C., Lancaster, N.H., Sept. 4, 1871*"

- Boston (MA) Christian Register – Sat, Sep 9, 1871 pg. 2

August 28th

A Skeptic's Touch of the Cap: "Thirteen years ago *(1858)* a party of us ascended Mount Washington. One of our number was a brisk, cherry monomaniac who rode a hobby so absurd that, while we pitied his evident insanity, we could not be amused by it. He was a short, stout, middle-aged man, with sandy hair, iron-gray beard and the self-confident smile that so often accompanies an ill-balanced brain. The name of this enthusiast was Sylvester Marsh, and the Utopian scheme that filled his mind was a plan of a railroad by which steam cars might ascend the mountain – a scheme so utterly chimerical as to be unworthy even the passing attention of a sensible man. Today I climbed the mountain again, walking up from the Glen House, and as I toiled up the last mile an engine came puffing by, pushing before it a car loaded with more than fifty passengers. And a few hours later I had the honor of touching my hat to Mr. Marsh himself, as he drove by the Crawford House, no longer a crack-brained fanatic, but one of the most respected citizens of Coös county and looking ten years younger than he did that stormy day thirteen years ago. The completion of the railroad makes the ascent of this, the highest point east of the Alleghanies, so easy that hundreds now make it who would never have dared attempt the hold horseback trail. As a consequence, the rush of travelers has been greater this year than ever before, the stages being overloaded, and the hotels overcrowded ever since the commencement of the seasons. Next year it will be greater still, as the increase of railway facilities will make it easier to reach here. This summer the Portland & Ogdensburg Railroad reaches to North Conway, thirty-two miles from the foot of the Mount Washington Railway. Next season it will extend up the valley of the Saco into the Notch itself, reducing the gap to a dozen miles, and before the next year there will be through connection, without changing cars, from Boston to the foot of the mountain… – C."

- Hyde Park (VT) Lamoille Newsdealer – Wed, Sep 13, 1871 pg. 2

1871

September 9th

Railway Receipts Reported: "The receipts of the Mt. Washington Railway this season are already upward of $30,000 *(~$671,000 today)*. There were 175 passengers, up and down, on the 29th *(of August)*, notwithstanding the unfavorable weather, or, as we might say, not a very good day for mountains either. One gentleman said he had on three shirts, two coats and an overcoat, and then was wet through."

- New England Farmer - Sat, Sep 9 pg. 3 / Portsmouth (NH) Journal - Sat, Sep 16, 1871 pg. 2

September 16th

$nowball$: "Visitors to the top of Mt. Washington, this summer, have bought snow-balls at ten cents apiece, and thrown them at each other. The snow-balls are made by the enterprising proprietor of the Tip Top House, after the snow-squalls which occur now and then during the Summer…. It is stated that the receipts of the Mount Washington Railway this season are already upward of $30,000."

- Newbuy (VT) Aurora of the Valley – Sat, Sep 16, 1871 pg 4

MWR Receipts: "The receipts of the Mt. Washington Railway this season are already upwards of $30,000 (~$672,705 today). There were 175 passengers, up and down Saturday the 9th, notwithstanding the unfavorable weather, or, as we might say, not a very good day for mountains either. One gentleman said he had on three shirts, two coats and an overcoat, and then was wet through." *(Ed note: Same story published on September 9th in New England Farmer but with a different date.)*

- Portsmouth (NH) Journal o fLiterature & Politics - Sat, Sep 16, 1871 pg. 2

September 29th

Nocturnal Guitar Maiden: "You would be actually surprised to see what a large number of fair maidens are "on the wing" throughout the White Mountains, some of who are very "nobby" *("upper class")* young creatures. They seem so happy, and brilliant, too, and like the sweet birds of spring, they make these solitudes ring and echo with sweet song, which makes the deep voice of the grand old mountains speak and echo back again and again, until the sweet sounds die away in the far-off distance, like the slumber of an infant. Last night the beautiful moon rose broad and full (over Mt. Washington); we sat and watched it as it lost its deep shadows away down in Tuckerman's Ravine. On and on rose the beautiful "queen of night;" we sat in groups, looking down on the lower world, with hearts full of awe and adoration, and in silence we held communion with our own hearts as we viewed this splendid scene, until we were admonished by good "Morpheus" that we must retire and go hence into the far-off "land of dreams" and look these scenes over again, when sweet and quiet slumber on the mountain top. Reluctantly we shut ourselves out from the light of the beautiful moon, and soon we were at rest beneath the shelter of the steep roof of the Tip Top House. The wind, too, had died away, and all seemed at rest – no manner of sound disturbed the solemn silence of the night. Shortly after midnight we were awakened by the most heavenly music ever heard. At first it seemed as if it were a dream. Just at this moment the sounds died away, and then ceased altogether. Really I was unable to determine whether I had been asleep or awake when I heard the music; then the unmistakable sounds were again heard, and the delusion was dissolved and reality before me. I at once set myself cautiously to work to ascertain from whence came those sweet notes. Creeping from my room to the end window of the building, I saw a beautiful girl, guitar in hand, sitting up on the rocks, intently gazing on the magnificent moon, and softly but sweetly singing her favorite songs, and at times stopping to hear it echoing back to her from Mts. Cling, Jefferson, Monroe and Adams. Her hair was unconfined and hung in clusters on her shoulders, whilst her face showed that her very soul was drinking deeply in the beauties and solemn and silent grandeur on the summit of Mount Washington. I sat and watched her for a long time. Finally, she sweetly sang,

"Oh! Wou'd I were with thee
Every day and hour;
My heart would then be
Light and free
Oh, yes my soul
Wou'd have the power
To bid all earthly
Things to flee!"

After which she slung her guitar over her shoulder and advanced towards the house. Again silence reigned supreme. But there was no sleep for me, turn which I would, there sat that angelic girl, with streaming hair, and guitar, on that rock, and then those haunting words, "Would I were with thee ever day and hour," they took all the sleep from my eyes. My curiosity to know the fair mortal, "Queen of the Night," could not rest until it was satisfied. Upon inquiry I found that she hailed from the Island of Cuba, and that she had just completed her education at the convent of the "Sacred Heart," in New York, and was on a tour through the White Mountains previous to her departure for home. She is rather dark, but beautiful, and is said to command about one hundred thousand dollars in gold, in her own right and name, which makes her very interesting, as you may suppose, among the marriageable young men and bachelors. Yours, etc. Clayton."

- Rutland (VT) Weekly Herald – Thu, Oct 12, 1871 pg. 2

October 28th

Aiken & Dartmouth: "Walter Aiken, Esq. of Franklin has given $1000 *(~$22,000 today)* toward the completion of the Chandler scientific building of Dartmouth College."

- Vermont Journal (Windsor, VT) - Sat, Oct 28, 1871 pg. 3

November 8th

Hung Jury?: "In the Supreme Judicial Court at Concord, the action of Harrison L. Davis against the Mount Washington Turnpike Company has been on trial since last Wednesday *(11/8)*, and was given to the jury on Monday *(11/13)* evening. The plaintiff *(Davis)* alleges that he was traveling over the turnpike road of the defendant corporation, leading from the lower terminus of the Mount Washington Railroad to the main road, on the 10th day of August 1869, in a careful and proper manner, when, in consequence of a defect in said road, he was thrown from the wagon in which he was riding and was seriously and permanently injured; and this action was brought to recover the damages *($10,000 or ~$224.000 today)* for very severe injuries caused by the upsetting of his two-horse express wagon on the sand hill midway between the toll-gate and railway station. The defendant *(Turnpike)* claims that its road was reasonably safe and good for the travel passing over it, and that the plaintiff was not exercising the care and skill required of him by law, at the time of the accident, but received whatever injury he did receive, in consequence of his own negligence *(intoxicated and driving carelessly)*. The jury failed to agree *(the jury stood 10 for a verdict to 2 against)* and were discharged about two o'clock Tuesday *(11/14)* morning. Barnard & Sanborn for the plaintiff *(Davis)*; Minot, Tappan & Mugridge for the defendant *(Turnpike)*. There were two cases in which it was expected there would be jury trial to-day *(Tuesday, 11/14)* but they were both settled in other ways. As the law term in this District is so near at hand, and the court and lawyers require the intervening time to prepare for that, the court concluded to adjourn the present term till the 26th day of December, at 11 o'clock in the forenoon, and the jury that came in this wee were excused till that time. This term thus far has been a profitable one to the county and parties interested - a large amount of work having been done and consequently a good many cases disposed of. Judge Doe is a worker himself, and inspires and procures work from those around him. Before he finally adjourns the term the docket will have a thorough sifting and will be much reduced in size."

- Concord (NH) Daily Patriot - Tue, Nov 14, 1871 pg. 2; Manchester (NH) Mirror & Farmer - Sat, Nov 18, 1871 pg. 4; Manchester (NH) Weekly Union - Tue, Nov 21, 1871 pg. 3; South Royalton Vermont Journal - Sat, Nov 25, 1871 pg. 2 & Bellows Falls Vermont Chronicle - Sat, Nov 25, 1871 pg. 2

December 20th

Professor Hitchcock's Lecture Panned: "Prof. J. H. Hitchcock, of Dartmouth College, delivered his lecture, illustrated with views, on life on Mt. Washington in winter, to a large audience at Academy Hall last evening *(12/20)*. Prof. Hitchcock commenced by giving a statement of the reasons for undertaking the expedition to the white Mountains in the winter of 1870-71. The physical character of Mt. Washington was peculiar; the observations could be telegraphed to the press daily; interesting photographic views could be obtained; and it furnished a fine field for full meteorological observations, which would prove of great advantage in compiling weather reports and predicting "probabilities." The love of adventure was also abundantly gratified. The most common question asked is, how cold was it? The average temperature was 7 degrees above zero. A "cold snap" occurred in February, lasting three days, when the thermometer staid down at 40° below zero, and the wind blew at the rate of 100 miles an hour. As it is well known that the wind makes the cold more severe, he believed that the Arctic explorers never suffered as intense cold as was experienced on the mountain. Within the house it was warm and comfortable. Prof. Hitchcock's description of winter life on Mt. Washington was quite interest-

ing. The Professor then, with an assistant, with a stereopticon, presented several views of the mountain ranges seen from the summit; beautiful frost and snow formations, cloud scenery and many other objects of peculiar interest. In conclusion he said that the great result of the expedition was in its contribution to the knowledge of the weather. Aside from the interest attaching to the subject and kept alive by the stereopticon, we regret that the lecture was a failure. How easy it would have been for most speakers to enrapture their audience with eloquent word-painting of the beautiful and sublime which the mountain experience embraced. There is always eloquence in the mountains. We are accustomed to it and expect it. We were told in advance not to expect an oratorical display, for the lecture was one of pure science. Was it? We listened in vain for one single scientific theory, any attempt to account for the peculiar ice formations exhibited or for one word as to the philosophy of storms, which it has been commonly supposed was the main object of the observations. The entire lecture was only a simple narrative of their experience on the mountain, a description of the buildings etc., and explanation of the views upon the screen. – We might have been better satisfied if even this had been well done but when a learned professor can give not better description of the Mt. Washington railway than to say that its outer rails are of strap iron and "the center one is full of notches (notches!) into which the cogs of the engine play, moving it along till it stops," then we may fairly expect to see machinists' apprentices upon the rostrum next year. It is a singular misfortune, not only to the public but more so to the lecturer himself, that so pleasant a gentleman, so sound a scholar and the son of an eminent man, whose great name is an inherited capital that ought to pave with success the son's chose walks of science, should have become, and failed in becoming, the popular exponent of a new departure in science upon which the eyes of the nation rest. We will not says – as the theme – suggests that "Pigmies are pigmies still, though perched on Alps," but cannot resist the recollection of how a lade who went to hear a brother of one of Massachusetts' distinguished Senators expressed her disappointment: "I think I shall not go again to hear a man's brother." But on the whole, taking into consideration the novelty, the wildness and grandeur of the mountain's winter appearance, the accurate and beautiful representations by the stereopticon, and the unpretending, gentlemanly manners of the lecturer, the entertainment was of considerable interest and afforded to nearly all, in spite of the disappointment, a fair degree of satisfaction."

- St. Albans (VT) Daily Messenger – Thu, Dec 21, 1871 pg. 3

December 31st

New Year's Thunderstorm: "At 12 m. the barometer fell rapidly and at half past a thunder storm was close above the summit, water was pouring down in torrents, wind blowing furiously from south. Thunder and lightning succeeded. The building had for a moment a fearful shaking. Several distinct click from the Base Sounder announced the presence of electric sparks almost as soon as the first lightning struck these clicks were immediately followed by an explosion in the room, almost like the report of a gun, the room being dark there seemed to escape from the Base Sounder a red flame immediately followed by a heavy peal of thunder, the whole happening in less than a quarter of a minute. Both of us were surprised at first but immediately jumped out of bed and cut the instrument out, connecting the wires. The storm seemed to move from South to west. Rain ceased at 7 a.m. Wind un-abating during the whole night." *- R.S. transcription (p.1) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library*



Still using test track trestle - E. B. Holden - Museum of the White Mountains



1872

January 12th

Horizontal Boiler & Dual-Drive - Sylvester Marsh writes, "On January 12th, '72 I conceived the idea of two driving gears & four cylinders and horizontal boiler knowing it would greatly add to the safety & power. I wrote Mr. Lyon, (having previously filed a caveat to secure the improvement,) suggesting the plan. They have since adopted the plan & changed Mr. Aiken's engines." The dual-drive is adopted in the construction of the last upright boiler engine built, No. 6 *Tip-Top.* The first of the dual-drive, horizontal boiler engines debut in 1874 in the form of the *Hercules.*

- Sylvester Marsh papers, Dartmouth College MS 876412

February 26th

Signal Corps Observer Dies: "Private William Stevens, the assistant at date of last report, died on the mountain, February 26, 1872, and was buried at Littleton, New Hampshire. Private R. J. Bell was ordered to the station as soon as the sickness of Private Stevens was reported by telegraph. The thanks of the Chief Signal-Officer are due to Mr. Walter Aiken and Captain J. W. Dodge, of the railroad company; to Mr. Benjamin Kilbourn, and other citizens of Littleton, for assistance rendered during the year, especially in connection with the illness and burial of Private Stevens. The office is located, as at date of last report, in the depot building of the Mount Washington Railroad Company, through the courtesy of the company's officers. All attempts to obtain permission to erect a separate building for Government use have failed through the inability of the office to find any one person possessing an undisputed title to the summit."

- Annual Report of the Chief Signal Officer to the Secretary of War for the Year 1872

February 28th

Three Coggers Help Bring the Body Down: "The party which ascended Mount Washington on the 28th ult., to bring down the body of Private William Stevens, of the U.S. Signal Corps, consisted of Benjamin Kilburn and Dr. Frank Moffitt, of Littleton, Robert J. Bell an assistant observer of the Signal Corps at Philadelphia during the winter, and who had been ordered to Mount Washington to take the place of Mr. Stevens, and three men employed at the depot, at the base of Mount Washington. The party left the base of the mountain for the top, at 9 o'clock Wednesday *(2/28)* morning, where they arrived at 12. They started on the return trip a little past 3 p.m., reaching the depot at five. When within about a half a mile of the top, Mr. Bell's strength gave out, and he had to be helped by the others. They reached Littleton about 10 o'clock Thursday morning with the corpse." *- Aurora of the Valley (Newbury, VT) - Sat, Mar 16, 1872 pg. 3*

1872

April 15th

New Engine: "A new engine for the Mt. Washington Railway is in hand at the machine shop of Mr. Walter Aiken of Franklin. The travel bids fair to be such that a second machine will be needed."

- Concord (NH) Daily Patriot - Mon, Apr 15, 1872 pg. 2

April 18th

New Hotel - New Engine: "The dimensions of the new hotel to be erected upon the summit of Mt. Washington will be one hundred and seventy-four by thirty-eight feet, instead of one hundred and sixty by forty as we stated two weeks ago. Work will be commenced at once. Mr. Aiken is engaged in the construction of a new engine for the Mt. Washington Railway, at his machine shop in Franklin."

- White Mountain Republic - Thu, Apr 18, 1872

April 25th

Signal Corps Establishes Temporary Base Observation Station: "I arrived at the station on the evening of April 25, but the two cases containing the different instruments to be used there were still at Littleton, New Hampshire, as the roads were impassable for heavy teams. Captain J. W. Dodge, the manager of the Mount Washington railway, engaged a team at Bethlehem to bring provisions and my instruments at all hazards on Friday, April 26, and by using eight horses they succeeded in reaching the base of the mountain the following day. I found the instruments in pretty fair condition under the circumstances... Sunday, April 28, was occupied in putting up the instruments. Barometers in a room on the second floor of the depot building, about 24 feet above the surrounding ground; thermometer and hygrometer outside of a window of the same room, facing the north, being well shelter by the large project roof of the depot building; the anemometer and anemoscope on the roof of the old log cabin, standing south of and about 20 feet higher than the depot; the rain-gauge in a clearing some 40 feet from the buildings on the ground. The instruments worked well and remained in good condition during the month (of May.)"

- Report to Signal-Officer by Observer-Sergeant Theodore Smith

May 8th

New Depot to Be Built: The annual meeting of the Mount Washington Railway Company was held at the Eagle Hotel (in Concord, N.H.) yesterday afternoon, the 8th, and the old Board of Directors was chosen, consisting of Messrs. Sylvester Marsh, J. E. Lyon, Onslow Stearns, W. A. Tower, Alter Aiken, E. Raymond and Nathaniel White. It was voted to build a new two story wooden depot on the summit of Mount Washington this season to be 127 by 40 feet, which will contain accommodations for visitors to the summit. The adjournment was to June 10." -

Newport (RI) Daily News - Fri, May 10, 1872 - pg. 2 / Concord (NH) Daily Patriot - Thu, May 9, 1872 pg. 2

Preparing to Open: ""Two weeks ago, Charles L. Aiken, W. S. Prescott and Albert S. Randall were sent to the summit of Mount Washington by Walter Aiken, from his establishment in Franklin, to put the engines and machinery of the Mount Washington Railroad into proper working order in view of the opening of the season. These three gentlemen were also charged with the duty of putting the aw mill at the foot of the mountain into the business of turning out the timber, boards and other necessary lumber for the new hotel on the summit. They are men who always mean business, and they now *(5/22)* report that the work is in full progress. The saw mill is driving out the lumber form the 200,000 feet of timber which Mr. Aiken had caused to be taken from the company's land and delivered at the mill last winter in view of the present operations. The hotel for which the plan has been prepared by Mr. E. Dow of Concord, is to be 174 by 40 feet, two stories, with French roof, and to contain seventy sleeping rooms. The materials for the building are to be fully prepared at the mill, and transported to the summit on the cars. The cost of the building, exclusive of furniture, will not be less than $25,000, and it will require all the season for its completion. It will be located near the Mount Washington Depot, and I also near the Summit and tip-Top houses, which latter-named buildings will be used ultimately as appendages to the main edifice now to be built. John E. Lyon and Walter Aiken are the gentlemen at the bottom and in charge of this enterprise, and Mr. Aiken is, in fact, in full control of the whole work. Those who know him understand very well that the building will be planted solidly, and that the highest architectural taste consistent with the peculiarity of the location of the structure will mark the work"

- Boston Daily Evening Transcript – Wed, May 22, 1872 pg. 2

May 11th

Plans Afoot: "The Mount Washington Railroad is being furnished with new engines and cars, and will be put in superior order for the opening of travel in June. There is a project on foot for enlarging the depot accommodations at the summit. The proposition of the Mt. Washington Railway Co to erect a handsome edifice 36 x 124, three stories high, with French roof, on the tip top, is to be decided at the annual meeting, which is to take place next Wednesday *(5/15)* at the Eagle Hotel in Concord. A plan has been drawn, and everything put in a state of readiness in case the matter is decided favorably. A new series of winter views from the summit and vicinity have lately been taken by Kilburn Brothers, of Littleton. No. 823 representing "Frost Feathers" is one of the most perfect views of these singular formations, and which are only to bee seen here. Mr. Kilburn has also secured some exquisite representations of frost work at different points on the railway. The Scientifica apartments in the Depot present a singularly barren aspect buried many feet deep in show - while near by the Tip top House is shrouded completely in snow crystals and tiny features of frost."

- Portsmouth (NH) Journal - Sat, May 11, 1872 pg. 2

May 19th - May 20th

Summit Depot Leaks - "The barometer fell rapidly all day. The wind changed direction, blowing from all points of the compass in five minutes' space, making it difficult to determine the true direction. the velocity rose to a heavy gale, and blew principally from the southeast and southwest. No electrical phenomena accompanied the story to-day *(5/19)*. The roof of the *(railway depot)* building is letting in water by the gallon, and we feel damp. The rain continued falling all last night and throughout the day *(5/20)* with very little intermission, the water streaming into our habitation like 'all possessed,' and it was with great difficulty that we succeeded in keeping the books and stationery from destruction."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 29th

Late May Snowstorm - "The rain of last night changed to snow, which continued falling until a little before day-break, and some of the drifts measured upward of 15 inches in depth. The mountain, above 'Jacob's Ladder,' was covered with snow, excepting where the wind had cleared the points of rocks."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May - June ?

On Runaway Mt Washington Train - A 1915 profile of Union Freight Railroad's master mechanic at the Old Colony shops in South Boston says 60-year old Frank P. Busiel was introduced to railroading on the Cog Railway at the age of 17. "Riding aboard a runway locomotive down the side of Mt. Washington is a rare treat. It isn't every day that a runaway takes place on the steepest mountain railroad in the world, with one exception in Switzerland. In fact, it was the first and only time in the half-century which this road has been operated that it happened. *(Ed note: John Horne rode the Geo Stephenson down Cold Spring Hill - see Appendix 1878 Breakdown)* The man who 'enjoyed' that notable ride is now the master mechanic of the Union Freight Railroad, whose strange locomotives are often seen on Atlantic ave. Regarding the runaway trip down Mt. Washington, fortunately, it was not his last trip on a locomotive, as is usually the case; in fact, it was one of his first rides in the cab. At the time it happened the road was just getting ready for its initial business in the early 70s, and Mr. Busiel, then a boy of 17 years *(so 1872?)*, was doing the firing. In the single car attached were the president of the road *(Sylvester Marsh?)* and a few other officials. In coming down the incline the day following the first ascent *(of the year)* the cog rail had sunken, probably because the supporting ties were then too far apart. The teeth of the cog wheel slid over the track. Before the locomotive and the car gathered much momentum the president and other officials jumped off and the engineer followed their example. Young Busiel was on the lookout for a soft place to land, but failing to see any along the rocky roadbed that looked inviting he then turned his attention to stopping the train in its mad descent. Fortunately an arrangement was installed on it that permitted an emergency brake to be thrown in and after a short distance was traveled the cog wheel took contact again. He climbed the mountain again to where the others had jumped off so hastily and picked them up. Mr. Busiel was soon chose, even at his early age as engineer of one of the two locomotives that have been carrying people to the top of the mountain every day for the past 50 years during the Summer months. While running the locomotive his father and several of the Busiel family, prominent in New Hampshire business and political life, visited Mt. Washington, and to their surprise they found young Busiel at his post. His father rode with him in the cab to the summit. After a few Summers young Busiel had a desire to see some of the West, and as he was a favorite with the late

Pres. Lyons of the Boston & Lowell Railroad the latter provided him with passes on all the Western railroads." *(Ed note: While this is a great railroad tale told in the twilight of Mr. Busiel's years, the description of the "sunken cog rail" and "ties too far apart" and applying the brake when the cog is not engaged with the rack seems improbable.)*

- Boston Daily Globe, June 6, 1915 pg. 42

June

New Hampshire Railroad Commissioners Report: For the Year Ending March 31, 1872 - ***1871 Season:*** Total Receipts: $19,372.67 *(~$434,388 today)* - Total Expenses: $20,742.28 *(~$465,108 today)* - Fare up $3 *(~$67 today)* - Fare up and back $4 *(~$89.69 today)*. The report repeats language from 1871 that the road "has cost about $150,000 *(~$3,363,528 today)* and is not yet fully completed."

June 12th

New Summit Hotel Build Begins: "The plan of this hotel has been completed by Edward Dow of Concord, and placed in the hands of John Bailey of *(Franklin)*, who started yesterday *(6/12)* for the mountain to take charge of the building operations. The building is to be 172 x 88 feet, two stories with a spacious attic, lighted by seventeen Lutheran windows on each side. The lower story is to consist of a parlor, 86 x 86 feet; office, 26½ x 36 feet; dining room, 36 x 62½ feet; kitchen, 26 x 26½, together with reception room, store room, smoking room and various smaller rooms adapted to the wants of the building. The second floor besides the passage-way from end to end six feet in width, and stairway contains thirty-six rooms, 9 x 16 feet. The third floor with a passage-way six feet in width, contains thirty-seven rooms 9 x 12 feet. The lower story is ten feet, the second eight feet and the third ten feet in height. The building is plain, but in good taste, presenting an attractive front elevation. It is to be located alongside the new depot within a few feet of it.



Sills are In: *The Geo Stephenson with Mt. Washington coach delivers tourists to the boardwalk to the Tip Top House that runs past the foundation and sills at the building site for the new Summit House (1872)*

- Conrad Ekstrom Jr. Collection

"The schedule requires ninety-nine thousand feet of timber, of which about two-thirds has already been turned out of the mill at the foot of the mountain. The hotel is to be wainscoted throughout, fifty-six thousand feet of board shaving been ordered for this purpose. There are to be four chimneys. The posts are to be joint-bolted to the sills and the beams joint-bolted to to the heads of the posts. All the jack rafters are to be bolted to the plates by ⅝-inch rods. It is to have a trussed roof which will support the two upper stories. The whole is to be anchored to the mountain by heavy iron guy-rods running from the head of each post into the solid rock. Mr. Bailey has had charge of all the important building operations which Walter Aiken has done in *(Franklin)* for some years, including his residence, his mills, his boarding houses and has had first class work in his hand from his first residence in town. He was employed on the depot at the mountain two years ago. - *Franklin Journal*"

- reprinted in White Mountain Republic (Littleton, NH) - Thu, Jun 13, 1872

July 2nd

Bolder than Righi: "A distinguished European civil engineer now visiting this country, says the Mount Washington Railroad, at the White Mountains, is a bolder work of engineering than the celebrated Righi Railway in Switzerland, for the latter only follows a certain deflection in the mountain, crawling up its long flank at a very moderate angle, while the Mount Washington Railway marches up steeps which would appear to be absolutely inaccessible."

- Pittsburgh Daily Commercial - Tue, Jul 2, 1872 pg. 2

July 24th

Electrifying Ride: "Last week Wednesday *(7/24)* as one of the Mountain coaches was proceeding from the base of Mt. Washington to the Twin Mountain House, having a load of passengers a thunder storm came up



and as the coach passed under the telegraph wire near the Twin Mountain House, a current of electricity descended from the wire upon an umbrella carried by Mr. G. A. Moss, Esq., of New York. All the outside passengers felt the shock, but Mr. Moss was the only one much injured. He was thrown off the coach, and fell with his head between the spokes of the wheel. Fortunately two of the horses were thrown down by the shock, and the coach instantly stopped. Mr. Moss was burned upon the breast and partly around the body, his under clothing being burned at the same time. The strangest freak was performed with his gold watch and chain. The electrical current made a round, clean hole through the face of the watch, the works were partly melted, and the chain was so completely destroyed, with the exception of one or two links, that nothing could be found of it. He was taken up insensible and carried to the Hotel, where he soon recovered consciousness, and was able to pursue his journey on Saturday, when he came to Bradford, where he is now stopping."

- The United Opinion (Bradford, VT) - Fri, Aug 2, 1872 pg. 3

Lightning Trip Eyewitness/Victim: "Tuesday morning *(7/23)* a stage coach filled with passengers started from the Crawford house for the base of Mt. Washington. Away plunged the horses... 11:30 found the passengers alighting and passing into the car of the Mt. Washington railway. A premonitory puff and pant and the funny-looking locomotive was coupled to the rear of the car and headed up the heights. *(Ed note: Cog engines have never been "coupled" to the cars)* We begin to feel the motion – slowly but surely the car is pushed by the might hand of steam p the steep grade. The view is magnificent. One hour and a half has thus far been occupied in the ascension... but we can gaze (clearly) no more for we are coming into cloudland. Now the swift-dashing mirk whirls by, and the rain begins to fall. Up out of a beautiful sun-shiney day into a cloudy, rainy day. At last we reach the summit, 6291 feet above the seat level. In the "Tiptop House," a crowd of travelers huddled about the roaring fire, while the thermometer indicated outside 45 degrees. No chill November day ever pierced us more bitterly than the cold and keen wind laden with vapor. There will probably no use in remaining up the Mt. to witness sunset, as all appearances indicate a cloudy summit. So taking the next train soon we began to creep on our return journey of three miles. Down through the mist we crawled slowly but safely. At about 4000 feet elevation we descend from cloud land and rain and 45 degrees, into sun-land and the magnificent view to the west and a warmer temperature. At about 4 o'clock our feet touch the passenger platform at the base. The coach for the "Twin Mountain House" is filled, and the tired horses pull slowly the heavy load of people and trunks. It is now six o'clock, and the coach is within a thousand feet of its destination, a rapid thunderstorm has just moved down upon us suddenly without a moments warning. A flame of fire passed before our eyes and a simultaneous report sounded about our heads. Four of us sat on the outside seats of the coach, just at that instant we looked and saw the gentleman in front on the left *(G. A. Moss)*, fall from his seat and strike heavily on the ground. The "near" leader fell and the other horses passed over the prostrate animal. We reached out our left hand to save him from falling and found to our surprise that out left hand and arm were stiff cold and paralyzed. The fingers were contracted rigidly with no feeling in the arm. Looking to the right the gentleman who had been sitting on that side, had become insensible and was about to fall off with the right hand, fortunately, we were able to prevent the fall. The horses were quieted and all were crowded into the car, one gentleman was bleeding profusely, another was insensible. The coach soon reached the "House" and the men struck by lightning were soon attended to. One gentleman from Hoboken, N.J., had a hole burned from the outer garments on to the skin, which was somewhat excoriated. At the trim mountain House, two telegraphic instruments were completely ruined. As we write one gentleman has entirely recovered, another is convalescing, and a third retains only a tingling sensation in the left hand and forearm, to remind him that he was ever 'struck by lightning'" - G. W. B."

- New Haven (CT) Morning Journal & Courier - Sat, Jul 27, 1872 pg. 2

1872

August

The St. Johnsbury Clergymen's Association takes a trip the Cog in August 1872 that is described in a story by a Lunenburg reverend in the August 30th, 1872 edition of the St. Johnsbury newspaper

- St. Johnsbury Caledonian - See Appendix - An 1872 Trip for details

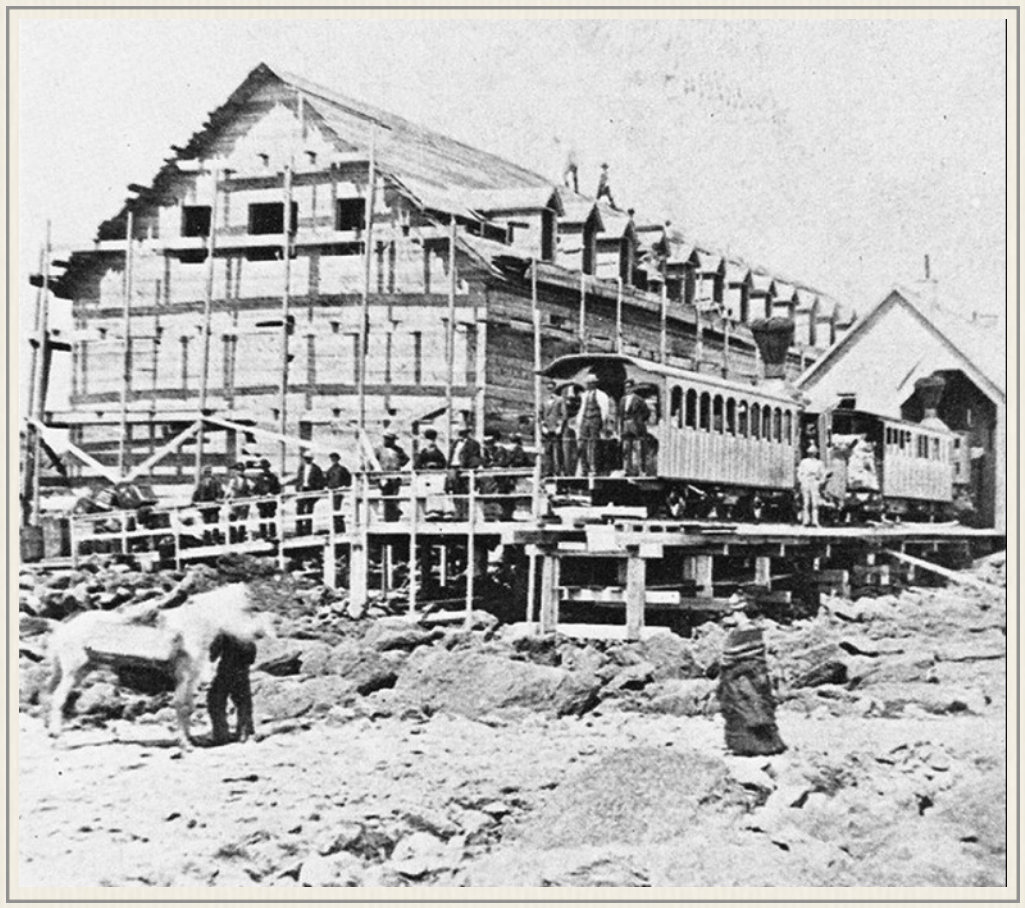
August 9th

Summit Hotel Build: "The Mount Washington Railway Company, having leased the entire summit for five years are progressing finely with their new hotel. The frame work was put up last week. It is one hundred feet long by thirty feet wide, two stories in height, with a pitch roof. There are to be seventy-two lodging rooms, besides all other rooms needed in a modern hotel. The whole structure will be finished in season for the business of next summer. Walter Aiken, of Franklin, N.H., and John E. Lyon, of Boston, president of the B.C.&M Railroad, are the leading men of the enterprise."

- The Vermont Union (Lyndon, VT) - Fri, Aug 9, 1872 pg. 2

September 20th

The Equinox on Mt. Washington: "The 20th day of September was the last day of the season to ascend Mount Washington by that marvel of engineering and mechanical skill – the Mount Washington Railway. The roads thither are almost impassable from deep mud and numerous pitch-holes, washouts, and protruding rocks, as the broken wagons and loads upset along the road fully attest. Still is the last chance and we must go if possible. Seventeen miles of hard travel brought us, just at dark, to the White Mountain House, where pleasantly housed for the night, we found ourselves, ten in all, ready in the morning to start for the base in a strong mud-wagon drawn by four stout horses. Seven miles of such break-neck public highway are scarcely to be found on the face of the earth. Keeping in as good humor as possible notwithstanding the bard jolts and alarming pitches – right and left, fore and aft, - alternately heaping us together ludicrously, or sprawling us vexatiously, in four hours our jaded team brought us to the unfinished depot at the base of the mountain. Several were already there waiting to ride up, and many more, the telegraph said were coming. We whiled away the spare half-hour in gazing at the mountain Railroad – itself the greatest wonder of the place, peered curiously at the odd looking engine with is several effective brakes and thought to ourselves – well what is there that Yankee ingenuity will not undertake. "All aboard," and soon in a crowded car we were being vigorously pushed up the track, at rate of two miles an hour. We slowly ascend the mountain, up above tree-growth, higher than shrub-life, past the rank grass to the bald gray rock. But Oh ! how the wind blows ! the car trembles like a ship in a gale. What if we should be blown over ! "Crowd on the windward side of the car," shouted the cautious conductor. The busy hum of voices is hushed into silence at the presence of our fearful danger. The wind raised to a tempest roars frightfully without. Dense dark clouds enveloping the mountain give a foreboding of gloom to the scene. But sill upward we rise into a higher altitude and increasing tempest. The clouds clear up a little and we get a glimpse of our awful danger of being blown down the side of the mountain to certain destruction. Merciful Father keep us safe now. It grew intensely cold. The drenching rain turned to a furious snow-storm compelling the feeling that we were suddenly hurled forward three months in time from September's pleasant autumn, to December's fierce winter. Anxiety is on every face. We hold our breath as the most exposed station is reached. The wind now increased to a hurricane screams as a vulture for its prey, and in a very mountain of madness seems bent on our destruction. Women and children are frantic, and

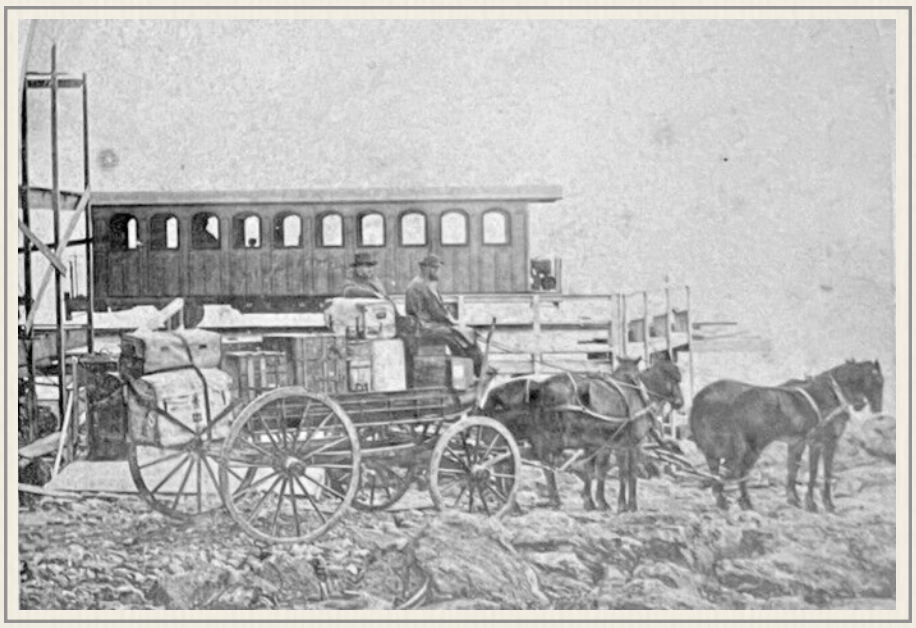


Summit House under construction (1872)
- Richard Asker Collection / Twin Mtn Historical Society

strong men are pale with fear. The world beneath us seems to reel. What shall we do ! 'Tis dangerous to jump from the train, no mortal could stand long before such a tempest. We must not stop even for an instant. We cling to the car, the track to life. A moment more and we reach the to in shelter – safe. The wind-gauge indicates seventy-two miles an hour, and we were blandly informed that but for the comparative lightness of the atmosphere at that high altitude it would have been impossible for the train to have remained on the track. We barely escaped a fearful fate. Well 'tis over and we are at home safe. We missed the view of the "grand mountain scenery," but we experienced the grandeur of the equinox, over six thousand feet above the level of the sea. – COM." *- The Littleton (NH) Republic – Thu, Oct 17, 1872 pg. 2*

Late September

A Tip-Top Brewed Tipple: "Anna Dickinson, (some one calls her Britomarte – man-hater,) made the ascent of Mt. Washington on foot about two weeks since, "doing" the toilsome journey of six miles from the Glen in a little over seven hours. When about two-thirds of the way up, a severe hailstorm, accompanied by heavy winds, enveloped the party, and it was with great difficulty that the small company could keep their footing sufficiently to allow them to finish the undertaking; "so glassy with ice" had become all surrounding objects. Waterproofs and rubber boots and rubber overcoats abounded, and only faint and fleeting consolation was found in the would-be cheerful saying, "O, yes, may be good for the crops below but rather cutting for the chops above."



"The country needs rain, sir!" So, bedraggled, dirty, soaking and dismal human nature thus displayed its most unpleasant aspects for the rest of the journey. But the law of compensation proved gloriously acceptable, for shortly after their arrival on the summit, the clouds lifted, the air became clear, and a gorgeous sunset was witnessed, heightened in glory by the lingering effects of the recent hailstorm, coupled with the inner warmth of some of the Tip Top (surely) House ginger ale, which each one of the party was heartily glad to indulge in even though the price per small size glass was twenty-five cents. That's the price for about everything "small" around the mountains."

- Portsmouth (NH) Journal of Literature & Politics – Sat, Oct 12, 1872 pg. 2

September 23rd

Season Ending & New Hotel Status: "Although the air down in the lower world may be warm, sunny and pleasant, up here away in the clouds, 'tis decidedly chilly and cold. Quite a number of guests still remain, although hoping for a change, who huddle around the big fire blazing in every room and succeed in passing old father time's long hours pleasantly away. Indeed so chilly has it been that snow has several times fallen among us and once to the depth of some four inches, thus everything looks and appears quite winter-like. Ere many weeks this *(Tip-Top)* house will close its doors for the season of '72,' which will virtually put an end to mountain life and compel our little family of visitors to seek other quarters in more congenial climes. A few have arrived up here today *(9/23)* by the railway, and a few by stage who will remain a few days and endeavor to get a peep at the sun as he rises in the East, during their stay. Our Vermont friends have not all gone to their winter homes it seems, as among our little circle around the comfortable fire, we can count no less than seven which can claim the Green Mountain State as their home. The new and elegant, spacious and commodious hotel which has been in course of erection during the past season here on the top, is nearly finished and has received already its first coating of paint inside and out. The house is well built in every respect, with ample accommodations, and next season will compare favorably with the best hotels of the country, as a gentleman of long and successful experience in his line of business has been chosen to the management. The house will undoubtedly be the best house anywhere in the mountain region during the coming years, as every modern convenience has been here put, which is something unusual for life on the summit at Mount Washington. The Glen House at the base of the mountain at present, is well filled, but will soon follow suit, when our house closes. Friday is the last running day of the season for the novel railway up the steep sides of Mt. Washington for the year. It has done an immense business this summer. The new hotel at what is called the Fabyan Stand, is also nearly finished and will

open for business early in '73.' The season taken as a whole has been an unusually large one from every point of view, and the number of visitors nearly one third more than last year, but this extreme cold weather is fast driving them away again by the hundreds. People formerly came here clad in their gaudy clothing, but really, now they seem to have come to their senses for this nonce, and dress warmly for their mountain trip, which of course adds no little to their enjoyment. You should see us rush for our letters and papers when the mail arrives every day – a comical sight we must present. The air continues cold, and the wind as it sounds whistling round the house, reminds us of winter, cold winter. Yours, etc., Tiber "

- Rutland (VT) Weekly Herald – Thu, Oct 3, 1872 pg. 2

Two Days Later: "The great rush for the present seasons is over. Twin Mountain and Crawford Houses, so spacious, so richly furnished and so ably conducted are nearly vacated. The Tip-Top House was vacated and its windows boarded up on the 25th *(of September)*, an event which might have been delayed but for the enormous rent of one thousand dollars per month. The White Mountain Railway is an object of great interest to everyone one who visits this wild and romantic region. The railway is three miles in length, extending from the terminus of the stage route, sixteen miles from Bethlehem, the nearest railroad station, to within three rods of the Tip-Top House. The height of Mt. Washington is 6,291 feet, being twice that of Ascutney at Windsor, Vt.; Fare $3 up and $1 down or $4 for the round trip. The rolling stock apparently consists of five engines, three passenger and two freight cars; the passenger cars will seat sixteen or eighteen persons. Yet I am informed that, on several occasions, three times that number have been safely carried to the summit in each car. The track is laid on trestle work, often passing over deep and frightful chasms, and then approaching as near the mountain side as the broken fragments of rock will allow. The track consists of "T" rails, about one-half the usual size, laid as usual, while midway between them and firmly bolted to a solid stick of timber running lengthwise, is a "ladder." This arrangement renders it impossible for the train to slip on the track under any circumstances; the car is pushed up the mountain, and follows the engine down. The hotel belonging to the Mountain Railway Company, in course of construction, is situated near the Tip-Top House. It contains seventy sleeping rooms, a spacious dining room, parlors, etc. As soon as the railroad, now in course of construction from Bethlehem to the Mountain Railway, a distance of sixteen miles, is completed, we can leave Windsor on the noon mail train, and arrive at the summit of Mount Washington the same evening for a sunset view."

- Bellows Falls (VT) Vermont Chronicle – Sat, Oct 5, 1872 pg. 2

September 26th

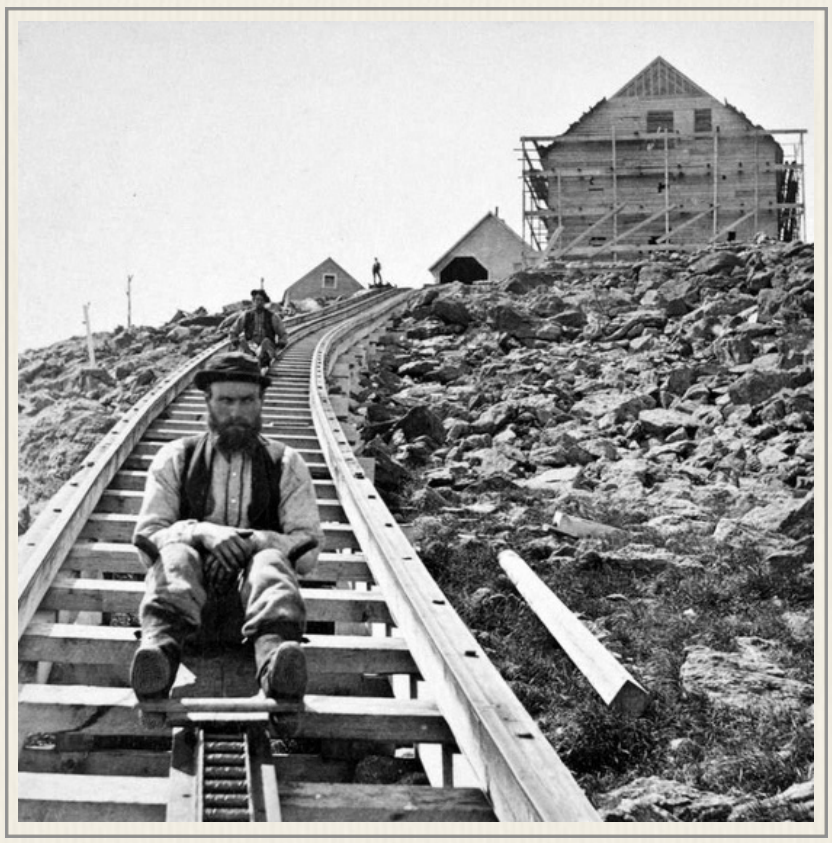
Amusement?: "A favorite amusement on the Mt. Washington railway has been coasting, by placing a plank across the track, and slipping along at a rate that a boy in sliding never dreamed of. One day last week (9/26) a workman on the road tried this sort of riding, and a couple of miles down met a freight train. He struck the engine head on and was killed instantly."

- Lewiston (ME) Evening Journal - Wed, Oct 2, 1872 pg. 2

French Slide Board Death: "The workmen on the Mount Washington Railroad have a way of adjusting a board to the rails and sliding down very fast. Thursday *(9/26)* a Frenchman was descending rapidly, and a heavy mist prevailing, he ran into a locomotive, killing him instantly."

- Laconia (NH) Lake Village Times – Sat, Oct 5, 1872 pg. 2 / See Vol. 4 Appendix - Sec. 8 / N.H. Patriot - Wed, Oct 9, 1872 pg. 1

Slide Board Death Details: "On Thursday, the 26th *(of September)*, a Frenchman by the name of George Tricott, 20 years of age, an employee of the White Mountain Railway, started from the summit station on a slide board or sled, in common use among the boys at that place, fitted to the middle rail or ladder of the track, and furnished with two lever brakes made to press against the side of the ladder. It was raining at the time, and the sides of the mountain were enveloped in fog or



Slideboarders pose just below Summit House construction site (1872-73)
- New Hampshire Historical Society

mist. The usual time of descending in this manner is said to be about six minutes, distance three miles. With the speed of an arrow he shot down in safety about one half the distance, when he discovered a freight train advancing to meet him *(Ed note: likely carrying construction supplies for the new hotel)*. It was but the work of an instant, the track being wet and slippery, made his brakes useless, and striking head foremost against the framework of the car, his brains were dashed out in an instant. His remains were taken on board the train and given in charge to his brother, who resides in that vicinity. S.N.J." ***Positive ID?:*** Jitney Jr could not find any record of a 20-year old George Tricott being from Quebec and working at Mt. Washington. It was not unusual for names of Québécois working at the Mount Washington Railway to be mis-translated into English by newspaper reporters over the years. The fact that S.N.J. even included his name was unusual. However, Jitney Jr. did find a 22-year old Elzéar Turcotte from Quebec who died on September 26, 1872 at Mt. Washington, New Hampshire and he believes this was the long unidentified victim in the often-told story of the slide board rider who died by "running into a train." *- Bellows Falls (VT) Vermont Chronicle - Sat, Oct 5, 1872 pg. 2*

September 28th

Another Frenchman Dead?: "The men employed on the railway daily amuse themselves by sliding to the base on a board adjusted to the rails and just large enough to seat one person. On the 28th, one of the employees, a Frenchman, against the wishes of his companions, made the attempt during the prevalence of a dense fog. He descended at a terrific rate, and not being able to effectually apply the brake, ran into a locomotive which had just started on the way up, killing him instantly. He had nearly reached the foot of the mountain when the accident occurred. The descent of two and half miles was made in the remarkable time of three and a half minutes, the speed being increased by the accumulation of ice on the track, the brake on the slide refusing to perform is accustomed service. More anon. – L." ***A second collision?:*** Initial thoughts were the Portsmouth newspaper had stated the wrong date *(Sept 28th instead of Sept 26th)* and was reporting on the same death, but Jitney Jr. noticed the description of the location differed - the first occurring near the halfway point of the line and the Portsmouth account saying this collision occurred closer to the Base Station.

- Portsmouth (NH) Journal of Literature & Politics – Sat, Oct 12, 1872 pg. 2

October 19th

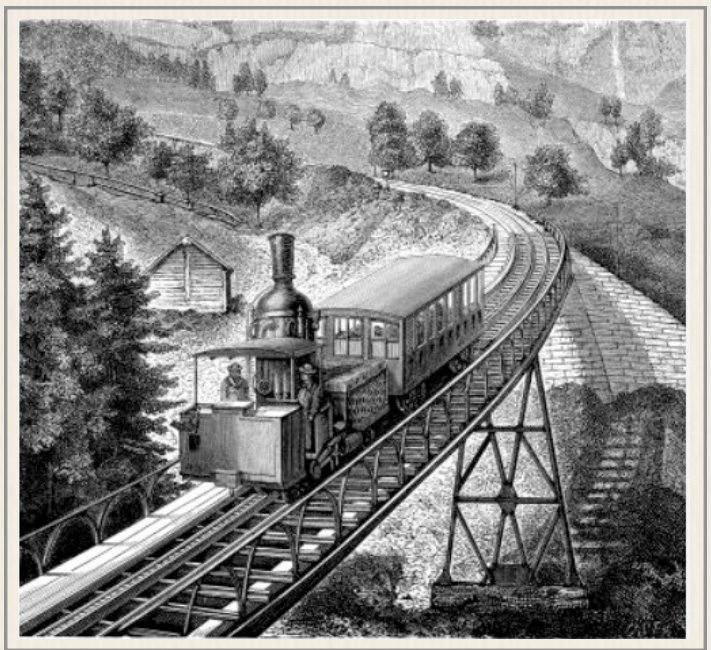
A Tip-Top Rental: "The Tip Top House, on Mt. Washington, rents for $1000 a month during the summer season. The only persons left at the Tip-Top house on Mt. Washington are three signal officers, who are equipped with a large stock of coal, four barrels of onions, about forty hams, about twenty bushels of potatoes, a good supply of canned goods, and all manner of groceries in profusion, a violin, harmonicon, a good sized library and quantities of newspapers, and expect to spend a pleasant winter."

- Aurora of the Valley (Newbury, VT) - Sat, Oct 19, 1872 pg. 3

October 31st

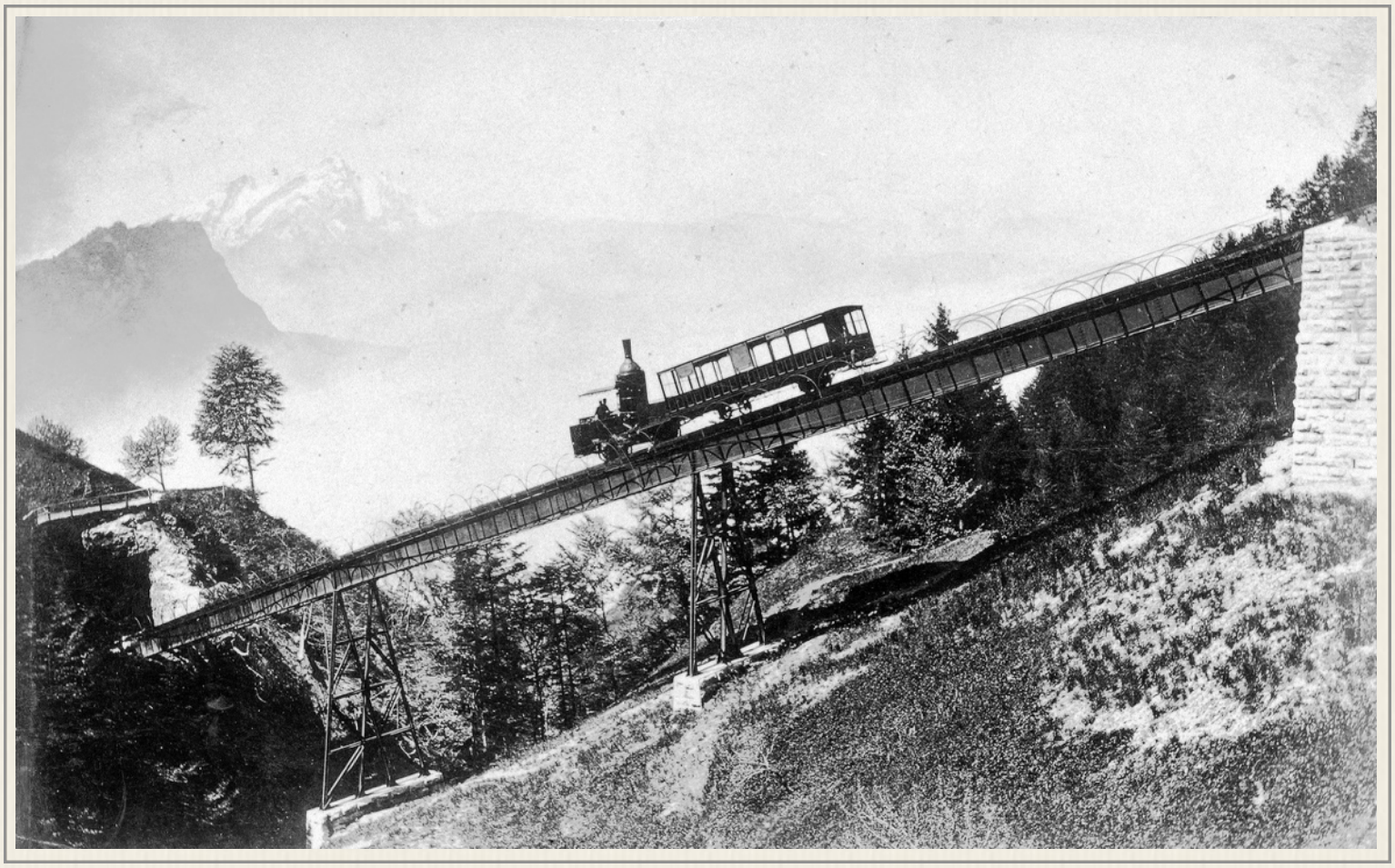
Last Supplies & Companionship: "A party of three men connected with the United States Signal Service, were in town last week, completing their arrangements for wintering upon Mt. Washington. Alfred R. Thornett, formerly stationed at Mobile being the office in charge. The party made a purchase of a fine Newfoundland dog belonging to George A. Edson of (Littleton), with a view of making him useful during the winter by sending him down the mountain for their mail, etc."

- White Mountain Republic - Thu, Oct 31, 1872



November 1st

Meanwhile in Switzerland: "Dear *Sentinel:* To begin at the beginning, we left Zurich by rail and proceeded as far as Zug. We decided to make the ascent of the Rigi on our way, as by so doing we could vary our route to Lucerne and have the opportunity of sailing over two beautiful lakes. As one hears the name of the Rigi more frequently spoken than that of any other Swiss mountain, with the exception of Mt. Blanc, we may as well mention a few facts concerning it. We are told that about two hundred years ago a chapel was built near the summit, which went by the name of the "Chapel of Our lady of the Snow." An image of the Virgin was placed there, which was believed by the



superstitious to effect miraculous cures. (I)t soon became one of the most frequented spots among the Alps. This mountain is not remarkable for its height, being, in fact, one of the lowest in the Alpine range. The prospect from the Rigi *(above & previous page)*, unlike some of the other grand views among the alps combines cultivated fields and green pastures with gloomy rocky peaks and snowclad summits. Its water view is particularly fine, embracing within the sweep of the eye seven lovely lakes. They are now constructing a railroad to the top of this mountain, and it is expected that it will be completed at the commencement of the next season. This railway is the legitimate child of American invention and engineering skill. It is constructed on the same principle as Mr. Marsh's Mt. Washington railway, and the Swiss engineers came over to America and inspected this road, that they might on their return be able to build a similar one. The railway, which for this season *(1872)* was operated for about two-thirds of its length, has paid remarkable well, and is going to prove a very profitable investment. Indolent sightseers now who wish to enjoy the beauties of the world with as little trouble to themselves as possible can, with no other exertion save the expenditure of a few francs, be privileged to have perhaps the finest view in Europe. Old-fashioned mountaineers shrug their shoulders at this new way of rendering these ascents so easy, and speak very contemptuously of it. As no one, however, debars these lovers of the severed and arduous from reaching the tops of the mountains after their own fashion, it certainly is unfair in them to complain because science has so kindly and obligingly made provision for 'the lame and the lazy.'"

- Waltham (MA) Sentinel - Fri, Nov 22, 1872 pg. 1

November 6th

Walk - Ride & Slide: In his third installment from *Among the Mountains*, 50-year old correspondent G. Gray describes his fall trip up Mount Washington in 1872 while desperately trying to protect his wallet: "From the White Mountain House in Carroll, the summit of Mt. Washington can be easily reached with the eye, but to set foot on its height is a labor not to be coveted, if the ascent is to be made on foot. Ten miles distant, seven of which are over a turnpike, with a toll of one dollar. A job not so easily accomplished. In the journey the upper falls of the Ammonoosuc are passed, and to one with an appreciation of the beautiful and grand in scenery, the falling of the waters in their rocky channel is taken as value received for all the expense incurred. It is an easy matter to dispose of any small amount of loose scrip about your pockets at the bar of the saloon ever present in all this mountain region, where are exposed sweetmeats, and all other hurtful eatables and drinkables... lemonade and *ade* without the lemon are freely dispensed at "War prices." Four miles now of weary travel and the foot of Mt. Washington is reached. Here is a hotel for the accommodation of the traveller, ever weary after the roughest of (turn)pikes. Indeed, were you not reminded at the gate by a draft upon your resources, you might forget that it was anything else than the most uncommon dirt road. At this place called Marshfield, in honor,

probably of the originator of the Railroad, is the R.R. Station, when the trains depart for the summit three miles distant. There is a path up the mountain called the Fabian path, though it is used but little at the present day, most people taking the (train) cars as an easier mode of ascent. I was determined to make the journey on foot, and starting on my course with all the vigor of a youth of fifty, scorning the old paths, I dashed away up the steep incline on the R.R. ties, sure that I should reach the top as soon or sooner than the engine that was creeping so slowly along; that had the start of me by about two minutes. But a fast gait can not be easily kept on an up grade of four and half inches in a foot, and the ties about three feet apart, and I wished myself in the creeping car; creeping slowly from my sight; wished myself back at the station; wished myself in the path; but to return on the ties was simply impossible, and to reach the car equally so. Excelsior was the only motto within my reach, but I must move more moderately and rest often. Two hours was the train time; mine was three. Arrived at the summit the eye takes in at a glance the entire surroundings, and you are forced to the conclusion that you are for once up in the world. Tuskeman's [sp] Ravine, three-fourths of a mile from the summit, is a place to look at and admire. Here the snows of winter fill the gulf to that extent that it does not all disappear till as late as the last of Sept. Indeed this year the snow that fell the night of the 2d of Sept. found some old snow remaining to welcome it.

"But it is time to commence the downward trip, and with a feeling of insecurity we take a seat in the (train)car, and very deliberately begin the descent. The feeling of insecurity, however, is soon gone as you see how completely it is under control. There are on the route three watering stations, the water for which is supplied by digging out the loose rocks on top of the bed rock, and making an excavation in it to hold the water that trickles through the crevices from the melting ice among the rocks higher up the mountain. In one hour and forty-two minutes we find ourselves at the station at Marshfield If we look up the track in a few minutes, we shall see a man, an employee of the road, coming at a greater or less speed down the track, evidently "on his slide," and we are quite sure some accident must befall him. But no! he slackens his pace, and finally stops at the right place. You approach him, anxious to assure yourself who he is and how he came there. You examine the unique carriage that has brought him so surely and swiftly from the summit, on the middle rail, and find it to be simply a piece of board about three feet long, on each side of which is attached to the forward end a handle, so arranged that by raising the loose ends which are held in the hand, it can be stopped at once by the pressure of the handles on the bottom of the rail. Before him on the improvised car, is a small box of tools for repairs on the track should any be needed. Every train followed down by one of these laborers to see that the road is in constant repair. The trip has been made in seven minutes, it is said. Some day I'll take you with me to Franconia, but for to-day we are tired."

- Lamoille Newsdealer (Hyde Park, VT) - Wed, Nov 6, 1872 pg. 2

December 8th-9th

Summit Inspection: Lt. Greely inspection of the station instruments, property, etc. today *(12/8)*. Lt. Greely, accompanied by Sgt. Line and myself, descended to the base this morning *(12/9)*. After bidding Lt. Greely good-bye, we returned to the summit. Sergt. Line strained himself severely in the deep snow and suffered considerably before reaching the summit."

- R.S. transcription (p3) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

December 14th

Summit Disfigurement: "Does hotel keeping pay among the mountains, many of the uninformed frequently ask? From the fact that the lessees of the Tip Top House on the summit of Mount Washington have been able to pay $1000 a month rent for some years for the use of this primitive, dreary, damp and cold structure, the original cost of the building being but $1000, we should say it did. That has been the price demanded, and readily paid, and on the profits of the establishment the late keeper has now retired with his competence, the owner of the building doing so long ago. Surely the writer's discontent has been turned into a glorious summer for him and his. And with his retirement the ungainly looking structure too, with its three and half feet thick stone walls, retires from the gaze as a resort for visitors, for it will in future be used (after some long-needed repairs,) as a stable, we believe, in connection with the new and to be elegant hotel now building on the mountain's crest. Speaking of this new hotel – the summit of grand old Mr. Washington is sadly disfigured by it, so sadly, that the altered contour of the majestic old dome is seen from Conway, and equally distant points in all directions. Happy the man who remembers it before the hand of man had marred its grandeur, or the scream of the steam whistle and puff of the locomotive done what they could to make it commonplace. What innova-



tion next? A large and powerful Newfoundland dog is among the additions to the scientific party's quarters this winter, and is a general pet. He is now "under instructions," is quick to perceive and comprehend and learns fast, and has already done some wonderful things. We consider him a credit to his nationality; unlike, indeed, that schoolmate who, one examination day being asked by the teacher to what race he belonged, unhesitatingly replied with a strong accent of honesty in his tone, "Exquimax, sir," giving considerable emphasis to the second syllable. That dog knows better than that. Doggy does errands with ease and dispatch every day, and makes a most faithful servant. Now he is being taught to go down the mountain for mails, (which come twice a week,) and with every prospect of success. Surely he has no "ways that are dark nor tricks that are vain," this pet of the mountain scientists. He "made for" a bear a few days ago, and by his peculiar ways of "worrying his enemies," sent old Bruin on a rapid right-about-face in the direction of the Half Way House, since which time, he (the bear) has not been seen near the signal quarters. Workmen who were employed on the railway some weeks since reported seeing eight (bear) in one day. We are well supplied with ammunition, and long to try our luck, having a peculiar liking, yea longing, for bear meat, as it will serve to relieve the table de hotel of its monotonous day in and day out sight of baked beans and salt fish with mustard fixings. Just think of these poor fellows cutting out their daily butter supply with powerful blows from a hatchet, or scraping inch thick frost from their bread before they can reach real substance! "It's cold comfort" says Sergeant H., rather indistinctly, with his mouth numb from contact with the "frosting"

The sawmill at the foot of the mountain has been engaged in getting out timber for the proposed enlargement of the depot on the summit. Work will commence at the opening of the coming season, and the building be increased to double its width, and two-thirds its present length. A spacious baggage room will be constructed by taking away the present scientific rooms which are to be transferred to the new hotel immediately on its completion, Government intending to fit up a room therein especially prepared for the purpose. It is probably that an engine house will also be built, so that an engine can be kept on the summit at all times during the summer, for use in case of emergency. The weather has been extremely cold, the lowest range of the thermometer thus far being 8 deg. Below. Old Boreas in his usual searching way frequently finds the party out in the most uncomfortable manner. He plays fantastic tricks with the frost work and forms many exquisite designs, the beauties of which are enhanced by the gorgeous colorings given them by the sun's rays, for even here Solitude oft sits crowned with gorgeous beauties, "As if God sowed the spot with orient pearls."

- Portsmouth (NH) Journal of Literature & Politics – Sat, Dec 14, 1872 pg. 2

1873

March 14th

Correspondent to the Summit - "As one alights from the cars at Bethlehem Station, the most prominent object in the landscape is Mount Lafayette, and its snowy ridges and lofty summit of pure white, except as it was tinged with crimson from the rays of the setting sun, seemed to touch the very sky. Leaving the station, we found the road so full of "cradle holes" that driving faster than a walk was almost beyond questions. The numerous shanties along the road showed that the laborers working on the extension of the Boston, Concord and Montreal *(railroad)*, along the Ammonoosuc are very numerous. The road will cross the Ammonoosuc twice – first, about a mile above the present terminus and again just above the Twin Mountain House. When we emerged from the wood about two miles from the station the clouds had entirely disappeared from the Franconia range, and the mountains stood out to clear, sharp outline. As we look toward the White Mountains a dark band of clouds rests upon all the summits, but as we look the moon is beginning to border the cloud with a silvery brightness, and as we reach the Twin Mountain House it rises above it. We reached the White Mountain House at half past eight, where we stopped for the night. The journey from the White Mountain House to the Ammonoosuc station of the Mt. Washington Railway *(3/15)* was a drag through snow drifts and deep snow. The road has been kept open most of the winter by teams hauling the furniture for the new hotel on the mountain, iron for the railway, and supplies for the lumbermen at the base of the mountain. When we reached the base, the weather seemed to be quite unpropitious for an ascent. The wind was from the southeast and snow clouds were driving across the summits of the mountains and whirled down in fierce eddies in the ravine west of Jacob's ladder. But as the cold was not severe, we determined to make the attempt. The snowshoeing was very fair, and we made our progress upward with comparative ease. But even before we reached the Waumbek station the wind would come down with a swoop and whirl the snow in our faces in a manner that would be pleasant even on the summit. At Jacob's ladder the snow was blowing furiously, but here we put on our overcoats, tied up our ears, and we determined to push on a little further even if we had to come back. Slowly we made our way across the gentle slope just above the second tank, as we began to ascend the steep slope above, we were scarcely able to see the tank, though we were not more than forty rods away. There was no cloud intervening, only driving snow. I told Sergeant *(William)* Line, who was with me, that unless he had good courage we had better go back, but he thought he could weather the storm. It was something fearful away up the side of that mountain as we sat under the shelter of a rock and looked out into the cold bleak cloud and at the driving snow. As we struggled on, we followed the lead of the noble dog belonging to the observers, for he was sure to find the best way and where we were most sheltered from the wind. When we reached the Gulf House we could scarcely stand against the blast, we thought we had seen hard times before, but now things began to assume a really serious aspect. To go against a wind that one can withstand only by firmly bracing against it, is something everybody cannot do. Fortunately, the wind was variable; if at times it was strong and fierce, it soon moderated so that locomotion was comparatively easy. The dog did not leave us until we reached the tall telegraph pole; (the dog's) arrival at the Observatory brought out the observers, Sergt. *(Alfred R.)*Thornett meeting us just above the Lizzie Bourne monument. The new hotel is the most noticeable object on the summit. During my stay on the mountain, it was covered with frost-work, and the dormer windows particularly were ornamented in a way that no art can imitate. There does not seem to be anymore sow upon the summit than there has been for the last two winters, and most of it has been packed in between the hotel and the depot. Since the hotel is so much higher than the building occupied by the observers, when the wind has been, west or northwest, and those are the prevailing winds, they have been able to get its full force, and they live almost in a calm compared with the last two winters. Not many years ago it would have been deemed the greatest folly to have erected a building on the summit of Mount Washington of the size of the new hotel. They will furnish seventy sleeping rooms, with furniture equal and even better than that of most of the hotels about the mountains, and they will have the building heated by steam. With Capt. J. W. Dodge as manager, it cannot fail to be attractive. The Captain has already laid in a large supply of poultry, that is frozen up, and will be kept in an immense refrigerator at the base of the mountain until wanted. The three observers seem to have passed a very pleasant winter. Sergeant Thornett was on the mountain last spring *(1872)* in some pretty rough weather. Ramsey came last June, so to Sergeant Line only was the experience entirely new – he seems to have taken very kindly to the mountain. None are "blue on account of the situation – their devices for amusement with their pets, a cat and a dog, a library, a gift of a lady in New York... these, with their work, have caused the time to pass rapidly and pleasantly. Would it be clear on Monday ? was a question in which we were deeply interested, for a day or two more of snowing and blowing would in all probability make the road from the base of the mountain impassable, and

then how could we get that horse and sleigh out? On Tuesday morning, it was perfectly clear. The sun rose in all the splendor of the grand mountain height. Every mountain from the Ocean to the Adirondacks stto out in clear, sharp outline. It is exceedingly rare to see the Green Mountains so sharply defined as they were on Tuesday morning. As the sun rose higher the line of the ocean became remarkably distinct. To have endured three days of storm, of clouds and winds, was nothing now as we looked through this transparent atmosphere and saw the mountain summits resplendent with the bright sunlight, and their glittering peaks, lifted above the dark evergreen forest, seemed to touch the very sky. - J.H.H" *- Boston Evening Journals - Tue, Mar 25, 1873*

April 7th

Mail Trip - "I made a trip to the Base with mail. The road is impracticable. Five horses tried to pull out an empty sled on the third (Thursday last) but failed. I arrived at the summit in the afternoon."

- R.S. Monahan 1933 transcription (p3) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

May 3rd

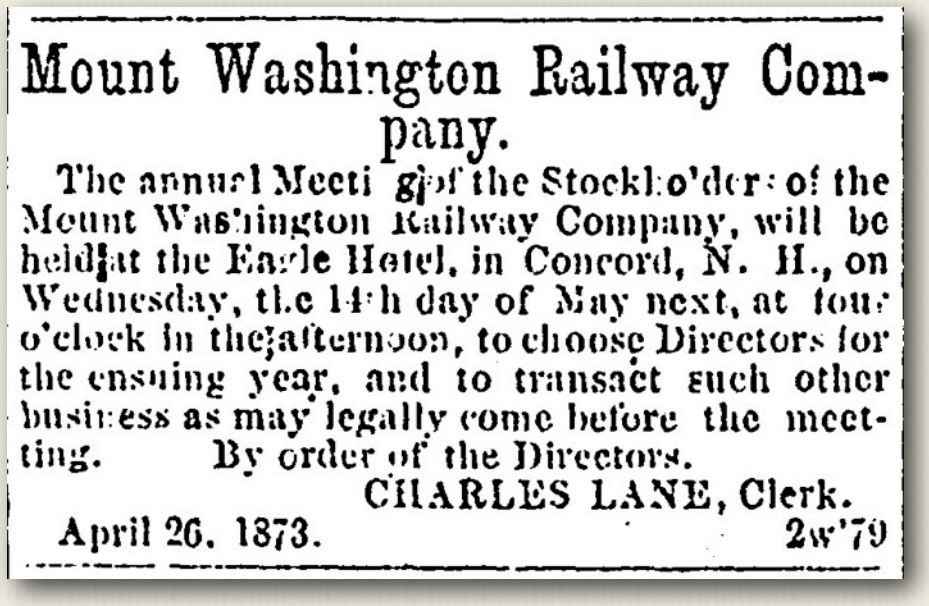
Base Road Rebuild - Dennis Stanley, of Lancaster, has contracted to re-build the turnpike leading from the main highway to the foot of the Mt. Washington Railway, and will commence work about the middle of May.

- Essex County Herald (VT) - Sat, May 3, 1973 - pg. 3

May 5th

Snowed In? - "For several weeks past we have experienced considerable difficulty in cutting our way out of the Depot (at the Summit) and in letting daylight through the windows. Enormous drifts of snow have formed about the building, and as fast as a passage is cut out, and the windows cleared, the wind drives in snow to fill up the gaps - so that the force is generally divided into cook, observer and snow-shoveler - consequently time does not hang very heavily upon our hands. The temperature has been so constant below 32° that it is difficulty to say when this monotonous state of things is going to change. One drift reaches more than halfway up the room of the depot."

- R.S. Monahan 1933 transcription (p3) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library



Mount Washington Railway Company.

The annual Meeting of the Stockholders of the Mount Washington Railway Company, will be held at the Eagle Hotel, in Concord, N. H., on Wednesday, the 14th day of May next, at four o'clock in the afternoon, to choose Directors for the ensuing year, and to transact such other business as may legally come before the meeting. By order of the Directors.

CHARLES LANE, Clerk.

April 26, 1873. 2w'79

- Laconia (NH) Lake Village Times -Tue, May 10, 1873 pg. 3

May 14th

Engineers Arrive : "The engineers have arrived at the base, and intimate that they expect to run a freight-train to the summit early in the coming week. The snow is at a standstill *(at the summit)*, and frozen into solid masses of ice."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

Drake to the Base: "Mr. B. F. Drake, a machinist of (Lake Village), has gone to Mount Washington, where he is engaged to take charge of the machinery of the railway."

- Laconia (NH) Lake Village Times – Sat, May 17, 1873 pg. 2

May 15th-16th

Mail Run and Railroad Carpenters - "I went to the base this evening *(5/15)* with mail. Preparations are being made to run a train to the summit at the earliest opportunity. I returned to the summit this morning *(5/16)* with a load of mail and other necessaries, accompanied by two carpenters employed by the railroad company." *- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire*

May 21st

Sawmill Operations Begin - "The mill at the base of the mountain commenced running to-day, sixteen days later than it began last spring. The snow is moving off very rapidly."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 22nd

Snow Melt Down Mountain - "Heavy saturating clouds covered the summit throughout the twenty-four hours. A vast quantity of snow has been swept from the mountain during the last two days. Jacob's Ladder is cleaned off, and from the Waumbeck House to the base the ground is bare."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 23rd

First Train Attempted - "Mr. Aiken tried to run a train to the summit to-day, but failed in the attempt through a boiler-pump getting out of order. Men were employed in shoveling snow from the track, in some places to a depth of 5 and 6 feet."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 24th

First Train - "Mr. Aiken succeeded to-day in running a train to the summit, and three more carpenters were brought up to assist in completing the new hotel."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 27th

More Carpenters - "A train arrived to-day, bringing four more carpenters and a supply of provisions."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

The Final Push - "The Mount Washington railway has been running freight and construction trains up the mountain. In one place a snow-drift eight feet deep on the track and fifty rods in length had to be shoveled through. The same drift was seven feet beneath the track. The new hotel on the summit is nearly finished."

- Newport Vermont Farmer - Fri, Jun 27, 1873 pg. 3

May 27th

More Signal Corpsmen - "I met with the assistants sent to fill the new stations at the base this evening. Some portion of the baggage will arrive to-morrow. Everything has been done by the railroad officials to expedite the placing of the stations in a habitable condition. All unite in the endeavor to make the new-comers as comfortable as circumstances permit."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 28th

A Final Coat - "The weather has been very uninteresting. Summit covered with heavy clouds, which broke at time sufficiently to tantalize us with the fine prospect in the distance. Painters are at work in the new hotel."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

May 30th

Natural or Unnatural Magnificence: "Letter from White Mountains – Dateline Signal Office - Mr. Editor: The last was not so dreary a winter after all for the "lonely watchers on the mountain-top." True, there has been a vicissitude of things – the grave, the gay, the monotonous, - but brave, determined hearts have experienced no difficulty in passing the time agreeably, and we doubt not, most profitably. The keeping open of the road to the Ammonoosuc station, from whence starts upward in summertime the Mt. Washington Railway trains, has added a larger number of visitors to these *(Signal office Summit)* quarters than the scientists of other winters have known. The road has been used all through the cold weather by teams in transporting to the base of the mountain the furniture for the new hotel on the tip-top, iron for general use on this famous railroad of "*in*clines, *de*clines and *re*clines," and supplies for the hardy lumbermen at the foot who have been toiling hard to getting out timber for use in early spring. Would you, reader, like to view a winter picture of natural or unnatural magnificence! Then image, if you please, this immense hotel on the summit, scores of feet in length, and its every inch standing out against the leaden sky of early morn, covered with frost-work, frost feathers and snowy peaks of tiny proportions, the forty dormer windows hung in crystals in every conceivable and fantastic shape, the projecting eaves pendant with icicles of varied size and length and draped with frost fringe, the chimneys cased in a mail of glittering ice-armor, and the massive chains over and around the vast building converted into cables of ice – the whole ornamented in a way that no art can imitate, - and behold you have a scene which rivals any possible description. Every inch of space is hung with those tapestries of nature's handiwork that



makes it dilate in never-ending vistas of delight. But imagine this same picture, as slowly and slowly glory is added to glory, when this castle is illuminated by the rising sun, who sometimes seems to "Trick his beams, and with new spangled ore Flame in the forehead of the morning light." Why, the tiniest spray on this imaginary cave of the Ice King, seems "shouldering for that smile," and when at last the sun has risen fully above its ocean-bed and strikes its full rays upon the towering structure, it is as if the brilliant rainbow had suddenly broken over the whole, only that "its seven perfect colors" might be more exquisitely "caught up in a triumph" – for such it proves. Yes, reader, 'tis a dazzling glory indeed, and does not seem to be of this world, but rather a semblance of the golden city with its walls of jasper and pearl. The quantity of snow upon the mountain has not been any more extensive than for two winters past, and most of this has been closely packed in between the depot and the hotel, with drifts of considerable size and length at the end of the depot. The observers have not experienced such stinging sensations from the strong west nor'west winds as in former times either; the height of the new hotel being so much more than the building occupied by the boys of science, that its power is subdued ere it 'gets round.' Still, the storms have been numerous, and many of them terrific, especially one experienced on Saturday March 8th. The reader will get a good idea of how severe it was by the quotations we take from Sergeant Thornett's observations: "Thermometer 23 below. Shortly after sunset wind suddenly changed from Southwest to Northwest, rising to a violent hurricane, continuing so all night. Four measurements were made between 9 P.M. and midnight, which gave a mean (yes – 'twas *very* mean) velocity of 128 miles an hour. The highest measure velocity was 136 miles an hour." Smoke ascended from the smoke pipe scarcely two feet and beat down and around the building in such volumes as to give the impression that eight the big hotel or the scientific quarters were on fire. Huge masses of ice were hurled against the building as if some Demon Dunderburg was doing battle, the trembling house kept lashed to the rocks only by the powerful chains running over the top and riveted to the immovable mountain. People down below have no idea what it is to pass through *one-half hour* even of such a blow. Any exposure would be life-destroying. Isn't singular that persons (as well as animals) are much more thirsty on the summit than below? But such is the fact. The party drink double or treble more here than when at the base. Recollect, if you please, that we are recruits in the cold water army – and it is *c-o-l-d* water truly. Perhaps you have heard of the wonderful deer shooting at Mount Washington the last winter. Gunners have been numerous on the slopes of the mountain, and luck has been unusual. One of the members of Kilburn Bros. photographic firm at Littleton, went out one day early in January in company with Mr. G. B. Duflie, an extensive manufacturer of Fall River, and in less than six hours succeeded in bringing in seven deers of big weight. Our friend Superintendent John W. Dodge of Hampton Falls brought down in the same vicinity and on the same day a fine deer weighing nearly 265 pounds. Many a brother railroad official was doubtless indebted to him for choice cuts off this "lucky shot." Our field glasses frequently convince us just now that sportsmen are not paying much attention to the law which forbids deer hunting after the first day of February. We hope they will find it out before the first day of August, the time limited. Speaking of Mr. Dodge, we are reminded that he is to be the manager of the new hotel up here – a guarantee of its excellence. Once it would have been called a fool-hardy thing to attempt the construction of such a building on the tip-top of Mount Washington, but if ever there could be a test given it, the last winter's experience has been the surest, and behold today it standeth firm and unmoved. The house will be heated throughout by steam, its furniture will be equal to if not better than that of most public houses, its table of the best, and its sleeping rooms, seventy in number, commodious, convenient and comfortable. The Captain has an immense refrigerator at the foot of the mountain, in which is already stored a large quantity of poultry and deer meat, that is frozen up, and which is to

be kept until wanted. One of the happy arts of a model housekeeper is to keep "good help," and in the domestic department of this hotel among the clouds, this secret will be thoroughly demonstrated, for the rugged climate around the sides and frowning peaks of old Washington must have an "invigorating" effect, you know. By the opening of summer travel, the Mt. Washington Railway will have been put in a much better condition than ever before. The trestle work has been improved and strengthened, especially at that fearful elevation, Jacob's Ladder, where one thinks with a shudder that the measure distance between life and a terrible death is only a single mis-step. The rolling stock has been increased and is much better than ever before. Freight and construction trains which commenced running about week ago, make one and off times two trips a day up into the cloudland, bringing a miscellaneous freight, such as would rival the descriptive sketch."

- Portsmouth (NH) Journal of Literature & Politics – Sat, Jun 14, 1873 pg. 1

Special Temporary Observation Stations Opened: Station No. 2 is situated exactly at the two-mile post *(of the railroad)*, which is on the upper ledge of "Jacob's Ladder," and about two hundred yards below the "Gulf tank." Its bearing from the summit is 35 degrees west of north. This station consists of a railroad car altered as to form a tolerable protection in ordinary weather, which was brought from the base. The railroad-car is 23 feet six inches long by 7 feet 3 inches wide, and 6 feet 3 inches in height, interior measurement, clapboarded, and braced to secure it as much as possible from the influence of extraordinary winds. There are two windows *(west & north)* and one door *(opens to the north)*. The office of (Station No. 3) is situated on the ground-floor and in the south end of the "Waumbeck House," which stands about fifty yards above the first mile-post *(of the railroad)*, and consequently nearly two miles from the summit. The distance from the base to the summit along the line of railway is nearly three miles, therefore the several stations are almost equidistant. It would be difficult to establish them in better positions." Station No. 4 was established at the Marshfield House. "Mr. Aiken, of the Mount Washington Railroad, has kindly given... permission to use such facilities at the station as may be necessary to carry out your instructions in this matter. Board for yourself and assistants can be had from Mr. Michael Mullarvey, in charge of the railroad-station. You will be careful to leave the buildings and other property of the railroad company occupied or used by yourself and party in as good condition as you found them." *- Report of Chief Signal-Officer to Congress for the year 1873 - May 30, 1873 pg. 317-343*

June 6th

First Passenger Train - "The first passenger car over the Mount Washington road, this season, went up, Friday *(6/6)* afternoon, to take up Miss Fairbanks and party of St. Johnsbury, the regular trains not having commenced running."

- The Rutland (VT) Daily Globe - Wed, Jun 11, 1873 pg. 2

"The first passenger car that has run up the Mount Washington road, this seasons, went up Friday afternoon, especially to take up Miss Fairbanks and party of St. Johnsbury, Vt., the regular trains not having commended running as yet. Work is pushed forward on the road, from four to six construction and Freight trains going up daily."

- Vermont Journal (St. Johnsbury, VT) - Sat, Jun 14, 1873 pg. 8

June 7th

Freight & Construction Trains Rolling: "The Mount Washington Railroad began running freight and construction trains last week from the base to the summit of the mountain, In one place a snow drift eight feet deep on the track, and fifty rods in length had to be shoveled through. The same drift was seven feet deep beneath the track. The Tip-Top and the new Summit houses at the White Mountains are prepared for summer travel." *- St. Johnsbury Vermont Journal - Sat, Jun 7, 1873 pg. 8*

June 15th

Mountain Telegraph Team Arrives - "I visited (special observation) stations Nos. 2 and 3 this am; found all well and the work progressing favorably. Mr. Gates (district superintendent to the Wester Union Telegraphy Company) arrived at the base to-night with a party of men to put up the mountain wire."

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

June 18th

Weather Observations - "The government has now twelve members of the Signal Corps on the line of the Mount Washington Railway, at the following points: Ammonoosuc (at the base,) Waumbek Station, Gulf Sta-

tion and the Summit. Great importance is attached by the Signal Bureau to the observations at Mount Washington, and they have been recorded with the greatest possible regularity since Prof. J. H. Huntington demonstrated first in his winter occupation the ensuing winter of the summit of Mount Washington, that they had practical value. Prof. Huntington, it will be remembered, had the direct charge of the scientific expedition on Mount Washington in the winter of 1870-71, an enterprise to which Bostonians contributed quite largely. He is now, as then, Assistant State Geologist of New Hampshire, and his researches have gone far toward determining the geological and topographical character of the mountain region and the norther section of the State generally" *- Amherst (NH) Farmer's Cabinet - Wed, Jun 18, 1873 pg. 2 / Green Mountain Freeman - Wed, Jun 25, 1873 pg. 2*

June 26th

Water Scarce - "Visitors (to the summit) remark upon the scarcity of water in this section of the country. Trains cannot run from the summit, as the springs fail to afford sufficient water to supply the engines"

- Daily Journal of Sgt. Alfred R. Thornett, Observer-Signal Corps Station, Mt. Washington, New Hampshire

June 28th

William Sealy injured in a slideboard accident on the Cog Railway / Jun 28, 1873, Pvt William Sealey, U. S. Army Signal Corps, injuries - 115 Deaths on Mount Washington as counted by *Yankee Magazine*, February 1995 in a sidebar to the main article, *Fatal Attraction* by Nicholas Howe

- http://www.cchs165.jacksn.k12.il.us/Mathematics/Classes/probsolv/probsolv2001/hd/deaths.html *- See Appendix Sec. 8*

June 29th

Mountain Telegraph Installed - "The minute observations between 9 and 10 pm had to be dispensed with as the office was being fitted up by Mr. Gates, of the Western Union Telegraphy Company, and the barometer had to be taken down."

- Daily Journal of Sgt. Robert Seyboth, Observer-Signal Corps Station, Mt. Washington, New Hampshire

June 30th

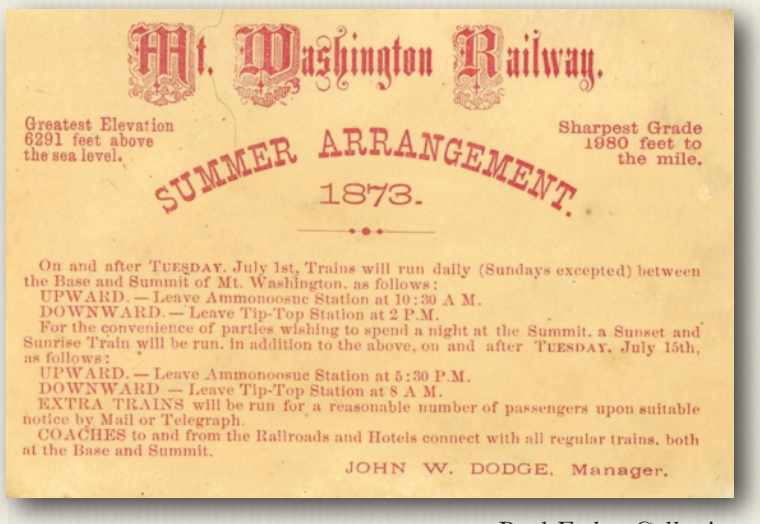
Special Stations Decommissioned - "(Station No. 2 at Skyline) was opened by Sgt. Edward Lloyd, assisted by Privates Al. L. Bowie and G. H. Crane, June 1, and discontinued June 30, 1873. It was located in a railway-car, furnished through the courtesy of the railway company, and which answered the purpose admirably, except during the prevalence of high winds, when it was shaken so violently that the mercury in the barometer oscillated far beyond its normal range, and caused the discrepancies that will be occasionally noticed in the readings of this station. (Station No. 3) was located in the Waumbeck House, and opened on June 1 by Sgt. D. H. Sackett and Privates C. R. Daw and J. A. Barwick. It was broken up June 30, 1873, in common with the other special stations."

- Report of Chief Signal-Officer to Congress for the year 1873 - pg. 317-343

July 1st

ON and after Tuesday, July 1st, "Trains will run daily (Sunday excepted) between the Base and Summit of Mt. Washington" Up from Ammonoosuc Station at 10:30am / Down from Tip Top station at 2pm. After Tues, July 15th Sunset and Sunrise Train will be run Up at 5:30pm and down 8am" John W. Dodge is manager

- Paul Forbes posting of document scans on Cog Railway: We Were There FB page


Mt. Washington Railway.

Greatest Elevation 6291 feet above the sea level.

Sharpest Grade 1980 feet to the mile.

SUMMER ARRANGEMENT. 1873.

On and after TUESDAY, July 1st, Trains will run daily (Sundays excepted) between the Base and Summit of Mt. Washington, as follows:
UPWARD.—Leave Ammonoosuc Station at 10:30 A M.
DOWNWARD.—Leave Tip-Top Station at 2 P.M.
For the convenience of parties wishing to spend a night at the Summit, a Sunset and Sunrise Train will be run, in addition to the above, on and after TUESDAY, July 15th, as follows:
UPWARD.—Leave Ammonoosuc Station at 5:30 P.M.
DOWNWARD.—Leave Tip-Top Station at 8 A M.
EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.
COACHES to and from the Railroads and Hotels connect with all regular trains, both at the Base and Summit.

JOHN W. DODGE, Manager.

- Paul Forbes Collection

July 2nd

Pvt. William Seely, 29 of Seneca Falls, NY ***dies*** in a slideboard accident – different spelling and different date of death than above - Seely is spelling of last name on his grave - Seeley is the spelling in contemporaneous newspaper reports. *- See Vol 4 Appendix Sec. 8*

During the summers of ***1872 & 1873***, ***second*** Mt Washington ***Summit House*** is ***built*** by Walter Aiken and John Lyon for $70,000. Dining room capacity 150. An ell was added, too for nearly 100 sleeping rooms.

The Hotel is leased to the Railway. The two original stone buildings (first Summit House & Tiptop) lodged hotel and railway help. Railway president Sylvester Marsh is upset with the development but remains quiet for the good of the railway, and perhaps the fact the Mount Washington Railway board is controlled by Aiken following the death of the Passumpsic Railroad President. Marsh later writes "Messrs Aiken & Lyon have built a Hotel on the Mt summit. Mr. Aiken's father in law was conductor & manager of the road under a salary & rented and run their Summit house at the same time. Whether they favored the House at the expense of the road by doing its freighting without charge, etc. can be looked into & questioned. I have presided at nearly all the meetings in accordance with their wishes being President of the board never having any contention in the annual meetings knowing that I stood alone since the death of Mr. Keys (Pres't Passumpsic RR) and it would be useless to fight and I featured it would injure the reputation of the road if the Public knew that I was dissatisfied or had withdrawn from its management."

- Story of Mt Washington / - Sylvester Marsh papers, Dartmouth College MS 876412

July 3rd

"Several loads" from Gorham: "Friend Callahan has sent several loads of passengers up Mt. Washington. His house has an enviable reputation."

- White Mountain Republic (Littleton, NH) - Thu, Jul 3, 1873



Rev. J. D. Beugless, '62

A Summer Thursday

Bucknell Alums On Board: Rev. J. D. Beugless *(left)*, an 1862 graduate of Bucknell wrote several letters in 1873 describing a summer trip with his friend and "unconfirmed bachelor" Jim of Philadelphia that started with a trip up Mt. Holyoke on their *(funicular)* railway on a Monday before climbing Mt. Washington spending the night at the Fabyan House. "Thursday was fixed upon by our party for the ascent of Washington, and was one of those charming days exactly adapted to the purpose, the mists lighting and clearing at every step from base to summit, with enough of clouds floating about us to produce the finest effect of light and shade upon the neighboring mountain slopes, while the air was at once balmy and bracing. It was, withal, one of the few days when overcoats and shawls are only a burden even on the summit. In making the ascent, our little party had chosen somewhat precarious perches on the tops of barrels, boxes and trunks on the baggage-truck, drawn behind the quaint little giant of an engine which pushes up the passenger car; and from this extemporized observation car we had an unobstructed retrospect. One dollar a mile is the rate of fare over this road, and we had more than the worth of our money. In less than three miles we make an ascent of nearly 4,000 feet, while one of the finest inland views conceivable spreads about us, ever widening in its reach as we ascend, and growing in interest as we become better acquainted with it. This Mt. Washington Railway is truly a marvel of engineering skill, only less wonderful than the wonders of nature about it. The grandest view obtainable from Mt. Washington, and done with which we were fortunately favored, is that of the clouds gathering in the valleys below while the sun plays in splendor over their broken surface above— sight that must be seen to be realized. We repair to the Summit House where we find a modest dinner waiting us, after which, and another look at the glories about us, we take our "observation car" again and make the descent, and drive thence to the Fabyan again, stopping to view the lovely Ammonoosuc Falls on the way."

- Bucknell Alumni Monthly - April 1930 pg. 18

July 13th

Tip Top Snowballs: "Here we are again on the very summit of Mt. Washington, washing our faces in the clouds and looking with profound pity on the poor mortals way down on the earth below, who for their ablutions have recourse to the wringings out after we are through. But in some respects we are not here again, and chiefly in the matter of hostelry accommodation. When we stepped from the train we expected to find that little stone affair which used to rejoice in the name "Tip Top House" – forgetting for a moment that in the current of human events this little structure had been swept from its lofty pinnacle of fame and usefulness to make room for a modern hotel (Summit House 2). Sure enough there stood the new house with open doors, ready to receive us and administer to our every need in the highest style of the art. We did not stop to ask how the great things was brought up from the world where it was made, but content with the fact of its existence went in and enjoyed what was set before us. Of course, we spent most of the evening watching the gradual fading of the sun's glory as it sank into the midst of the fir-girt mountain recesses, and now we have just come in from a moon-

light stroll down the mountain, in which we were joined; as many as possible; the "partners of our joys," and the rest by some Boston girls who have come up to the mountain to flirt, and who in absence of better game took us. To those of the party who affect in the least the sentimental there was never opportunity so rare, and to others who can live on beauty and grandeur there were equal facilities afforded. In a word, there was the best mixture of the tender and sublime, that can be imagined. We were much amused, yesterday *(7/9)*, as on our way up, we witnessed a regular pitched snow fight between two bodies of young men, who we afterwards met at the Tip Top House. They were college students who were making the trip through the mountains which members of the junior class annual perform just before reaching seniority. They had left their camp down below and had walked up, and for the sake of an episode had resorted to snow-balling. Fortunately they kept on the skirts, for in the middle of some of the ravines the sow is full seventy-five feet deep. But a word as to the journey hither. We came over the Boston, Concord and Montreal railroad, because of its reaching nearer than any other the interesting points of the mountain region. The fine scenery through which it takes the traveler was another inducement, for what can be more refreshing to a tired, dirty tourist than a ride alongside the clear, blue Winnepiseogee, to say nothing of the subsequent trips through the various river valleys, and the final few miles in the very midst of the towering peaks. – Tiber"

- Rutland (VT) Daily Herald – Mon, Jul 14, 1873 pg. 2

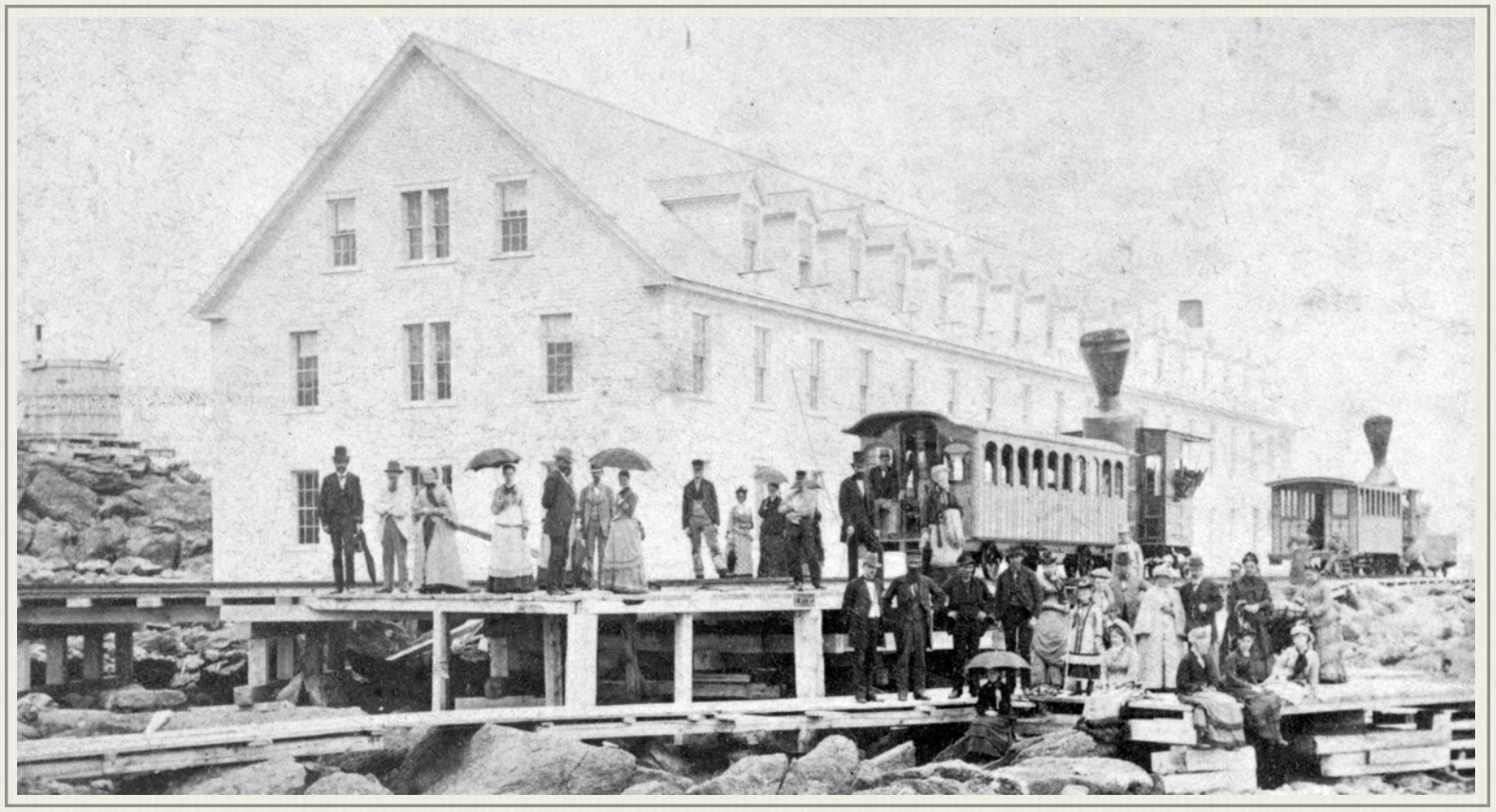
July 14th

Fishing the Ammonoosuc: "Mr. E. K. Cox, of the Marshfield House, base of Mt. Washington, left there at twelve o'clock, Monday, July 14, fished down the Jefferson branch of the Ammonoosuc River, caught 200 fine brook trout, and reached home at 8 o'clock in the evening."

- Manchester (NH) Mirror & Farmer - Sat, Jul 26, 1873 pg. 5

July 18th

Second Summit House: After two summers of construction, the new hotel built by Walter Aiken and John Lyon opens under the management of Capt. John Dodge on land leased from the Coe & Pingree families.



July

Buffalo Trampers & Campers Pt. 1: "*Dear Express:* Monday morning the sun rose in a cloud which broke before seven and continued a steady downpouring half the morning. But a persevering wind at last clearing it away, we bid adieu to our hospitable entertainers *(Mr. & Mrs. Hull who lived in "a low red house, which, with barns and out-buildings, straggled along for some distance parallel with the road near the Twin Mountain House. The group of 12 traveling by wagon had pitched a tent – that was stolen while they slept in the barns)*. A walk of four miles, mostly by shady paths, brought us to the White Mountain House, which is half a mile from the turnpike that runs from the old Fabyan place to the railroad station at the base of Mt. Washington, and here we halted to consult as to how we

should ascend the mountain; the discussion resulted in the acceptance of a proposition made by the landlord to send our party by stage at half rates, for we found it would be impossible to reach the base of the mountain any other way in time to make the ascent that night on foot. The Major very magnanimously agreed to take the horse and wagon round the Cherry Mountain road and meet us near Gorham the following evening. We lunched and then packing the small amount of baggage allowed each person in one bag, we got aboard the stage and started for Mt. Washington. It was nearly five when we arrived at the station and commenced out preparations for the ascent of Mt. Washington. "The Doctor" and Lucy decided to ride and took charge of our baggage, agreeing to throw us the water-proofs at the first station, if we needed them. "Wales" took to the railroad track and was soon out of sight, the remaining eight paired off, then providing ourselves with sticks our climb commenced. The Fabyan path, which was our road, runs for the first mile alongside of the railroad... We clambered along as well as we could, the path being somewhat grown up with underbrush. Occasionally we rested ourselves by a walk on the track, but as the sleepers were about three feet apart and elevated anywhere from two to thirty feet above *terra firma*, the walking was not particularly comfortable for ladies, and was only resort to briefly for a change. As we ascended, the view behind us gradually opened out, the turnpike beneath and behind us seemed like a great serpent coiled in the woods at our feet, while the highways beyond looked like white lines drawn across the country. We could trace the course of the Ammonosuc as it wound along like a silver thread in the valley, and every upward step disclose new beauties. Arriving at the first *(water)* station *(Waumbek)*, we halted, enjoying to the utmost the magnificent panorama until the train passed; then up a little higher our path wound into the woods. Soon it became rocky... trees and bushes at first impeded our way, but gradually grew thinner and smaller; then we began to see the little alpine flowers clustered in nooks and crannies of the rocks. Then the scraggy bush pine showed itself for a few hundred feet; but at last, when our path came out near the railroad track vegetation had almost disappeared; nothing but the hardy grasses remained. We halted for a moment at one of the railroad tanks, sipped a little of the ice-cold water, and then passed on. The air grew colder and the breeze stronger; our path turned off to the right of the road, and then winding up for half a mile intersected again. The sun set in a blaze of glory off beyond the far away hills, and still we were climbing. Heavy clouds swept over our heads now and then, enveloping us with their damp, clammy folds. The twilight shadows began to grow longer and darker, and the constantly increasing wind fairly howled around us as we pulled ourselves up over a slight declivity and the Summit House appeared to us far above our heads. Again, we tried the railroad track but the wind, which seemed more like a hurricane, swayed us as reeds, and we had to take the dismal rocky pat again. The air grew bitterly cold as the darkness thickened. The ghostly white clouds, like winged racers, flew by the Summit House, fast disappearing from our sight in the gloaming. On the platform near the house our anxious friends, barely distinguishable, fearful for our safety stood beckoning us on. Finally, we arrived at the foot of the last ascent. We crawled up as best we might, staggering in the wind when standing, dug our fingers into the rocky crevices, planted our sticks on the rough places, and thus jumping, scrambling, climbing, we reached the Summit House, having accomplished the ascent in three hours and twenty minutes, with the wind blowing fifty-five miles an hour and the thermometer at 38 during the last hour of our climb. This, too, in the month of July, when people in the world below were perspiring in linen suits and cooling themselves with lemonade and such. What we did on Mt. Washington, and how we came down, will have to form the subject of another letter, as this has grown too long already. – S.M.W."

- Buffalo (NY) Express – Wed, Aug 20, 1873 pg. 1

July 19th

Doing Away with Horses: "Last Saturday *(7/19)* Mr. E. M. Clough, much to the edification of a large crowd of spectators, exhibited the workings of a carriage which he has contrived for use up on our roads and highways. The motive power is furnished by a small steam boiler, and in our level streets, and even on rising grades, the new machine would hold its own in a race with a horse. The affair is merely a matter of amusement with Mr. Clough, and we do not learn that he intends to revolutionize the world nor accomplish any similar result with this new "masheen."

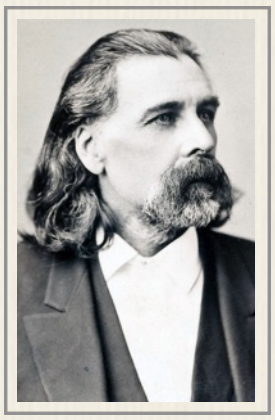
- Laconia (NH) Lake Village Times – Sat, Jul 26, 1873 pg. 3

July

Buffalo Trampers & Campers Pt. 2: "*Dear Express:* A sunrise as seen from the summit of Mt. Washington is said to be a sight both beautiful and rare. Our party did not see the sunrise the morning after the climb narrated in my last *(dispatch)*, for two reasons. First, because, as is generally the case, old Sol rose in a cloudy veil of mist. Secondly, if the king of day had deigned to give a private exhibition in the room of every individual

member of the party no one, unless, perhaps, "H.H.," would have roused himself to look at it. Heretofore, as your readers are perhaps aware, all the accommodation for sojourners on Mt. Washington was that afforded by two small and uncomfortable buildings known respectively as the Tip Top and Summit Houses. The buildings were erected a number of years ago *(Ed note: 1853 & 1852 respectively)* with much difficulty; they were poorly warmed and badly arranged, and the tired traveler braving the difficulties of the ascent could secure so little rest or refreshment that one night on the mountain was considered to be an experience to last a lifetime. In July, 1872, the railway company, desirous of remedying the defect, commenced the erection of the Mt. Washington Summit House. Between forty and fifty men were employed as long as the weather permitted; with the opening of the present season the work was pushed rapidly, and on the 18th of July the hotel was opened to the public. It is located exactly in front of the old houses, which are yet retained as servants' quarters. The foundations are anchored firmly to the solid rock, and in addition, on each side, heavy chains, at intervals of twenty-five feet, reaching from the beam below the eaves to bolts in the rock, prevent all possibility of a catastrophe in the fearful Autumnal and Winter hurricanes. The house is three stories high, and its dimensions 176 by 38 feet. The first story is used for parlor, sitting-room, office, dining-room, and kitchen; the second and third floors are divided off into sleeping rooms. The building is heated throughout by steam. It is built entirely of wood, one thousand tons having been used, all of which was brought from the valley below. The house cost $50,000 and furnishes accommodation for 140 people. Board is six dollars per day, which, considering the fact that all the supplies have to be transported up the mountain, is not unreasonable. After breakfast, our party betook themselves to the platforms in front of the hotel and the most comfortable places on the surrounding rocks, and for the next few hours enjoyed the magnificent prospect around and beneath. The heavy clouds of morning had almost passed away, although a slight haze in the atmosphere prevented our seeing all the objects that are sometimes visible from the mountain top, still the view was much better than usual; we could see clearly for sixty miles, and once, when the mist lifted, Portland, ninety miles away, could be distinguished through the carefully adjusted telescope. I never before had any idea of the grandeur or the beauty of the view from Mount Washington; the task of description I leave to those who are foolish enough to attempt it. I am not. At noon the ladies, accompanied by "Wales" Joe and Tom, started down the carriage road for The Glen, while "H.H." and myself, having concluded to make the descent by way of Tuckerman's Ravine, lingered, enchanted by the majestic changing panorama, for an hour longer, and then reluctantly commenced our descent. We had failed to procure the guide said to be indispensable, but nothing daunted, and with only such general directions as we could get from one of the employees of the hotel, who had formerly acted in that capacity, we started." *(Ed note: The lack of a guide proved to be a dangerous mistake. Following a footpath at the bottom of Tuckerman's Ravine, "H.H." trips and "fell headlong upon the branch of a fallen tree, cutting his cheek so severely as to lay it open with a frightful gash two inches long which bled profusely." Five and a half hours after leaving the Summit, the author "S.M.W." and the injured "H.H." reach the road that led, a half hour later by foot, to the Glen House. Other "goofers" later on would not.)*

- Buffalo (NY) Express – Wed, Aug 27, 1873 pg. 1



Henry W. Shaw
- Harvard Theatre Collection

August 4th

"Josh Billings" Sits On It: "Josh Billings is in New Hampshire, and is "doing" the White Mountains. At the Summit House, last week, he came into the dining-room with a heavy overcoat and large felt hat in his hand. He put them both in his chair, and sat on them. The landlord who is very polite, said to him, "Allow me to take them?" He replied, "I guess we'll let them stay. I know where they are now." He said to the waiter girl, to her astonishment, "Pass us some napkins; we'll be through with them in a few minutes." Josh Billings was the pen name of 19th-century American humorist Henry Wheeler Shaw *(left)*, nearly as well known as Mark Twain during the latter half of the 19th century. Born in Massachusetts in 1818 the son and grandson of politicians, he attended Hamilton College , but was expelled his sophomore year for removing the clapper of the campus bell. In 1858, he began writing for the *Poughkeepsie (NY) Eagle* and made a $100 a week from the New York *Weekly*. Using the pseudonym "Josh Billings" he wrote in an informal voice full of the slang of the day, dispensing wit and folksy common-sense wisdom. Billings' death and unusual embalming in Monterey, California in October 1885, was described in Chapter 12 of John Steinbeck's fictional *Cannery Row.* *- Burlington Free Press - Fri, Aug 8, 1873 pg. 3 / Wikipedia*



The American Humorists:
Josh Billings, Mark Twain & Petroleum V. Nasby (1869)
- Published by G. B. Baker of Boston

August 9th

New Passenger Car: "The Laconia *Democrat* of last week says: "On Saturday last *(8/9)* the Ranlet Manufacturing Co. sent off a new passenger car just completed for the Mt. Washington Railroad. It is by far the finest car upon that road, being nearly as large as ordinary passenger cars, painted yellow, and upholstered with crimson plush. It is very appropriately named the *Mount Washington*."

- Laconia (NH) Lake Village Times – Sat, Aug 16, 1873 pg. 2 / White Mountain Republic (Littleton, NH) - Thu, Aug 21, 1873

August 11th

An Encounter with the Death Coach & Quiet Summit Night: "We left the Profile House on Monday *(8/11)* morning to pass the night on Mt. Washington. On our morning journey northward, after passing Whitcomb's Hill, in Bethlehem, we met the ill-fated stage marked "Hoosac Tunnel and North Adams," which, in less than an hour, was overturned with so disastrous result. *(The Rutland (VT) Daily Globe would report: "As one of the morning stages on Monday from the Crawford to the Profile House, driven by Jerry Johnson, an old and careful driver, was going down the Whitcomb hill in Bethlehem, two miles from the Sinclair House, a pole strap broke, and the team of six horses became unmanageable and ran, upsetting the coach, which had a full load of passengers and baggage. J.R.D. Reeves of Baltimore, aged fourteen, was instantly killed when a large trunk fell upon him, and crushed his head. A. S. Butler, from Allegan, Mich., was fatally injured and has since died. The following persons were also injured some of them supposed to be fatally: A. M. Rand; Miss Reeves of Phoenixvile, Pa; Chancy G. Harrington, of Worcester, Mass., Austin G. Fox and Mrs. Fox, of New York City, severely... [Miss Reeves would die.] The accident happened at a little before noon. Some think the brake on the coach gave way first. The horses ran about one-quarter of a mile, when they came to a turn in the road which threw the coach over.")* At noon we reached the new Fabyan House, near the site of the former house of the same name, and directly opposite the toll-gate of the Fabyan turnpike, which leads to the Mt. Washington railway station. The Fabyan has been open only two weeks. It is a first-class hotel, with accommodations for four hundred guests. It is by far the best arranged house in the mountains. After a sumptuous dinner, we set out for the railway station in a crowded stage, in company with four other stages equally full. When we reached the station, we first learned of the accident at Bethlehem. The Mt. Washington railway has doubtless been explained to your readers, and the cog, the ratchet and the air-brake are too well known to need comment. Two trains of one car each, with their queer locomotives behind, were soon on their toilsome ascent. As we found the first train completely filled upon our arrival, we took a chair upon the forward platform of the car on the second train. After we had overcome the nervous apprehension of seeing a groaning engine two hundred feet above us, uncertain whether it was really going up or coming down, we began to enjoy the widening prospect and the novel sensation of seeing that "the individual withers, and the world is more and more." As our train carried the baggage and freight, it took an hour and forty minutes to make the ascent of three and hone-half miles. After slowly steaming up "Jacob's ladder," and passing the Lizzy Bourne monument or "cairn," we reached the platform of the Mt. Washington Summit House. This is a new hotel, opened the 18th of July, and is situated east of the old Tip Top House, where not a few of your readers, beset with numerous foes, have sleeplessly passed the night. Mr. J. W. dodge, the Superintendent of the railroad, is the landlord, and no matter how great the crowd, he always succeeds in stowing guests to their satisfaction. We were unusually favored as to night sightseeing. There was not the slightest breath of wind all night long, and the chains which held the house down in a ninety-mile breeze were on this occasion neither ornamental nor useful. When we reached the summit, a few minutes after seven, the western sky was gorgeously colored by the sunset rays; but a sunset did not seem to us so desirable as novelty on the mountain top as a tea, we chose the latter and glory in our choice, as we had a tip-top tea, and everybody said that it was much of sunset. After tea, we revived a bad habit, and puffing awhile to assure ourselves that it was thoroughly revived, we took a stroll on the platform. In front and far below us we saw the large piazza light of the Sunset Pavilion at North Conway; to the left, and almost beneath our feet, the numerous lights of the Glen House, while occasionally we caught a glimpse of locomotive "headlights" on the Portland and Ogdensburg and Grand Trunk. A few minutes past nine the moon, looking like a larger headlight, came slowly up, so far below that we actually "looked down upon her." Knowing that the "sunrise" bell would probably summon us from our best sleep, we retired early to a nice room on the second floor, where we found a chestnut chamber set trimmed with black walnut and the most comfortable bed of the White Mountain period. *(Ed note: for a complete room-by-room inventory see Vol. 4 Appendix – 2nd Summit House Appraisals)*. We were roused from a dream, in which Jacob's ladder (without angels) overturned stages, and headlights were strangely blended, to hear the sound of an unmusical bell, and the bawling of a still more unmusical voice, calling, "Sunrise." Having taken the precaution to secure a room on the east side, we scrambled out of bed, donned a blanket and sat at the window. The thermometer stood at 38°, and our teeth chattered as we watched the sky redden, till at last as we shivered from head to foot, the large

blood-red disk gradually made it appearance. We never envied Tithonus (lover of Eos, goddess of the Dawn in Greek mythology), and we prefer a hair mattress to his "saffron-colored couch" any morning. When we came down to breakfast, the fickle mountain had shrouded himself in a mist, which shut the lower world from our view. B." *- Providence (RI) Evening Bulletin - Wed, Aug 20, 1873 pg. 4 / Rutland (VT) Daily Globe – Wed, Aug 13, 1873 pg. 2*

August 16th

Coasting on Mount Washington: "The *Boston Herald* offers the following sensible suggestion in regard to the dangerous practice of sliding down on the railroad track on Mount Washington: "Since the railway to the summit of Mount Washington built, a contrivance for descending the mountain in a hurry has been in use, but which had better be abolished altogether. It consists of a board or two fitted to the track and is governed by a brake to arrest or retard the motion of the machine. Some remarkable feats in sliding down hill, as boys 'coast' on the Common, have been performed with these sliding boards. Not long ago a telegram was sent to the Tip-Top House, summoning a railroad conductor to come down immediately. In five minutes he arrived at the base of the mountain, having made three and a half miles in five minutes, beating the best time of Dexter and goldsmith's Maid. But this sort of trifling with gravitation is liable to accidents, as in the case of Seeley, one of the United States Signal Service men belonging to the Tip Top Station. He was, a few days ago *(6/28)*, descending the mountain very glibly on one of these sliding machines, and another man was following in the same manner. The brake of the one in the rear was broken whilst they were going with immense speed, and it came in collision with the forward one with a tremendous shock. Seeley was thrown ten feet in the air, his hip was broken, and other injuries to his head and shoulders proved fatal. Other accidents have occurred previously by means of this dangerous 'coasting,' and it ought to be stopped."

- Laconia (NH) Lake Village Times – Sat, Aug 16, 1873 pg. 2 / See Vol. 4 Appendix - Section 8

August 19th

General Grant in the White Mountains Again: "The President and party reached this topmost part of the White Mountains in the early afternoon to-day, after a most prosperous ascent. They were welcomed by a large party, prominent among whom was Gov. Straw, of New Hampshire. The start for the top of the mountain was made at noon *(via the Stage Road from the Glen House)*. The entertainment at the Tremont House (?), on the top of the mountain, should be termed a dinner and an elegant one. It was given by Gov. Straw, who presided, with



President Grant on his right. The journey down the mountain after dinner was by the breezy Mount Washington Railway to the Amanozac[sic] Station, arriving there at 6 o'clock."

- New York Times - Aug 20, 1873 pg. 1

August 23rd

A Piano in the Sky: "Mr. (John) Dodge, the popular proprietor of the Summit House, Mt. Washington, with his usual consideration for the enjoyment of his guests, has ordered a piano for their use an act which will be appreciated by all lovers of music, who will thus have an opportunity of listening to its melodies in one of nature's grandest audience rooms."

- Essex County Herald (Guildhall, VT) - Sat, Aug 23, 1873 pg. 2

August 26th

Sunrise on the Summit: "Off we went, down the road, over the Ammonoosuc bridge, of interesting history; past the Twin Mountain house, lively with an excellent band, Beecher and his friends, and the new railroad; past the White Mountain house and the Lower Ammonoosuc house, then a mile to the once famous "Giant's Grave," now leveled and the site of the new Fabyan house, which opened with six boarders before completion, and already has its share of public patronage, having the accommodations for 500 guests; then through the toll-gate and past the graves of Capt. Rosebrook and Ethan Allen Crawford, recently removed to a little enclosure left of the turnpike; and winding for three miles along the bank of the "Wild Ammonoosuc," - now in midsummer a small but beautiful mountain stream, - which is said to be the wildest and most rapid of all New Hampshire's rivers, falling more than a mile in its course of thirty miles from Mt. Washington to the Connecticut river. Then we arrive at the upper Ammonoosuc falls, and while the driver is watering his horse, we get out to examine the beautiful falls of the Ammonoosuc, and its cascades and basins, several six or eight feet in diameter. Several stages are waiting, and as we drive up we are greeted with mountain familiarity by the occupants. But soon we are rumbling onward and upward, seemingly approaching an impenetrable mountain wall which allows no outlet, and we sang with excelsior hopefulness familiar ballads and roulades, catching up the refrain as the notes waft from coach to coach. We pass the Twin River farm, a recent clearing in the wilderness, and soon arrive at the Marshfield house, where is located the station of the Mt. Washington railway. We at once entered the car in waiting, endangering our necks, as we made the discovery that the bottom of the car was constructed like a flight of stairs, the tipsy-looking little locomotive – weighing only four tons, and of 35 horsepower – braced itself against the car, the steam was applied, the stout cog-wheel began with a rattling noise to climb its long ladder of three miles, and then was experienced the real sensation of riding upon a steam car, through forests, over rocks and ravines, many thousand feet up in the air – 6291 feet above the sea level. No wonder I was sea-sick and obliged to turn my face from the billowy earth. When reaching "Jacob's Ladder," the sensation is nervous excitement, and you go on by the "Gulf of Mexico," that immense ravine down which you look a sheer descent of 1000 feet, with awe and stillness. You stand at last upon the summit, marveling at the immensity of the earth, looking over the innumerable hills and into deep ravines that speak of a period anterior to the birth of empires, of a time "when the morning stars sang together, and all the sons of God shouted for joy." On the one side the sea, on the other inhabitable hills. You rise in the morning and nothing is apparently before you – you are isolated from all the world. But as one body of mist after another rolls up, and the eastern horizon begins to catch the tinge and radiance of the coming sun, then in the apparent waste of water appears a hill, then a river, then a cluster of buildings, and soon the glories of the coming day break upon you. Limits of time and paper forbid a description of that sunrise and that day on the mountain, which I shall never forget. The ascent of Lafayette is called more satisfactory than ascending Mt. Washington. Lafayette is the wester peak of the White mountain range, and gives an unobstructed view of all Vermont. Mt. Washington is built about with mountain and they loom up on all sides. The summit houses – of which there are now seven – are in the way. You must walk around them, and so an unlimited view is impossible, but the results of day there sums up in arithmetical computations of mountain heads, villages and valley. The new hotel on Mt. Washington creates surprise everything is complete, comfortable and really luxurious. It is now possible to remain up there for weeks with happiness and content. Bring your heaviest clothing, a mountain dress and staff, and you are all right. Here I remain. – Susie V." *- Springfield (MA) Republican – Tue, Sep 2, 1873 pg. 6*

September

Another Sunrise on Mount Washington: "The sound of doors opening and closing softly, of muffled footsteps along the hall, awaken us. It is yet dark. A bright star twinkles through the curtain, telling us the good



news. toilets are dispatched with no great ceremony, and muffled in overcoat and shawl we hurry down to find a hundred other masked figures on the spacious platform in the faint twilight. We stumble over a huge chain. What is it? Every twenty feet a chain cable comes through the platform from its anchorage in the rock beneath, passing over the hotel similarly secured on the other side - a windy suggestion. Does it ever blow here? Look at the little building which is the signal station. The four little brass cups of the anemometer are absolutely motionless; not a breath stirs - a rare case on Mt. Washington. Cast your eye about, peer down into the glom - no different from the gloom of the coming night. Dim. shadowy outlines of mountain outlines discoverable against the deeper shadows that mark the profound gulfs between. In strange contrast with this indefinite darkness below, is the flaming light of the morning star high up in the eastern sky. How weirdly the dawn comes? How persistently the darkness lingers. A cold gray light at last creeps down the valley, there lie along the rivers long white lines of fog, resembling the glaciers of Alpine valleys; there is the silvery sheen of some mountain lake. A faint, cold blush of color fills the eastern heavens, which, for a wonder, are cloudless. It is the clearest day of the whole summer. But there is no sun, though is day. Nor can we see where he is to rise; no glow on the horizon marks his golden gate. Suddenly unheralded, a flash of red, gleaming fire, stationary for a moment - then it blazes higher, redder, and more fiery. A thin bar of black cloud clips the upper margin, making a new horizon and a repetition of the sudden flash of fiery red. Soon the great, round orb, red, but less intense, lift sluggishly from his mountain couch, and with a shout, we Fire-worshipers, pronounce the sunrise accomplished."

- New York Times correspondent reprinted in Montpelier (VT) Green-Mountain Freeman - Wed, Oct 1, 1873 pg. 1

September 9th

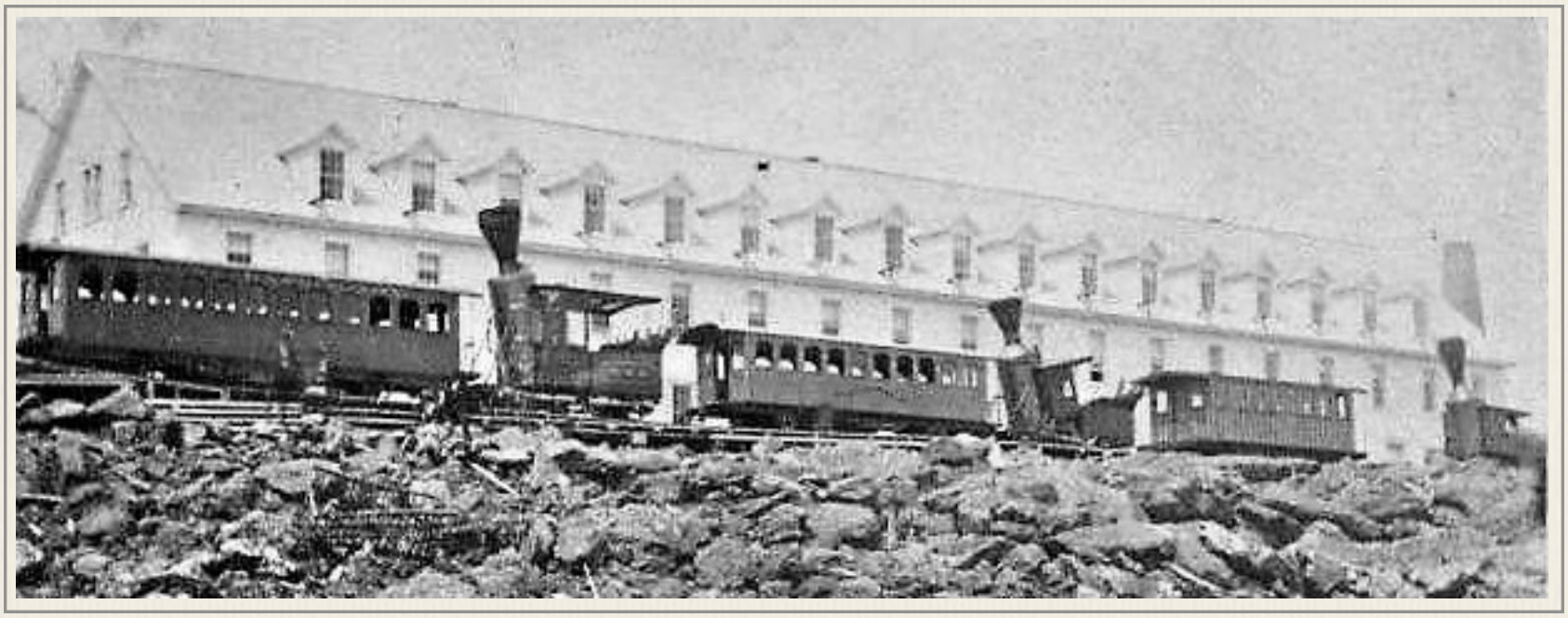
Breakdown at base of ***Jacob's Ladder***: Passengers clamber up mountain towards summit in rain - happen upon section house near Gulf Tanks before being led to the top.

- See Appendix - 1873 Stormy Night Breakdown

September 11th

A Pleasant Excursion: Arrangements having been previously made with the B.C.&M. R., the Fabyan House line of stages, and the Mt. Washington Railway, for excursion rates and special trains, a happy party (though small in number) took the mail train Thursday morning *(9/11)* at the stations North of Bethlehem Junction for a flying trip to the Summit of Mt. Washington. The morning was slightly cloudy, and many who had previously determined to go with us were thereby deterred from starting. But the places of those who said "I go," and "went not," were supplied by those who at the first said "I go not," but afterwards "Repented and went." The sun soon burned away the morning clouds, and with them disappeared all misgivings from the minds of the excursionists for venturing to start. Our journey over the turnpike to the mountain base, the starting point of the Mt. Washington Railway, was necessarily slow, as the grade is heavy and the sun was intensely hot. We arrived at the railway station about one o'clock P.M. Here we were informed by the young man in command that it was too late to run an extra on to the mountain as it would interfere with running the regular afternoon trains. This was indeed a dilemma for which we were unprepared. To stay on the summit over night was out of the question, as a special train was to be in waiting at the Twin station to take us home in the evening. Our only alternative was to make known our circumstances to the Superintend, Capt. J. W. Dodge, whose headquarters are at the Summit House of which he is also proprietor. Fortunately Dr. H.





A. Cutting, of Lunenburg, an intimate acquaintance of Captain Dodge, was of the party, and acted as our spokesman, telling him in a brief dispatch our situation. The moments of suspense, while waiting for the reply seemed mighty long, and when it came, saying we could go up if we could get started in ten minutes, we secretly voted Captain Dodge a "brick." In ten minutes, more or less, we were on our way rejoicing. It is useless in the brief space of this article to attempt a description of this great wonder of the world, the Mt. Washington Railway, or to tell of the magnificent views afforded us during the hour and a half we were making the ascent. At the Summit we met our benefactor, Captain Dodge, and had the privilege of thanking him in person for his kindness. We had only time to partake of the sumptuous dinner which had been prepared for us and take a hasty look from the various points of observation, when the whistle of the locomotive warned us that we must return. "We," however, desired to swing the entire circle, and bade our companions adieu as the car commenced its downward journey, having determined to descent on foot by the carriage road to the "Glen," which journey was accomplished in two hours. – from the *Lancaster Gazette*"

- Essex County Herald (Guildhall, VT) – Sat, Sept 20th, 1873 – pg. 2

September 13th

Drake's Takes: "Our friend B. F. Drake, Master Mechanic of the Mount Washington Railway, sends us new and interesting stereoscopic views of scene upon that road. In one of the groups we recognize the familiar faces of our Lake Village boys and ladies. These views are in the best style of the famous Kilburn Bros., and are a very acceptable addition to our collection."

- Laconia (NH) Lake Village Times – Sat, Sep 13, 1873 pg. 3

New Summit House Guest Count: "The register of the Mt. Washington Summit House show that it had 5,412 guests during 44 days of the present season."

- New England Farmer - Sat, Sep 13, 1873 pg. 3

September 30th

Mt. Washington Hotel Company: "At the annual meeting of the Mt. Washington Hotel Co., Tuesday *(9/30)*, the following Directors were chosen for the ensuing year: S. Marsh, H. L. Tilton, J. G. Sinclair, Geo. B. Redington and N. C. Farr. At a subsequent meeting of the Directors, S. Marsh was chosen President, H. L. Tilton, Treasurer, E W. Farr, Clerk."

- White Mountain Republic (Littleton, NH) - Thu, Oct 2, 1873

November 27th

Marsh Not Well: "Sylvester Marsh Esq. of Littleton, the well known inventor of the Mt. Washington Railway, is ill with a severe attack of pneumonia."

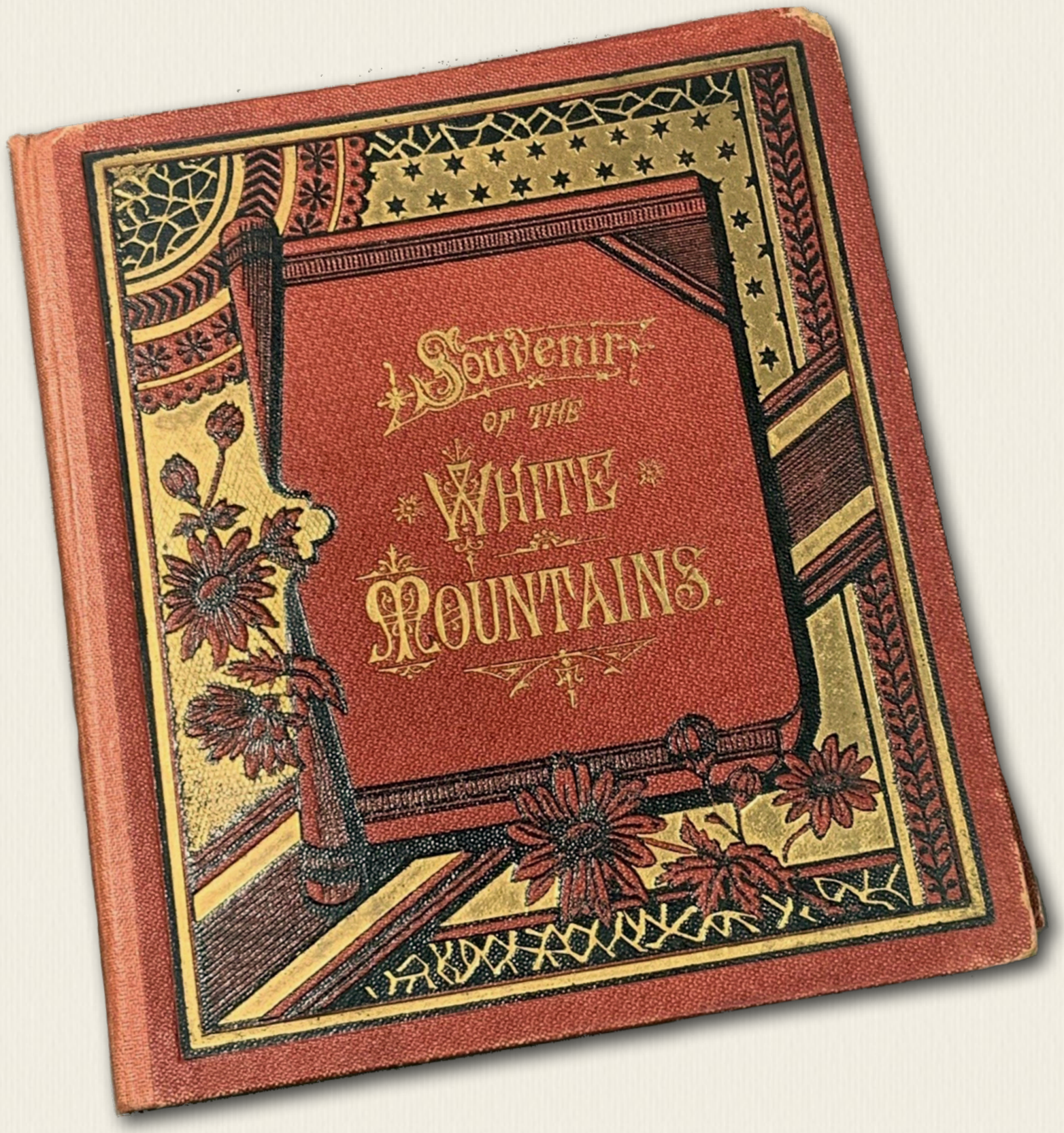
- White Mountain Republic (Littleton, NH) - Thu, Nov 27, 1873

1873

December 20th

Lots of Snow: "Notes from Mount Washington - The snow is now two and a half feet deep at the base of Mt. Washington, a much greater depth than is common at this season of the year. If there is the usual increase the depth will be six or eight feet by the 1st of April; yet Mr. E. A. Crawford, who conducts the lumbering operations for the Mt. Washington Railway Company, expects to keep a road open from the Fabyan Place to the base of the mountain. The scientific party on the summit now consists Sgt. A. R. Thornette, who has been on the mountain nearly two years and is master of the situation. This is also the second winter that Sgt. Wm. Line has been on the mountain as the assistant observer. Fred De Rosher went there last summer, and like his companions enjoys "life among the clouds." Every week one of the observers goes tot he base for the mail. The Boston, Concord & Montreal Railroad have begun work on their extension above the Twin Mountain House, and there seems little doubt but the road will be completed to the Fabyan Place early next season."

- Portsmouth (NH) Journal - Sat, Dec 20, 1873 pg. 2





Mt. Washington.

1874

Signal Station is built - A one and a half story high wooden building *(above)* is erected by the Signal Service of the United States Army to allow observers to conduct year round weather observations. The observers at first had quarters in the railway depot, which was subsequently destroyed by a winter gale.

- 1906 Mount Washington Travelers Handbook 3rd edition

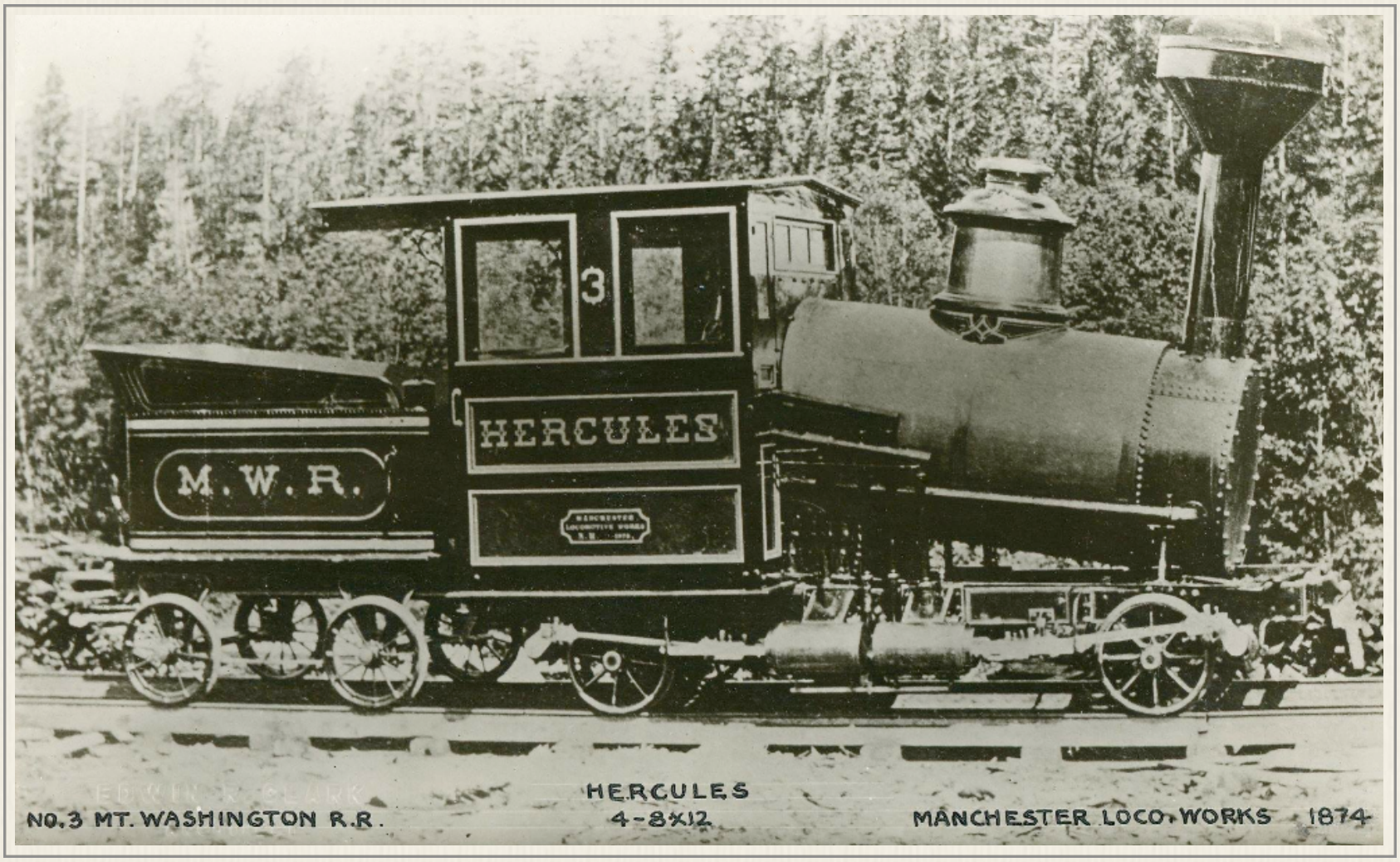


F. M. Cooper writing in *The Granite Monthly* says "It is difficult to believe that for several winters the summit of Mount Washington was occupied by the hardy fellows *(left)* who risk their lives and sacrifice their personal comforts and pleasures in the cause of science under the title of Signal Service Corps. Winter after winter, with indomitable courage, they dwelt in the little building... their 'living tomb' as they humorously designated their lofty residence. So little consideration was shown these brave fellows by congress, that the small sum appropriated by it for the purpose of erecting a new station was insufficient to meet the cost, and the signal service men were compelled to take up their residence in it in an uncompleted state. The floor was perfectly open underneath, and the cold winds were allowed full play. The boards composing the floor were laid in a green state, so that when they became dry they cracked and left wide openings, through which the icy air entered most noticeably, and a bucket of water placed between two red-hot stoves is known to have turned into ice as it stood there."

Locomotive #5 *- Hercules* ***is built*** - First horizontal boiler engine *(next page)* built by the Manchester Locomotive Works in Manchester, New Hampshire - given the Number 3. Railway president Sylvester Marsh remains unimpressed by the rolling stock being built under the direction of General Manager Walter Aiken. "In none of the engines he has built (4) has he succeeded in improving in any regard upon my first one. The Road had a car made under Mr. J.J. Sanborn's directions in spite of my disapproval which proved a total loss on account of its great weight. I then made a proposition to get up one myself as per letter to Mr. Lyon. My offer

was accepted and I accordingly built a car, and an improved automatic arrangement to be attached to the Air-Brake on the car. Mr. Aiken in the mean time unbeknown to me was inventing an attachment for the same purpose & after comparing it with mine he refused to put on either. This machinery I paid for out of my own pocket. It now lays where it was thrown by Mr. A. among the water iron. My car was a perfect success and a favorite with all the engineers. We soon needed another car which Mr. Aiken had constructed without asking my advice. It has proved to be a failure & had to be rebuilt after the first trip."

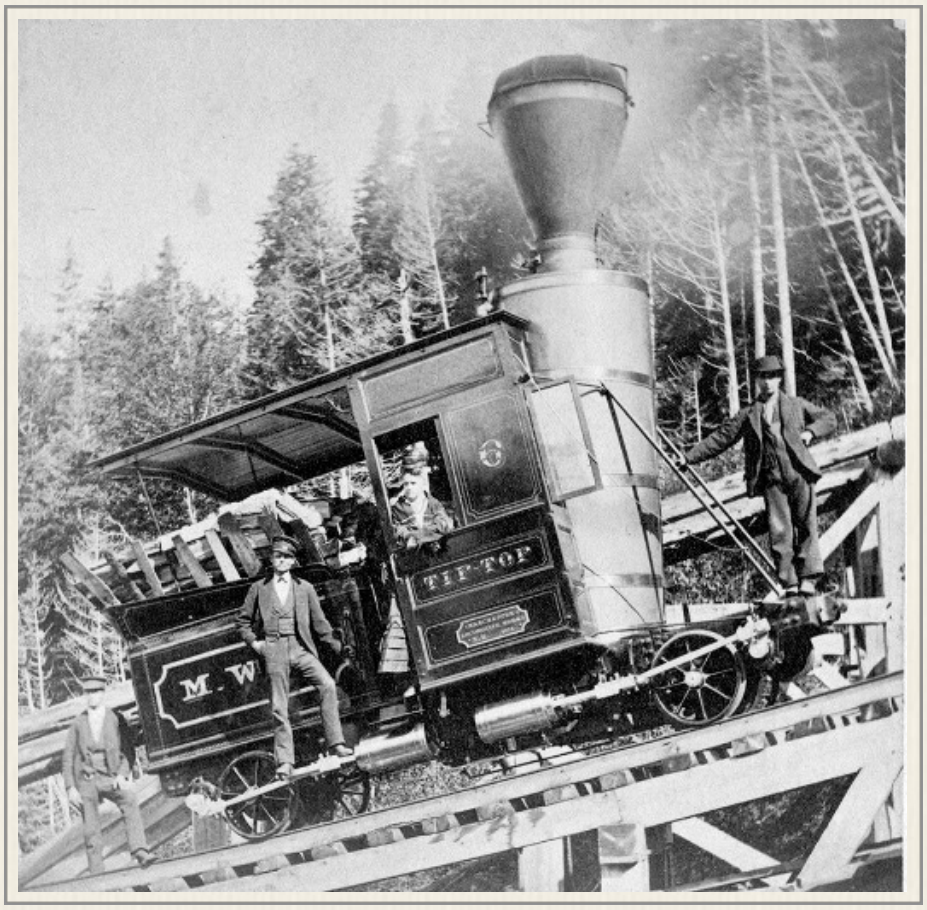
- Sylvester Marsh papers, Dartmouth College MS 876412



February 24th

Winter Ascent of Mount Washington by Ladies: The first excursion of ladies to the summit of Mt. Washington in winter, was recently and safely performed by Mrs. O. E. Freeman of Lancaster, N.H. and Mrs. C. A. Durgin, of East Andover, N.H., daughters of Ethan Allen Crawford, (of White Mountain history,) accompanied by a brother and nephew. The party left Jefferson the 24th of Feb. at 8 a.m. and rode 19 miles to the base of Mt. Washington, arriving there before noon at the camp of E. A. Crawford, another brother. After partaking of the hospitalities of his mansion, in his absence, at 2 p.m. they walked up the Mt. Washington Railway to Waumbec Station, and finding the weather pleasant pushed on another mile to Gulf station, where, finding their courage and strength good for another mile, they continued to the summit, arriving there at 5 p.m., the faces of the ladies slightly frozen, the wind blowing 50 miles per hour, with the thermometer 8 degrees below zero. They were kindly received by the three gentlemen of the U.S. Signal Service. Not expecting lady visitors they were much surprised. Cold water was instantly applied to the frost-bitten faces, and in a short time an ample repast was provided, in Parker House style. The next morning, after partaking of a bountiful breakfast, the party returned to the base of the mountain in three hours, and thence back to Jefferson the same day, the 25th. The party made the ascent upon the sleepers of the elevated trestle work of the railway, in a strong biting wind at a low temperature. Aside from a little natural fatigue, these descendants of Old Ethan, the Pioneer, experienced no more inconvenience from their hazardous enterprise, than did their ancestor in his accustomed labor scaling the pathless crags of the same mountain.

- Essex County Herald (Guildhall, VT) - Sat, Mar 7, 1874



Locomotive #6 - *Tip-Top* ***is built*** with vertical boiler and dual drive *(left)* - later rebuilt into second #6 with horizontal boiler in 1878 - *Great Gulf* in the Jitney Era - later rebuilt/renamed *Kancamangus*

- Climbing the White Mountains of New Hampshire by Bruce D. Heald

Mt. Washington Railway Co.

The Annual Meeting of the Stockholders of the Mt. Washington Railway Co. will be held at the Eagle Hotel, in Concord, N. H., on Wednesday, the 13th day of May next, at 4 o'clock P. M., to choose directors for the ensuing year, and to transact such other business as may legally come before the meeting.

C. LANE, Clerk.

April 22, 1874. 1w'32

May

John Horne of Lakeport, New Hampshire ***begins*** work ***at Cog Railroad***. Born Keighly, West Riding of Yorkshire, England 18 Feb 1843. He worked in B&M machine shops in Lakeport when not at the Cog. He spent 37 years at the Mountain - the last twelve as Superintendent of the Railway. He died 22 July 1927. Described 1878 *Geo Stephenson* runaway

- Story of Mt Washington

Chandler's Purchase Purchase: "John G. Sinclair of Littleton recently purchased of Sylvester Marsh, the tract of land near the base of Mt. Washington, known as Chandler's Purchase, containing 17,700 acres, for $40,000 and has since re-sold seven-eighths of the same to parties in Rhode Island for $56,000."

- Essex County Herald (Guildhall, VT) - Sat, May 23, 1874 pg. 2

May 1st

Descent to Base - "Journey to and from the base today without snowshoes necessitated crawling on all fours nearly all the way from Jacob's Ladder down. This is the first time during the winter that snowshoes would have been of value in going over the mountain.."

- R.S. Monahan 1933 transcription (p5) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

May 30th

Painted and Ready to Ship: "M. W. R." are the initials upon the "tender" of the new engine, nearly completed, at Blood's Locomotive works for the Mt. Washington Railway. It has an upright boiler and is very strongly built, particular attention being paid to its safety in case of accidents or breakage of any part of it. It will be ready for delivery in a few weeks."

- Manchester (NH) Mirror & Farmer - Sat, May 30, 1874 pg. 8

June

New Hampshire Railroad Commissioners Report: "***Business of 1873***. Receipts total: $24,293.71 - Expenditures: $25,601.52 - Net Loss: $1,307.81"

July

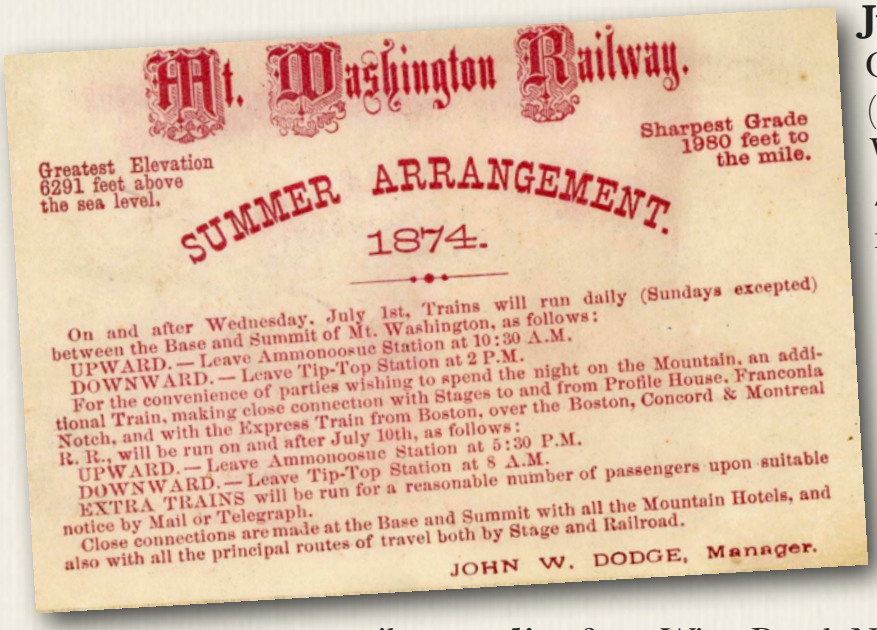
Signal Station No. 46 Annual Report: The office *(on Mount Washington)* remains in the building constructed for the station last year, which has been found comfortable and well adapted to the uses for which it was designed. The station was inspected in October, 1873, and found in fair condition. The situation of the men upon this station has been greatly improved since its first occupation in 1870.

- Annual Report of the Chief Signal Officer to the Secretary of War for the Year 1874

1874

Tourist Guide to the Summit House: "The Mount Washington Summit House accommodates conveniently one hundred and seventy-five guests, though more than two hundred have been entertained. Several thousand persons visited it during the past season. Its appointments are very complete. Lighted by gas, and heated by steam, with all modern improvements, a liberal table, and good attendance, the visitor can be made comfortable for any length of time. Stages run from the railroad depot to all the prominent houses, enabling tourists to return by any route they choose."

- Popular Resorts, And How to Reach Them - John B. Batchelder, Boston 1874


Mt. Washington Railway.

Greatest Elevation 6291 feet above the sea level.

Sharpest Grade 1980 feet to the mile.

SUMMER ARRANGEMENT. 1874.

On and after Wednesday, July 1st, Trains will run daily (Sundays excepted) between the Base and Summit of Mt. Washington, as follows:
UPWARD.—Leave Ammonoosuc Station at 10:30 A.M.
DOWNWARD.—Leave Tip-Top Station at 2 P.M.
For the convenience of parties wishing to spend the night on the Mountain, an additional Train, making close connection with Stages to and from Profile House, Franconia Notch, and with the Express Train from Boston, over the Boston, Concord & Montreal R. R., will be run on and after July 10th, as follows:
UPWARD.—Leave Ammonoosuc Station at 5:30 P.M.
DOWNWARD.—Leave Tip-Top Station at 8 A.M.
EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.
Close connections are made at the Base and Summit with all the Mountain Hotels, and also with all the principal routes of travel both by Stage and Railroad.

JOHN W. DODGE, Manager.

July 1st

ON and after Wednesday, July 1st, "Trains will run daily (Sunday excepted) between the Base and Summit of Mt. Washington" Up from Ammonoosuc Station at 10:30am / Down from Tip Top station at 2pm. For parties wishing to spend the night on the Mountain, "an additional train, making close connection with Stages to and from Profile House, Franconia Notch, and with the Express Train from Boston over the Boston, Concord & Montreal RR will be run on and After July 10th will be run Up at 5:30pm and down 8am John W. Dodge is manager. *- Paul Forbes posting of document scans on Cog Railway: We Were There FB page*

White Mountains Railroad begins building a 20.1 mile ***spur line*** from Wing Road, New Hampshire to Base to bring passengers to the Mt Washington Cog Railway. ***Initial section*** between Wing Rd and Fabyans *(below)* was ***opened in 1874***. Final section to Base completed two years later.

- Lost Railroads of New England 3rd Ed - Ronald Dale Karr

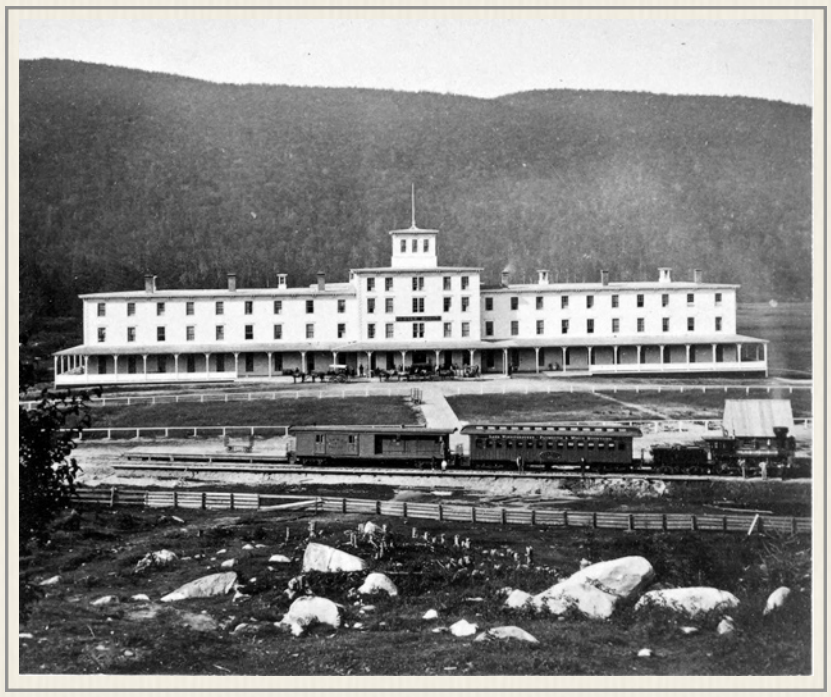
July 16th

Postmark: Mt. Washington: "A Post Office has been established on the top of Mount Washington, with John W. Dodge, Postmaster."

- Morrisville (VT) News & Citizens - thu, Jul 16, 1874 pg. 2

July 22nd

The Mountain Region: "Just ten days ago, today, the first passenger train on the White Mountain branch of the Boston, Concord and Montreal Railroad made its entry into the Fabyan place, from where *The Globe* correspondent dates this letter. The iron horse finds his way within six miles of the base of old Mount Washington, whilst the shrill whistle when blown echoes through the forests and valleys for miles around. "This way for the Fabyan House," shouted a young man with badge on his hat to *The Globe* reporter. "Any baggage, sir?" (As if a scribe could afford a "Saratoga," or other than a hand satchel.) Alighting from the train, with a quick reply of "No" to that individual, a few steps brought me upon the broad piazza of the Fabyan House and in the shadow of Mount Washington. This new and first-class hotel, open now until October 1 for the season of 1874, is situated near the beautiful Ammonoosuc River, the terminus of the White Mountain Branch road, at the junction of the Mount Washington turnpike and the road leading to the celebrated White Mountain Notch. From its piazzas a clear and unobstructed view may be had of the top of Mount Washington, the railway and the whole mountain chain. What a picturesque and romantic sight it is to sit upon a cozy easy chair, watching



Wing Road line arrives at Fabyan House (1874)
- Robert N. Dennis Collection

the houses on the distant summit, as if they were imaginary castles in the air, now and then a cloud shuttling them out of view, enveloping the summit in a dense fog, whilst before us we have the Mount Washington Railway in full view. Leaving the hotel for a trip up this wonderful railway, in company of sixty-three others, a ride over the turnpike of six miles brought us to the railway station at the base of the mountain, and then off we go for the village in the clouds. The road-bed is constructed with special reference to safety and durability; braced and secured in the strongest manner. Every arrangement for safety is provided and the passenger need feel no alarm or apprehension of danger, the trip being as safe as ordinary railway travel. No accident has occurred during the past four years the road has been in operation. The locomotive is of novel construction, being made with special reference to the steep inclination of the road, and, when standing upon the level track, appears out of balance. The locomotive is always below the train, pushing the coaches upward as you ascend, and preceding them on the descent. The seats in the coaches are hung at an angle facing toward the base. The ascent occupied one hour and a quarter, including the stop for water, and a little less in the downward trip. NO three miles of railway in the world is built like this wonderful road, whilst the views to be had on the trip are sublime and enchanting. Once upon the summit, the train stops directly at the entrance to the Summit House. Here the view is grand and extended on a clear day. The wind is refreshing but chilly, whilst the guests who remain at the hotel over night to witness the sun rise are reminded to take cognizance of the following, posted about the sleeping-rooms, viz: "Guests rising and going out in the morning to see the sun rise, will please not take the bed blankets." A few paces from the hotel is the United States signal service station, a neat two-story dwelling-house, but securely chained to the mountain. Today was bright and clear, just the day to see almost anywhere. A peep through the best glass in the observatory brought the city of Ogdensburg, N.H., in view, a distance of nearly ninety miles, whilst Portland Harbor and the ocean, sixty-five miles distant, were plainly visible. After a sojourn of three hours on the mountain top, the train left for the base, full of jolly passengers. I find here, as in all the other Summer resorts I have visited, good-natured hosts, and plenty of lively guests, all tending to prove how great a luxury is a Summer among the mountains, if the purse can stand it. E.M.S."

- Boston Globe – Fri, Jul 24, 1874 pg. 2

First Week in August

Frozen Pipes: "The water pipes froze and burst at the Tip Top House *(Summit House 2)* on Mount Washington last week." / "Think of water pipes bursting and freezing in mid-August. But it was done last week at the Tip-Top House, on Mount Washington, with results that were not tip top to the proprietor, costing him some $150 *($3,592.14 today)*."

- St. Albans (VT) Messenger – Wed, Aug 12, 1874 pg. 1 / Portsmouth (NH) Journal of Literature & Politics – Sat, Aug 22, 1874 pg. 2

August 11th

A Balky Horse: "The Mount Washington railway oftentimes undertakes to illustrate the conduct of a balky horse or malicious mule, and comes to a stop so suddenly, and with a such a jerk, that passengers involuntarily take possession of the forward end of the car in a heap. "This sort of thing, you know, might just as well be avoided, you know," says young Smithkins, throwing off a fleshy old lady, and rising to his feet."

- Brooklyn (N.Y.) Daily Eagle - Aug 11, 1874 pg. 1

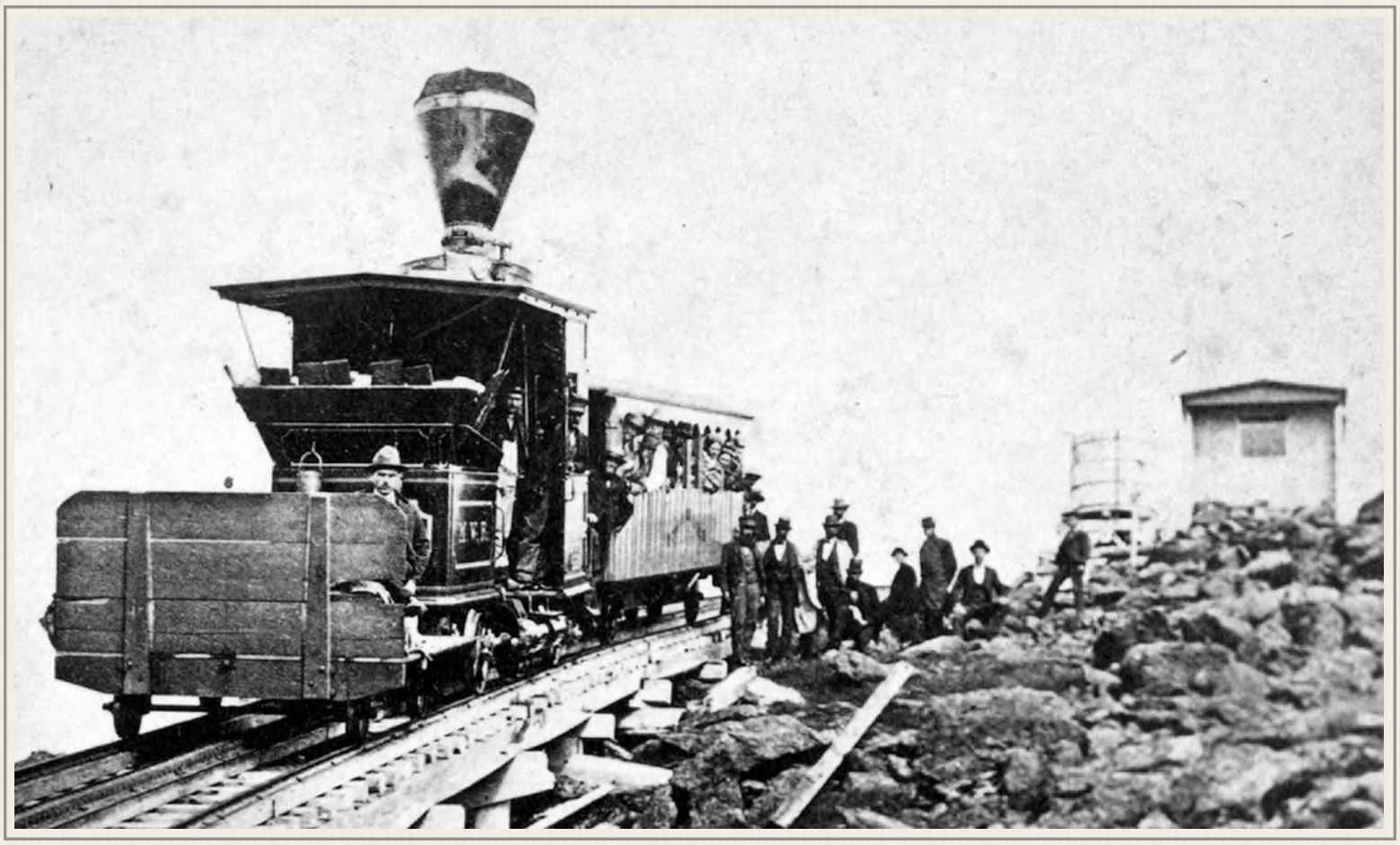
August 13th

Business Brisk: "Travel to the White Mountains is very brisk at present. The B. C. & M. and White Mountains R. R. run heavy trains every day (except Sundays). The building of the Mount Washington Railway, which was accomplished through the perseverance and energy of our fellow citizen, Sylvester Marsh, Esq., has been a great help to this road and will cause the travel to the White Mountains over this road to increase more and more every year."

- White Mount Republic (Littleton, NH) - Thu, Aug 13, 1874

Marsh's Big Gun: "Sylvester Marsh, the inventor of the Mount Washington Railway, and a large owner in the Fabyan House, visited the naval station at Kittery (ME), recently, for the purpose of procuring a large cannon, to be placed in front of the Fabyan House to be discharged at the pleasure of the guests, more particularly to enjoy the sound of the echo. The elder Fabyan, who is now at the House, says that the reverberation at this point will produce twenty different and distinct echoes. Mr. Marsh will, probably meet with success."

- Boston Globe - Thu, Aug 13, 1874 pg. 3



Lloyd's House and railway train at Gulf Tank (~1874)
- Robert N. Dennis Collection

August 16th-17th

Damaging Storm: "A severe rain storm visited this section on Wednesday night and Thursday *(8/17)* of last week. The streams were quite full before, owing to the recent heavy showers and the large amount of water falling on this occasion caused the streams to overflow and do a large amount of damage. The road bed, on the railroad, about half a mile north of (Littleton), was washed out for a distance of 75 feet and passengers had to be carried around the break during (Wednesday). There were also breaks on the Mount Washington branch railroad. The superintendent Mr. Dodge, was promptly on the ground and measures were immediately taken to repair the breaks, and so successfully that on Friday the trains run as usual."

- White Mountain Republic (Littleton, NH) - Thu Aug 24, 1874

August 21st

Brigham's Vacation Impressions: "Yesterday *(8/20)* in the afternoon we left the Crawford House and the grand sights about the Notch, by coach, to the Fabyan House four miles, and then up the Wild Ammonosuc six miles to the Mount Washington railroad. The Ammonoosuc (Upper) Falls on the way will arrest the eye of the traveler, and present some curiosities in nature worth a few minutes' delay. And, then, here you will find a shanty where they sell native wines made of berries of the sambucus, blackberry bush, raspberry, etc., or you can buy a glass of lemonade if you prefer. Across the little foot bridge is the hut of the old basket maker, somewhat blanched in his face, from the ancient copper color of the old pipe chiefs and basket makers. At five o'clock we are at the station of the Mount Washington railroad. What a little locomotive to contest with the great obstacles and terrible steeps into the realm of clouds, we instinctively say. Seated in the car, we begin to climb the steep ascent, up, up, we slowly creep… The track ahead looks much like a long ladder lying at an angle, steep as the roof of a house. The mountain is covered with a thick mist driven by a very brisk wind. We often are so blinded as to see but a few feet. Then the jutting crags and ragged steeps break through the cloud, but none of the grand outlines of the mountain are visible. By the time a third of the distance is steamed over, we begin to realize what was told us at the start, that a gale was blowing on the mountain. We stop and take in water, and some try to see if they can stand up against a wind blowing 78 miles an hour. There are three water tanks on the route. There was much sameness for the whole distance of the ascent, a thick mist and chilly air, and a gale which made the alpine shrubs writhe and bend and the rocks roar. Before we reach the summit, we pass the monument of Miss Lizzie Bourne, who perished in 1855. At seven o'clock we arrived at the Summit House, a good hotel kept by Captain Dodge, the manager of the Mount Washington railway. The tables were decorated with vases of alpine flowers, tastefully arranged, bordered with mosses and brasses, grown on the line



of perpetual snows. We were served to an excellent sirloin, rolls and coffee that would honor the cuisine of the best kept houses of the city. Our beds were clean, and our rooms tidy and comfortable in every particular. And we took to the enjoyment of things within, for nothing could be seen without, and the promise for the next morning was anything but flattering. Morning came, and, notwithstanding the bad omens of the previous night, a more magnificent scene that that on which our eyes feasted could never be presented to mortals. No language can paint it…. The bell rang through the hall and all rushed forth to see the sunrise. We thought of the morning of creation when the firmament was divided from the waters, and God said, "Let there be light." How differently people were affected, some jubilant, some passionless. We shouted a long hearty welcome to the sun, as it broke through a cloud on the edge of the horizon, and made the hoar old peaks sing with a loud hallelujah, so lifted were our souls with these manifestations of wonder and sublimity. The cloud scenery greatly surpassed anything I had ever seen or even conceived of. A sunrise of this kind is a thing to be seen but not described. I cannot conceive how the morning could be better for awakening the sentiments of admiration, sublimity and beauty. We breakfasted a 7 o'clock and started down the mountain at eight. At the lower station of the Mount Washington railroad, we take coaches again for a ride down the wild Ammonoosuc valley, for the Twin Mountain House, kept by the Barrons, where we found an excellent landlady in the person of an acquaintance, Jenny Lane, wife of the junior Barron and daughter of Dennis Lane of Montpelier. Three days from home, we managed to see much of the wonderful and beautiful in nature in this region, spend a few dollars in money, enjoy ourselves greatly and get a little change from the monotony of a wearing and laborious profession. To the editor of the Freeman, and other sin like need, or likewise inclined, we say in all sincerity Go and do likewise. Sig: S. W. Brigham" *- Montpelier: Vermont Christian Messenger - Thu, Sep 3, 1874 pg. 1*

September 3rd

Night Among the Clouds: ""We are spending the night at the Tip Top House *(Summit House 2)*, a real hotel on the summit of Mt. Washington, not that little stone, prison-like edifice that used to do the hospitable to travelers with great expense and little accommodation to them, but a first class house where, way out of the world, you can enjoy all the comforts and luxuries which that world affords. We have just seen the last of the day's light fade away after having exhibited for half an hour a scene of almost unequalled brilliancy. Our appetites are quite beyond our fondest hopes. They have been stimulated wonderfully by the glorious mountain air and as we have every opportunity which a good table can offer for this indulgence there is reason to expect that the four or five meals which we shall partake of here will, in effect, be equal to a dozen ordinaries. The season at the White Mountains is gradually growing late, and whereas a few years ago no one was to be seen here after the first of September, there are now nearly as many as a week ago. This is to be accounted for, of course, by the increased facilities of travel, most of the old-fashioned staging having been done away by the judicious work of the Boston, Concord & Montreal railroad, so that now it is as easy to get to the top of Mount Washington from New York, as it is to go thence to Saratoga. One can but notice the same work in others that he knows is being wrought upon himself, and it is a fact that hardly a sickly person is to be found on Mount Washington. One can even notice the improvement in coming up from the foot of the mountain, and as men and women draw in full draughts of the air the effect is as obvious as the case of ether inhalation, and it seems not improbably that before long Mount Washington will become a home for certain classes of invalids who need the stimulus of a rarefied atmosphere. The delicious springs of ice water, so pure and clean, cannot be without good effect upon those who come provided with drinking cups, and in many cases there are medicinal properties, connected with the other good qualities, quite as efficacious as those of the Geyser or any other of the noted Saratoga Springs. – Bartolo" *- Rutland (VT) Daily Globe – Wed, Sep 9, 1874 pg. 2*

September 5th

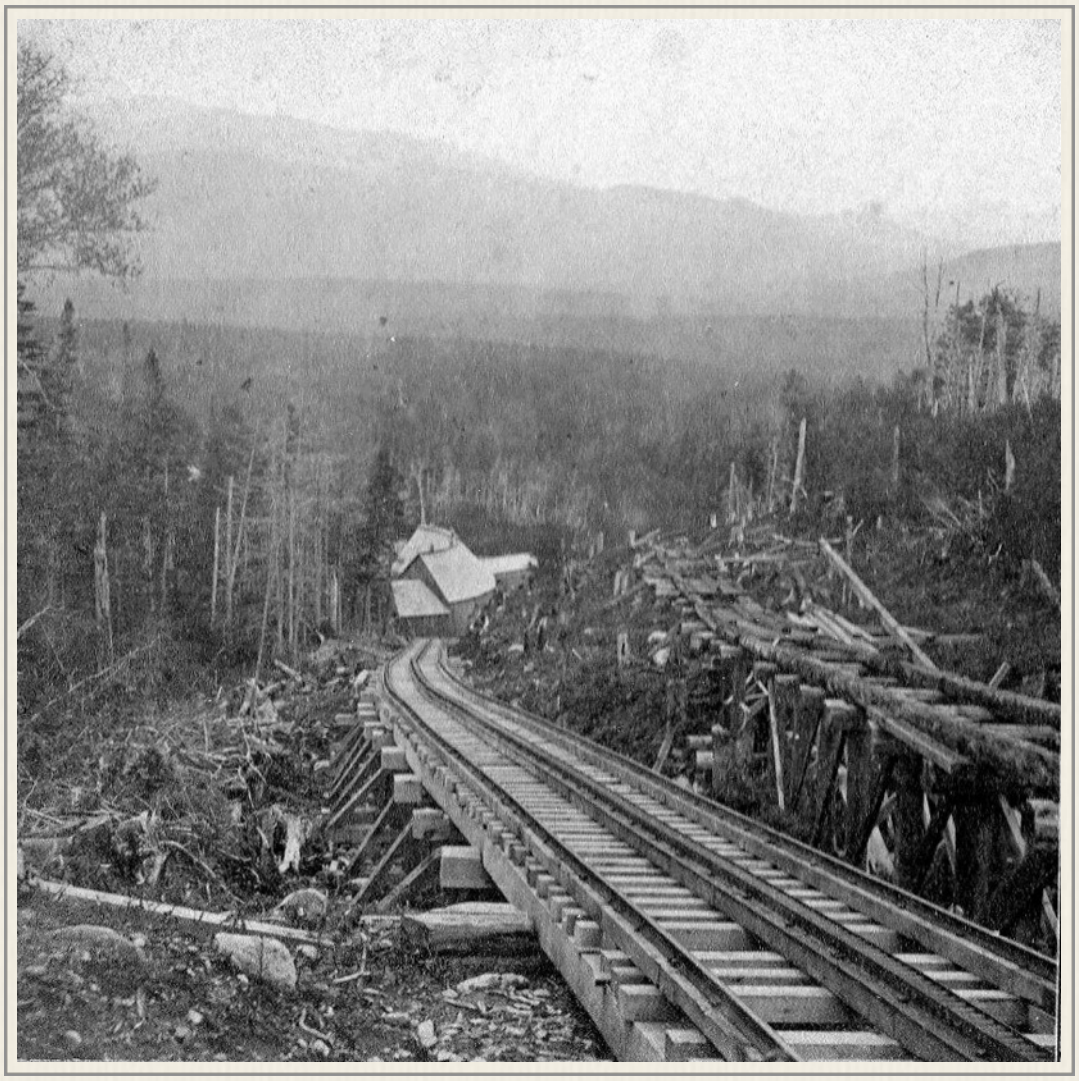
Board Riders to the Rescue: "Messrs. *(John H.)* Priest and *(John)* Horne of the Mount Washington Railway were coming down from the summit, Saturday *(9/5)*, on sliding boards on the railway when they came near running over Mr. N. H. Allen and Mrs. C. N. Allen, who were walking on the track. The lady fell and was quite

badly hurt, so she was taken on one of the boards and slid down to the base safely - the first lady who ever performed the feat." *- Boston Globe - Wed, Sep 9, 1874 pg. 3*

September 28th

Spur Line Surveyor: "Charles C. Lund, Esq., started a week ago last Monday *(9/28)*, with his engineering party, for the Fabyan house, to commence the work of locating the remaining portion of the railroad from the Fabyan house to the base of Mount Washington, to connect with the Mount Washington railway, the distance being six miles. This task will be a somewhat difficult one, as the rise to overcome in that distances is 1,270 feet, and of course, the road will have to wind about considerably in some places."

- The Colebrook (NH) Northern Sentinel – Fri, Oct 9, 1874 pg. 3



Base Station & new track from further up first rise - old rail trestle to the right (1874)
- Dave Moody Collection

October 1st

New Carriage Road: "Engineers will begin Thursday *(10/1)* to lay out a carriage road from the Crawford House over Pleasant Mountain to the Tip-Top House *(Summit House 2)* on Mt. Washington." *- Vermont Chronicle – Sat, Sep 26, 1874 pg. 8*

October 2nd

Carriage Road Project Underway: "A project has been started for building a carriage road to the summit of Mount Washington from the Crawford side. The road will follow as nearly as possible the old bridle patch, and the cost will probably be $30,000. The road would be a great advantage to the Crawford side, the views on the way up being among the grandest of White Mountain scenery."

- The Colebrook (NH) Northern Sentinel – Fri, Oct 2, 1874 pg. 3



The Summit House was enlarged by the addition of an ell (above) in 1874
- Courtesy Digital Commonwealth

October 24th

Initial Rail Survey Commenced: "Preliminary surveys are being made by Engineer Lund of Concord, N.H., for a railway from the Fabyan House, the present terminus of the Wing Road Branch, to the base of Mt. Washington, and there to connect with the railway up the mountain. A rise of 1200 feet has to be overcome."

- New England Farmer - Sat, Oct 24, 1874 pg. 3

November 20th

Barron Road Gets Railroad Boost?: Asa Barron is pushing his road from the Crawford House to the summit of Mount Washington, with a view of having it ready for summer travel another season. It is said that the Eastern Railroad is helping him." *- The Colebrook (NH) Northern Sentinel – Fri, Nov. 20, 1874 pg. 2*

December 12th

Rail Survey Completed: "Surveys have been completed from the Fabyan House up the Ammonoosuc valley to the base of Mt. Washington, for an extension of the Mount Washington Branch. It is possible, but not certain, that a portion of the extension will be built next year. A steam saw mill has been erected on the Twin Rivers farm, which is situated on the turnpike two miles below the base of Mt. Washington. It belongs to the lumber company with which Mr. Sinclair is connected, and which last summer made an extensive purchase of lands in the vicinity. The woods have been cut away west of Ammonoosuc Falls, between the river and the turnpike, changing the aspect at that point materially, and opening up a better view on the approach to the Falls. Still more extensive changes will take place, in consequence of the lumbering operations, before next summer. The Mt. Washington Railway Company have added considerably to their group of structures at the base of the railway, more room being required for the stowage of fuel."

- Portsmouth (NH) Journal - Sat, Dec 12, 1874 pg. 2

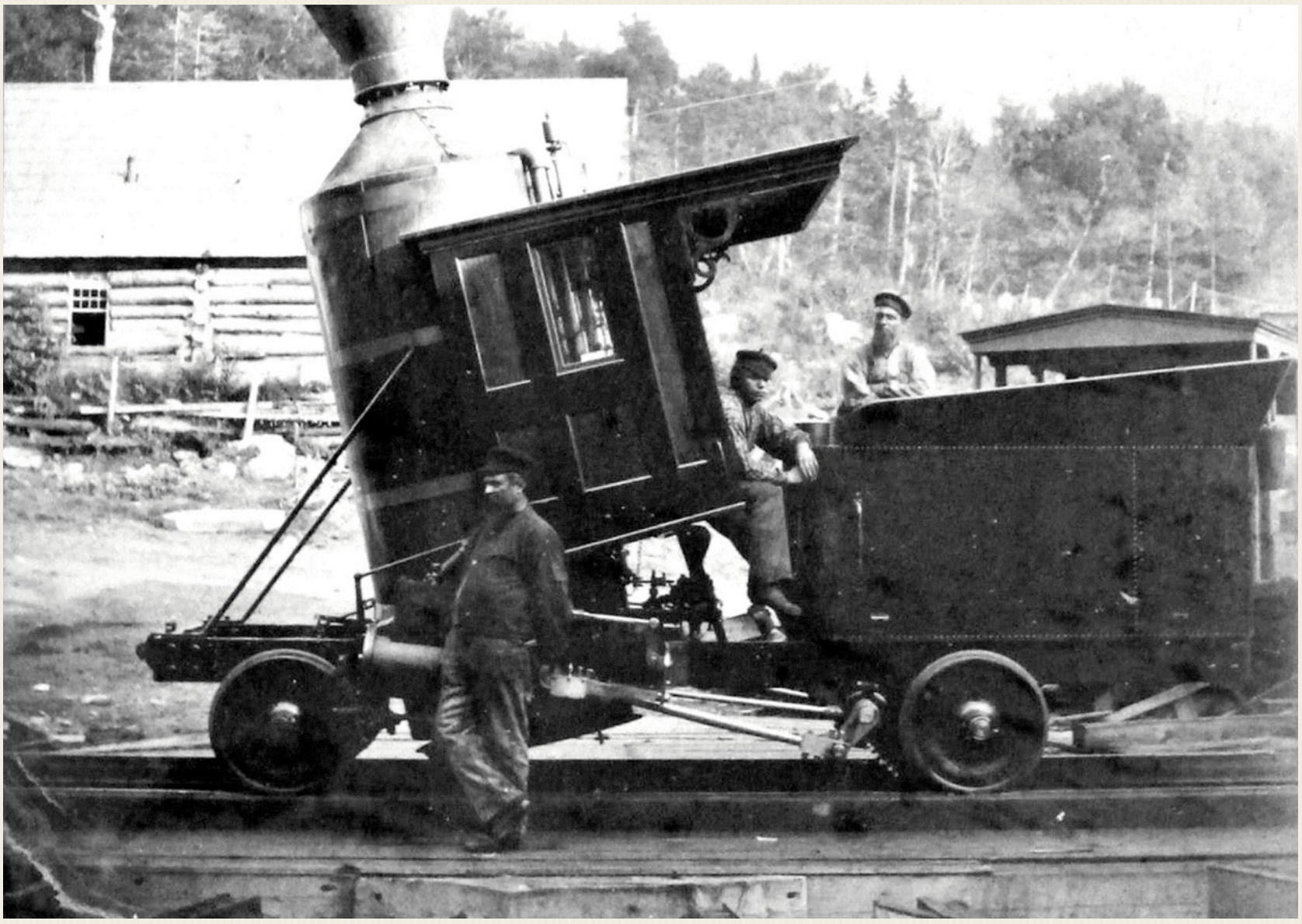
December 24th

Fuel Storage: "The Mt. Washington Railway Company have added considerably to their group of structures at the base of the railway, more room being required for the stowage of fuel."

- White Mountain Republic (Littleton, NH) - Thu, Dec 24, 1874



Locomotive Hercules with baggage car climbing Jacob's Ladder (~1874)
- Standard Series stereoview offered on eBay



Locomotive and crew on Base turntable looking south towards original log cabin (~1874)
- David Moody Collection

1875

January 27th

New Signal Station Needs Work: "Coldest of the season -46°. The wind is blowing a hurricane and has done so all through the night past. Hard work today to keep warm. The wind and cold penetrated every cranny. The house should be repaired the coming summer, as it is not fit to live in, in such weather. The bed rooms have only two strips of matting in them and that will have to be taken out in a few days to replace the worn parts in the living room. Still it was the Office's decision that no carpet was necessary. The coal is far from being good, it is full of rocks and clinkers. Respectfully suggest that good coal be sent to this station another fall and another heating stove be purchased. If such weather as this is to continue, it would be wicked to keep men in such a dwelling."

- R.S. Monahan 1933 transcription (p5-6) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

March 27th

Wing Road Extension Soon: "The Mount Washington Branch, or "Wing Road," will most likely be extended on from the Fabyan House to the foot of the Mountain Road, some even or eight miles, at an early day, while a carriage road has been surveyed from the Crawford House to the summit of Mt. Washington, about an equal distance. *- Portsmouth (NH) Journal - Sat, Mar 27, 1875 pg. 2*

April 16th

An April Tramp to the Top: A front-page letter to the editor by "Un Jeune Touriste" details a six-day trip to the summit of Mt. Washington with a U.S. Signal Corps observer. It describes a stop at a deserted base station of the Cog railroad. "Thinking a visit to the observers on Mt. Washington during the cold season would be read with interest by the many subscribers of the Republic, I am just bold enough to trespass on your columns with a journal of the sights and sensations on the Mount. By the kind invitation of the observer I left Littleton

with Seargt. Line on the 5pm train Friday, April 16. The route to the base runs almost wholly through forests; a few habitations are seen here and there, residences of huts for the large number of men engage din lumbering which is extensive, and the chief business in this section. I noticed a few fine farm lands, and but a few. After an hour's travel we arrived at the Fabyan House, the present railway terminus; in its present unoccupied state it looked dreary and very uninviting, presenting quite a contrast to the bustle and enchantments of the summer seasons. Friday night we put up at the Fabyan House; though the house is not opened to the public yet, accommodations are furnished to a few. After a good night's rest, and a hearty breakfast, we made preparations for the rough journey we were about to undertake. We were not a little surprised on going out of doors to find some eight inches of freshly-fallen snow... It was doubtful, at first, that we could reach the base; we hardly what means to take to go out; finally, was it possible to ascend the mountain if we succeeded in reaching the base? Mr. Alexander, a jolly well-met gentleman, offered the sound advice of "Let us hitch up and see what we can do." He soon had a pair of stout heavy horses harness to a large double sled, with a large box for a seat. The road was nearly impracticable, the minor bridges had been washed away, wash-outs every few rods, and in places the road was flooded with water for rods, from the preceding day's storm. The drive over these six intervening miles were very wearisome and tedious.

"We reached the base at 12:30 p.m., having been three hours and half making it. We received a rather cold welcome here; The Marshfield House, and all the other buildings in the vicinity are closed, yet we entered a shanty at the base of the railroad, eat a lunch, warmed ourselves, and dressed for the ascent. I work a common overcoat, a warm skin cap, and a pair of woolen mitts; a muffler which I took up, I found no use for; moccasins are best for the feet, but I got along finely in boots and overshoes. Armed with a stout, bradded staff, without which it would be nearly impossible to make the ascent, we were prepared for this long stair climbing. The (railroad) track was covered to the depth of from eight inches to four feet, and through this we had to make our way; rather dangerous and treacherous walking it is true, but the best we could do. The ties the first half of the distance are nine inches apart; the remaining distance a foot and half apart. We slowly advanced, feeling out way cautiously along, walking on the ties when we could distinguish them, and on the cog rail where we could not; where the snow was not over two or three feet deep, it was not very difficult to follow the rail, but when over that depth, we were never sure of our footing, and we would Frequently get up to our arms in snow; our staffs would then do good service in helping us extricate ourselves. Waumbek, though once the upper station of the Mt. Washington R. R., is only an old dilapidated shed now; we had been an hour making it, (about a mile) and, though but little fatigued, it was quite agreeable to sit on the old benches for some ten minutes. We successively passed the car-house *(1873 Signal Corps observation post at Skyline)*, Lloyd's (house), etc., and from the former followed Mr. Derocher's tracks to the summit. He had come down a little distance to meet us, but not finding us he concluded to return without our company; as we neared the Tip-top, the clouds grew denser, and we could see nothing around us; objects twenty feet in front of us were indistinguishable. Seargt. Line frequently asked, "Do you see anything ahead?" "No, sir," was the invariable reply; it was only when within ten feet of the Summit Station platform that I discovered it. I wanted to sit here *(on the platform)* a moment for rest, but Mr. Line laughingly said, "Walk on, we are home."

- White Mountain Republic (Littleton, NH) - Thu, May 13, 1875

Mt. Washington Railway Co.

The Annual Meeting of the Stockholders of the Mt. Washington Railway Company will be held at the Eagle Hotel, in Concord, N. H., on Wednesday the 12th day of May, at 4 o'clock P. M., to choose a board of Directors for the ensuing year, and to transact such other business as may legally come before the meeting.

CHARLES LANE, Clerk.

May 1, 1875.

June

New Hampshire Railroad Commissioners Report: Mount Washington Railroad, extending from the base of Mount Washington to the summit, a distance of nearly three miles. The operations of this road are only for a few months in the summer and fall, when the mountains invite travel, the figures hereinafter given being for the ***season of 1874***. Receipts: $20,386.85 - Expenses: $20,035.10 - Balance in favor of road: $351.75. Included in the foregoing expenses are the following, viz: One new engine costing $53,023 *(note: typo?)*, and one new car costing $500, while 25 tons of new rail have been laid and $12,060 paid for new cog rail placed in the track. An addition has been made of the hotel upon the summit, which is also owned by this company, and which now furnishes good accommodations for 150 guests, while many more than that number often seek its shelter and are care for comfortably. Great care should be taken to keep the road and equipments in perfect order, which we

have every reason to believe will be done. ***The White Mountain region, from a sterile and unprofitable country, has come to be one of the richest resources of our state, made so by the united wisdom of God in rearing such monuments of grandeur, and the ingenuity of man in making accessible the loftiest peaks, not only by horse power but by steam.*** There have been no accidents upon this road the past year.



Historian Donald Bray suggests this is the new No. 4 Atlas on the trestle over the Ammonoosuc at the Base. (~1875)
- Harold Young Collection - Courtesy Littleton Historical Society

June 2nd

Henry Nelson Teague born on Mount Desert Island, Maine where a cog railway would be built eight years later in 1883 using the New Hampshire cog as a template.

- I Conquered My Mountain by Ellen Crawford Teague

Locomotive #3 - *Atlas* with upright boiler is ***replaced***

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

Locomotive #7 - *Atlas* ***built with horizontal boile***r - later renumbered from No. 4 to No. 2 and renamed *Ammonoosuc*

- L. Stewart Trombley 7/25/1958 letter to Gordon Chase

June 3rd

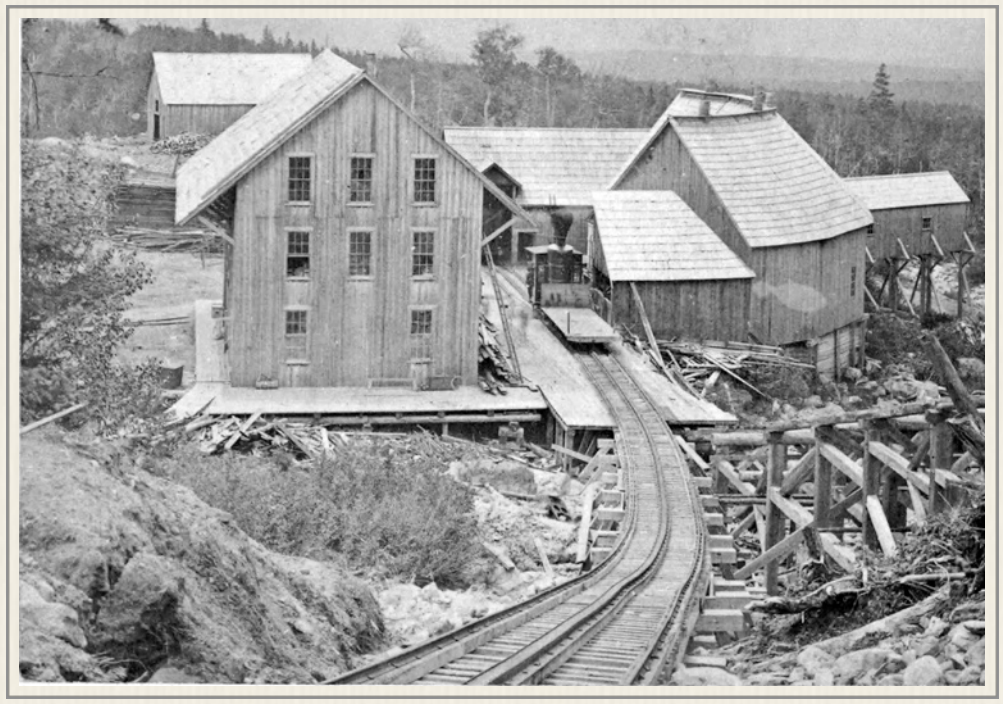
Capt. Dodge Dies: "Captain John W. Dodge, the well-known landlord of the Mt. Washington Hotel, and manager of the Mt. Washington Railway, and late landlord of the Hamilton Hotel, Bermuda, died on Thursday *(6/3)* Morning at Franklin, N.H., of heart disease. he was a native of Hampton Falls, and about fifty-seven years of age. He leaves a wife and several children."

- Salem (MA) Register - Mon, Jun 7, 1875 g. 3

June11th

Dispatch From the White Mountains: "June among the White Hills at last, right royal and grand. We wonder why people of wealth who can go where and when they choose, do not visit this region in this "the queen month of the year," instead of waiting until the hazy sultry days of July and August. Bright June, when the skies are bluest, air the clearest, foliage the greenest, when hotels have a welcome about them at every door and window, when clerks and porters are bland and smiling, servants fresh and attentive, nobody cross and over wearied, when slack horses in their stalls await your coming for the mountain drives, when, wood and hill and vale, babbling stream and speckled trout, say "come," but don't forget the scrip. Last Friday the 11th a party of us numbering seven, made the ascent of Mt. Washington on foot, following the railroad track nearly the whole distance. The ladies of the party being the first to visit the summit this year, naturally felt ambitious to endure the walk as well as possible, but found the last mile somewhat fatiguing both ways. With carriages and horses we rode to the "base" a delightful drive of six miles from the Fabyan. Leaving the horses at the Marshfield House, we sat down in the commodious depot buildings at the Base *(next page),* and made an attack on cold meat, turnovers, etc., preparatory to our sky trip. Taking hold of hands in true school children fashion, we left the Base at 11 a.m. reaching the summit at half past three o'clock in the afternoon, a slow trip surely, but our rests were long and frequent. At the foot of Jacob's Ladder we had a good game of snow ball... The thermometer stood at 82 degs. when we started and the first mile or two we were extremely warm, but when we reached the Tip-Top we were glad to wrap our shawls and button our cloaks closely about us. We saw some beautiful kittens sunning themselves on the piazza of the Mt. Washington House. Passenger trains are not running yet, but the freight passed us twice while we were making the ascent, and those frightful slide boards fairly took away our breath as they whizzed by us at such break neck speed, four and one-half minutes from top to bottom. We wished to see

the sun set, but could not wait, and at a little past five started for home, reaching the root of the mountain, between seven and eight, sunburnt, tired and lame but in excellent spirits. We may never be so high up in the world again but hope we may next month be able to see the sunset and sunrise on this monarch of dear New England. More anon, Vermonter." *- The Bradford (VT) United Opinion - Sat, Jun 19, 1875 pg. 2*



New roundhouse, depot building & track alignment. Abandoned test track trestle seen at right of picture. No extension to Ammonoosuc Station (Pre-1876)
- Robert N. Dennis Collection.

July

Signal Station No. 46 Annual Report: "The office building *(on Mount Washington)* has been covered with another thickness of board, which renders it more comfortable during the storms of winter. The health of the men has been excellent, and no complaint is made of want of society or amusement." *- Annual Report of the Chief Signal Officer to the Secretary of War for the Year 1875*

July 26th

Rambles at Home: "The Mount Washington Railway must be seen, and the after the ride up and down, cannot be fully appreciated or the grandeur of it taken into estimate, while seated in a car and your thoughts occupied with the ever changing scenery though the awful climb you are making by the power of steam is entirely lost sight of. You can form no idea of the awful gradient the locomotive is ascending. If (you) told up, up, those steep inclines a locomotive climbs with a passenger car and some 60 passengers, the most scientific of the engineering school would laugh you to scorn. "There, sirs, up those almost perpendicular inclines will go a train of passengers." "You are crazy!" would be the reply. Reader, we have expatiated largely on the foregoing, because it is one of the grandest accomplishments of the age, and is worth a trip across the Atlantic, and around the world to see, this climbing of the western slope of Mt. Washington by a railway locomotive. 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 *(E. K.)* 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."

- White Mountain Republic (Littleton, NH) - Thu, Jul 29, 1875

July 29th

Sylvester on a Train: "On Thursday *(7/29)* morning at a quarter of eight our party left the Fabyan House en route for Littleton, Lancaster and Groveton Junction. The first pleasant thing we encountered as we entered the cars was the good-natured face of Mr. Marsh, who once owned all the land from the White Mountain House (a short distance from Fabyan's) to the top of Mt. Washington. He has built a beautiful Gothic cottage *(left)* just across the railroad in front of the Fabyan House where he spends sixty days of the year, and the remainder in Littleton. He is a good man and has done what he could to elevate mankind. He says he thinks he has been the humble means of taking many of his fellow mortals nearer heaven than they ever were before. Considerable sport was made in the State Legislature a few years ago, when Mr. Marsh applied for his charter, by a motion to amend it and insert "moon" in the place of "Mt Washington." But that gentleman stands ready to-day to build a railroad to the moon, if they will give him something to lay his track on. The grade doesn't trouble him in the least. Good-by, friend Marsh; may you live to ride to the top of Mt. Blanc in a Pullman car! – Truly yours, A. B. Heywood"

- Keene New Hampshire Sentinel – Thu, Jul 29, 1875 pg. 2



Sylvester Marsh house in Fabyan (2015)
- Robert J. Girouard Collection

August

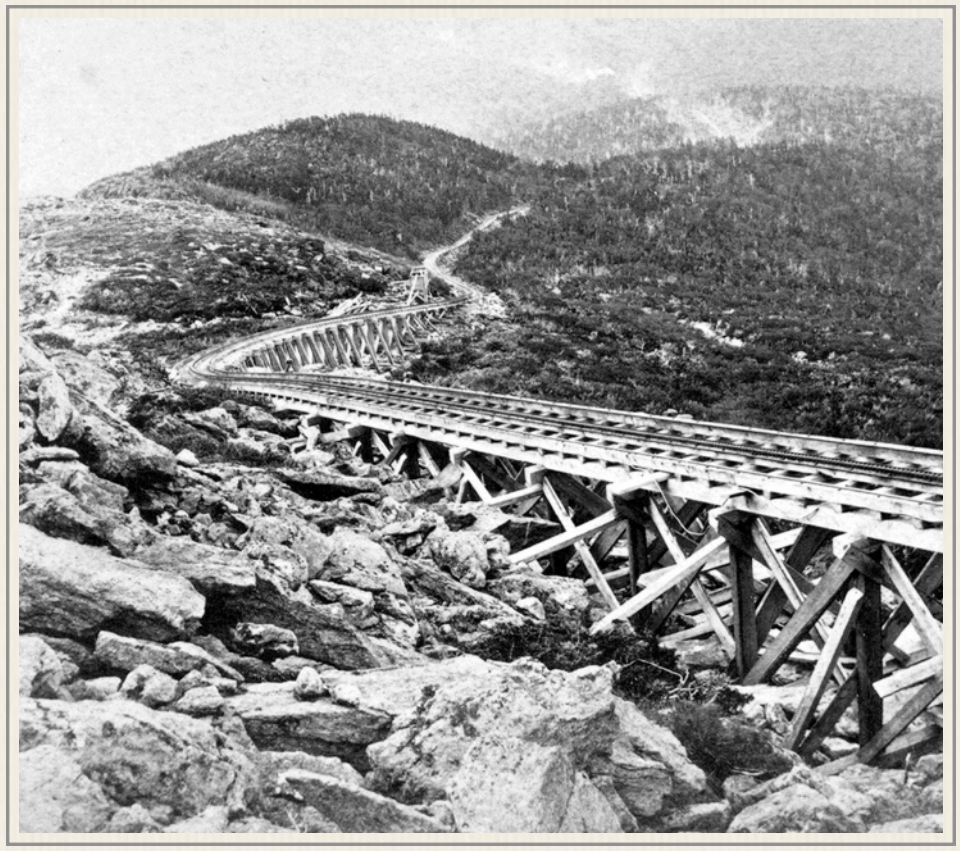
Marsh's New Cottage: "Quite a number of improvements have been made here *(Fabyan House),* the most noticeable of which is the beautiful cottage of Sylvester Marsh, Esq., situated on an eminence across the railroad and nearly opposite the Fabyan House. It is one of the neatest summer cottages we have seen and reflects credit on the builders, Messrs. Dunn & Simpson of (Littleton)."

- White Mountain Republic (Littleton, NH) - Thu, Aug 5, 1875

August 4th

Going Down with Conductor Brown: There are three ways to reach the summit of Mount Washington: by carriage road from the Glen House, by a bridle-path from the Crawford – which path the Barrons will enlarge to an elegant carriage road the coming season if the New Hampshire Legislature will give them a permit – and by the Mount Washington Railway. After we have had a series of good views from the summit, we will ride down the railway and see what can be seen along the way and learn what can be learned about it and its history. Though disappointed day after day by being shrouded in mist, yet it pays beyond all computation to wait for a perfect day. The waiting is not disagreeable by any means. You have company enough in the coming and going guests, and a thoroughly well-kept and appointed hotel. Though you miss the genial presence of its former kind host, Mr. *(John W.)* Dodge, yet Messrs. *(Walter)* Aiken and *(George E.)* Thorne, with Mrs. *(Harriet)* Dodge, who, in memory of her dead husband, makes the place he held so dear still the summer of home of her family; go very far towards making the loss good. But if we have seen enough, we will, if you please, take seats in the car for the downward trip. As the car is upon a level by the side of the hotel platform, taking a seat gives you the first novel sensation of what is to be the most singular and striking journey by rail of your whole life. Your knees are on a level with your chin, only a little more so if you chance to be long-legged; and on the whole, you feel that instead of having a head you have got a hump put on you. But this remedied very quickly after the car is in motion. You pitch over what seems to be and is not far from really being a precipice, and thenceforward you find your seat at the right angle for comfort. The first object of interest you pass is the monument of Lizzie Bourne, young lady of Maine, who, being lost in the fog… died from exposure here within easy hailing distance of the house. Now we get the best view yet of these grand old mountain souls, Mounts Madison, Adams, Jefferson and Clay. Anon we skirt the edge of the "Gulf of Mexico," a great chasm *(now known as the Great Gulf)* in the side of the mountain that, widening and softening down first into a ravine, then into a valley, leads the gaze along until Cherry Pond, Jefferson, Lancaster, Guildhall and a goodly portion of the Connecticut River Valley are descried in the distance. Leaving this, we run along the verge of Fairy Valley, but what its claims to its fame are we cannot discover through the 2500 feet that separate us from it. Looking down you are tempted to hold your breath; but don't try to hold it very hard here, since you will be moved to hold it so much harder a little further on, when you come to descend Jacob's Ladder, a high trestle work *(right)* over a most forbidding looking ravine that is literally steeper than "the roof of a house." The succession of views all the way down is simply superb. The rich valley of the Ammonoosuc is forever under our eye, and, with that exception, there are mountains to the left of us, mountains to the right of us, mountains behind us.

But, after all, the grand thing about this ride by rail up or down Mount Washington is itself. It is a sensation and an experience unique in itself; nothing like it is to be had anywhere else in our country. It is a severed strain upon weak nerves and a startlingly interesting feat to strong ones. People, especially ladies, are frightened out of their wits here every day; but really, if they would keep a portion of their wits about them, they would see that there is nothing to be frightened at. In the six years that it has been running, probably it has carried up and down 50000 persons, and the one is yet to be found that has got so much as a scratch upon the trip. It is safer than the ordinary railroad. Conductor *(Cyrus W.)* Brown, who has been on the road for five seasons is a living witness of its safety. From his ready lips, I learned what I have already noted about the road, and also this interesting chapter from its early history. As you go over it, you find yourself marveling as to the manner of man who first dared to dream of the propriety of the first section of a "railroad to the moon," and you are not surprised to be told that everybody counted him insane, and that nobody was found to give him encouragement or



aid at the start. To prove that he was not as crazy as he was accused of being, he determined to build a mile of the way single-handed and alone. The engine he used at first was of the simplest plan and cheapest construction. It had no tender, no water tank, no pumps. He carried an axe, a pail and a tunnel. When he wanted to wood-up, he stopped, cut a supply of wood from the woods around the way, piled it on the steps, and went on. When the boiler needed water, he put out the fire, inserted the tunnel, poured in the water that he lugged in his pail from some neighboring mountain spring. Working on in this way for a year or two, the first miles was completed, the project was proved feasible, success was assured, henceforth ample help was forthcoming. At last, the road to the very tip-top rock was done and now, in a lovely home on a little eminence opposite the Fabyan House, Mr. Marsh lives to enjoy the success of a scheme that he originated, and his fellows unanimously agreed in calling the craziest and stupidest folly of the age. I gravely suspect that his favorite room must be one in the rear of the house, from whose windows he can look upon the work that has immortalized his name, one of the most daring endeavors of his, or of all time, namely, the Mount Washington Railway. Here is to his health and family; may he live long and prosper. -sig: J. J. L."

- Boston Globe - Sat, Aug 7, 1875 pg. 2 & 3

August 9th

Quick Stop at Jacob's: "There was a narrow escape from serious accident on the Mt. Washington Railway, Monday *(8/9)*. The engine was descending with a car filled with people, and when within 10 feet of Jacob's Ladder, a trestle-work 80 feet high, the engine gave two or three forward jerks, passing over several cogs at a time, but was at once stopped by the brakes, though the jar was so great as to throw off the smoke-stack and greatly frighten the engineer and passengers. What occasioned the performance does not seem to be known, but it is thought it will greatly diminish travel over the road, and remove the opposition to building a carriage road."

- Burlington (VT) Free Press - Sat, Aug 14, 1875 - pg. 3

Accidental Ratchet Drop: The dispatches concerning an accident on the Mt. Washington Railway last Monday were exaggerated and implied great danger to tourists traveling over the road, when in reality the small mishap only demonstrated the thorough safety of the road. When the engine is going up the track, a ratchet underneath the engine follows the cog wheels and drops into the cogs, thus preventing an accident if the cog wheel should break, and the engine slip back in coming down the mountain. This ratchet is fastened up with a pin. In the case in question, this pin dropped out and the ratchet immediately caught on the cogs, stopping the engine so quickly as to jar it, and thus shake the smoke stack fastenings. It was demonstrated how firmly the ratchet held at the time, by the engineer being obliged to start the machine backward *(up the mountain)* before the ratchet could be loosened. The reports about danger, etc., are entirely unfounded.

- Boston Post - Sat, Aug 14, 1875 - pg. 2

Manager Aiken Responds Directly: "My attention has been called to an article in the *New York Tribune* of the 12th, and headed "Accident on Mt. Washington Railway." The article is so unjust and incorrect that it deserves correction. The facts in the case are as follows: Our engines are constructed with a heavy ratchet wheel on their driving axles, and into this wheel a powerful pawl is allowed to drag while ascending the mountain, the object being to hold and fasten the train when stopping for water or other purposes. In descending the mountain the air-brakes are attached or put into gear on the cars, which are sufficient to let them safely down without the aid of the engine at all. To demonstrate the power of these brakes, we once, in the early history of the road, when we had an engine disabled at the summit, chained it to the car and let both down to the base of the moun-

tain by the use of the air-brakes on the car only. To make assurance doubly sure we always run engine and car down together. In coming down the mountain the pawl of which I have spoken has to be lifted out of the ratchet wheel to allow the engine to descend. This is done by means of a lever running from it into the engine cab and is held in place by a steel pin which passes through it for that purpose. In coming down (on the occasion referred to in the article) the steel pin jarred out and let the pawl drop into the ratchet wheel. The result was that the train was instantly stopped by the actin of the pawl and the ratchet-wheel. The incident (not accident as stated,) shows the wonderful strength of the machinery, being the hardest test to which it could possibly be put. "the engineer was" not in the least "frightened," nor were the passengers when told the cause of so suddenly stopping the train. As soon as the cause was explained to them the engineer started up the train, lifted out the pawl and descended the mountain safely, as we have always done for the six years the road has been running. The engine did *not* "make two or three forward jumps," nor did it jump at all. Our engines are not jumping engines and never run in that way. The train was not "near Jacob's Ladder," nor was it "near trestle work eighty feet high." The highest trestle work on the road is only twenty-two feet high. Nor was the "smoke-stack unhinged thrown off." Nor is the "travel on the road diminishing." On the contrary, it is increasing steadily and growing in favor with the traveling public.

"To be brief, the owners of the Mt. Washington Railway have but one object in view and that is to make it safe, sure and reliable. To that end they have employed the best mechanical talent in the country to construct their engines and track. They have never declared the dividend of a dollar, but have appropriated every dollar earned to improving their engines and road bed, and will continue to do so for years to come. This is the sixth year the road has been running. In this time it has carried many thousands of passengers. It has never injured a single one of them, or damaged their property or baggage to the value of a cent. Neither has it ever had an engine or car off its tracks. Now with the above facts before him the *Tribune's* correspondent was either willfully ignorant or maliciously wicked. I think the paternity or dictation of the article if placed where it rightly belongs will fall upon parties who during the last session of the Legislature applied for a charter for a carriage road to the summit of Mt. Washington. The Legislature very properly refused to grant one until the Mount Washington Railway had received some return for money expended or failed to carry the traveling public safely. This attempt to mould public opinion in favor of a carriage road to the summit by articles in the public print so manifestly wicked and untrue will and ought to recoil upon the head of their authors with stunning effect. Walter Aiken - Manager, Mt. Washington Railway."

- Letter published in St. Johnsbury Caledonian - Fri, Aug 20, 1875 pg. 2

August 20th

How Much It Does Cost: "Mr. Editor – In your issue of August 11th in an article headed "How much will it cost?" you set forth the supposed cost of a trip from this city *(Augusta, Maine)* to the summit of Mt. Washington and return. Some railroad, either the Maine Central or Portland & Ogdensburgh, have an advertisement in your paper in which they state that any one purchasing a ticket to Fabyan's and return, price $7.50, will only be charged two-thirds rates at the Fabyan House, Crawford's and at the Tip Top house, and only half fare on the Mt. Washington railway. Now the real facts of the case are these: the Fabyan House will not make one cent reduction, and Mr. Lindsley the proprietor, says there has been no arrangement or talk to that effect made with him, there is no reduction on the stage fare to the base of the mountain; full fare up the Mt. Washington railway is charged, and Mr. Lyon, the President of the road, says there has never been any understanding with any railroad whereby they were to carry passengers holding their excursion tickets for half price, although they would be glad to enter into some such arrangement. Instead of its costing $12.50 *(~$319.50 today)* to the Tip-Top house and return, it cannot cost less than $25 *(~$639 today)*, and unless the tourist is so fortunate as to have clear weather (a very rare occurrence at this time of the year) his money is about the same as thrown away. In justice to the pleasure seeking public I think the above facts should be generally known. – Childe Harold, Augusta, August 19th."

- Augusta (ME) Kennebec Journal – Fri, Aug 20, 1875

August 30th

Unprecedented Crowds: "I begin to believe that I can tell the future. I predicted early in July that the season of 1875 would be the most extraordinary for White Mountain travel ever known. The event has corresponded with the prophecy. The season has been a late one. It did not begin till the close of the first week in August, but it has been a rushing one ever since; so rushing that it has surpassed all former years. The cars,

stages, and leading hotels have been crowded for the last three weeks. The Boston, Concord, & Montreal and White Mountain Railway has carried double the number of passengers in its trains from Boston and New York via Boston, Worcester, Stonington, and Fall River, than it carried in the same period of time last year. And the principal hotels have had all they could do to stow away the guests. The Tip Top House *(Summit House 2)*, when I am writing, has not had a spare sofa ever since the rush began. It has been overrun. But the Fabyan House has been the most successful. There have not been fewer than seven hundred guests any day for three weeks. Next year there will be a pair of wings, each a hundred feet long added to the house. This addition is absolutely necessary, for the Fabyan has become the headquarters for all White Mountain travel. It is the place to come to directly from New York, and from it excursions are made to various places of interest in the locality. The Mount Washington Railway has done an immense business this season. It runs three or four extra trains every day, taking to the summit from three hundred to five hundred people daily. Next year the Boston, Concord, Montreal and White Mountain Railway will be continued to the very base of the mountain. Already work has begun, and at the opening of the season of 1876 there will be a continuous all-rail route from Boston to the Tip Top House. This will be a great thing to the old and slightly inform, who have not been able to climb the mountains because of the fatigues of stage coach travel. It is probably that the season will not close till the last of September. People are beginning to find out that the month of September at the White Mountains is far the pleasantest month of the year. The atmosphere is so much clearer than that of July or August that the scenery is far more enjoyable. There is little or no rain in the month, and the temperature is not more than 8 degrees colder than in August. The Fabyan House does not close till October, and everybody says that it will be full nearly all through September. -Faxon."

- New York City Commercial Advertiser – Tue, Aug 31, 1875 pg. 1

September 1st

Half Fare Negotiations: Editorial Notes - "We are requested by the Executive Committee of the Social Union to say that since the issue of the Circular of the 28th inst., the arrangements for half fare on the Mt. Washington railway, and two-thirds rates at the Summit House have been perfected."

- Portland (ME) Zion's Advocate - Wed, Sep 1, 1875 pg. 2

September 12th

American Pharmaceutical Association Ascends: "The ascent of Mount Washington was made in coaches (over the carriage road) on Sunday afternoon. The gradual increase of pines and firs in the forest; the diminishing vegetation, leaving for a considerable portion beneath the summit merely mosses and lichens; the gradual decrease of the temperature to below the freezing-point; the passage, when nearing the top, through a wind storm, having a velocity of forty miles an hour; ...the hospitable door of the Mount Washington Summit House was a welcome sight to all after this four hours' trip. during the evening the clouds thickened and settled deeper in the valley, leaving the neighboring peaks bare, and affording, in the bright moonlight, a seemingly boundless view upon an endless sea of rolling clouds about 1500 feet beneath, interrupted only by the huge peaks of Mounts Jefferson, Adams, Madison and others, towering above the clouds; while the moon, enveiled by passing clouds, was frequently encircled with the bright colors of the rainbow. The old "Tiptop House," the new hotel, and the Government Signal Station, all of which are securely fastened by chains to the solid mountain; the grotesque configurations of the rocks; the absence of almost all vegetation, and the occasional glimpses in the distance through the clouds on the west side of the mountain, were places and sights of interest. The descent was made on Monday morning *(9/13)* by the steeply inclined Mount Washington Railway through thick clouds; but, after the base was reached, the weather became clear, and the journey was continued in stages past the Ammonoosuc Falls and Fabyan's to the Crawford House."

- Proceedings of the American Pharmaceutical Association at the 23rd Annual Meeting - September, 1875 pg. 847

~ September 14th

A White Mountain Trip: The *New England Farmer* based in Boston runs a page two column describing a rail trip from Portland, Maine into the White Mountains and back: "The Gateway of the (Crawford) Notch is passed through a deep rock cutting, and another view of surpassing beauty is opened to us. The Crawford House, so well known to all tourists stands at this point. From here to Fabyan's, the present terminus of the Portland & Ogdensburg Railroad, is four miles. The Fabyan House, a large and well conducted hotel, stands a few rods from the railroad station. Here we take stages for the base of Mt. Washington, a distance of six miles, and a very pleasant ride. At the base of Mt. Washington are the station and engine houses for the railway and other

buildings, including a steam sawmill. The Mt. Washington Railway, though only three miles in length, is, in many respects, one of the most wonderful achievements of engineering skill in this country. The rate of speed is low the running time from bottom to top being one and one-half hours, and the descent occupies about the same time. In ascending we stopped twice at the water tanks to take on water. The views were good, but the clouds were gathering, and before we reached the tope had completely shut out the prospect in every direction. The new Summit House, lately completed, is a well built two-story structure, capable of accommodating 200 guests, and a great improvement upon the old house, which, with the Tip-Top House, is still standing. Judging by our brief experience, the new hotel is well kept and traveller's comfort and pleasure are made paramount to all other consideration. The fare is good and the prices reasonable under the circumstances."

- New England Farmer - Sat, Sep 18, 1875 pg. 2

September 17th

September Storm: "It commenced snowing at the Summit House, Mt. Washington, Friday *(9/17)* evening, the wind blowing 80 miles an hour and the thermometer but 15 degrees above zero. The storm was so severe that no trains were run on the Mt. Washington Railway, and no stage to the Glen House. A party from Portland are snow-bound at the Summit House. At 2 o'clock Sunday afternoon the storm continued in all its violence." *- Concord (NH) Daily Patriot - Tue, Sep 21, 1875 pg. 2 / Burlington (VT) Free Press - Tue, Sept 21, 1875 - pg. 3*

Frost Bound Testimony: "Your correspondent was one of the party who, on Friday, Saturday and Sunday last were snow bound - or rather frost bound - one the summit of Mt. Washington. Our experiences were so altogether unique that a brief account may not be altogether without interest to your readers. On Friday afternoon twenty-two of the Baptist Social Union excursionists left the Crawford House for the Summit. The day had been stormy, yet the promise of the sky and of the weather observers on the mountain, as received by telegraphy, was of a pleasant evening. But long ere our ten mile stage ride was ended the storm renewed, and in the midst of a pouring rain we reached the base of Mt. Washington. An hour and a half later we had made the ascent by the Mt. Washington railway, only to find ourselves enveloped in a cloud of mist absolutely impenetrable to vision, and driving across the mountain at the rate of fifty miles per hour, the thermometer registering twenty above zero. The hospitable rooms of the Summit House speedily gave our party shelter, though the falling barometer and rising wind gave prophesy to a "high old time" on the morrow. Saturday morning this prophesy was fully realized. The observations at the government signal station were "Thermometer fifteen above zero, wind 78 miles per hour, N.W." The fog and mist continued, and was rapidly congealing on every object out of doors, covering them with the beautiful frost feathers of which pictures are so common. Seeing was out of the question, locomotion out of doors almost an impossibility; the Glen House stages dared not attempt the descent, and Superintendent Aiken of the railway, refused to allow a train to be run lest the cars be blown from the track. We tried to be resigned; we could do nothing else. Brief - and they were very brief - reconnaisances into the outside fog and gale were made by nearly everyone of the party. One gentleman gracefully allowed his "kersey" to take up a winter residence in Tuckerman's Ravine, and another sent his "straw" on an aerial expedition down the mountain. One lade was blown from her feet and only saved from being dashed over the brow of the mountain by a timely rush to the rescue of two gentlemen who happened to hear her cry for help. Four of the five telegraph wires become useless and communication by the fifth, the government cable, was suspended for several hours. The guests at the Summit House numbered in all 45, from Bath, Me., to San Francisco, Cal. The day, however, wore away, and shortly after dark the company were electrified by one of our number who came in exclaiming, "the stars are out, the stars are out!" And so it proved. Almost in the twinkling of an eye the gale had lulled, the skies had cleared and the moon was shining on a scene of grandeur and beauty seldom witnessed by human eye. While the upper strata of clouds had entirely disappeared, the entire visible surface of the earth from a thousand feet below was mantled with vast masses of vapor. Upon the upper surface of these, the moon, just risen, was shining brightly. No words can describe the beauty of the view, but it is photographed upon the memory of every beholder. late into the night the party watched with ever increasing delight the matchless scene. On Saturday morning at half past 5 we were roused for sunrise; and such a sunrise! The whole mountain top was enveloped in a glory of crimson light, while all below was darkness. The sun rose behind a thin veil of cloud just sufficient to hide his blaze, while every object within the horizon was distinctly visible. With the naked eye the islands of Casco bay could be easily seen and counted, and when, about 9 o'clock, the sun shone out unobscured upon the bay and ocean, with small field and opera glasses the vessels in the harbor were distinctly visible, and the spire and domes, and even the houses, of Portland could be clearly distinguished. The contrast between the summit of mountain, white with frost and snow, and the green fields of the

valley below, was neither the least noticeable nor the least beautiful element of the scene, but the story of the view from Mount Washington has been too often told to need repetition. At one o'clock Sunday afternoon the embargo was raised, Superintendent Aiken declared the track in safe condition, and we made the descent, satisfied and gratified that our visit to this celebrated outlook had been rewarded with a view such as not one in a thousand of its visitors obtain. We had seen the summer and the winter view from Mount Washington at a single visit. - S." *- Portland (ME) Daily Press - Tue, Sep 21, 1875 pg. 1*

Snowbound Baptists - Take Two: "(T)wenty-two Baptist Social Union excursionists left the Crawford House for the summit. The day had been stormy, yet the promise of the sky and of the weather observes on the mountain was of a pleasant evening. But long ere the ten-mile stage ride was ended the storm was renewed. One of the party says: "We made the ascent by the Mount Washington railway, only to find ourselves enveloped in a cloud of mist absolutely impenetrable to vision, and driving across the mountain at the rate of fifty miles per hour, the thermometer registering twenty above zero. The Saturday morning observations at the government signal station were: 'Thermometer fifteen above zero, wind 78 miles per hour, N.W.' The fog and mist continued, and were rapidly congealing on every object out of doors. Seeing was out of the question, locomotion out of doors almost an impossibility; the Glen House stages dared not attempt the descent, and Superintendent Aiken of the railway, refused to allow a train to be run lest the cars be blown from the track. Brief - and very brief - reconnaissances into the outside fog and gale were made by nearly everyone of the party. One lady was blown from her feet and only saved from being dashed over the brow of the mountain by a timely rush to the rescue of two gentlemen who happened to hear her cry for help. Four of the five telegraph wires become useless and communication by the fifth, the government cable, was suspended for several hours. The guests at the Summit House numbered in all 45. The day wore away, and shortly after dark the company were electrified by one of our number who came in exclaiming, "The stars are out, the stars are out!" And so it proved. Almost in the twinkling of an eye the gale had lulled, the skies had cleared and the moon was shining on a scene of grandeur and beauty seldom witnessed by human eye. While the upper strata of clouds had entirely disappeared, the entire visible surface of the earth from a thousand feet below was mantled with vast masses of vapor. Upon the upper surface of these, the moon, just risen, was shining brightly. On Saturday morning at half past 5 we were roused for sunrise; and such a sunrise! With the naked eye the islands of Casco bay could be easily seen and counted, and when, about 9 o'clock, the sun shone out unobscured upon the bay and ocean, with small field and opera glasses the vessels in the harbor were distinctly visible, and the spire and domes, and even the houses, of Portland could be clearly distinguished. The contrast between the summit of mountain, white with frost and snow, and the green fields of the valley below, was neither the least noticeable nor the least beautiful element of the scene, but the story of the view from Mount Washington has been too often told to need repetition. At one o'clock Sunday afternoon the embargo was raised, Superintendent Aiken declared the track in safe condition, and we made the descent."

- Manchester (NH) Mirror and Farmer - Sat, Oct 2, 1875 pg. 3 / Memphis (TN) Public Ledger - Sat, Oct 16, 1875 pg. 1

October 4th

Last Train: "The Mt. Washington Railway Company made its last trip of the season Wednesday *(10/4)* morning, through ten inches of snow on the summit of the mountain."

- Laconia (NH) Lake Village Times - Sat, Oct 7, 1876 pg. 3

December 16th

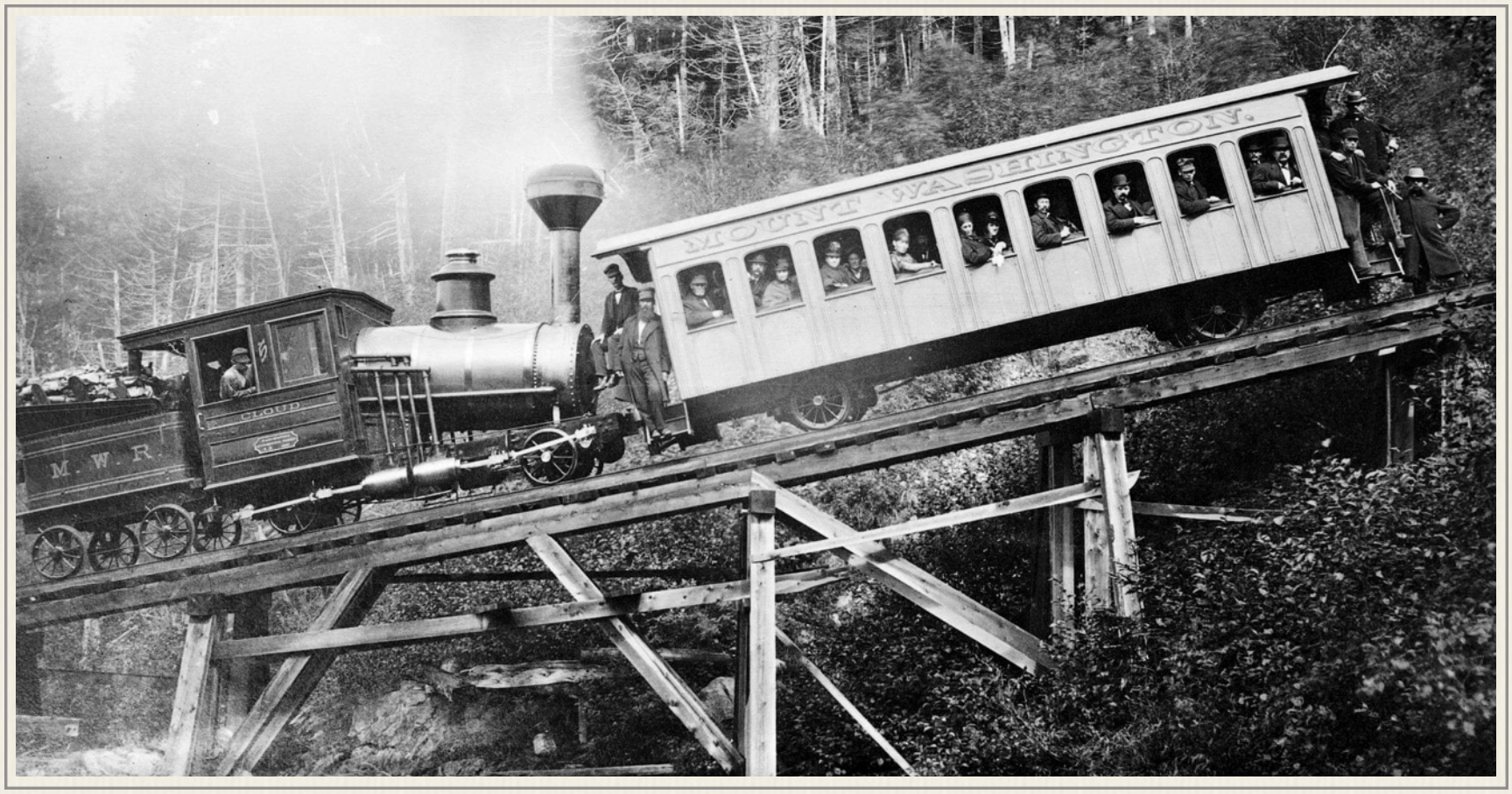
Spur Line Construction: "The extension of the Railroad to the base of Mt. Washington is rapidly progressing. Some 150 men are at work."

- White Mountain Republic (Littleton, NH) - Thu, Dec 16, 1875

December 25th

Centennial Showing: "Col. Marsh, the originator and constructor of the Mt. Washington railroad, will exhibit at the Centennial, a section of his mountain railway, with engine and car."

- Essex County Herald (Guildhall, VT) - Sat, Dec 25, 1875 pg. 2



1876

Locomotive #4 - *Cloud* with upright boiler is ***replaced*** with horizontal boiler model *(above)*

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

February 5th

Mid Snow and Ice: "Just one week ago today *(2/2)* a party of three might have been seen starting out from the Fabyan House in a double sleigh, bound for the foot of Mount Washington. The party was composed of Mt. Walter Aiken, manager of the railway of the mountain; Mr. B. W. Kilburn of Littleton, the famous manufacturer of stereoscopic views, and "yours truly," whose acquaintance all *The Globe* readers have made through occasional jottings from Fabyan's. We were a jolly trio in for a good time, let circumstances be what they would. Our driver was just he same as "one of us," and we wish he might have accompanied us to the summit instead of returning from the base of the mountain, for Henry Lindsay inherits the good qualities which make his sire so popular at the Fabyan House. On the road to the Base we slipped along swiftly and cheerily over a fresh fall of snow. The mountain looked grand and very near over the frozen sheen, and our wayside sights were many and gorgeous. Passing the beautiful falls of the Ammonoosuc, now encased in crystal masses of ice and frost-work, we could see the grade of the Boston, Concord and Montreal Railroad. Work on the extension is progressing finely, and next seasons' summer tourists will mist the stage ride to the base. At Twin River farm there seemed to be plenty of business, for here there is a large boarding-house for the railroad workmen. Beyond here, we had to break our way through about six inches of snow, and this was the only hard feature of the drive. At the base we stopped over night with Mr. John Camden, who lives there alone all winter. We started on the ascent Sunday morning *(2/6)*, about 9 o'clock. We found some little snow, but not enough to impede our progress much, or compel us to wear snow shoes. When we reached Lizzie Bourne's monument the wind was blowing at the rate of seventy miles an hour from the southwest, and continued so till we arrive at the summit. We found that the last storm had blown up all the plank walk between the signal station and the Summit House, and had carried one piece of plank through the roof of one of the sheds. The telegraph wire was also broken by the storm, but had been repaired when we reached the summit. Most of the time during our sojourn among the clouds was spent in wandering among the fairy palaces of ice and snow that we find at every turn, in smoking our pipes around the fire (at the Signal Station) and at the same time "reeling yarns." We found entertainment also in watching the variations in meteorological phenomena as recorded by the instruments in the station, which to novices are complicated and wonderful. "Brutus," the dog, and "Jeremiah," the cat, the observers' pets, are interesting animals, and are, no doubt, much company for the operators in their long and monotonous winter vigil. Our friends of the signal service are sorry to have us leave them alone to their desolation, but this afternoon, directly after dinner, we must end what has been a very pleasant visit, and

an experience not vouchsafed to everybody. - Æolus"

- The Boston Globe - Sat, Feb 19, 1876 pg. 3

March 5th

Railway Depot Blown Down: "Railway depot on the Summit was blown to pieces at 10:20 a.m. What remains of it lay close to the observatory. This house (Signal Station) shook fearfully and steps should be taken to have it secured at an early date. Temp -25°"

- R.S. Monahan 1933 transcription (p6) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

Blown Over: "The car house, a strong building on the tip top of Mt. Washington, was blown over in the late storm last week. The force of the wind is described as a hurricane. The car house was the building which the Signal Service party occupied the first and second season of their winter sojourn on the mountain. If the wreck of this building has taken the course of similar occurrences with structures on Mt. Washington the material will be lost beyond peradventure, and new timber will have to be hauled up. When the half-way stable at the ledges blew off some years ago not a timber, board or shingle could be seen anywhere. The mystery was, where could it all have gone to. The answer probably is, that the wood kept drifting in the wind until it reached the very bottom of the deep ravines, where it is uncomfortable for human feet to tread. Cars have sometimes been stored for the winter in the car house, but fortunately they were all at the foot of the mountain."

- Concord (NH) Patriot & Star Gazette – Wed, Mar 22, 1876 pg. 3

March 15th

Summit Depot Destroyed: From the Chief Signal-Officer of the Army's report to Congress on November 1, 1876 - "March 15, 1876 - *(Summit)* Depot of Mount Washington Railway Company destroyed at 10 am by the wind. The station has not been inspected during the year. Arrangements have been made to have the station-building strengthened before the winter-storms set in again. Mr. Walter Aiken, of the Mount Washington Railway Company, and Mr. B. W. Kilburn, of Littleton, N.H., have, during the year, extended many courtesies to the men on station, and to the Central Office, in connection with the station-work."

April 12th

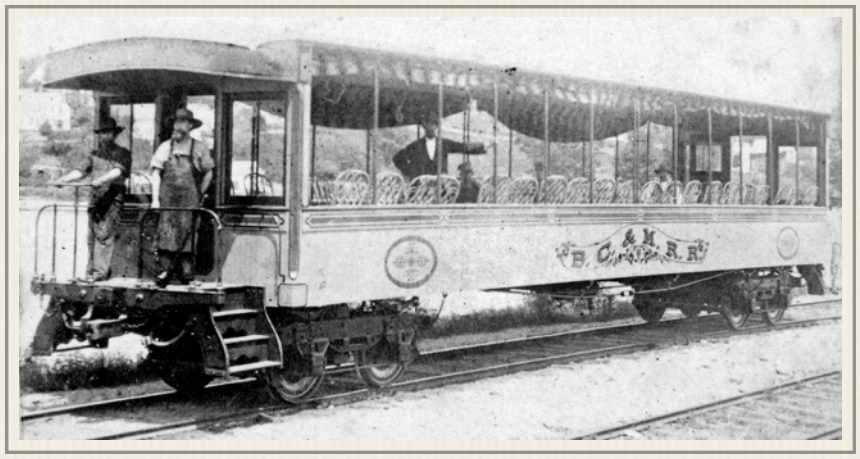
Rock from the Top: "Walter Aiken of Franklin, manager of the Mt. Washington Railway, proposes to send the topmost rock from the summit of Mt. Washington to the Centennial" of the United States.

- Woodstock, Vermont's Spirit of the Age Wed, April 12, 1876

May 13th

Mount Washington becomes Carroll: "The name of the engine "Mount Washington" has been changed to "Carroll." A new locomotive, with six "drivers," which will be used upon the end of the extension, under the shadow of Mt. Washington, will appropriately bear the name of the mountain."

- Laconia (NH) Lake Village Times – Sat, May 13, 1876 pg. 3



Built at L.V. (LAKE VILLAGE) for branch road Spring of 76. E.D. Ward Photographer - publisher of stereoscopic Views in Lake Village, N.H.

- Conrad Ekstrom Jr. Collection

May 29th

Annual Meeting / Spur Nearly Complete: "The thirtieth annual meeting of the Boston, Concord & Montreal Railroad was held at Plymouth on Monday, the 29th *(of May)*. There was a large attendance of stockholders, and the following directors were chosen for the ensuing year: John E. Lyon, Boston; Alexander H. Tilton, Tilton; Joseph P. Pitman, Laconia; Peter Butler, Boston; John L. Rix, Milford; Joseph W. Lang, Meredith; Samuel N. Bell, Manchester. Work is nearly completed upon the extension of the branch from the Fabyan House to the base of Mount Washington, connecting with the railroad to the summit, and it is expected that the line will be open for travel by the first of July, so that the base can be reached without change of cars, enabling passengers to breakfast in Boston and sup up on the summit of Mount Washington."

- Laconia (NH) Lake Village Times – Sat, Jun 3, 1876 pg. 3

1876

June

New Hampshire Railroad Commissioners Report: 1875 Season: Operating Accounts - Total Revenue: $23,536.15 - Total expenses: $16,618.36 - Difference: $6,917.79 - This road extends from the base of Mount Washington to its summit, a distance of three miles. No accident has ever occurred on this road. The Boston, Concord & Montreal Railroad have extended their road from the Fabyan House to the base of Mt. Washington. This extension is six miles in length, making the aggregate length of steam railroads now existing in the state (of New Hampshire) 939 and 66/100 miles.

June 9th

All Rail Route Soon: "On the first of next month *(July)* this all rail route to the very heart of the mountains will be completed, and passengers can take the cars at the Grand Central Depot in (New York), and with but one change of cars land on the piazza of the Tip Top House summit of Mt. Washington. This one change of cars is at the base of the mountains, where it is necessary, in order to ascend the steep and rugged sides, up which our large railway cars could not climb, but up which the cosy *[sp]* little cars of the Mt. Washington railway go with ease, comfort and perfect safety. The last spike of this track of mountain railway is with much ceremony to be driven on the first day of July, and a large crowd will witness this successful completion of an enterprise which has been the labor of a lifetime with the indefatigable President of the Concord, Montreal, and White Mountain Railroad *(John E. Lyon)*. His labors have been crowned with success, and he has at last achieved the one desire of his hear, viz., to open his line so it would pass directly through and into the very heart of this region, carrying the public to all parts of this delightful and favorite resort, with hardly none of the discomfort and inconvenience of cars as is necessitated by all other trains. Dom Pedro, Emperor of Brazil, the Empress and party, passed down by this vicinity over the B.C.& M RR, night *(6/7)* before last, and His Majesty was invited to be present at the final opening. He expressed himself as highly pleased with the line; said he had already heard all about the project, and should feel pleased to be at the exercises, his arrangements and the weather permitting, and felt certain he should pass over its entire length when warmer air prevailed, and take a good survey of our New Hampshire mountain region, as well as that of the Green Mountain State. Yours, Romeo." *- New York Evening Express – Tue, Jun 13, 1876 pg. 3*

June 10th

Aiken Screw Factory Shutdown: "The extensive wood screw manufactory of Walter Aiken, at Franklin, New Hampshire, will shut down tomorrow *(6/10)*, owing to present unremunerative prices. One hundred hands will be out of employment."

- Reading (PA) Times - Fri, Jun 9, 1876 pg. 1

June 24th

Railway from Boston to Summit: "It is expected that the extension of the branch of the Boston, Concord, and Montreal Railroad, from the Fabyan House to the base of Mount Washington, a distance of about seven miles, there connecting directly with the Mount Washington Railway, Extending to the summit, will be completed and opened for public travel by the first of July, at which time passengers by this line from Boston can reach the base without change of cars, and thence, by direct transfer to the cars of the Mount Washington Railway, reach the summit, making the entire distance by steam power. Passengers will thus be enabled to take their breakfast at Boston and their supper on the summit of Mount Washington at the usual hours of the same day, and without fatigue or the annoyance of change."

- Scientific American - June 24, 1876

June 26th

Last Spur Line Spike: "The Mount Washington Extension Railway is being pushed as fast as possible and will soon be open for travel. The rails are all laid and the ballasting is all that now remains to be done. A dispatch was sent Sylvester Marsh, Sr., Monday *(6/26)* evening, to come and drive the last spike on the B. C. & M. Railroad, connecting it with the Mt. Washington Railway. Being absent from home he was unable to comply. Col. Quimby says that it reminds him of the time when Gen. Grant sent for him to fire the last gun of the rebellion." *- White Mountain Republic (Littleton, NH) - Thu, Jun 29, 1876*

New White Mountain Railway: "The great Boston, Concord, Montreal and White Mountain Railway will be completed on the 1st of July. The last connecting link of this all-rail route from Philadelphia, New York



Train crew waits for tourists' return from Summit at new Ammonoosuc Station (1876)
- Conrad Ekstrom Jr Collection

and Boston, with but one change of cars at the base of Mount Washington, and the last spike, which is a golden one, and on exhibition at the Centennial, will be driven by President Lyon on the 1st of July next. There will be a great crowd of railway men and other distinguished characters present. Dom Pedro, the Empress and suite and have been invited and will be present if possible. By the opening of this road the old mode of traveling by stage coach through the White Mountains is abolished."-

- The Philadelphia (PA) Times – Tue, Jun 27, 1876 pg. 1

July 3rd

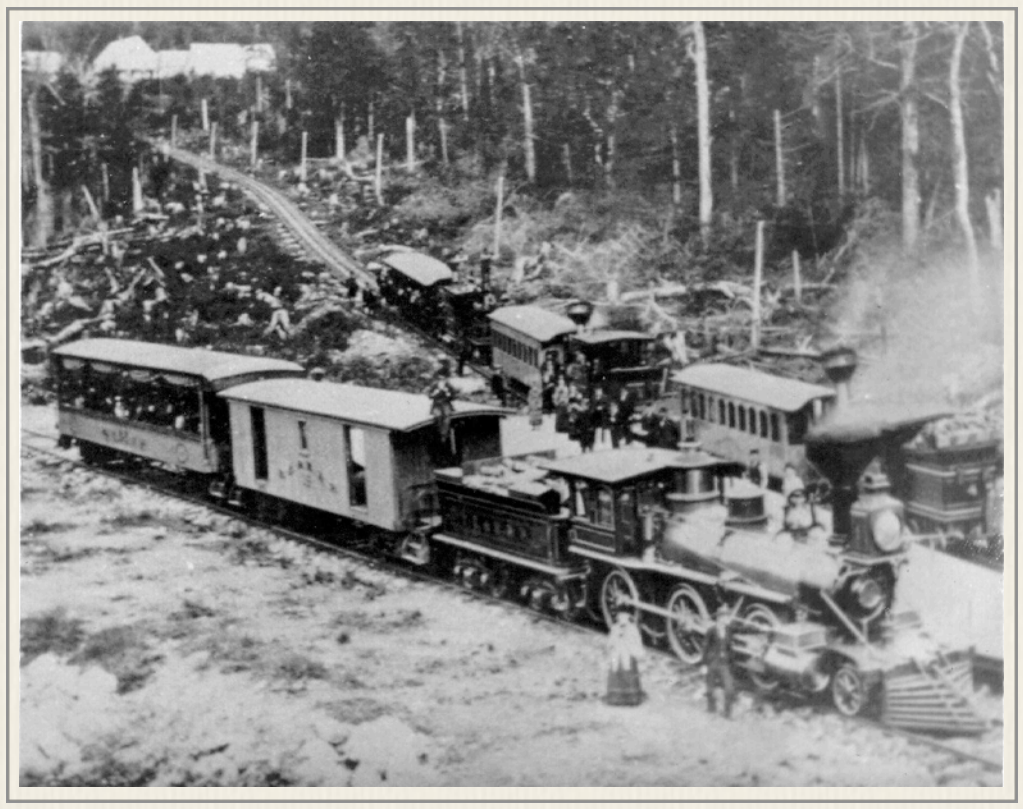
Boston, Concord and Montreal Railroad's White Mountain Express begins ***new service***. "This train will run through without change to the base of Mt. Washington, a track having been laid from the Fabyan House to connect with the Mt. Washington Railway." Passengers can leave the Lowell depot at 8am and arrive at the summit of Mt. Washington at 6:45pm. Summit departure at 7:15am will return to Boston at 5:15pm the same day.

– Boston Post – Wed, June 28, 1876 pg. 3

Branch line from Fabyans to the Base is ***completed***. This line allowed passengers to depart from Boston and points beyond and travel to the summit of Mount Washington entirely by rail! A transfer station was located at the Base at the site of the present shops. Parts of the line are still very much in evidence today, including several trestles. *http://www.cog-railway.com/03timeline.htm*

July 8th

Branch Line Construction Described: "The Mt. Washington branch of the B.C.&M.R.R. is now completed, the iron being laid so that connection is made with the famous Mt. Washington Railway, doing away with the old-fashioned stage coach style of visiting the far-famed mountainous regions. A large number of men have ben employed in laying the iron; the work has been under the direct supervision of J. A. Dodge, Esq., Superintendent of the road. The track men have been under the direction of Waterman of Bradford, a young man who is full of vim and equal to his task. Such was the eagerness of the railroad directors to get the job completed that men have worked day and night, through storm and sunshine, knowing no rest, not even for the weary. The length of this road from the Fabyan to the Base, is about six miles, the steepest grade is 290 feet to the mile. It requires the combined strength of three large engines to push as many car-loads of sleepers up this steep grade. The genial and gentlemanly conductor, Mr. Sargent, has favored us with numerous free rides on his supply train; we can therefore speak from a personal knowledge of the surroundings. Excepting the Notch with its P. & O.R.R.,



no six miles of railroad in New England represents a more varied and beautiful aspect to the eye of a lover of nature. Sunday night, we were visited with a terrific rain and hail storm. Monday night nature smiled and favored us with as beautiful a sunset as ever mortal eyes beheld. From the veranda of this *(Fabyan)* House, with the aid of a spy-glass, the telegraph poles of Mt. Washington could easily be counted. We expect soon, and perhaps in this issue of the *Opinion* to hear from the fair, fat, and ever jolly "*Vermonter,*" who, by the way, has gained a residence among the White Hills and knows just how to please the readers of the *Opinion*. - Dr. Philo."

- The Bradford (VT) United Opinion - Sat, Jul 8, 1976 pg. 2

Vermonter's Night at Mike's House: "Writing here this morning, with the cold fogs scudding about us, we wonder if there is not many a Centennial visitor, sweltering in Philadelphia that would gladly exchange places with us. Yes, the coolness is refreshing, and we enjoy *that* part of it, though crimps are straight, dresses are wonderfully limp and clinging, and hats sufficiently pliable to put in your pocket. A party of ten of us made the assent yesterday camping for the night at a small (railroad) section house five-eighth of a mile from the summit *(below)* and in the early morning, between two and three o'clock, walking to the tip-top to see the sun rise. Old Sol peers through the clouds, and the fog lifts a little, and we see billows of clouds below us stretching away like the ocean as far as the eye can reach, but the veil settles down again heavily, and we are reminded of some



Mike's House at left - opposite the Great Gulf at Skyline just below first of Gulf Tanks on the way to the Summit.
- Bencosky-Desjardins Collection

line, written on the window casing of our last night's lodging-house. The author after pronouncing Mt. Washington a fraud, and relating some of the trials and mishaps of the trip for which a glorious sunrise, is expected to compensate him, winds up with: "But now the vapors from the East – Are flooding all the skies, I wish I had a pint of yeast To make the damned stuff rise." Pardon us Mr. Editor, for this inelegant quotation, it was so applicable to our case, sitting in the drenching mist, on the piazza of the Summit House, that we repeated it to the other nine, who could but exclaim "So say we all of us." Back down the track to our camp to breakfast, where we entertained a stranger who gave us his card, Mr. John May, Leominster, Mass., a pleasant middle-aged gentleman who has seen the Yosemite and many other wonders. He stopped at the Signal Service building over night, but finding their breakfast hour was to be too late for his connection with trains at the Base, he kindly partook of our fare, and we separated among the clouds probably never to see or hear of each other again. We could hardly be called otherwise than a jolly company last night, but give us credit for great forethought, for although of the five men and their five wives, there were plenty to think to dried beet and turnovers, soap and towels, matches and blankets, not one thought of candle or light in any form. Imagine our condition then, tired and hungry, with supper to prepared and the sun, even at this altitude fast leaving us. But then was displayed the ingenuity of a little woman, who with an old saucer, a cup of suspicious butter, found in a not over-clean cupboard, a strip torn from her cambric handkerchief and a five cent piece, manufactured a light far preferable to darkness. We were just beginning to enjoy its glimmer, when we received a call from Mr. King of the signal Service. He said he learned that a party of Vermonters were making the assent, and seeing our smoke, he came down to see if he could be of any assistance to us. After chatting awhile, he bade us a cheery good night, telling us to give him a call as early as three o'clock this morning. The wife of Mr. King, also of Mr. Line, are stopping a while with their husbands in cloudland. The sunset last night was truly glorious. The lady who sat, watching

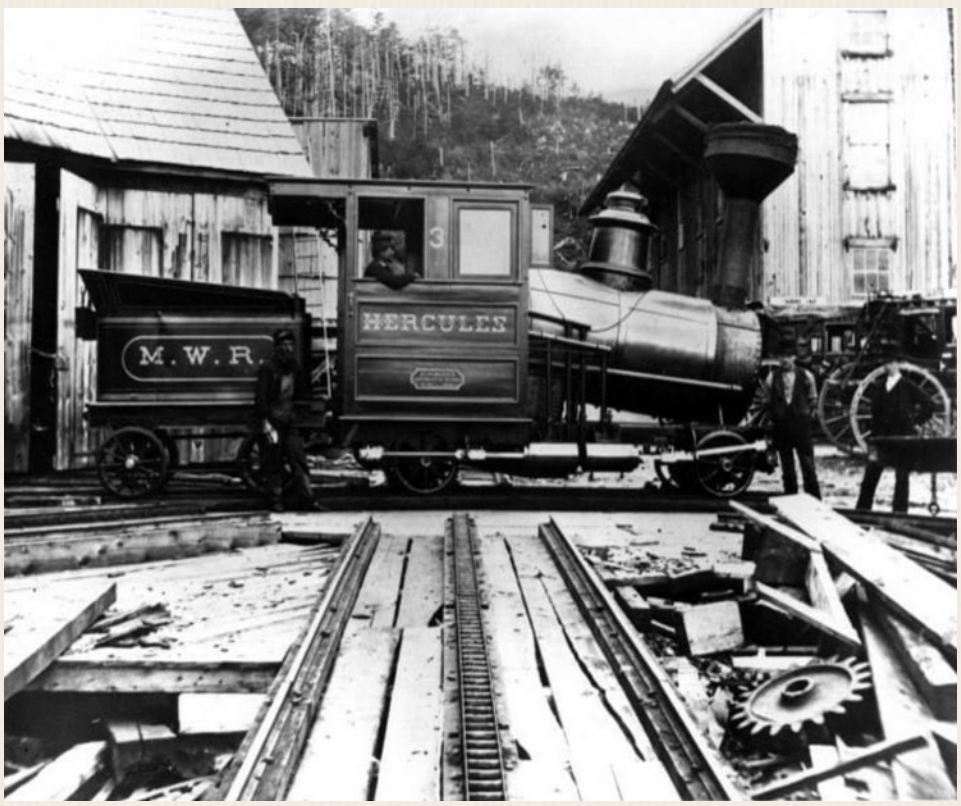
hand, on the jutting rock by the "Gulf of Mexico" *(aka Great Gulf)* (a frightful ravine in front of our lodge), says it was just five minutes to eight when the sun like a great golden gall cropped out of sight, and she could turn her thoughts to supper and rest. The wind blew and the heavy shutters slammed but we kept a good fire and our "Magic Lamp" burning all night. The gentlemen wished they could get a telegram from Cincinnati, and if Blaine's nomination had depended on that little cabin on the bleak mountain's top, he would surely have been victorious. We attempted "Winnowed Hymns"… We gave out puzzles, charades, etc., and one man who will probably never *Grow* any more, asked, "What is it that God never saw, angels seldom see, but man sees every day?" We pondered over it a long time, and dropped to sleep, just as some on in another corner gives the answer, "His equal," and the clock (if there had been one) struck one. *(Now)* nine o'clock *(am)*, and the clouds are clearing away and six of the party go back to the summit and enjoy lovely views, that will repay them for the extra climbing. Then Baseward Ho! For we must stop at the Marshfield House and Ammonoosuc Falls. So we strap shawls and blankets, and pack up our mosses and rocks and other curiosities, and the men prepare the slide-boards for our descent. The view as we go down is truly fine. There are ponds and lakelets and nestling villages, and down at our feet winds the highway like a brown ribbon through the green woods, and a little to the left the extension of the Boston, Concord and Montreal R.R., stretches its long, black arm, to join the great cog-wheel invention. The grade *(of the extension)*, two hundred and ninety-six feet to the mile, requires a good deal of puffing and wood, going up *(from Fabyan)*, and sharp attention to brakes, going down. They hope to lay the last bar of iron next week, and the gold spike is to be driven by Hon. Sylvester Marsh, with humorous, if not imposing ceremonies. As we come down the mountain we think as we have often thought before, that it is grand and sublime, and that people who come here and pay six dollars a day can well afford to go into ecstacies over it, aided by imagination and strong determination to be gushing about it, but there must be some who will be disappointed. And still, one cannot regret the trip. For points of real interest and attraction it can hardly compare with the scenery about White Mountain Notch, with its cascades and waterfalls… Even its railway is far more wonderful than this. But pardon our ramblings." - *Vermonter*

- The Bradford (VT) United Opinion - Sat, Jul 8, 1976 pg. 2

July 11th

Branch Line Accident: "On Tuesday morning *(7/11)*, while engaged in grading the new Mt. Washington R. R. extension, a locomotive and car became unmanageable and began to run down the steep grade about a mile this side of the Base. Quite a number of workmen were on the car, which in a short time was running at fearful speed. In jumping off, six men were injured, two or three of the number it is feared, fatally. Those that were in a helpless condition were taken to the Wing Road, where medical aid is in attendance. Those that remained on the train were uninjured. - Dr. Philo"

- The Bradford (VT) United Opinion - Sat, Jul 15, 1876 pg. 2



Hercules on the Base turntable - Roundhouse left - Depot right
- Bruce Rockwood Collection - The Mt. Washington Cog RY. FB page

Spur Line Work Train Slippage: "While a construction train on the Mount Washington extension railroad was ascending a grade of 300 feet to the mile, one day last week the engine slipped both eccentrics, and the train commenced running back. The workmen were thrown into a panic, and all but one (who weighed above 300 pounds) jumped off; six of them were severely injured, having arms and legs broken, shoulders dislocated, etc. The train ran to the foot of the grade, and stopped without damage."

- Newport (VT) Vermont Farmer - Fri, Jul 21, 1876 pg. 2

1876

A Singular Accident: "A singular accident happened on the new Mount Washington Railroad of the Boston, Concord and Montreal Railroad Tuesday *(7/11)*. On the last ten miles of the road the grade is 260 feet, one of the heaviest grades ever attempted with friction wheels. When their construction train with a dozen cars was at the thop of the grade an accident happened to the eccentric, and the engineer lost control of the engine. The train flew down the grade at the rate of seventy miles an hour; the brakes had no effect. When finally, the speed had slacked to forty miles an hour, the engineer and six workmen jumped from the train. All were badly injured, some dangerously. All remaining on board the train escaped unhurt."

- Amherst (NH) Farmers' Cabinet - Tue, Jul 18, 1876 pg. 2

July 13th

Press Junket: Forty newspaper people are part of a double-header featuring Cog engines *Hercules* and *Atlas*. The correspondent writes "The car moved slowly as if the engine struggled with its load. Meantime the passengers were on the platform or standing at the windows, anxious to see everything. As we kept creeping up the mountain side, the temperature began to change until at Jacob's Ladder (so-called from the steep declivity at that point,) there arose a demand for more shawls and overcoats than the party had brought." After supper at the Summit House "a meeting was held at which resolutions of respect were offered to the memory of J.W. Wheelock, late editor of the *Montpelier Freeman*. In the evening some betook themselves to games, some to dancing, while others strolled out among the rocks to gaze moonward. Later there were songs, and by twelve o'clock not a sound was heard. All retired with the understanding that a half past three the next morning, every eye should be open to behold the glories of the rising sun. One editor, shrewder than his fellows, took in the whole scene without moving from his bed, thus avoiding what some thought an eager and nipping air. To be accurate, the thermometer marked below 45 degrees, and even the night before many gathered around a stove to keep warm. In the halls above a suggestive placard, forbidding the guests to take their bed blankets from their rooms, is a striking comment on the weather." *- Vermont Farmer – Fri, July 21, 1876 pg. 2*

Another Reporter's Account: "We now take coaches for the base of Mt. Washington. We see the "sheep path" on the Mountain which we are to ascend, but of which we have very little idea, except the two or three who have been there before. And now we are at the base of Mt. Washington. Two engines and two cars, each separate train, are ready. Our party with some others immediately fill the cars. But look at the seats! They are like sitting on the edge of a single board, but we move only a few roads before the declivity is such that the seats are sufficiently level for convenient use. Few use them however, as nearly the whole party stand to gaze upon the increasing wonder outside. The clicking of the cogs will remind you of a mowing machine. The most wonderful feature is the sharp declivities which we ascend, It is like riding up the steep roof of a building... and during the entire time the scene increases in wonder and interest. It is a good place to be afraid if you are inclined to fear or give up to it, but the points of interest constantly occupy your time, and we think nearly all felt more security than on a mountain carriage road. We noticed one young man, not of our party, who took his seat and position in the lowest corner and nearest to terra firma, in the car, and from which he did not venture till we had arrived toward the summit where the land or rocks broadened from the track. His loss was considerable, for the view is very grand and sublime all the way. And so we pass up, up till peak after peak of the innumerable mountain in all directions are below us and we suppose the view must be like that in a balloon. Villages, lakes, ponds, streams, etc., appear, but in this section the mountains are most numerous. Thursday morning amid cheers for the Summit House, we descend Mt. Washington in a car of some 40 passengers, chartered an hour or so ahead of regular time, that we may make the excursion through the "Notch" below the Crawford House. This gives us another grand view of the same series as the day previous."

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

The Free Press Weighs In: "At half past nine *(7/13)* the (Vermont Press Association) party took a special car, courteously furnished by Mr. W. H. Bryant, the capable agent of the Vermont Division of the Portland & Ogdensburg Road, and were off (from St. Johnsbury) for the White Mountains. A run of less than three hours brought them to the Twin Mountain House. This house… is at the western portal of the White Mountains, and is one of the three well-known hotels, (the Junction House at White River Junction, and the Twin Mountain and Crawford houses among the mountains,) kept by A. T. & O. F. Barron. It is a large and well-appointed house, with accommodations for 300 guests. The Messrs. Barron were both here, and greeted their guests with baronial hospitality. Dinner was served at one, and a special nice one it was. After dinner the party took stages for the base of Mount Washington. At present, and for a few days to come, travelers rely on stages, to fill the

gap between the railroad and the railway which climbs the sides of Mount Washington. But an extension of the Boston, Concord and Montreal, and P & O railroads, has been in process of construction during the past year and will be in running order in a week or so, which will take passengers to the very foot of the Summit railway. The enterprise was remarkable rather for the boldness of its conception than from the difficulty of the engineering problems solved by it, though some of these were not easy. There has been no attempt to change the surface of the mountain side, or to construct a roadbed of earth or gravel. The cars are small and light, in comparison with ordinary railroad coaches… The driving wheel is a stout cog-wheel, with meshes into a wrought iron rack between the rails. The various contrivances for the prevent of accidents are so ample that one who has examined them starts on his upward way without fear; and even the ladies soon lost all sense of apprehension in the magnificent views obtained from the car windows and platforms…. The last ones before we reached the (Summit) house, with the sunset hues and shadows of the drifting clouds flecking the sides of Mount Adams nearby, will not soon be forgotten. On the mountain top the clouds hung around the summit and veiled the prospect, from sunset till dark…. The air was cold, and overcoats and shawls were in requisition. Some of the party visited the Signal Station, and talked with the intelligent observer, domiciled there Summer and Winter with wife and baby… The gathering mists and darkness sent all in to supper at eight o'clock. The Summit House is a long and spacious structure of wood, painted white, braced to the rocks by stout chains, and provided with ample platforms on three sides; but no piazzas or filagree work about it, to be carried away by the tempests. It is kept by Mrs. J. W. Dodge, the widow of its former proprietor, whose chief clerk and manager, Mr. D. F. Cooper, paid every attention to the needs of the guests. An excellent supper, sauced with summit appetites, was spread in the ample dining hall, which will accommodate some 150 guests, and after due attention to it, the Association met in the parlor, to complete the unfinished business. The meeting over, the company broke for the platforms outside. The clouds had cleared away, and the stars shone with marvelous brilliancy. Of course, it could hardly be that the mere subtraction of a mile or so from the thousands of billions which separate us form the fixed stars could make much difference; but that or *something* did make a wonderful difference. The milky way seemed not a mile above us. The constellations which filled the hemisphere, blazed with doubled light. "Ringed with the starry world" we stood, and thought among other things of the immensity of the universe in which our little planet is but a speck of star-dust with its reflected light. Some staid up till eleven to see the moon rise, whiling the time in part with singing in the large parlor, made comfortably warm by the lights and a fire in the hall, and then all retired, to sleep the sleep of the innocent and weary. Arrangements had been made to call all hands if the morning of Friday *(7/14)* was clear. And a little before 4 o'clock the warning thumps went the rounds, and most of the party turned out. The morning was mild and almost perfectly still. The surrounding heights were dim in the dusky twilight of the early morning; but a deep, blood-red band along the eastern horizon told of coming day. It brightened and widened, the distant mountain ranges in Maine, low down in the eastern horizon, showing dark and distinct against it, till the orb of day rose with a rather red face, over an evidently high peak, reported to be Mount Katahdin, which lies far to the northeast, a hundred and sixty miles away. It was pronounced an unusually fine sunrise, by those who professed to know the genuine article. For two hours or more the early birds enjoyed the novel sensations of the time and place. By six o'clock the breakfast table had stronger attraction for all than the wildest prospect and by half past six, the party was on its way down the mountain side. The descent of Mount Washington is generally more trying to weak nerves than the ascent; but the chief trial to the members on this part appeared to be the leaving the grand old monarch of New England Mountains. Several of the ladies were brave enough to make the trip down on the tender of the locomotive, which, as the locomotive backs down the mountain, is an excellent "coigne of vantage" for a view of all below. At the foot the stages were waiting, and splendid stage ride of six miles, winding down by the clear waters of the mountain stream which becomes the Ammonoosuc brought the party, on sharp time, to the railroad at the Fabyan House."

- Burlington (VT) Free Press – Fri, Jul 21, 1876 pg. 2

Bennington's Take: "After dinner, getting into and upon old fashioned coaches drawn by six horses, the part proceeded over an excellent carriage road to the base of Mt. Washington, some twelve miles distant. About five o'clock we began the ascent of the mountain. As we stood upon the platform of the car, listening to the rattling of the cog wheels and the ratchets, now looking above us to the steep ascent and now below us toe the rocks and deep ravines, we could not suppress a chill of fear as we thought of the probabilities of aquick death. Our conductor very pleasantly pointed out to us the local points of interest as we slowly ascended the mountain, and related many interesting legends and anecdotes. Among others, the following story of fact: An old lady, quite anxious to view nature as seen from the summit, determined to risk what seemed her certain

death. From time to time she would propound some question pertaining to her bodily safety, and would receive a comforting and assuring answer from the conductor. After explaining to her the precautions taken against any accident, stating that there were five brakes which in a moment could be called into requisition, she finally propounded the startling proposition, "suppose all five should give way what would become of me." "That depends, madam, upon your previous mode of living,"" said he. Mt. Washington railway is a triumph of mechanical skill and engineering. So perfectly is everything constructed that no accident has ever taken place, and thousands have been carried up and down in perfect safety. We reached the Tip Top House about sunset, but a mist enveloping the mountain we were denied a view of the world below. About 9 o'clock the mist disappeared and the stars shone in unwonted brilliancy through all the canopy of heaven, which together with the moon, threw a halo of unusual beauty over the valleys and scenes beneath us. In the morning the part arose at 4 o'clock to witness the sun rising, which beggars all description. After breakfast the descent of the mountain was begun, and the base was again reached in perfect safety." *- The Bennington Vermont Gazette - Fri, Jul 21, 1876 pg 2*

July 26th

Snow in New Hampshire: "Four inches of snow fell this morning, just after sunrise (at the Mount Washington Summit House.) The weather is now clear."

- Harrisburg (PA) Telegraph - Wed Jul 26, 1876 pg. 1

August 8th

Pleasant to the Extreme: "How very pleasant it is, this life among the clouds. And then everything is so fascinating in the upper world that to make the ascent once is to make it an assured fact that you will come again. Everything up here among the clouds, and nearly 6,000 feet above the level of old Mother Ocean, is pleasant in the extreme. A merry host are here, who the livelong day make the mountain air resound with their hilarious peals of laughter. And then such a jolly party of young maidens of such charming appearance, as there are here domiciled. The young men are taking to these blushing maidens, and giving them every attention. Flirtation, of course, where such a party is, goes on briskly, for all the heated weather. I was really an unwilling listener to an engagement made the other evening over on the rocks, near the old Tip Top House. After tea myself and a friends had been out for a walk a short way down the old carriage road, and after walking down very near to Cape Horn, and enjoying a quiet smoke, we retraced our steps becoming deeply engaged in conversation we proceeded to the rear of the old hotel and, seating ourselves on the rocks, pursued our train of confab. Presently Jim says "Hush, some of the girls are coming this way," and we were only hidden behind the rocks as up they came and seated themselves just where Jim and I had been a moment ago; but what was our astonishment to find it was only one of the girls and the other no less than a big Kentuckian, a guest over at the (new Summit) house. Had we known this we never would have hidden, but did so thinking it was a party of girls, and that we would scare them just a bit. Even before they were seated the Kentuckian began to talk of his love, etc., and then we didn't dare move anyway for fear of a discovery and a thrashing from him who was a big fellow, and who would probably think we were really following him on purpose. So, cramped up, we stood over an hour and heard all he said, saw him kiss the maiden, and heard the fatal question asked in a plain way of "Will you have me, Clara?" and her response was equally to the point, being simply "Yes." Then followed more kissing, more of the old, old story of love, and finally a retreat slowly toward the house, much to our relief. The fair maiden is a Vermont girl and a native of no less a place than Northfield, if we are not mistaken. Witnessing such a scene at such a time and lace, what a host of thoughts crowd through one's brain in dire confusion. They both were happy and probably slept sound, but to may me for my remaining cramped up so still behind those rocks I caught cold, had the cramp nearly all night, didn't get hardly a wink, and when morning came was stiff and sore in every joint – all this from prying unwillingly into others love secrets. Since people may come here all the way by rail there has been a very large influx of aged people and invalids from every part of the land who, now that the long and tedious stage rides are a thing of the past, are pouring in daily in large numbers. This mountain division of the B.C.&M.R.R., will in coming years be the making of this region, and bring hosts here who never would have entertained an idea of coming before, for now any one may reach the house all the way by rail from any part of this country. This is truly one of the blessings of the age. At this house is truly now in session what I shall term a Congress of all Nations, inasmuch as there are guests from every nation under the sun. Counts, Viscounts, Dukes and Lords are here in a wild profusion, and though all are treated alike and these scions of nobility enjoy themselves no more or fare any better than I, a poor deluded quill driver, still the fair sex, drawn by their titles more than their personal appearance, are setting their caps for these merry and jovial foreigners. Who wouldn't marry a Duke if she could. Most any Yankee girl I guess, though I do know

some who wouldn't unless they really loved. Flirtation is the order, and in my next I shall dash up some rare bits of gossip if all turns out well. The air to-day is clear, cool and crispy. Yours, etc., - Tiber"

- Rutland (VT) Daily Herald – Mon, Aug 14, 1876 pg. 2

August 15th

Not a Real Railroad: "(T)he views from the cars going up Mount Washington are on a yet grander scale *(than seen on the line through Crawford Notch)*; but the (Mount Washington Railway) does not strike one as a real railroad. The engine pushes the car up, from behind; and the passengers, who are all seated to face the mountain, see no motive power, and there is no dust or cinders to suggest the presence of the engine. The motion is so slow - less than two miles to the hour - and the sound of the teeth of the driving wheel playing upon the cog rail is so much like that of the windlass-chain of a well, that one gets the idea of being pulled up the mountain is if in a well-bucket. Though the railroad has been worked with entire safety to the passengers, it has not thus far proved a pecuniary success. For one thing the railroad season is very short. On account of danger from frost in the ground trains do not begin running until July 1st, and they stop running on the 1st of October. Perhaps the road is not worked economically. An immense amount of, apparently, rejected steel rail has been left to rust out all along the road up the mountain side in a way scarcely reconcilable with our ideas of New England thrift and economy. *(Ed note: This was Sylvester Marsh's original iron strapping that was being replaced with more standard T-rail by Walter Aiken. Marsh would quietly complain that he suffered a financial loss as Aiken did not sell the replaced rail for scrap. The original rail was still there alongside the roadbed rusting when Jitney arrived in 1950. Several segments with spikes are now in the Gore Collection in Danville.)* What with the wooden hotel of a size to accommodate 200 guests; the old Tip Top *(left)* and Summit Houses of stone; the engine house of the railway; the U.S. Signal Service Observatory of wood, and the wooden stables of the Glen House, there is now quite a cluster of buildings up in the clouds on the summit of the mountain. The hotel is a fairly comfortable one when the weather is mild and dry as at present, but when a damp easterly wind prevails the large stoves and the hot-air pipes distributed abundantly throughout the house are quite unequal to the task of keeping such a shell either warm or dry. It is a light structure of pine, and people hereabouts expect to see it go sailing away in some gale, as did the late engine house on the summit, which was seized by the Storm King in March last and distributed over three counties in New Hampshire; the heavier portion going to the bottom of Tuckerman's ravine. In another storm in February last the heavy timbers of the railroad platform were torn up and driven through the roof of the stable. The prices at the Summit House are $1.50 for each meal and the same for lodging, or a total of $6 per day. As the lessees have to pay $8,000 annual rent, and the season is very short, this would not appear to be so very exorbitant a rate in comparison with hotel prices below if the fare was up to the mark. But the latter is simply execrable, with poor meats badly cooked; thin blue milk; last year's eggs; and much salted bad butter that would just make George Oyster howl. The result is that visitors make their stay as brief as possible and start down the mountain to get something to eat. Most people who stay over night on Mount Washington make it a point to get up to see the sun rise. The hotel men have found it necessary to post the following notice conspicuously about the building: 'Guests going out to see the sunrise are requested not to take the Bed-blankets from the rooms.' About 4 o'clock in the morning an able-bodied man went all through the hotel ringing (I am positive) that identical, diabolical, discordant cow-bell used by the German opera in ringing up the curtain. This was the signal to get up to see the sunrise; and as the partitions are thin and the transoms particularly wide open at the Summit House one could hear all that his neighbors were saying about the sunrise business. Next door there was a gentle tapping, followed by the voice (unmistakable) of a devoted young husband who had been out to reconnoiter: "Come, love, ain't you most ready? The sun will be up in about five minutes." Answer, from within: "Dear, I haven't half got on my things!" Devoted Husband - "Never mind your

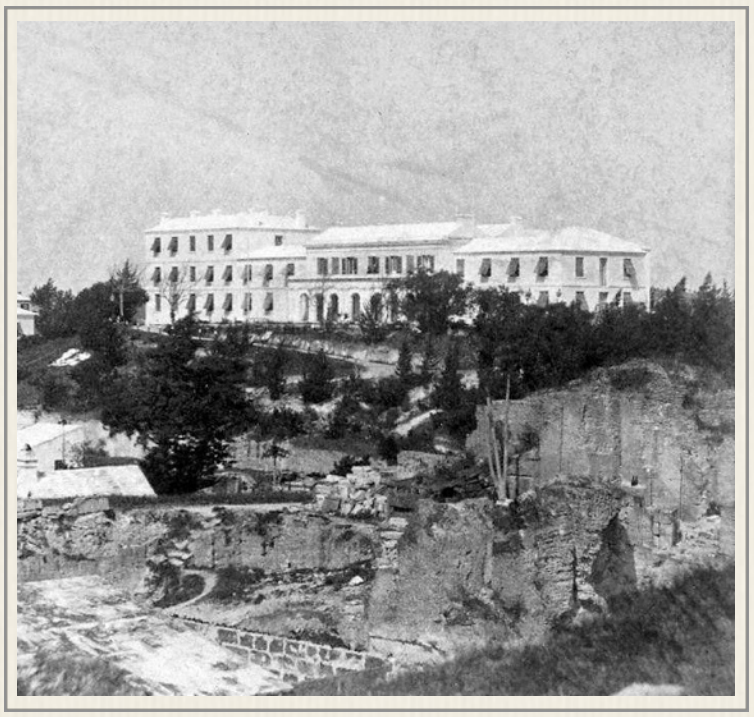


Interior of the Tip Top House in the 1870s
- R. H. Shurbert Collection - N.H. Profiles magazine (Aug 1955)

things, my love. Nobody minds. Put on a shawl, or anything except a bed blanket, you know." Then some effusive boy - the infant terrible of a large family - went along the passage pounding at every door on his way to be sure and hit the right ones, where father, mother, sisters and his brother were lodged, shouting at the same time at the top of his voice to hurry up. As sleep was impossible, even those who prefer to see the sun when it is pretty well up, turned out to swell the shivering group perched on the rocks or the hotel platform. The Devoted Husband clambered to the roof of the signal station, while the wife of his bosom, buried in a heap of shawls "and things," occupied a boulder below. The sun came up quite gloriously over the lakes of white fog filling the valleys; tinting the vapors rolling up the western side of the mountain with brilliant colors, and at the same time bringing out in Brocken-like shadow upon these vapors the Signal house and other buildings, and the figures upon the roof and rocks. "Isn't it beautiful, Edwin?" remarked the lady on the boulder. "V-v-v-very bub-bub beautiful, Angelina!" answered the gentleman on the roof, with chattering teeth. A little later, the clouds coming up the mountain got the better of Old Sol, and we were glad to get in by the stove, and afterwards to the breakfast room. The forenoon was occupied by us in a visit to Tuckerman's Ravine. It is hard work down or up, and when at the bottom one finds that the snow arch we read about isn't there. Yet the tedious trip repaid us in one sense by giving us a ferocious appetite, enabling us to master the tough beef at the Summit House dinner table. By the way, the most conspicuous object, next to the stove in the main hall of the Summit House is a large map of the Bermudas. Now why of all places in the world should there be a large map of the Bermudas displayed on the top of Mount Washington? *(Ed note: Summit House co-owner John Dodge and railway manager Walter Aiken also ran the Hamilton Hotel in Bermuda)* I asked the estimable hotel-clerk, but he answered by a prolonged shake of the head that might mean that he didn't know, or that, as was delicately hinted by Mr. Wegg to Mr. Boffin on the question of the difference between the Roman and the Rooshan Empire; it is a subject that had better not be discussed in the presence of ladies."

- The Washington (DC) Evening Star - Thu, Aug 24, 1876 pg. 1

The Hamilton Hotel: "Hamilton Hotel *(right)* was the first hotel in Bermuda. Located on Church Street in Hamilton, construction began in 1852 and opened its doors in 1861. The hotel was instrumental in starting tourism in Bermuda. It was destroyed by fire in 1955. Construction was funded by the Corporation of Hamilton. The foundation stone of this building was laid by the Governor of Bermuda, Capt. Charles Elliot, B.N., on August 19, 1852, during the term of Mayor Henry James Tucker. Elliot was assisted in the ceremony by the members of the Masonic lodges, and by the heads of the various Public Departments, Imperial and Colonial. Completed in the following year, it originally had 36 rooms. On January 27, 1863, a subscription ball was held there, the string band of the Flagship *H.M.S. Nile* furnishing the music. April 21, 1863 a public dinner was given as a sort of opening of the Hamilton Hotel. D. A. Crowell conducted the hotel for a short space. The American Civil War exerted a depressing influence on the fortunes of the hotel. When regular steam communication with New York City was assured, the late Jeremiah Harnett took a lease from the Corporation and associated with himself the late Mr. *(John)* Dodge. The lease then entered on formed the groundwork one between Walter Aiken and the Corporation of Hamilton *(which lasted until Aiken's death)*. James Russell Mead assumed control for the season of 1894. The hotel was destroyed by fire December 23, 1955.



August 17th

Carriage Crash: "Last Friday *(8/17)* evening as the excursion train from Mt. Washington was coming south, near the White Mt. House, a horse attached to a carriage containing Mr. Fred. Butterfield and his son Fred., Jr., became unmanageable and ran against the train. The young man was instantly killed; the father escaped with a few bruises. Sylvester Marsh and his wife are visiting at the Fabyan House."

- White Mountain Republic (Littleton, NH) - Thu, Aug 23, 1876

August 31st

The Sylvesters are Sick: "Sylvester Marsh, Sr., and Jr., have been quite seriously ill, but are now much better." *- White Mountain Republic (Littleton, NH) - Thu, Aug 31, 1876*

September 22nd

See the Top Before You Die: "The watchword of every summer traveler in New England, especially if he come from the prairies of the West, ought to be, "See Mount Washington, from the top, before you die!" This was my opinion when, having summered at the Crawford House, I was confronted yesterday (9/22), at sunrise, by one of the clearest mornings of the whole season. "Oh! What so rare as a day at the mountains," the poet would have written if he had waited four long days to see the sun, as I had, while the surly old orb shut himself in his cloud-caps, and refused to show his head. But we had him this time. Not a cloud to be seen in the eastern horizon, and his round fac was laughing at us from the top of Mt. Clinton... It is time to start for Mt. Washington. Taking the train for the Fabyan House at 7:20, we leave the cars at the Mt. Pleasant House, prepared to walk to the base, there to take the Mt. Washington Railway to the summit. There are two routes to the base, - one by turnpike, and the other by the Mt. Washington Extension, six miles in length. This was opened early in July, and has been in successful operation since. This road, for the last half carries the heaviest grade of any common railway, - no less than 200 feet to the mile in the steepest part. An engine built for the route (Mt. Washington), and a very light observation and baggage-car, compose the trains. I never before realized any up-hill when walking a railroad, but it is quite noticeable here. Great credit is due Superintendent Dodge, of the Boston, Concord & Montreal Railroad, for his energy in completing this road, so that passengers can now have uninterrupted rail-communication between Boston and the summit of Mt. Washington. After a brisk walk of an hour and half, I have "covered" the Extension, and reached the proper mountain-railway with its peculiar centre rail. In regard to this rail, I should like to correct an impression that may exist in the minds of some, as it did in mine until I saw the road face to face. Instead of the broad circumference of an ordinary flat cog-wheel straightened out, the rail better resembles a long, serpentine iron ladder, with strong rounds one and a half inches in diameter, and four inches apart from centre to centre. Into these spaces the stout centre cog-wheel of the locomotive plays, - thus carefully clawing its way to the top without accident. At Amowoosuc [sp] Station we find a freight-train, consisting of an engine and platform, just ready to start, in advance of the regular train. It needs but a word from the courteous conductor, Mr. Judkins, and , stepping on the platform, we are off. Of the ascent, now as common as an ordinary railroad-ride, little need be said. This time the view was perfect, - but once obstructed by a small, light cloud, which only added variety to the charm. As we look behind and westward, the Valley of the Amowoosuc [sp] spreads-out in all the glories of autumn-foliage – a better "field of the Clog of Gold" than ever existed in the poet's imagination. Arrived at the summit, we find scarcely a breath of air, where the wind sometimes blows at the rate of 170 miles per hour; and the temperature so mild that all outside wraps are thrown aside as useless. The mountain is in a gentle mood to-day, and neither calls on the breezes to fan him or the clouds to shut him from view. During my whole stay of nearly three hours, not a cloud passed over the summit; which will not probably happen again for weeks. While watching the view from the steps of the government Signal Station, I see a little cavalcade winding over the sum of Little Monroe; and find it is a party from the Crawford House. They are seven in number, including the guide, and two of them are ladies, boldly and bravely daring the ascent. In about an hour they arrive at the top, leaving their horses at a corral built of stone, just below the brow of the mountain. The ladies retire to the parlor to get half-an-hour's needed rest before starting down. They soon declare themselves rested, and we – for I have been fortunate enough to be invited to return with – make ready for the descent. G.O.B." -

- Chicago Daily Tribune - Sat, Sep 30, 1876 pg. 7

September 27th

Closing Time: "Summit House closed for season"

- R.S. Monahan 1933 transcription (p7) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

September 28th

Last Train: "The last trip for the season was made by the Mount Washington Railway on the 28th, through snow ten inches deep on the summit of the mountain. It brought down Mrs. Dodge and the employees of the Summit Hotel, which was closed that morning. Conductor Judkins of Franklin reports that the snow storm was very heavy all through Tuesday night on the mountain, and the train was delayed very much in making the first half mile from the summit. The snow extended nearly all the way down the mountain. He reports

the month of August as an uncommonly fine one on the top of Mount Washington, it being clear nearly every day." *- Portsmouth (NH) Journal of Literature & Politics - Sat, Oct 7, 1876 og, 2*

October 5th

End of Season: "The Mt. Washington railroad trains have been discontinued; the Summit Hotel has been put in Winter trim, as all the other buildings on the summit; the home of the Signal Service has been made much more comfortable than in previous winters, the building having received many necessary repairs. Already wind and snow storms are very frequent and quite severe; winter may almost be said to reign supreme. The observers expect that the coming winter will be one of the most severe on record. One of the buildings on the mountain has been rigged with a stove and other paraphernalia so that if one was caught in a violent storm while ascending or descending the mountain, they might have a place of refuge to go to until the storm was over. It is a fine idea, and the experience of nearly every winter has demonstrated its necessity. Sylvester Marsh Jr. who has been confined to his bed for some weeks is convalescing quite rapidly now."

- White Mountain Republic (Littleton, NH) - Thu, Oct 5, 1876

October 14th

Ladies Ascending: In August 1825, one of the men who assisted three ladies in their walk up Mount Washington wrote in the Notch House visitors' album "this advice: "Gentlemen, there is nothing in the ascent of Mount Washington that you need dread. Ladies, give up all thoughts of it; but if you are resolved, let the season be mild, consult Mr. Crawford as to the prospects of the weather, and, with every precaution, you will still find it, for you, a tremendous undertaking." Fifty years have wrought marvelous changes. Since the completion of the railway there is no occasion to advise ladies not to ascend. At this season scores of them go up every fine day. A ride of about half an hour from Fabyan's, up the Ammonoosuc Valley, brings us to Marshfield, the station of the Mount Washington Railway, where we take the mountain cars. Each car has its own engine, which slowly but vigorously pushes its burden up the steep ascent. The retrospective views while going up are magnificent; yet one may feel a strange dizziness of the downward glance, revealing what seems a most perilous position. The descent from the mountain is generally regarded as more fatiguing than the ascent. The present arrangement of trains is such that, taking a single day for the trip, one has but little more than two hours on the summit - by no means sufficient time to eat dinner (a very important matter) and see the view. It is well worth while to take the morning train and spend the night at Mount Washington Summit House. Then one has the mid-day view, the sunset, the moonlight (if at the right season), and the sunrise - each glorious, and gloriously different."

- Harper's Bazaar reprinted in The Vancouver (WA) Independent - Sat, Oct 14, 1876 pg. 3

October 18th

Last Trip: "The Mount Washington Railway company made its last trip of the season, Wednesday *(10/18)* morning, through ten inches of snow on the summit of the mountain."

- Bellows Falls Vermont Chronicle - Sat, Oct 21, 1876 pg. 4

November 30th

Junior's Reversal: "Sylvester Marsh, Jr., has a severe relapse, and is very sick."

- White Mountain Republic (Littleton, NH) - Thu, Nov 30, 1976

1877

January 11th

Junior Getting Better: "We are glad to learn that Sylvester Marsh, Jr., who has been confined to his room and bed for many months, and whose life was a long time despaired of, is convalescing finely; may he soon be blessed with good buoyant health."

- White Mountain Republic (Littleton, NH) - Thu, Jan 11, 1877

February 8th

Junior Dies: "Sylvester Marsh, Jr., breathed his last, Thursday *(2/8)* afternoon. He had suffered long and patiently for a period of six months. He will be mourned not only by his family, but by a multitude of friends to whom he had endeared himself by his noble heart and gentle ways. The funeral services were held at the house, according to his request, Sunday *(2/11)* afternoon. May he rest in peace."

- White Mountain Republic (Littleton, NH) - Thu, Feb 15, 1877

February 20th

Aiken Home Burns: "The residence of Walter Aiken, in Franklin Falls, N. H., one of the finest in the State, was burned yesterday *(2/20)*. The loss is $50,000; no insurance." *- New York Times - Wed, Feb 21, 1877 pg. 5*

Franklin Fire-Warden's Report: "Fire in dwelling house of Walter Aiken. Burned. Cause supposed defect in fireplace. Loss, $30,000. The Fire Department of the town of Franklin consists of eight fire engineers and 100 firemen, 50 on each engine. The fire apparatus consists of two Hunneman hand engines with hose carriages, buckets, axes, and other fixtures usually belonging to that class of engines, all in good order." One of Franklin's Fire Engineers is Walter Aiken.

- Annual Report of the Franklin Fire Department - Year Ending March 1, 1877 pg. 26-28

April 10th

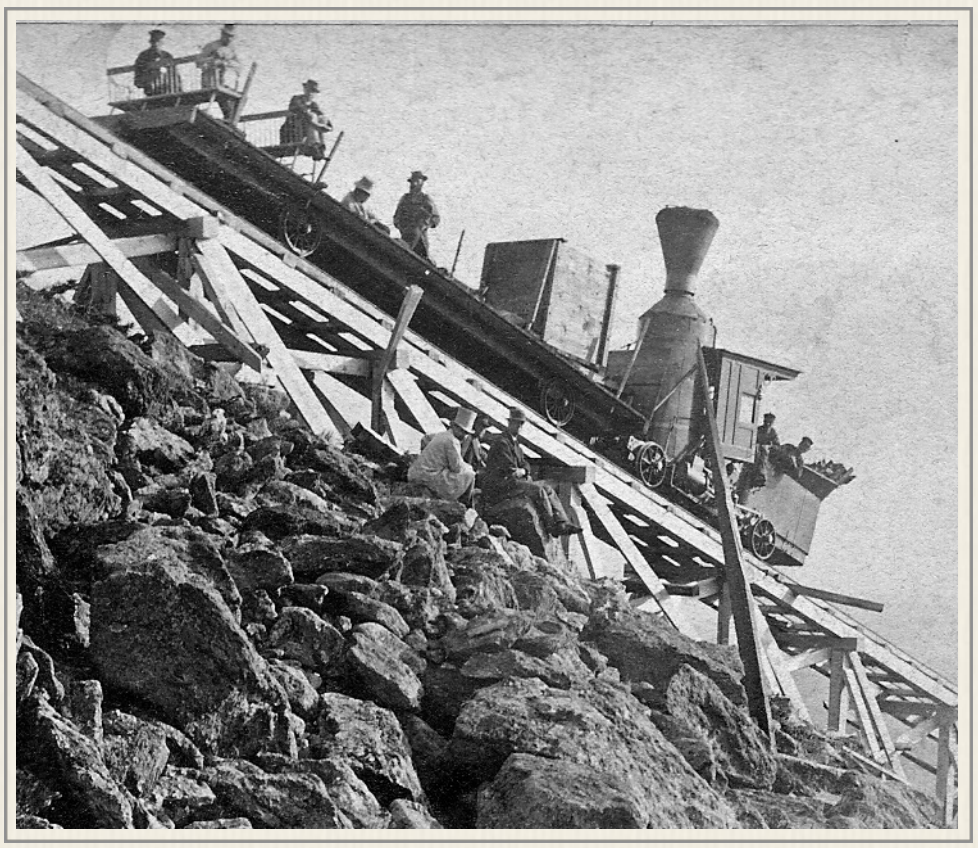
The Other Marsh Son Dies: "The body of Frank Marsh, son of Sylvester Marsh of (Littleton), was brought home on Thursday last *(4/3)*. The funeral was held on Saturday *(4/5)*."

- White Mountain Republic (Littleton, NH) - Thu, Apr 10, 1877

May 16th

Mountains on Fire: "Nearly the whole side of the White Mountains, from Lancaster, Coös county, to the Crawford House and Fabyan House, Carroll county, are on fire. To-day the fire is raging fiercer than ever. Yesterday the whole town of Whitefield fought the fire all day long to save the village and the large lumber mills belonging to the Brown Lumber Company. The loss is confined to timber, fences, etc. Another fire yesterday on the Brown's lumber road Whitefield, destroyed two hundred cords of wood. The fire at New Zealand, near the Fabyan House, yesterday destroyed the wood and coal works of Henry, Jay & Baldwin, who lost over five hundred cords of wood, besides valuable timber. The engines and cars of the Mount Washington Railroad are stored at the base of the mountain, and are considered in great danger. Engineers have been ordered there to get them on the track ready to move if necessary."

– Fort Wayne (IN) Sentinel - Th, May 17, 1877 pg. 1 / New Orleans Times-Picayune – Mon, May 21, 1877 pg. 4

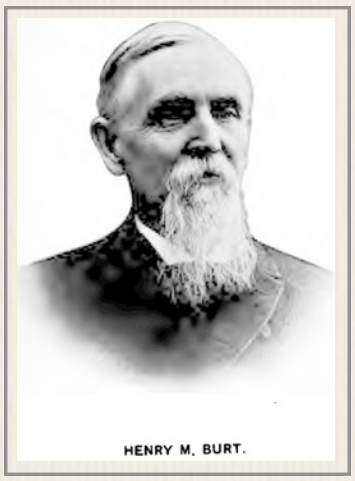


The crated Among the Clouds printing press being delivered by Cog flatcar. (1877)

June

New Hampshire Railroad Commissioners Report: This road was originally chartered in 1858. In 1863 the charter was

extended to 1869, and further extended in 1869, allowing till 1870 for organization of company and commencement of construction. The scheme of running up and down the mountain with steam power by means of cog-wheel machinery was pondered by ingenious inventors as early as 1850, but was treated by railroad men as visionary down to the period when the project was seriously in process of execution, and in fact very generally till the road was actually opened in 1872. The machinery for the road was constructed at the machine-shop of Walter Aiken, in Franklin, - Sylvester Marsh, of Littleton, being the patentee of that portion of it which is a new device. The cost of the road and appurtenances is stated at $150,000, but it is understood that the actual cost was considerably more than that sum. The centennial exposition, at Philadelphia, very materially reduced the travel last season, and this, with the continued depression of business in the country, should be considered in connection with the results of operations last year. It is worthy of very special note that no accident has occurred during the four years in which the road has been operated. ***1876 Season:*** Operating Accounts, 1876 - Total receipts: $19,394.30 - Total expenses: $20,622.08 - Deficit: $1,227.78


HENRY M. BURT.

July 18th

Henry M Burt starts publication of *Among The Clouds* ***newspaper*** in the front room of the Tiptop House - a summer daily printed on the summit of Mt. Washington. Son, Frank H. Burt became publisher in 1897 until 1908 when fire destroyed the printing office along with all the summit buildings except the Tiptop House.

July 20th

Aiken's Practical Hand: "Sylvester Marsh is deserving well of his countrymen for having done so much to make the ascent of Mount Washington so easy and comfortable to all. The Mount Washington railway is certainly an enterprise that has brought joy to the multitude who ascend in its cars to the highest mountain summit in New England. A ride over it is one of those things that cannot be neglected by those who come to the White Mountains. The practical hand of Walter Aiken has made it what it is in completeness and security against accidents." *- Among the Clouds - Fri, Jul 20, 1877 pg. 1*

July 21st

Partying at the Profile: "On Saturday, the 21st, a party of the B.C. and M. and Mt. W(ashington) Railway boys visited the Profile House by invitation of Messrs. Taft and Greenleaf. The party, consisting of of Pushee, (Cyrus) Brown, Wesson and (John) Priest, conductors, and (George) Ferguson, (Albert S.) Randall and (John) Horne, and others, left Fabyan's at 7.20 p.m., arriving at Bethlehem at 8 p.m., where they found a stage waiting to convey them to the Profile. At the Sinclair House at Bethlehem, the party met with a warm reception from Mr. Durgin, the proprietor, who furnished music and refreshments. After a short delay the party again moved toward the Profile House, which point they reached in safety, and found Mr. Greenleaf up and waiting for them, in spite of the late hour. On Sunday morning the party started for the Flume House, where they spent the forenoon in viewing the fine scenery, returning to the profile House to dine and interview "the old man." After one of the big dinners that the Profile House is so famous for, the party started for home, calling at the Sinclair House for supper, and arriving at Fabyan's at 9 o'clock, all perfectly satisfied with the trip, and having the same opinion, that people had not seen the mountains until they had visited the Sinclair House, Profile House, "the old man," and had a stage ride. The rail-

CARD OF THANKS.

The B. C. and M. railroad and Mt. Washington railway boys who visited the Profile House on Saturday, July 21st, take this method of returning thanks to Seth Greenleaf of Fabyan's, Taft & Greenleaf of the Profile House, Mr. Durgin of Sinclair House, Messrs. Clark, Brockett, Ford and Merrill of the stage lines, for the numerous favors received at their hands.

- Among the Clouds - Tu, Jul 24, 1877 pg. 1

Mount Washington

RAILWAY.

With this season—July 1st—commences the eighth year since this Railway was opened for travel. In that time no accident has happened to either person or property. It is now conceded by competent railroad men to be one of the safest Railways in the country.

The rolling stock has been improved during the past winter, and nothing omitted that will add to the safety or comfort of its patrons.

Trains leave the Base for the Summit at 10 A. M. and 5.15 P. M., or on arrival of trains from Fabyan's. Leave Summit for Base at 7.00 A. M., and 2 P. M., connecting at Base with trains for Fabyan's. The 7.00 A. M. train from Summit connects at Fabyan's with Express train for Boston and New York.

WALTER AIKEN, Manager.

MOUNT WASHINGTON

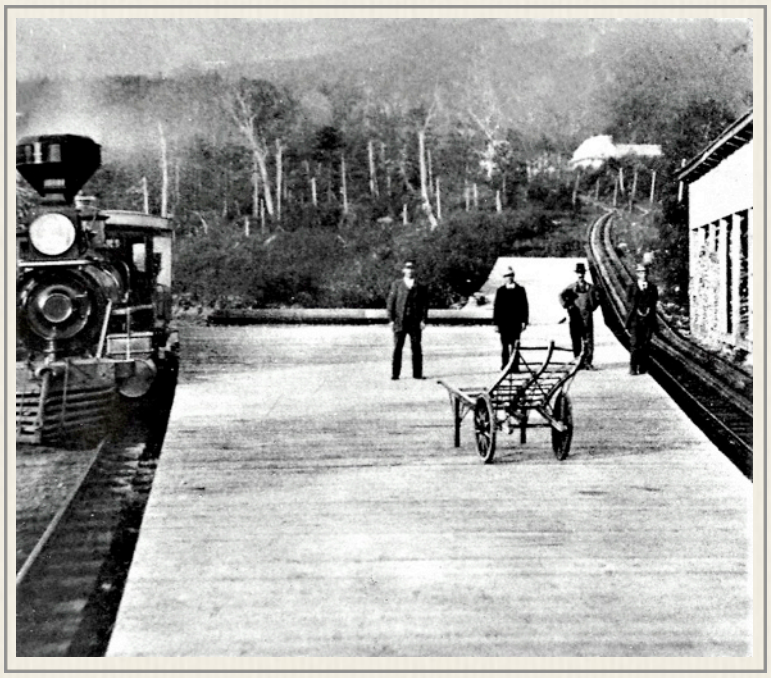
Summit House!

This NEW AND FIRST-CLASS HOTEL, situated on the summit of Mt. Washington, opened for guests July 2d. It contains one hundred sleeping rooms, well furnished, and warmed by steam, so that its patrons are as comfortable and as well served as at any Hotel among the Mountains. The table is first-class, and no pains will be spared to make its patrons feel that they can pass a day or a night above the clouds with as much comfort as they can below. No one should leave the Mountains without having passed a night on the Summit, and witnessed a sunrise unequaled in America, and never to be forgotten. The view from the Hotel is superior to any in the country, and the Summit of Mount Washington is now the objective point of every visitor to the Mountains.

Mrs. J. W. DODGE, Manager.

- Among the Clouds - Fri, Jul 21, 1877 pg. 5

road Glee Club furnished some fine singing. *(Story reported by)* One of the Boys." *- Among The Clouds - Tue, Jul 24, 1977 pg. 4*



Transfer platform & new woodshed at Ammonoosuc Station (~1877)
- Conrad Ekstrom Jr Collection

July 26th

"***Base" News Capture of John McCarty***: "It appears that Sheriff Farr of Littleton and posse, under command of Colonel Leach of Franklin, came to arrest one John McCarty at the Base for a crime alleged to have been committed in Canada. McCarty believing that the writ had not virtue and he was justified in resisting, and the whole militia of northern New Hampshire being under the command of the Mount Washington railway, a sharp engagement ensued. Colonel Leach and the whole posse were held at bay until 11.45 pm. They then made their way through and marched up Mount Washington and then marched down again. Later – 1.15 am – Then the militia took all the grounds of the railway company, and Leach, Farr and posse fell back to Marshfield, and quietness prevailed. It is expected that Leach will call for troops and a proclamation will be issued, It is understood that McCarty left for Canada, as it was not deemed prudent to have the engagement here as it would interfere with the business of the road, and Colonel Leach will probably march under protection of United States troops to Sherbrooke, where the first engagement is expected, and there it will be settled by the two great armies of the United States and Great Britain. *This item from Among the Clouds v1n6 remains a puzzle. This incident drew no coverage in Littleton newspapers of the time although railroad strikes in the US and Catholic-Protestant disputes in Canada were mentioned. Research into Cog engineer John McCarthy suggests he may have been the one not willing to go with Sheriff Farr. Earlier records for McCarthy spell his name as McCarty.*

- Among the Clouds - Thu, July 26, 1877 /see Roster entry for John McCarthy.

July 30th

New England Social Strata Observed: "One is as much interested in observing the social strata of New England society as in an examination of the rocky strata of her surface. A people so thrifty and yet so free from Mammon worship cannot be found elsewhere. No people are so truly democratic, and yet nowhere are the lines of true aristocracy - of worth and culture - so sharply drawn. Nowhere is labor held in so great honor. The college student and the schoolmistress do not lose caste here by serving as waiters at the great hotels during the vacation of the Summer months. The numerous Shoddy family, with their diamonds and bad grammar, will be served by calico gowned maidens whose peers in culture they may never hope to be. In the early morning of one of the perfect days that come in July, as well as in June, we found ourselves in one of the wagons peculiar to this region; vehicles constructed without reference to beauty but... with a purpose of combining strength and durability together with as much comfort as is consistent with those qualities. "All right? All right." We were off for the summit of Mount Washington. The roadside woods were sweet with piny fragrance and musical with morning songs of birds. The brawling of the noisy brooks was like the joyous laugh of happy children. A river of silvery mist wandered through the winding valleys. The distant mountain tops stood glorious in kingly purple. Through much of the distance we followed the windings of the rushing Ammonoosuc, with its rapids and cascades. We passed the camps of lumbermen and the woodcutters' cabins, filled with white headed children. A delightful ride of four hours, and we were at the base of Mount Washington. We wait a few moments for the arrival of the engine that, like a mighty Titan, is to shoulder us up the mountain."

- Brooklyn (N.Y.) Daily Eagle - Aug 1, 1877 pg. 2

August

Harper's Takes Another Ride: *(Ed note: With the spur line completed, and railroad publicity proclaiming the end of coach tours of the White Mountains, a Harper's Weekly correspondent takes another trip to Mt. Washington eight years after the magazine's first visit. After visiting the Willey House site and staying at the Crawford House the writer experiences a storm.)* "An ordinary storm in the mountains is terrible enough to a lowlander. The first drops of rain fall on the leaves heavily, and the leaves themselves are violently disturbed. Though little wind can be felt by the spectator, the trees seem to shake at their very roots with apprehension, and before long the bravest human heart is appalled by the



unusual and terrific force exhibited by the rain, lightning, and thunder. When the storm breaks, a compensation for this terror comes in the enhanced beauty of the scene. Every cliff and peak, streaming with moisture has the appearance of a mass of burnished silver, the foliage becomes a prism, and the rainbows seem to rise from one's feet. From the Crawford House we go on to Fabyan's, and thence ascend Mount Washington. There are three ways of doing this – by the railroad, the carriage road, or afoot. The railway might have suggested Jules Verne's *Journey to the Moon*, and is such a miracle of engineering that it will be a pity if any visitor to the mountains misses a ride over it. The work of construction was begun in 1866, and was completed three years later. The route follows the Ammonoosuc Valley, and from the Fabyan House to the end of the friction rail is six and two-third miles. For two and half miles the grade is two hundred ninety feet to the mile, or one foot of perpendicular height to eighteen feet of horizontal distance. Besides the usual rails, there is a central rail of peculiar construction to receive the motive power…. A central cog-wheel on the locomotive plays into this rail, and secures a sure and steady mode of ascent and descent. The locomotive, as it first comes out of the engine-house, has the appearance of being ready to fall over. The driving-wheel is geared into a smaller wheel, which connects directly with the crank, and four revolutions of the latter are required to make one of the driving-wheel. The locomotive is not connected with the car, but simply pushes it up in the ascent, and allows it to follow gently in descent. A wrought-iron dog constantly plays into notches on the driving-wheel, so that should any part of the machine give way, the train may be immediately stopped. The car is also supplied with friction and atmospheric brakes. The seats are placed at an angle that brings them almost on a level in the ascent, and all of them face down the mountain. The time occupied on the journey up is about an hour and half, the engine having to stop several times on the way to take in water. The fare, as I have stated, is three dollars up the mountain, three dollars down, or four dollars up and down on the same train. The railway has by no means superseded the carriage road, which is still a favorite route to the summit of the mountain."

- Harper's New Monthly Magazine – Aug 1877 pg. 328-330

August 15th

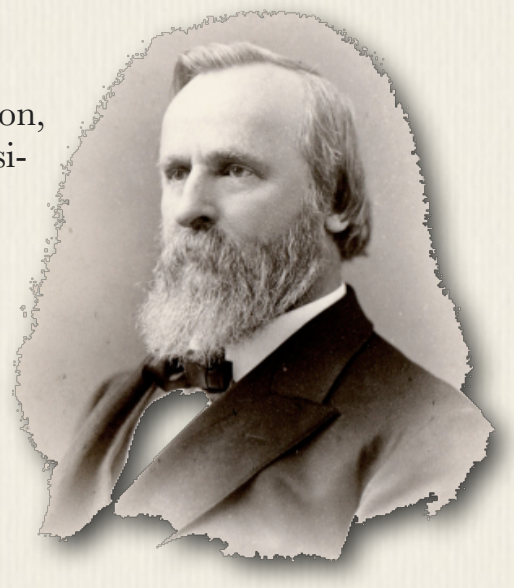
Coal Experiment Delay: "An attempt to use coal instead of wood in the engines of the Mt. Washington Railroad on the upward trip, Wednesday *(8/15)* night, delayed the arrival of the train at the Summit for over an hour." *- Among the Clouds - Aug 16, 1877*

Passenger Count - No Accident: "During the past two years, 15,000 persons were carried up the Mt. Washington Railway, and this, two, without a single accident occurring."

- Cleveland (OH) Leader - Wed, Aug 15, 1877 pg. 6

August 20th

President Rutherford B. Hayes, his wife, two sons, cabinet members and party ***ride the cog railway*** to the summit. Hayes *(right)* stops at the Signal Station, the weather observatory maintained by the Signal Service of the US Army. Presidential party watches as "Uncle John" Camden and another trainman descend on slide boards *- Story of Mt Washington by F. Allen Burt & Among the Clouds*



"President R. B. Hayes, accompanied by his family, Secretary of State William Evarts, postmaster General D. M. Key, atty. Gen. Chas. Demans, Governor B. F. Prescott of N.H. and Staff with members of the New Hampshire Legislature, inspected this station at 4:20 p.mm. The President expressed himself as being well pleased with the appearance of the station."

- R.S. Monahan 1933 transcription of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library



August 22nd

Tip Top Pricing: "It only costs eight dollars a day *(~$208 today)* to live at the Tip-Top House on Mt. Washington."

- Woodstock (VT) Spirit of the Age – Wed, Aug 22, 1877 pg. 3

August 23rd

The Great Providence Line: To the Editor - Thursday morning, August 23d, saw us stepping into the little car at the base of the mountain, which little car had already formed an attachment to a very irregular-looking, undersized locomotive, with its boiler out of line, and its smoke-stack all awry. We settled ourselves in the oddly-contrived seats, and the little engine began to take its first steps upward, when a sensation seized us akin to that which one is likely to experience at the moment when approached by the surgeon, scalpel in hand, and from that moment, with the exception of a few ghastly expletives wrung from me by the scenes spread before us, my thoughts dwelt chiefly upon the labors of the busy engine that was exerting its best to back its weighty load up the long, steep declivity, and I confess to being more interested in the success of the enterprise than I was in the otherwise enticing scenes that were constantly unfolded to us on every side. We commented upon the frequent recurrence of the sign-board, "Great Providence Line," which fitly marked our dubious way, like suggestive reminders of our never before being in greater need of heaven's special protection and care. We reached the top in safety, as hundreds have done and hundreds will again, and we shook from us our fears, breathed once more and gave ourselves up to unqualified enjoyment of the situation. / A lady visitor at the Summit, recently, noticing the sign on the baggage car of the Mount Washington railway, the "Great Providence Line," remarked that she considered that quite appropriate, as she thought a special Providence must watch over this line.

- Among the Clouds - Tue, Aug 28, 1877 & Tue, Sept 4, 1877

August 30th

NH Railroad Commissioners Overnight: "John E. Lyon, President of the Boston, Concord & Montreal Railroad, Chas. C. Lund, civil engineer of the road, Walter Aiken, manager of the Mount Washington Railroad, and the railroad commissioners, arrived at the Summit last *(8/30)* evening. The railroad commissioners examined the road between Fabyan's and the Base, with reference to ascertaining the amount of land damages." *- Among the Clouds - Fri, Aug 31, 1877 pg. 4*

September 8th

Geo Stephenson returns to Summit: Number 2, *George Stephenson*, the second engine built for the Mount Washington railway, was run to the Summit on Saturday *(9/8)*. This is the first time that it has made its appearance here in two years. It has seen more service than any other engine on the road, and has been considered one of the best. The "boys" hold it in grateful remembrance.

- Among the Clouds - Tue Sept 11, 1877

September 18th

Trains Ending for Season / A Bear Yield: "Trains to the Summit of Mt. Washington will be discontinued after the 20th of September. A few nights since as Mr. Geo. T. Crawford was going from Fabyan to the Marshfield House, he met an old bear of large proportions. Bruin at first was inclined to keep the road, but on learning that her opponent was a Crawford, she immediately gave the right of way."

- White Mountain Republic (Littleton, NH) - Thu, Sep 18, 1877

September 30th

Closing Time: "Over 12,500 persons have visited this (Signal) station since June 20, 1877. Summit House Closed - O.J.M. Cone" *- R.S. Monahan 1933 transcription of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library*

October 7th

Birch Wood Crash - Two Versions: "Two cars, loaded with birchwood, on the Mount Washington Railway, broke away from the engine on Friday *(10/7)*, and left the track at the end of the cog rail, going about

thirty rods on the ties and destroying a trestle bridge of the Boston, Concord and Montreal Railroad. No one was injured." *- White Mountain Republic (Littleton, NH) - Thu, Oct 11, 1877*

Now the Boston re-write: "What might have proved a serious accident occurred on the Mt. Washington Railway last week. Two cars loaded with birch wood broke from the engine which was drawing instead of pushing them up as usual. The cars kept the track until the end of the cog rail, but they had attained such a frightful speed that they continued some fifty rods on the ties of the Boston, Concord and Montreal road, destroying a trestle bridge belonging to the latter road. No other damage was done and no one was injured."

- Boston Globe - Tue, Oct 16, 1877 pg. 2

October 18th

Nervous Railway Patron: "Jacob's ladder, the steepest stretch of trestle work on the whole road, is a spot to try the souls of the nervous. "Oh dear ! good Lord ! Lordy, what did I come up here for?" ejaculated one of the passengers, as her eyes fell upon the side of the mountain, and wandered clear away down to the bottom of the ravine. The din of the cogs was not calculated to sooth her fears. She clutched the seat in front with both hands, and began to indulge in a series of lamentations that attracted general attention. A bulbous gentleman with a flaming red nasal organ was coming down the aisle with as dignified a gait as it was possible for any man to assume, who isn't accustomed to slide down the roofs of gabled houses for a living. The whistle sounded, the train stopped with a jerk. Bulbous man was opposite nervous woman's seat. The sudden stop had roused her fears the highest pitch. She jumped from her seat to seek refuge on the other side of the car. She collided with the bulbous man, who sat down on the plane under his feet. Somehow or other she sat down, too, and the twain got mixed terribly before they reached the door, at the bottom of the chute into which they had fallen. When the kind-hearted conductor extricated them, bulbous gentleman's nose was like the headlight of a locomotive, and he illuminated the southeast corner of the car, doggedly eyeing the woman the remainder of the trip. As for her, she was completely cured of her nervousness, and gave the other passengers no further uneasiness. There were six thousand persons carried up this railway last year and nine thousand the year before. An accident has never happened since the road went into operation, and this is its tenth season."

- White Mountain Republic (Littleton, NH) - Thu, Oct 18, 1877

October 25th

Lease Expires: "The five years' lease of the Tip-top House on Mount Washington - at $10,000 a year - expires this fall, when Messrs. Coe & Pingree, the proprietors of the top of the mountain, by the conditions of the lease of the land to Messrs. Aiken & Lyon, the owners of the building, can, if they choose, take the house at the original cost."

- White Mountain Republic (Littleton, NH) - Thu, Oct 25, 1877

November 15th

Lease Renewed: "Messrs. Lyon & Aiken, have re-leased from the Pingree heirs the summit and rights of Mt. Washington for five years, for $8,000 per year on the previous lease, and will run the Summit House for that time" *- White Mountain Republic (Littleton, NH) - Thu, Nov 15, 1877*



Portion of etched panorama looking north from the summit of Mt. Washington (~1878)
- New York Public Library Collection

1878

February 14th

Fabyan Claims: "Sylvester Marsh, Esq., has, we understand, sold all his claims on the Fabyan House property with the exception of the first Mortgage, which he still holds."

- White Mountain Republic (Littleton, NH) - Thu, Feb 14, 1878

March 21st

Marsh Makes Railroad Offer: "Several years ago a charter was obtained by a company organized for the purpose of building a railroad from Littleton to the Profile House via. Franconia, and a preliminary survey was made. We understand Sylvester Marsh, Esq., of Littleton has made the Company this offer: If the two towns will take stock enough to grade the road or fit it for the ties, he will build a good substantial Road, stock it, run it, and take bonds or preferred stock for his pay. He also offers to give the Company the privilege of taking the Road after it is finished by paying him ten percent interest on its cost from the commencement of expenditures to the time they relieve him of the Road. It seems to us this is a matter that should interest our people and lead them to take some action. There is a project now on foot to build a road from Bethlehem Station to the Profile House and if Littleton fails to take advantage of the charter mentioned above, a new charter will undoubtedly be obtained and the road built by way of the Station. At the present time Littleton is the center of the mountain travel and it is owing to this we are favored with so great a degree of prosperity while all around us are towns suffering from the great depression and decline in business, and in the value of property, but if we allow the advantages we now possess to be taken from us we shall have cause to regret it for all time to come. It seems to us it is a turning point, whether we secure this road, or permit it to go elsewhere. if it shall come here it will be an added inducement in the future for the Portland and Ogdensburgh Railroad to build to this town, and we have faith to believe they will in the not distant future if we do not retrograde. Let our people wake up to the necessity of securing this road and every man put his shoulder to the wheel. If the proposal above set forth is not satisfactory let another be made. The matter should be agitated until something is done for if this road is built elsewhere it will be a serious blow to the growth of our town, which we have good reason to be proud of, and materially reduce the trade we now secure."

- White Mountain Republic (Littleton, NH) - Thu, Mar 21, 1878



John E. Lyon (1876)
- N.H. History.org

April 11th

Lyon's Fiery Death: On Thursday *(4/11)* last the news reached (Littleton) that Hon. John E. Lyon, President of the B. C. & M. railroad *(right)* had been burned to death while stopping at the Pemigewasset House, Plymouth. The *Boston Journal* gives the following details of the sad affair: "The watchman of the hotel passes by the rooms on the several floors once an hour, and, at 2 o'clock last night, he took one of his usual rounds. Ten minutes afterward some duty called him to the second floor, when he suddenly heard a terrible scream, which he quickly discovered to come from room No. 12, occupied by Mr. Lyon. The watchman went to that apartment in greatest

haste, and, as the door was fastened, he sprang up and looked through the transom, when he was appalled by the sight of the occupant on the floor with his night-clothing in flames. Mr. Lyon called out excitedly, "For Heaven't sake break open the door." The watchman with one push severed the fastening of the door and gained an entrance. Mr. Lyon lay upon the floor on his right side, about half-way between the door and the bed. By the time the watchman reached him, Mr. Lyon had succeeded in extinguishing most of the fire, and what remained the watchman easily smothered. Mr. Lyon said, "Give me some water and get help." A glass of water was procured and given him, and then the landlord and Mr. Morse were called, and in a few moments, came to the help of the sufferer. Everything possible was done for the sufferer, whose agonies were terrible. The burns on his body extended from his knees to his chin. Both of his hands were very badly burned, which undoubtedly resulted from attempts to smother the flames. Soon after he was placed on the bed, he said, "Where are my friends?" and then he mentioned the names of Superintendent Dodge, Mr. Pitman, and director Bell, of Manchester. Mr. Dodge answered, "Your friends are with you, Mr. Dodge is here, and Mr. Pitman, and two physicians, and we are doing all we can for you." Soon afterward Mr. Lyon's pain was so great that he exclaimed, "Oh, let me die," and these were the last rational words that he uttered.

"At three o'clock, under the influence of medicines, he became unconscious and in a little while fell asleep. Notwithstanding his terrible injuries, the physicians had some hopes that his life might be saved. At eight o'clock this morning he was sleeping quietly, but, in a short time, began perceptible to sink. At half-past ten he was failing rapidly.... There were with him in his last moments Mr. Dodge, Mr. Pitman, and Mr. Morse, besides the physicians, while near the door waiting in hopes to render some assistance, were several old servants of the hotel, to whom Mr. Lyon had been very kind. At thirteen minutes past eleven death ensued. Mr. Dodge laid his hand on the dead man's forehead and said, "Our best friend is gone." Exactly in what manner the terrible calamity occurred will, of course, never be known. There was only one light in the room, and , when the attendant entered, the candle was nearly consumed. It is reasonably supposed that Mr. Lyon had occasion to get up, and, that in doing so, some portion of his clothing came in contact with the light and was enveloped in flames. One of his hands was so badly burned that in taking a ring from one of the fingers, portions of the flesh came off with it.

"Mr. Lyon was born in Lancaster, Mass., and was about sixty-eight years of age. He was one of the most active men in building the Mt. Washington Railway; one of the chief owners of the Summit House, the Fabyan House, and the Pemigewasset House. He had a keen, well-balanced, practical mind, never dazzled by theories or speculative arguments, and his persistency and untiring industry carried him successfully through projects which would have failed in the hands of men of less activity and more yielding dispositions."

- White Mountain Republic (Littleton, NH) - Thu, Apr 18, 1878 / See Vol. 2 Roster

May 16th

Early Repairs Underway: "Sergt. D. C. Murphy, in charge of Mt. Washington Station, United States Signal Service, reports no snow on the mountain above the line of arborescent growth, and but a small quantity in Tuckerman's Ravine and other gorges. The snow and ice at the base is melted and the work of repairing the Mountain Railway already begun. The season is four weeks earlier than any known for twenty years. The pluviometric measurement show the largest quantity of rain ever measured in the mountains during the month of April."

- White Mountain Republic (Littleton, NH) - Thu, May 16, 1878

May 23rd

Another Railroad Charter to Profile?: "Messrs. Richard Taft and Nathaniel White have given notice that they shall apply for a charter to build a railroad from some point on the Mt. Washington Branch Railway to the Profile House, at the coming session of the Legislature. Will our people (in Littleton) longer hesitate about taking advantage of the charter they now have running from this town to the Profile, and thus check the effort to divert summer travel from this point: The action taken shows conclusively that unless work is commenced from here soon we shall lose the road, which would be a great injury to Littleton. The difference it would make in the value of real estate in this town would more than build the road in our opinion. Will our people wake up to the importance of this town continuing to be the center of summer travel and instead of allowing it to go to the north of us take such action as shall not only retain what we now get but largely increase it."

- White Mountain Republic (Littleton, NH) - Thu, May 23, 1878

June

New Hampshire Railroad Commissioners Report: This road is used only for summer travel, usually running from June 1 to about October 1, or until the close of the summer season. It has been successfully operated for the past five years, with an increase of business every season, demonstrating the fact, that steam-power, with suitable machinery, can be used in ascending and descending mountains with almost any grade. During the whole period of its operations, no accident has occurred resulting in any injury to either passengers or freight. ***Season of 1877:*** Total income: $26,111.31 - Total expenses: $10,741.87 - Net Earnings: $15,369.44 - One dividend of nine dollars per share: $11,665 - Surplus: $3,714.44 - No indebtedness.

June 12th

First Train: Three inches of snow fell on Mt. Washington, June 10, and drifts two feet deep were found on the carriage road one mile from the Summit. The first train of the season was run up the Mt. Washington railway on June 12. The Fabyan House, W. H. Stearns manager, opened on Monday *(6/10)*, and although it is much earlier than usual to open the house there have been quite a number of arrivals. This is the most central point to reach Mt. Washington by rail.

- Burlington (VT) Free Press - Mon, Jun 17, 1878 - pg. 3

July 4th

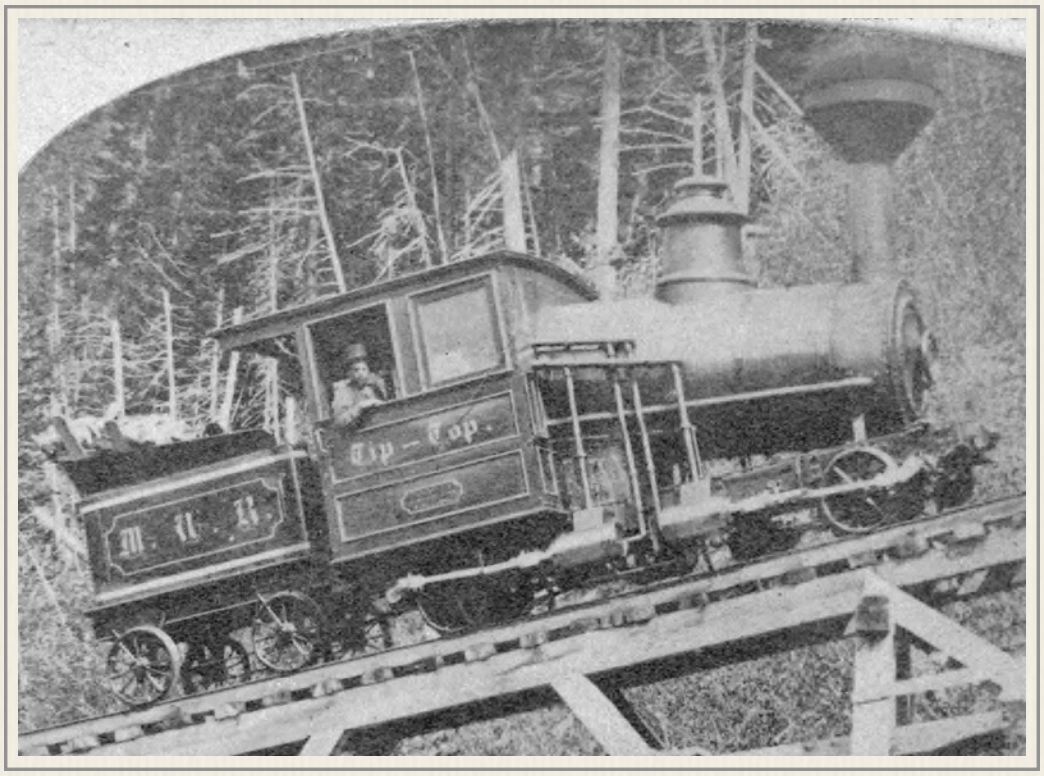
Marsh Fabyan Sale: "Sylvester Marsh, Esq., has sold his second mortgage and other claims on the Fabyan House, with the exception of the first mortgage, to Messrs. H. L. Tilton, H. C. Redington and Chas. Hartshorn."

- White Mountain Republic (Littleton, NH) - Thu, Jul 4, 1878

July 9th

New Locomotive: "The Mount Washington Railway was never in so good condition as at the present time. About a mile of new trestle work has been rebuilt and a new locomotive *(right)* has just been received from the Manchester Locomotive works." *(Glen Kidder's book says the second No. 6 Tip Top was built in 1878)*

- Among the Clouds - Tues July 9, 1878



July 10th

Honorary Educators: "The meeting *(of the American Institute of Teachers)* having been called to order, Dr. Lyon, chairman of the committee on honorary members, reported the names of Governor Prescott of New Hampshire, Joseph A. Dodge, superintendent of the B.C.& M railroad, Sylvester Marsh, inventor of the Mount Washington railway, and Walter Aiken, who were then elected honorary members of the Institute."

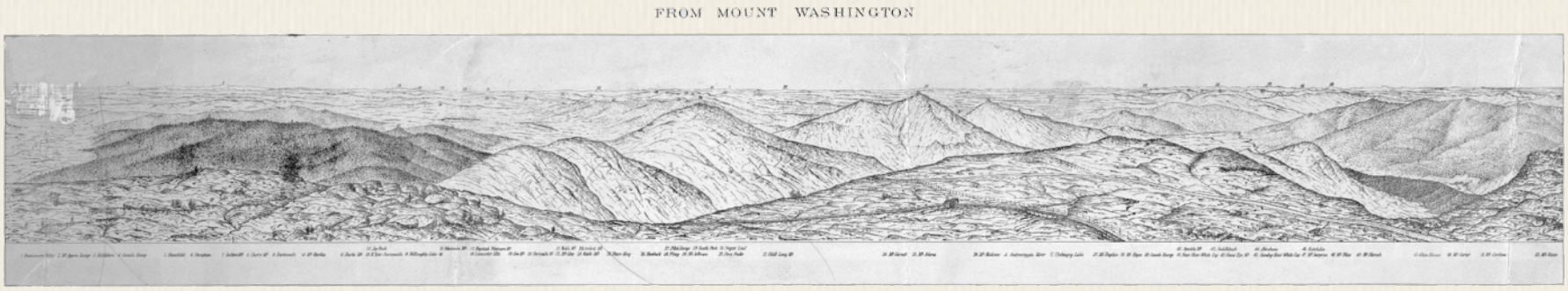
- Among the Clouds - Thu, Jul 11, 1878 pg. 1

July 10th - 13th

Busy Week: "About 1,000 passengers were carried over the Mount Washington Railway on Wednesday *(7/10)*, and the receipts amounted to nearly $1,100, which is the largest day's business ever done on this road. Thursday *(7/11)* was also a very busy day, the receipts being over $1,000. During the session of the American Institute (of Teachers) at Fabyan's, over 1,500 people have availed themselves of the opportunity of ascending Mount Washington by this mode of conveyance. The engine *Hercules*, of the Mount Washington railway, Samuel Butterworth, engineer, and Samuel Miller, fireman, made seven trips over the road between the Base and Summit on Thursday *(7/11)*. It brought up about 170 passengers and took about the same number down."

- Among the Clouds Fri July 12 & Sat July 13, 1878

1878



Portion of etched panorama looking north from the summit of Mt. Washington (~1878)
- New York Public Library Collection

July 11th

Summit Bedbugs?: "Mr. Murphy, the Signal Service officer on Mount Washington, reports that swarms of bugs, with the peculiar odor of bed-bugs, infested the summit on the 29th and 30th of June. Potato bugs have also been found on the summit."

- White Mountain Republic (Littleton, NH) - Thu, Jul 11, 1878

July 13th

Educational Waiters: "The table waiters at the Mount Washington Summit House this season, will be chiefly students and teachers. The steward of the house last year, was the principal of an academy."

- Reading (PA) Times - Sat Jul 13, 1878 pg. 1

July 16th

Water Scarce: "Water is getting very scarce on Mount Washington, so that it is necessary to bring it from the Base for the use of the engines on the railway. There has been no rain for three weeks, and the springs on which the railroad company and the Summit House depend for a supply of water, are nearly dry. Unless it rains soon, there is liable to be considerable inconvenience caused by the necessity of bringing water from a distance." *- Among the Clouds - Tues July 16, 1878*

False Prophecies: "When we left the Fabyan House the sun shone out clear, even warm, and not a cloud was visible about Mount Washington's head. The day was so clear that the particular bald spot on the summit, where the Tip Top House is located, ten miles distant, could easily be seen by the naked eye. It is a saying hereabouts that none but fools dare prophesy the kind of weather to be met at the top of this peak. The majority of our party became entitled by their false prophecies... For, deceived by the charming appearance of everything from the doorstep of the Fabyan, they had ventured to assert in the most positive terms that everything must be equally as lovely up there. The minority fell easy victims to this delusive deduction, and up we started in Grandpa Marsh's newest cars. A quarter of the distance up and the mist began to gather about our train; a few rods more, and the portly gentleman, whose shirt, vest and duster were the only articles of apparel on his back, began to gather his latter garment more tightly about him, and his teeth set up a chatter. A few moments afterward we were in the midst of a dense rain-cloud, which shut out a view of everything but our own dismal selves. Then the thunder rolled, and a flash of lightning split the cloud for an instant, and drew from an elderly lady in the lower corner the earnest ejaculation, "Marcy on us, Lord!" The rain dripped in at the doorway, through the windows and through the roof. The portly gentleman was soaked, the elderly lady in the corner wanted to know "where on airth that puddle of water was coming from," and hoisted her garments she climbed up on the seat and peered anxiously at the passengers in the seat in front of her. Dampened as the rest of us were, her movements, and above all her suspicious glances, created a laugh that was heard above the din of the cog-wheels and the rumble of the retreating thunder. The platform of the Tip Top House was finally reached, and there was a general scamper for the red-hot stove in the hotel office. How it rained and how the wind blew all that day. None of those magnificent views obtainable, not even a chance to stir out of doors. Then we looked for him who had been the loudest among the self-constituted prophets in the valley below. He was the portly gentleman with the linen duster, and his damp, miserable condition aroused our sympathy. We could not rail at him. We left him severely alone, bracing the stove funnel in the desperate effort to get dry and warm and portly again - Lotus"

- Boston Post - Thu, July 18, 1878 pg. 4

July 19th

In Between Trains: "Conductor A.W. Woodman of the Mount Washington branch railroad caught four pounds of trout in about three hours, fishing in the Ammonoosuc river, near the Base, last Friday."

- Among the Clouds - Mon July 22, 1878

Gone to Derry: "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, N.H., to attend the funeral of the late John H. Priest." *- Among the Clouds - Fri, Jul 19, 1878 pg. 4*

July 31st

Cog Party: "A social dance was held at the Base Wednesday evening, music being furnished by an Italian orchestra. One of the pleasantest features of the occasion was the skill with which Mr. John Horne executed some difficult figures."

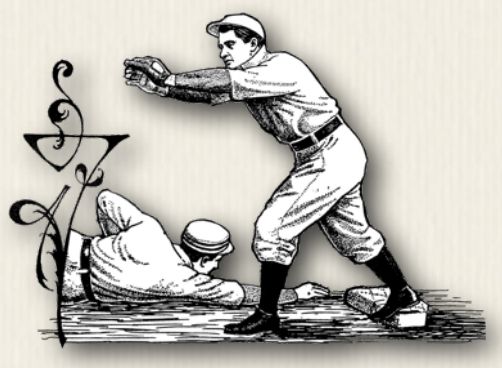
- Among the Clouds - Fri Aug 2, 1878

August 1st

July Trip Report: "During the month of July the engines on the Mount Washington railway made 105 trips, as follows: No. 3 *Hercules*, Mr. Butterworth, engineer, 38 trips; No. 4 *Atlas*, Mr. Randall, engineer, 28; No. 5, *Cloud*, Mr. Knapp, engineer 33; No. 6 *Tip-Top*, Mr. Horne, engineer, 6."

- Among the Clouds - Thu, Aug 1, 1878 pg. 4

August 7th

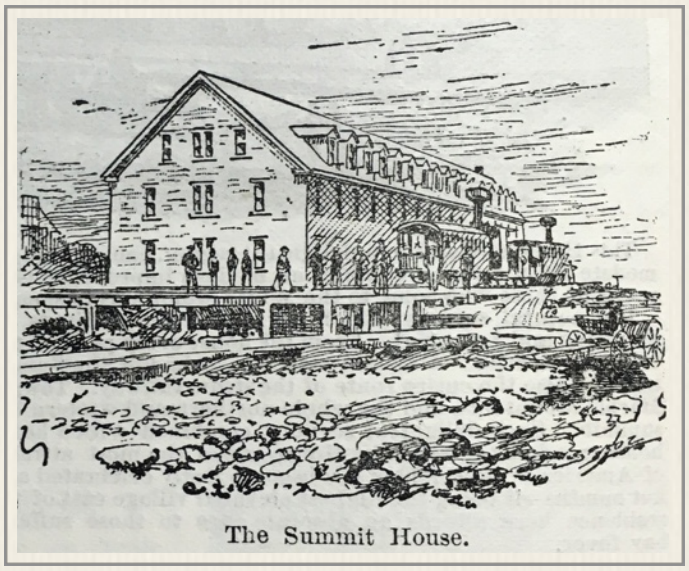


Baseball in the Cow Pasture: "It may not be known to the world below that the base-ball fever has not been checked by the lofty elevation of Mount Washington, and that an exciting match game was played yesterday *(8/7)* on the "Cow Pasture," near the seventh mile-post on the carriage road, between nines from the employees of the Glen coach company and the Mount Washington railway. Extensive preparations were made for the game, the ground being cleared of rocks and the base lines laid out by Superintendent Charles Locke, of the Glen road. The game was called at 3:15 pm, the grand stand and the surrounding grounds being filled with interested spectators. The railway nine went to the bat first, Mr. Taylor batting a terrific ball over the head of Mr. Philbrook, centre field, towards the Gulf of Mexico. Amid tremendous cheering Mr. Taylor reached his third base in safety, and would have scored a home run, had not Mr. Philbrook, by wonderful exertion, secured the ball just as it reached the edge of the Gulf, and assisted him out at home base. The next two batters were put out on flies to Mr. McCommick at short-stop and Mr. Dresser at second base, and the nine was out without a score. The same fortune awaited the Glen nine, the principal feature of the playing being a beautiful fly catch by Mr. Morrill, right field. In the second inning Mr. Judkins, captain of the railway nine, made a remarkably heavy bat, sending the ball through the top of a coach standing at the other end of the field, and scored a home run. The two who followed him struck out, Mr. Horne made a run on errors, and Mr. Butterworth was put out by the catcher on a foul tip. Mr. Sands, captain of the Glen nine, excited universal admiration by a home run in the second inning. (We are requested to state that he never stopped till he reached home, making the longest time on record.) Messrs. Cameron and Twitchel each scored a run, and at the close of this inning the score was 3 to 2 in favor of the carriage road. In the third inning both sides became dissatisfied and disgusted with the umpire's rulings, and during the dispute which followed, the rain began falling and the game was broken up. It was unanimously resolved to adjourn to Tuckerman's Ravine, where a reception was given the players by their friends, in the spacious and elegant parlors of the Snow Hotel. – C.R."

- Among the Clouds - Thurs Aug 8, 1878

August 9th

Summit Entertainment: "Clouds hid the stars, which, on a clear night, look so much larger from the top of Mount Washington than from any spot in the lower world, and we soon sought the large parlor, which resounded for an hour or two with the laughter of a merry party of young folks playing games, one of which consisted in making all kneel on one knee in a row on the floor, with uplifted hands, when a push from the end man upset the whole line of twenty or more young ladies and gentlemen, like falling blocks, upon the carpet, of


The Summit House.

course amid screams of laughter from the prostrate crowd and all the spectators. The Summit House has been often enough described, It is kept by a Mrs. Dodge, who pays $10,000 a year rent, and keeps a very fair house, considering the elevation. There was a suggestion of close management in the question of our waiter at breakfast, to one of the ladies of the party who asked for a second cup of coffee, if she "wanted a full cup"; but doubtless one must manage closely to make any money where every necessary and luxury save water has to be hoisted six thousand feet. The house is kept comfortable in all weathers. The rooms are neatly furnished, and I have seen worse tables as to quantity and quality in some good sized cities.

– Burlington Weekly Free Press - Fri, Aug 9, 1878 pg. 2

August 21st

Preserve the "Old Man": There have been fears that the "Old Man of the Mountain," in Franconia Notch, might crumble away in the course of time by the action of the elements, and it is not improbably that such will be the result of the changes that are going on. Mr. B.W. Kilburn, who has recently visited the locality and taken a photographic negative of the "Old Man," says that he cannot discover any immediate danger. The view which he has just taken, in comparison with those made seven years ago, shows no change in the appearance of the profile. There is, however, a large aperture in the rocks across the head, and unless it is protected soon, the fall of this wonderful profile is only a question of time. Moreover, Professor Hitchcock states in his "*Geology of New Hampshire*," that the rock of which the profile is formed is some completely decomposed as to make it liable to fall at any time. Its destruction would be an irreparable loss to the mountains, and the proprietors of the Profile House should take all steps possible to preserve the "Old Man," for the pleasure it may give visitors in the years to come.

- Among the Clouds - Wed Aug 21, 1878


- Library of Congress

August 22nd

Breakdown & Runaway: At noon, four trains carrying 260 passengers to summit. The fourth pushed by No. 5 *Cloud* stopped at the base of Long Trestle when 7 of 19 cogs in its rear driving wheel gave way. *Cloud* passengers were transferred to other trains and they remained overnight at Summit House. The *Geo Stephenson* was the only train below. Engineer John Horne came up and eased the *Cloud's* tender back to the base. Then returned to bring the *Cloud* down as well. Going down Cold Spring Hill the *Stephenson's* single driving cog wheel split open - jumped the rail and the driving gears got into the ties. Horne said, "She choked herself and had timber ahead to stop her. On the low trestle the men all jumped but me. I saw it keep slacking up and slacking up and by and by it stopped. It took three days to fix the track. Locomotive #2 - *George Stephenson* was cut up and dumped off the side of the track while salvaging usable material."

- Story of Mt Washington by F. Allen Burt – pg. 100 - See Appendix - 1878 Breakdown for a more details



Aiken & Franconia Notch Railway: "The grantees of the Profile and Franconia Notch Railroad Company have elected the following board of Directors: Richard Taft of Profile House, Nathaniel White of Concord, Emmons Raymond of Boston, John H. George of Concord, Samuel A. N. Bell of Manchester, Walter Aiken of Franklin, Joseph A. Dodge of Plymouth. It was voted to commence a survey of the proposed route at once, and Mr. Charles C. Lund of Concord was authorized to make the preliminary survey and estimate for building the road."

- White Mountain Republic (Littleton, NH) - Thu, Aug 22, 1878

August 24th

Locomotive #2 - *George Stephenson* is ***scrapped*** after the Cold Spring runaway

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

Eaton's New Signaling Device: "W. C. Eaton, telegraph operator at the Summit House, has been furnished with 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 dot and dashes."

- White Mountain Echo - Sat, Aug 24, 1878 pg. 12

Breakdown Reported: "An accident occurred on the Mount Washington railroad Thursday *(8/22)* noon, which, while it had the effect of inconveniencing some of the passengers, most satisfactorily tested the means of the security and the promptness of the their application. The rear driving cogwheel of the engine of the last of the four trains which conveyed 260 excursionists up the mountain, broke on the lower part of Long Trestle, and seven of nineteen cogs gave way, owing to a defect in the construction. This was instantly discovered and the brakes applied, stopping the train at once and before its passengers became aware that an accident had taken place. Some of these walked to the summit while the rest were carried up by a train which came down to receive them. An old engine was immediately sent from the base to assist the disabled one down, but owing to the difficulties which beset the task it was sunset before the descent could be commenced, and then, when within less than a mile from the base the old engine broke down, compelling the postponement of the work till morning." *- White Mountain Echo - Sat, Aug 24, 1878 pg. 12 - See Appendix - 1878 Breakdown for a more details*

August 26th

Service Resumes- The break in the Mount Washington railway was repaired sooner than was at first expected. The disabled engine was taken down to the Base without any difficulty, and the trains commenced to run regularly at 10:15 yesterday morning. About a hundred passengers were brought up and they all had a splendid view. *- Among the Clouds - Tue Aug 27, 1878 - See Appendix - 1878 Breakdown for a more details*

August 29th

Cloud Returns: The locomotive *Cloud*, which was in the smash-up of last week Thursday, has been repaired, and made its first trip since the accident, yesterday, bringing the noon train to the Summit.

- Among the Clouds - Fri Aug 30, 1878

Reduced Weekend Fares: "Owing to the breaking of an engine on the Mt. Washington Railway, the road was blockaded for some days and trains were unable to run, but it is all right now. The accident on Mt. Washington disappointed some excursionists last week, but they can get their revenge Friday *(8/30)* and Saturday *(8/31)*; an excursion train will be run on both days to Mt. Washington and also to North Conway at reduced rates of fare." *- White Mountain Republic (Littleton, NH) - Thu Aug 29, 1878*

September

August Train Trips: We are indebted to master mechanic John H. Horne for the following: The number of trains run over the Mount Washington railway, during the month of August, was 95. The locomotive *Hercules* making 30 trips; *Atlas*, 32; *Cloud*, 23, and *Tip Top*, 10.

- Among the Clouds - Tue Sept 3, 1878

Halfway Hiking Measures: George Balch writes about his tramp up Mt. Washington in the *Essex County Herald* of Guildhall, Vermont: "Our road for the first three hours followed by the Ammonoosuc River, whose bed winds its way among the hills, forming picturesque nooks and falls which are everywhere to be found along this river. We reached the Fabyan House at 8 o'clock, a.m. Here we tarried for an hour. However, we were impatient to reach Mount Washington, and resuming our journey reached the base of the mountain in time for dinner. Up to that time it was clear and the scenery was grand. All at once a small cloud was to be seen upon the mountain, and in an almost incredibly short time we were enveloped with clouds. This was a disappointment, for we knew it was impossible to get "a view" during the day. However we concluded to make the ascent as far as the "Half-way House" and camp for the night. Upon reaching the house everything was bolted and barred, so we pitched our tent in a bunch of bushes and stopped awhile. But the wind was blowing thirty miles an hour, together with rain and sleet, making an impression for the worst for the future of the night. After holding a counsel, we decided to go to the base, and we arrived there tired, wet and hungry, ready to give in a verdict that

a trip to the mountains "don't pay." Here 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. We tarried at this house until fair weather was anticipated, and then commenced our ascent once more. We remained on the mountain until sunset, when we descended to the base and spent the night. The next morning we got aboard the train, and reached home at noon, very much fatigued, but did not regret having taken the tramp."

- Essex County Herald - Fri, Sep 6, 1878 pg. 3

September 2nd

Marsh Overnight: Mr. Sylvester Marsh, of Littleton, N.H., the inventor and projector of the Mount Washington railway, spent last night at the Summit House for the first time. Mr. Marsh has not stopped over night on the Summit for five years, although he makes frequent visits during the day.

- Among the Clouds -Tues Sept 3, 1878



Peppersass at rest alongside tracks (above) - Marshfield House in background (~1878)
Modern day reproduction of sign (left mounted to the boiler in picture above.

Locomotive #1 - *Peppersass* is *retired* from service *(left)* as worn out, and as engines with horizontal boilers take its (and the *Geo Stephenson's*) place"

- Story of Mt Washington

September 6th

A ***passenger's description of*** the August 22nd ***breakdown*** that stranded four stuffed carloads of tourists overnight, etc. is printed some two weeks after the fact and foreshadows the 1967 accident in terms of overcrowded coaches, and complaints about press manipulation to minimize negative publicity about the railway.

- The St. Johnsbury Caledonian Sept 6, 1878 - See Appendix - 1873 Stormy Night Breakdown

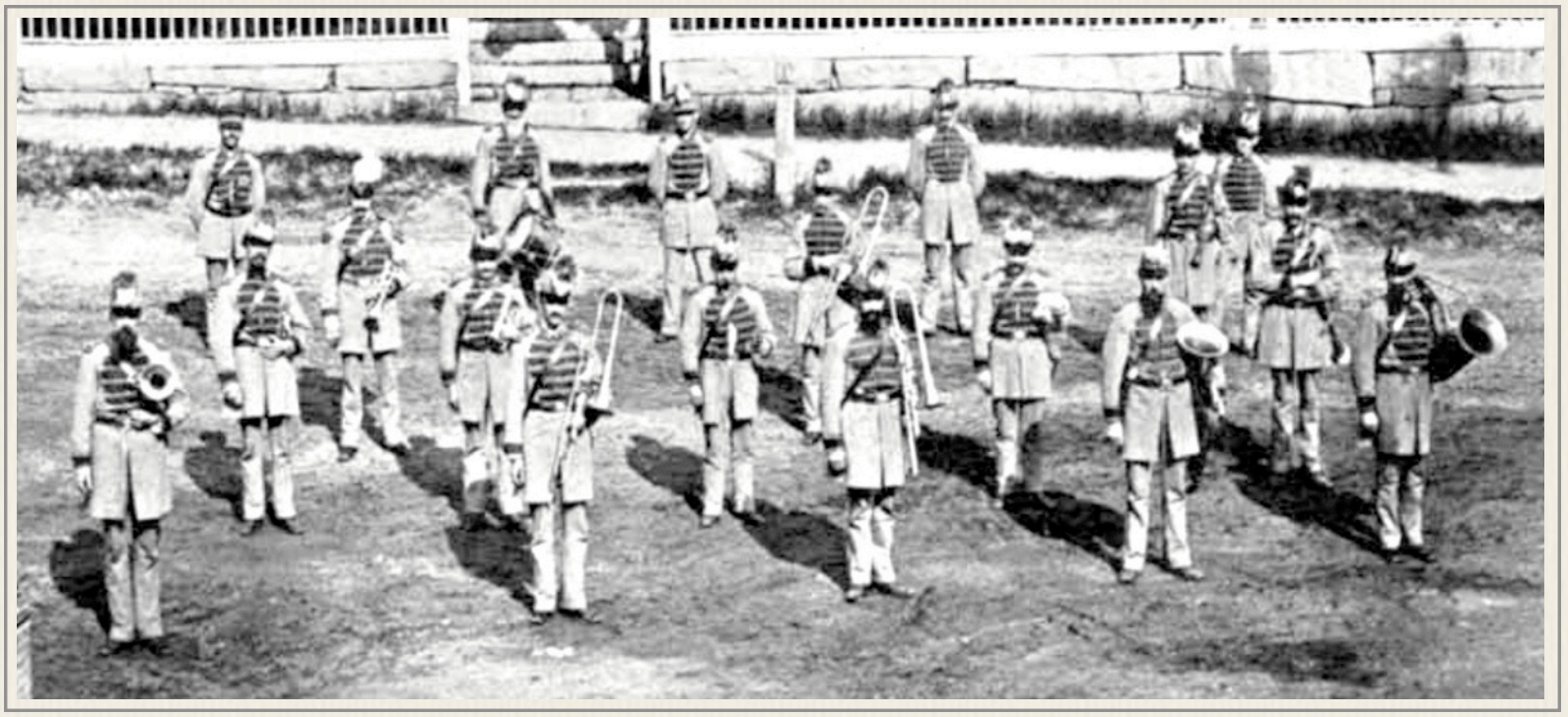
September 9th

Winter Preparations: "The officers at the Signal Station on the summit of Mount Washington have commenced to put in their supplies for the next winter. Sixteen tons of coal have been received at the Base and three car loads came to the Summit yesterday. Engineer Randall, fireman McCusick and 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."

- Among the Clouds -Tues Sept 10, 1878

September 2nd

Mining & Scientific Press on European Cogs: The journal of the Hanover Society of Civil Engineers contains a lecture by a Mr. Grove, on several mountain railways built in Austria and Switzerland within the past eight years. Mr. Grove's report seems to outline improvements that will be made on Mt. Washington in the 20th Century. "On the Rorschach-Heisden road the track is elevated above the ties on two stringers, leaving the space open under the rounds of the ladder-like central rail, so that snow may fall through or be pushed through by the cog-wheel. This seems to have worked well, even solid ice having been thus pushed out from between the cogs." *(Note: This was the 1950 MWR design change for U.S. Air Force contract)* The article on Grove's lecture continues "Switches were at first built after the manner of turntable (as are now on Mt. Washington railway), but have recently been constructed similar to other switches by Mr. Klose, of Rorschach. The circumstances of the cog-rail being elevated above the other rails, simplified the construction of this switch materially. The common rails are switched as ordinarily, and the cog-rail is gradually widened, the rounds being bent at the



Brown's Band at attention on the street (1876)
- History of Penacook, N.H.

same time, so as to remain normal to each side-bar at their ends until the rail has attained double its usual width, when it is continued as two separate cog-rails." *(Note: This sounds like a description of the switch designed by Arthur S. Teague & Lawrence Richardson and installed in the early 1940s by Col. Henry Teague.)*

- Mining & Scientific Press - Nov 2, 1878 pg. 279

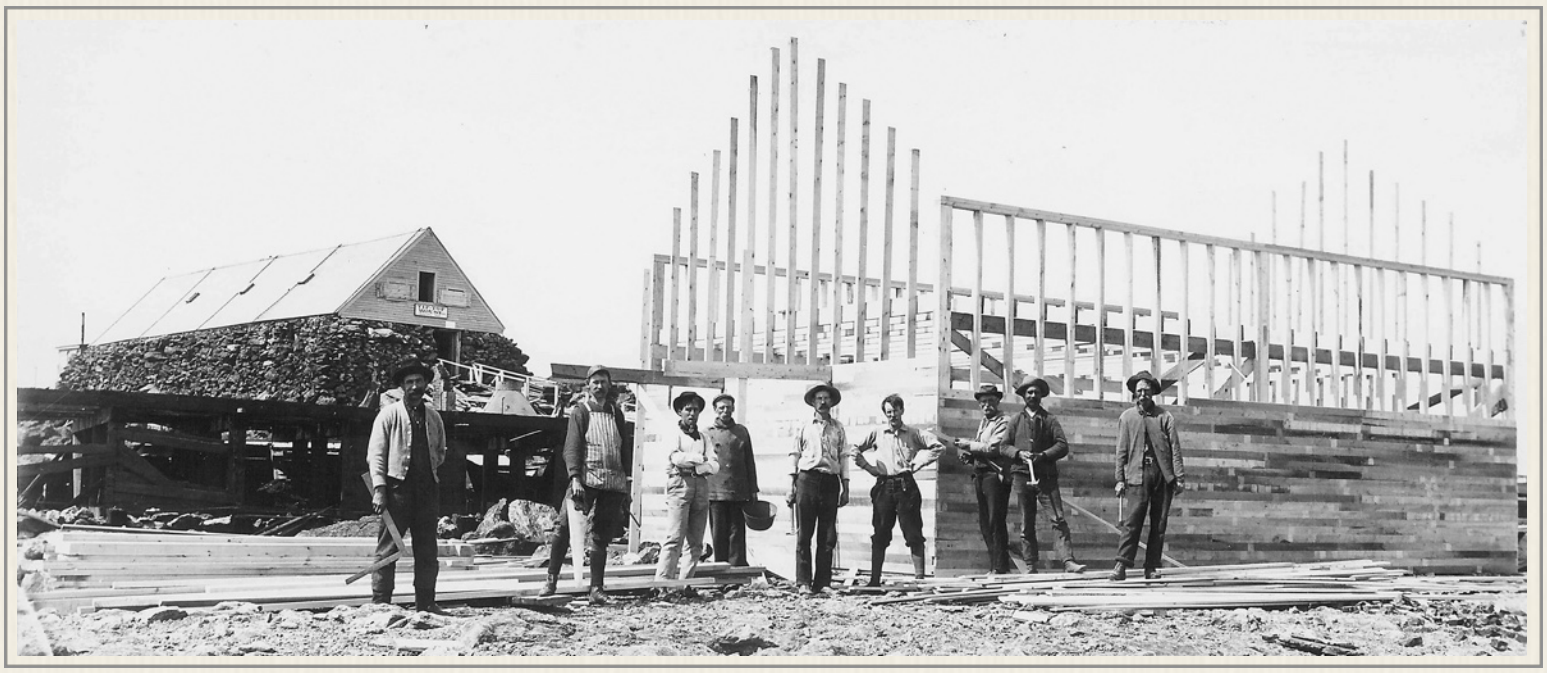
October 2nd

First Music on the Mountain: "Brown's Band, twenty-three men, visited the summit of Mt. Washington Wednesday *(10/2)*, the first band ever on the mountain, and the first tune played was Keller's American hymn. The band *(above)* accompany an excursion party of nearly three hundred person from Concord and vicinity." *- White Mountain Republic (Littleton, NH) - Thu Oct 3, 1878*



D. Arthur Brown

Concert Remembered: In 1899, John C. Linehan recorded the story of Brown's Band in the *History of Penacook, N.H.* and the trip up "the newly constructed railway to the Tip-top house on Mt. Washington" was recalled. "The atmosphere was perfectly clear; the view all around was, in consequence, grand beyond description; the air was warm and genial as on the average June day. It is believed that this was the first time that the national air of the republic was played on the highest peak east of the Rocky Mountains. D. Arthur Brown *(left)* was the leader of Brown's band through its existence and filled the same position for some



Stage Office under construction (1878)
- Mt Washington Auto Road Archives

time in the older Fisherville Cornet band. It is not too much to say of him that without his energy and active cooperation neither band would have ever acquired the proficiency credited to them."

- https://www.concordnh.gov/1048/Browns-History-of-Penacook

October 21st

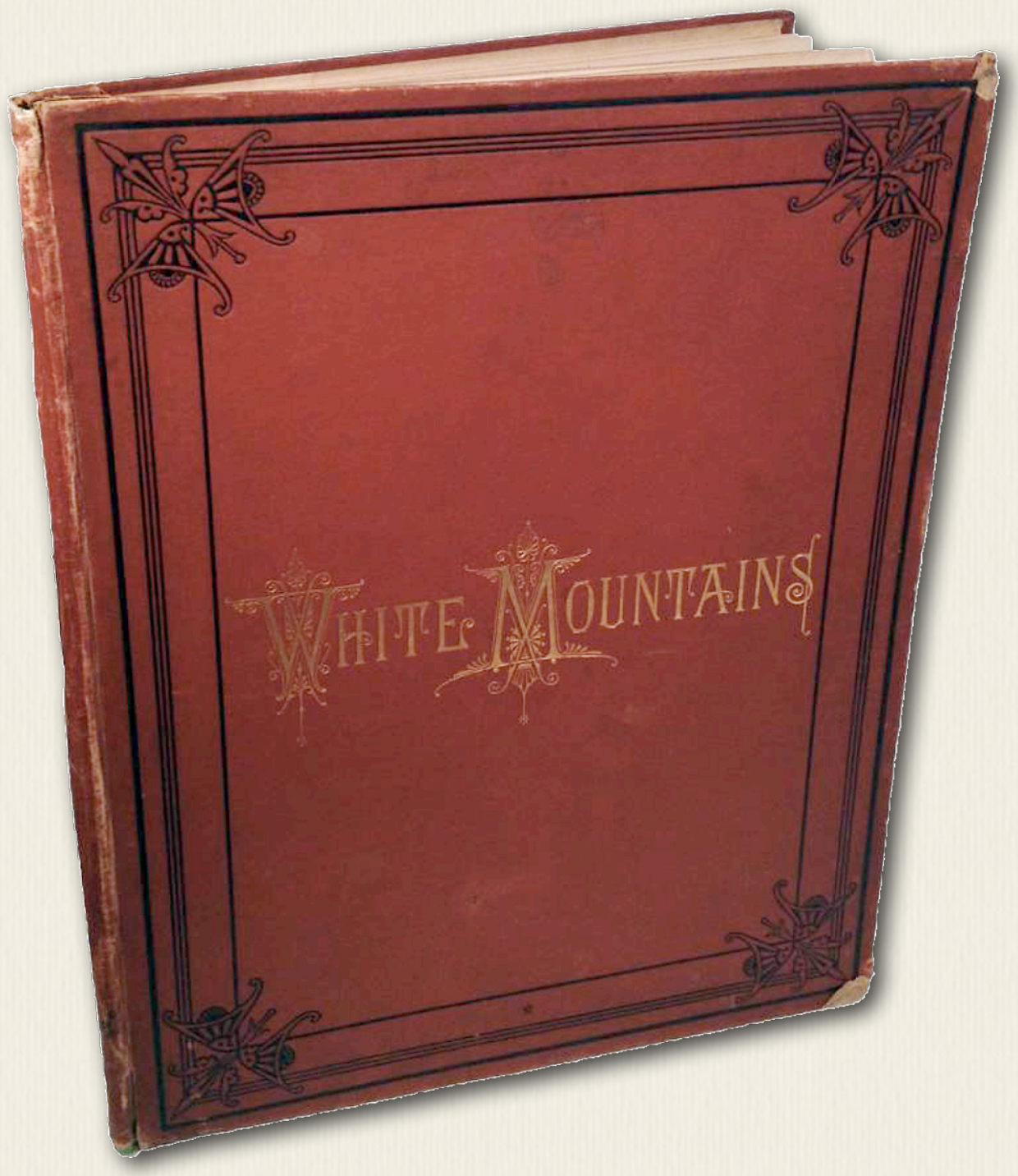
Travel Season Just Past: "Some idea of the extent of travel in the White Mountain region the past season can be gained from the fact that the Summit House register on Mount Washington contains more than 11,000 signatures."

- Orleans County Monitor (Barton, VT) - Mon, Oct 21, 1878 pg. 2

November 12th

Marsh to Boston: "A palace coach was sent (to Littleton) last Tuesday *(11/12)* for the convenience of Mr. and Mrs. Sylvester Marsh, who went to Boston that day. Mr. Marsh has been quite ill all the fall but is now some better."

- White Mountain Republic (Littleton, NH) - Thu Nov 11, 1878



1879

Tie Count - In 1879 three Exeter, New Hampshire men walked up Mt. Washington's cog railway, counting the ties as they went, discovering there 13,578. A contemporary South Carolina paper went further and said the "13,578 sleepers (ties) are fourteen inches apart."

- Portsmouth (N.H.) Herald - Wed, Sept 26, 1962 / Winnsboro (SC) News & Herald - Sat, Nov 15, 1879 pg. 1

Late January

Henry M. Burt Takes a Hike: "It has been my good fortune to make two trips in winter to the summit of Mount Washington the first was three years ago *(1879)*, the last of this month. Late on a Saturday evening, a party of four gentlemen arrived at the Fabyan House Cottage, the small hotel open through the winter, to prepare for an ascent of Mount Washington. The snow was falling fast and there was every indication of a long storm. The next morning, to our surprise, there was a cloudless sky and before us was the entire White Mountain range glittering and brilliant under the rays of the rising sun. The mercury was ten degrees below zero and the wind was blowing sharply out of the Northwest. At 9 o'clock the mail left for the base of the mountain, six miles distant, to which one of the signal officers at the Summit walk down the mountain, along the railway track, to meet it, and deposit their weekly report to Washington. As this was the only trip made in the week we availed ourselves of this opportunity to reach the place from which the ascent of Mount Washington was to begin. Our course was along the wild and dashing Ammonoosuc, now under snow and ice. The thick forest of spruce and fir was heavily loaded with the newly fallen snow and the ride, although a cold one, was exceedingly pleasant under the bright sun. Four miles from the Fabyan House we came to the small cluster of dwellings occupied by lumbermen, and there we halted a few minutes to warm. The mercury at this place had fallen in the night to fifteen below and without the air was still piercing cold. Our stay was short and soon we were on the way to the base of the mountain, where we arrived a half hour later. It is here the traveler in summer leaves the observation car for those going to the Summit, and in the height of travel it is a busy place, but in winter it is deserted except by the few workmen who remain to prepared the wood for the mountain engines. Near the railway station is the log cabin of honest John Camden, better known as "Uncle John," the French Canadian who superintends the repairs on the track in summer, and has charge of the workmen in winter. he gave us a hearty greeting and invited us to his plain but comfortable home. "How's the temperature, Uncle John?" "Eighteen below this morning and eleven now," was his reply. The air was so still and dry that it hardly seemed possible. This place is 2668 feet above the sea level, and sufficiently elevated to be above the damp and chilly atmosphere common to the lowlands of New England. Sergeant Jewell, now with Lieutenant Greely's North Pole expedition, was in command of the Signal Station at the Summit, and Uncle John in response to our request called him up through the telephone to announce our arrival, inquire of his welfare and the state of the weather in his home still so far above us. The sergeant reported that he had twice attempted to make the descent, but owing to the extreme cold and high wind he had been obliged to turn back. At that hour the temperature was 21 degrees below zero and the wind was blowing 60 miles an hour, a slight moderation from the report in the early morning. At one o'clock, when we had given up all hope of meeting the Sergeant that day, he announced to us that he should make another attempt to descend. An hour later we caught sight of him near Jacob's Ladder, and not long thereafter he came into our cabin, clad in his peculiar winter suit, resembling an inhabitant just in from the Arctic regions. He assured us that this was the hardest trip that he had -- the mercury still standing at 21 degrees, while the wind had increased in velocity to 70 miles an hour soon after leaving the station. As he had forced it for an hour in the extreme low temperature he felt greatly exhausted by the walk."

- From a paper presented by Burt to the Newton (MA) Natural History Society - Jan 1882 printed in Among the Clouds - Sat, Jul 13, 1901 pg 2. & 7

February 27th

Aiken Starts Making Socks, Again: "Walter Aiken and A. W. Salloway of Franklin started up their hosiery mills last week, employing 225 hands in the mills and many times that number outside. They have been shut down since Autumn."

- White Mountain Republic (Littleton, NH) - Thu, Feb 27, 1879

March 19th

Uncle John Takes a Hike: "All winter it has been the great desire of two Littleton ladies to make the ascent of Mt. Washington, finally, March 19th they left Littleton in company with Mr. Linsley, *(signal officer,)* destination the highest point of land in New England. That night we stayed at Fabyans. Thursday morning we break-

fasted early then started for the Base. Mr. and Mrs. Holmes of the Fabyans accompanied us to see us commence the ascent. We enjoyed the sleigh ride from Fabyans to the Base very much. Uncle John *(Camden)* built a rousing fire in his cabin and made some hot ginger tea for us; then we prepared ourselves for the ascension by changing our dresses for a suit a la Dr. Mary Walker. Just before we left the Base there came up a furious wind and snow storm, but it soon stopped snowing and we set out it being just 1:30 P.M. Mr. Linsley thought we *(the ladies)* would give it up after climbing a mile, but we did not... In going up we had to walk on the center rail of the Mt. Washington R. R., Mr. Linsley leading Mrs. Linsley, next Mrs. Kenney, and Uncle John brought up the rear. Each endeavored to step into the tracks of Mr. Linsley. The Railroad was covered with snow, and if one happened to step either side of the center rail a certain portion of us would go down out of sight, which invariably drew an audible smile from the rest. As Uncle John was back of us all we could not see him when he went through but we could hear "By Golliee" escape his lips once in a while, and we naturally concluded he had started for China. Uncle John accompanied us as far as "Jacobs," where we met Sgt. Jewell who had come down to meet us. We now arrived at Mike's Cabin where we found a warm fire awaiting us, built by Sgt. Jewell on the his way down. We were no within a mile of our destination and after a good rest and a thorough warming we started out again for our last mile. Arriving at the Station we slid down through a hole cut through a snow bank, into the doorway, and went through a small shed into the kitchen and office. Here we found a nice cosy place. We made the ascent in three hours and ten minutes. Saturday Mr. Bond, telegraph operator at Littleton, and a young gentleman from California, in company with Uncle John and Sgt. Jewell came up. After dinner Uncle John and the young gentleman started back; the wind was blowing furiously and they had a severe time in making the descent. Sunday we witnessed a most beautiful sunset, and Monday morning a beautiful sunrise. At 7:30 Sgt. Jewell, Mr. Bond and Mrs. Kenney left the Summit for the Base, Mrs. Linsley remaining on the mountain a few day's longer with her husband. Our thanks are due to the Signal officers, to the Fabyan's people and to Uncle John, who each and all did what they could for our comfort and pleasure. Our trip to the Summit of Mt. Washington in winter will be to all of us, one of the pleasantest and grandest memories - One of the Party." *(Ed note: The trip would take on a less pleasant hue for Mrs. Linsley when she finally returned to Littleton from her visit to her husband's workplace - See May 8th below.)*

- White Mountain Republic (Littleton, NH) - Thu, Apr 10, 1879



April 23rd

New Track - Car & Engine: "Important changes are to be made in the Mount Washington railway. About a sixth of the line is to be rebuilt, including the trestle *(left)* at "Jacob's ladder," and a new engine and passenger car are to be built to accommodate the growing patronage of the road."

- Vermont Watchman & State Journal - Wed, Apr 23, 1879 pg. 2 & Bellows Falls Vermont Chronicle - Sat, Apr 26, 1879 pg. 3

April 25th

Track Inspection: "At a meeting of the Directors of the Mt. Washington Railway, held at Concord Friday, a Committee, consisting of Emmons Raymond of Boston, Walter Aiken of Franklin and J. A. Dodge of Plymouth, was appointed to make an inspection of the road to determine if anything can be done to make the road more secure."

– Boston Post Sat, Apr 26, 1879 pg. 2 / White Mountain Republic (Littleton, NH) - Thu, May 1, 1879 / Springfield (MA) Daily Republican - Mon, Apr 28, 1879

May 8th

Pious Grifters?: "Sometime last fall a man giving his name as C. C. Kenney, and claiming to hail from Burlington, Vt., came to (Littleton) and engaging the photograph rooms in McCoy's Block commenced business. He was accompanied by a woman that he introduced as his wife. They went much into company and embraced every opportunity to form acquaintances. The woman joined a church here and pretended to be very devout, attending regularly and partaking of the sacrament, and succeeded in gaining the confidence and friend-

ship of quite a large number of our people. All went smoothly until a few weeks since when Mrs. Kenney accompanied by others ascended Mount Washington (see March 19th). While there she overheard the wife of Mr. Linsley, signal operator state where she had left $120 at her boarding place in (Littleton). Mrs. Kenney returned from the mountain in a few days and called at the boarding place of Mrs. Linsley, making an excuse for so doing. On the return of Mrs. Linsley the money was not to be found and the actions of of Mrs. Kenney and other suspicious circumstances led to the arrest of both Mr. and Mrs. Kenney. They were examined before Police Justice Farr but the evidence not appearing sufficient to hold them were released. The arrest of the parties called the attention of people to them more prominently and the woman was soon recognized by several parties as a notorious character who had formerly resided in Bath under the name of Lizzie Moulton. The news soon spread and it was evident they would not long remain here. About two weeks ago Mr. Kenney left town, as he pretended, for a few days, leaving his wife here, but to the grief of many he is owing, has not yet put in an appearance and in all probability will never be seen about here again. On Saturday, the 26th of April, Mrs. Kenney *nee* Moulton packed up her goods and departed on the P. & O. train north, purchasing a ticket for Fabyans, but we understand she went through to Portland where the happy (?) pair probably met and now reside. Before leaving Littleton the woman succeeded in procuring quite a lot of valuable goods under false pretenses which she carried away with her. There is no doubt that they are a pair of thieves; that the woman took the $120 belonging to Mrs. Linsley and used religion as a cloak to enable her the better to carry out her iniquitous designs, and that if they both had their deserts would now be in the penitentiary. It should teach out people to be more careful how they trust strangers and not to be imposed upon by clever actresses wearing sheep's clothing to hide the treacherous claws and teeth of the wolf. People should be on the watch for his precious pair of scamps and that they may now of them we ask our exchanges to give them a free advertisement, in other words to pass them around." *- White Mountain Republic (Littleton, NH) - Thu, May 8, 1879*

May 14th

MWR Annual Meeting: "The annual meeting of the Mt. Washington Railroad was held here today. With the exception of J. A. Dodge of Plymouth, who was chosen to fill the vacancy caused by the death of Hon. Onslow Stearns, the old Board of Officers were elected for the ensuing year. No other business of importance was transacted."

– Boston Post - Thu, May 15, 1879 pg. 2

May 22nd

Track Inspection Complete: "The committee appointed by the directors of the Mount Washington Railway to inspect the road, preparatory to the opening of it for the summer travel, have completed that duty. They found the road-bed in good condition, and that the engines were equipped with all desirable safety appliances. They have authorized the building of a new car, and in its construction a number of new and important safety guards will be added, designed especially for this road. It is expected that the road will be ready for business about the 20th of June."

- Fall River (MA) Daily Evening News - Thu, May 22, 1879 pg 2

June

New Hampshire Railroad Commissioners Report: This road was chartered in 1858, and by repeated extensions the charter was kept alive till the commencement of construction in 1870 rendered the legislation permanent. The scheme of running up and down this mountain with a steam-locomotive by means of cogged-wheel machinery was entertained by Herrick Aiken, of this State, so noted for his inventive genius in his day, as early as 1850; and about 1857, having visited the mountain expressly for observation with this conception in view, he built a model to exemplify his plan. Failing health, however, arrested his experimental work. The cogged-wheel device, which was actually put into use on the Mount Washington road in 1872, is, in an important degree, the invention of Sylvester Marsh of Littleton, the traction being effected by a cogged wheel working into a cogged rail firmly spiked to the track. The Mount Rigi Railway in Switzerland, on the same plan, was completed in 1873. Herrick Aiken was regarded by railroad engineers to whom he presented his scheme, from 1850 downwards, as visionary in the extreme, and such in fact was the very general impression among even the more ingenious engineers, down to the very time in which the plan under Mr. Marsh's inventive skill was put into operation, when the Mount Washington road was opened in 1872. Financial Statement ***1878 Season:*** Total income: $27,282.88 - Total expenses: $14,163.04 - Net Earnings: $13,119.84 - Interest, Dividends paid and outstanding scrip taken up: $12,800 - Surplus: $319.84 - Indebtedness: $10,000

1879

June 21st

First Train of the Season: From the U.S. Signal Corps observer's semi-annual reports: "The first train of the season arrived at the summit at 10 a.m. June 21, 1879, bringing the proprietress of the Summit Hotel."

- R.S. Monahan 1933 transcription (p11) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

June 25th

Log Train Death: From the Boston, Concord and Montreal Railroad 1880 report - "On June 25, 1879, Hugh Plunkett, employed on a log train on Mount Washington Branch Railroad, while jumping between two cars fell underneath and was instantly killed. *(Ed note: Likely delivering fuel supply for 1879 summer season)* This line has been fortunate in securing men with indomitable will to persevere in constructing a road through a section that in the early history of railroads was considered too rough to be ever traversed by steam carriage."

June 26th

MWR Annual Inspection: "The annual inspection of the Mount Washington Railroad will be made on the 26th of June by a Committee appointed for that purpose, consisting of the following gentlemen; Joseph A. Dodge, Emmons Raymond and Walter Aiken."

- White Mountain Republic (Littleton, NH) - Thu, Jun 19, 1879

July 1st

Spring Repairs Described: "The Mount Washington railway to the summit is not running as yet, but will begin July 1, though work trains ascend daily almost to the summit for the purpose of making repairs. Spring repairs have now been made from the base to Jacob's ladder. Yesterday your correspondent attempted to ascend Mount Washington by walking on the railway track, but ascending a short way above Jacob's ladder was forced to retreat by reason of the cold (ten degrees above), made more intense by reason of the wind blowing 120 miles per hour, which, taken with the fact of the sleepers being covered with ice, made the undertaking quite a hazardous one. The summit is connected with the base by telegraph wires running on poles beside the railway; also by an insulated wire resting on the sleepers to guard agains the possibility of all means of communications being cut off." *- Boston Weekly Globe - July 1, 1879 pg. 6*

July 9th

Record Day: The clearing weather of Wednesday morning *(7/9)* brought a large number of school teachers to the Summit *(Note: the American Institute of Instruction annual meeting was underway nearby)*, and it was necessary to run five trains up the mountain to accommodate all who wished to come. The view between the shifting scenes was good, though too frequently obscured to admit of getting more than brief glimpses of the vast mountain panorama. It was, however, so much better than what had been seen for several days that it gave great pleasure and satisfaction. The Mount Washington railroad was never in so good condition as at present. Yesterday 400 passengers came over it to the Summit. There were five trains on the Summit yesterday afternoon for the first time. Mr. Aiken, manager of the road, took charge of the "*Cloud*," and ran it up the mountain.

- Among the Clouds -Thurs July 10, 1879 pg. 1

Philadelphia Teachers' "Pah-ty" Excursion described by incognito "We climb up the steep trestle, Jacob's Ladder, and soon look down into the gorge below for 1000 feet. Rather trying to weak nerves, but we heard of none there. That frosty, invigorating air drove away all fear, and we philosophically concluded that we would rather be killed there than any place we had ever seen It was the effect of the air. We had quite an abundance of air, too; it came at the rate of seventy-five miles an hour. Dignity was never at a greater discount. It was impossible for a lady to stand or walk alone, or for a gentleman to manage more than one lady at a time, and as we had more ladies than gentlemen in our "pahty," the services of all at the summit were in requisition, from Signal Service Officers to cooks and waiters. Ladies who have lifted their pretty noses at the suggestion of round dance will have to keep them down in the future. Love levels all ranks, and so does a high wind; but we managed to clamber over the rocks, and pick a few of the tiny white mountain flowers, which are the only traces of vegetation to be seen. We had strawberries for breakfast and saw snow before dinner. Our day was clear, except for a short time, when we were completely surrounded by a dense cloud. I need not attempt to describe the view. Who could? As we descended the scene spread out before us, and the engine was below, the top of the smoke stack not being above the level of our eyes. From Fabyan's you will see the track up the Mount, and when

the five trains start one after another it will remind you of a parade of lady bugs."

– Delaware County Daily Times of Chester, Pennsylvania – Mon, July 21, 1879 pg. 3-4

July 17th

Summit Renovations: "The old Summit House is being put in thorough repair and is to be used by the employees of the hotel and the railway. The old Summit House, built in 1852, and the first of the present buildings erected on Mount Washington, will have twenty sleeping rooms after it has been rejuvenated. It will be occupied by the employees of the house and railway."

- Among the Clouds - Sat July 17, 1879 & Thurs July 24, 1879

July 19th

Ax Accident: "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."

- Among the Clouds - Sat July 19, 1879

A Portland Excursion Arrives: "On Saturday last *(7/19)* at 12:45 p.m., a company of eighteen left Portland, via the Portland & Ogdensburg railroad, and after a pleasant ride through the Notch and over the Boston, Concord & Montreal and Mount Washington railways, arrived at the Summit House at seven o'clock in the evening. The view in ascending the mountain was most beautiful; the sunset never finer; the evening lovely, the lights on Cape Elizabeth, off Portland harbor, and Isles of Shoals, being distinctly seen. The party visited the signal station and were the recipients of many courtesies from the gentlemen there employed. After a good night's rest they rose at half past three to witness the beautiful sight which must be seen to be appreciated, a sunrise on Mount Washington. After breakfast they took a stroll around the Summit and by the aid of friend Doying's magnificent glass the dome of the City Hall in Portland, vessels in the harbor, Isles of Shoals off Portsmouth, and Mount Beloeil near Montreal were distinctly visible. The day was charming, the thermometer standing at 50 degrees and the wind blowing 10 miles an hour. During the forenoon twelve members of the party visited Tuckerman's ravine. Several, determined to see all the beauties, passed under the first snow arch, and one more venturesome than the rest attempted the second arch, but found it impossible. Thanks to a kind and efficient guide, all reached home in safety and felt fully repaid for the trip. We are under many obligations to our hostess, Mrs. J. W. *(Harriet Dunklee)* Dodge of the Summit House, for attentions paid to our party. the house is first class and as good as any house around the mountains. Rooms are spacious and steam pipes pass through the halls and very room is heated by steam, making, on a dull or cold day, a cheerful home for the traveler. Too much cannot be said of the conductors on the P&O RR, who are obliging, ever ready to point out to the traveller the places of interest on the road, and to Mr. *(George A.)* Ferguson, the gentlemanly conductor of the Mount Washington railway, who was constant in his attentions, and by showing the many noted beauties of the mountain scenery added much to the pleasure of the trip."

- Portland (ME) Daily Press - Thu, Jul 24, 1879 pg. 3

July 23rd

Cog Party: A very enjoyable dance was held at the Base Wednesday evening. Boyce and Defour's band furnished music, and Mr. P. *(Patrick)* Boyce acted as prompter. John Horne took the prize for being the "best lady dancer." *- Among the Clouds - Fri July 25, 1879*

July 28th

Counselor Stearns Confronts a Hail Storm: New York City lawyer J. Milton Stearns Jr. was vacationing at the Mt. Agassiz House in Bethlehem when he penned a letter to the editor of the *Brooklyn Times* which had suggested Stearns was "booked to interview a thunder cloud at the summit of Mount Washington." He described his trip. "We passed through a toll-gate into the Mount Washington road. The toll, by the way, for my team to go to the base and return to toll-gate was $2.50, the distance to the base station being six miles. Arrived at the Base Station of the Mount Washington Railroad, we found we were much too early, and spent a couple of hours examining the mountain railroad and its equipments. This road is considered a rather remarkable feat of engineering, and certainly its construction and equipment exhibit considerable ingenuity in arranging it for the purpose for which it was designed, viz; to put people on the summit of the mountain. The locomotives are entirely different in make up from the ordinary one, though somewhat similar in form; the boiler is tilted at a considerable angle, so that on the mountain side the water will cover the flues; there are four cylinders instead

of two, and they are placed in pairs back to back at the centre of the engine, and the connecting rods work towards each end of the locomotive; the rods work by means of geared wheels; the driving cog wheels whose cogs fit the cog rail, and thus pull the machine, pushing the car before it up the mountain. After waiting two hours the train came in from Fabyans and thirty-three excursionists got into the car, while one of the engines we have just described proceeded to push up the mountain. It was very slow work, and... the pace was that of a slow walk. There is much awkward trestle work on the road, including the great terror, Jacob's Ladder, which stands at an angle of forty degrees, and gives the car a slant which prevents one from walking in the aisle of the car at all. It put some of the ladies' nerves to a pretty high tension, as was evident from their pale faces and the encouraging remarks of their male companions. But it is much to be doubted if there is as much danger in this contrivance as in an ordinary shop elevator, it is only felt to be so because it is impossible to conceal the motive power and the noises and the little sounds which indicate the enormous strain put on the iron. We stopped twice to water the engine, and at the second stop all hands left the car to admire some big snow heap which lay on the mountain to the right of the railroad. The air was cold and frosty. When the engine had taken sufficient supply of water the conductor recalled the passengers, and climbing in the train resumed its cog-cog-cogging up the mountain. The conductor proceeded to count his passengers and shortly discovered one man was missing. This sent a cold chill through the car, as Mount Washington is noted for its chasms, pitfalls and precipices, especially in the neighborhood of the water tank where the passengers went to see the snow heaps. The train was stopped and a man was dispatched to find the lost one with orders to bring him up to the summits, the train then being above all the ladders. He was subsequently found, having merely lost his strength from having a chill from the sudden transition from summer to winter. As the car drew up in the font of the Summit House, the cloud I was going to interview made its appearance. It was a great big black looking fellow It swept over the mountain in an instant and the whole of the thing came suddenly to an inglorious termination, every view was shut off, the wind puffed a little from the northwest, the thermometer was about 33 degrees and every one speedily retreated indoors and gathered around the big stove in the hall of the Summit House. If you did not know that you were on top of the mountain, you would never imagine it. When we are inside of the Summit House, it is just like any good hotel on an ordinary level with its fancy dressed clerks, ladies' parlors, dining rooms and everything else. After dinner we went out and visited the printing office of *Among the Clouds*, looked at the Signal Office, and then looked all around, but there was nothing to see in the dense mist. Pretty soon it commenced to hail heavily, a winter hail - not summer, which driven by the light breeze entirely destroyed any idea of July and substituted December. At length the train got ready to go down and with the winter's storm clicking harshly against the windows we commenced the descent, sliding down in the course of an hour and half, just the time of ascent, to the base station, where a heavy rain storm was prevailing."

- Brooklyn Daily News - Tue, Jul 29, 1879 pg. 1

August

July Trip Figures: The engines on the Mount Washington railway made 103 trips in July *(1879)* as against 105 in the same month of last year, as follows: No. 2 *Eagle – (A.S.)* Randall, 27; No. 3 *Hercules – (Sam)* Butterworth, 34; No. 4 *Atlas – (Walter)* Aiken, 2; No. 5 *Cloud – (Henry)* Knapp, 35; No. 6 *Tip Top – (John)* Horne, 4.

- Among the Clouds - Sat Aug 2, 1879

August 2nd

Mountain Moonlight: "Moonlight on Mount Washington is the most exquisite thing I know of. It starts the sentiment out of all who behold it. I don't believe that there is an old maid in all of the United States who would not soften in a night of moonlight on Mount Washington. I have seen couples that have been hitched together since twenty-nine *(1829)* spooning together out on the rocks of a moonlight night, with as much fervency as would be displayed by a bridal party. I know a woman who timed her visit to Mount Washington so that it should come during "moontime," in order to get her husband into a sentimental mood. Then she went for his pocket, and he gave her a thousand dollars to buy herself a camel's hair shawl. She was an artful woman that."

- NY Commercial Advertiser reprinted White Mountain Echo - Aug 2, 1879

August 7th

Fire & Ice: "Over twenty fires in the woods, on the mountains and in the valleys surrounding Mount Washington, were counted from the Summit yesterday. The largest was in the vicinity of Jefferson, where quite an amount of territory was burned over. Large icicles were descending from the water tank, beside the Mount Washington railway, near the Gulf of Mexico, yesterday morning, and water froze a quarter of an inch thick a

short distance below the Summit during Wednesday night."

- Among the Clouds - Fri Aug 8, 1879

August 8th

A Reprint of Aiken's Version of Cog Genesis: *"*At the request of many visitors who are interested in the Mount Washington railway we republish to-day *(8/8)* an interesting article by Walter Aiken, manager of the road, on "Cog Railroads." Mr. Aiken is probably more familiar with this subject than any other man and he has taken great pains to get correct figures and history. The article was originally published in *Among the Clouds*, September 1, 1877. *(Ed. Note: historians dispute some of Aiken's "correct figures and history.")*

- Among the Clouds - Fri, Aug 8, 1879 pg. 4

August 9th

Letter from the Fabyan House: *"*In looking over the various hotel registers in this region, one sees but few arrivals from central Massachusetts, and I could not help asking myself the question, "Why don't our people visit this Switzerland of America?" We arrive at the Fabyan, one of the three large hotels kept by the Barrons, the pioneers as hotel-keepers here at the White Mountains. Of course, a visit to the White Mountains is incomplete without going to the summit of Mt. Washington. This used to be a difficult matter from the western side until that marvel of railroad engineering the Mt. Washington Railway was completed, but now it is very easy and perfectly safe. The day we ascended in the early morning it looked dubious, but before the time arrived for the start occasional rifts through the clouds revealed the summit and a good day was predicted, and so we all made ready, and due time we were whirled up beside the beautiful Ammonoosuc River to the base of the mountain, and then by that wonder, the Mt. Washington Railway. From out the beautiful valley of the Ammonoosuc, floated fleecy cloulds, sometimes obscuring the lower summits and then they would break through, looking like islands in the great ocean of cloud land, but away off to the east the Saco Valley was flooded with sunlight, that painted all the sinuosities of the rivers in that direction like ribbons of burnished silver. The Atlantic Ocean, more than a hundred miles distant, made a horizon resembling a long red cloud, and through the superior signal service glass, the Isles of Shoals, and the lighthouse thereon could be distinctly seen. In the afternoon the atmosphere assumed an unwonted degree of perspicuity.... Near us were Mt. Kearsarge and those in the immediate vicinity, and taking in the middle circle, Monadnock, Camel's Hump, and Mr. March and Whiteface of the Adirondacks, and looking north, Blue Mount stood out silently and alone, like a might sentinel to guard the great wilderness of northern Maine and Canada. The writer has been among some of the grandest mountain scenery in the whole world, but has yet to visit a spot where more inspiration may be obtained than from the summit of Mt. Washington. – Tourist" *- Worcester (MA) Evening Gazette - Mon, Aug 11, 1879 pg. 1*

The Mountaintop Described: *"*In previous numbers of the *White Mountain Echo* for the present year *(1879)*, we have depicted and described the peculiar railroad that conveys passengers to the summit of Mt. Washington, and the rude monument near to its terminus in cloud land, that marks the spot where the ill-fated Lizzie Bourne drew her last breath. We now present to our readers a picture of the hostelry on the summit, and the terminus of the railroad at its threshold, the view *(next page)* from the point whence it is taken embracing also another view of the Bourne memorial. Of the railroad and the monument it is unnecessary for us to speak further, we must therefore confine our remarks to the Summit House and its other surroundings. The present hotel occupies a commanding position fronting the southeast and is a long three-story wooden building, strongly constructed, and firmly bound down by iron chains to the ledges below. The first floor is occupied by parlors, a dining hall, and offices, (including telegraph and post office), and the two upper stories by bedrooms, there being accommodations for nearly 200 guests, who are kept comfortable in cold weather by a steam-heating apparatus. The house was opened in 1873, having been erected in the previous year by Walter Aiken, manager of the Mount Washington Railway, and the late John E. Lyon, president of the Boston, Concord and Montreal Railroad, to supply more extended hotel accommodation demanded by the number of tourists who are attracted to the summit by the railroad. The house is 174 feet long with a wing of 80 feet, and the material used in its construction called for five hundred trips of the railway to convey it to its destination.

The summit of Mt. Washington has long been a favorite resort of tourists, and even before the present facilities for reaching it were afforded, hundreds made the pilgrimage thither for the purpose of enjoying the grand scenery it presents. A horizon of nearly six hundred miles bounds the prospect, and all around stand the lofty peaks of the giant monarchs, the White Mountains. If the day is clear, the eye can roam westward almost to the

Catskills and the Adirondacks; northward into Canada, southward beyond the mouth of the Saco, and eastward to where Mt. Katahdin raises its giant head in the far-off woods of Maine. Says the poet Emerson:

"Every morn I lift my head,
Gaze o'er New England underspread,
South from St. Lawrence to the Sound,
From Catskill east to the sea-bound."

The other buildings that crown the summit of the mountain, are the old Summit House, 64 by 24 feet, erected in 1852, with four cables anchoring the roof, and at present unoccupied; the Tip Top House, built the succeeding year, 84 by 28 feet, formerly the principal building; the United States Signal Station, the engine-house, and the Glen Stage office, and two stables connected with the carriage road; consequently the summit is not the least busy of the bustling mountain resorts, during the period of tourist travel.

The first house erected on the summit of Mount Washington was built by E. A. Crawford in 1821, and was low-browed stone cabin located near the spring. Its floor was covered with moss for bedding, and the furniture consisted of a roll of sheet-lead for a hotel register, a stove, and an iron chest for blankets. In it rested the first ladies who attained the summit (a Portsmouth party, in 1821). Crawford's stone cabin was swept away in the terrific storm on August, 1826. It was followed by the Old Summit and Tip Top houses, already mentioned, which were used as hotels for twenty years, and abandoned as such on the opening of the new Summit House. At first they had deck roofs, which were used as outlooks, whence visitors could witness the rising and setting of the sun. The walls of the two houses were constructed of massive rough stones, gathered on the summit and bolted together. Eventually the buildings were surmounted by pointed roofs in which sleeping rooms were placed. The lumber employed in their construction was conveyed up the mountains on the backs of horses, a rather primitive and not very easy method of conveyance. These two houses were at first conducted by distinctive hosts, but ultimately came under the same management, and were for several years under the charge of Mr. John H. Spaulding, of Lancaster, N.H., now of Rosendale, N.Y., and afterwards of Mr. J. R. Hitchcock, of Gorham, N.H. During the consolidation the Old Summit House was the dormitory, and the Tip top House the day establishment.

There being no observatory or any place on the Summit whence the whole horizon may be surveyed, the spectator is obliged to pass around from point to point, and sometimes must remain in cold and windswept places, in order to obtain the entire view the height demands. The greater number of tourists visit the Summit at noon time when the view is least effective in consequence of too great an excess of light, unrelieved by shadow. Decidedly the best views are obtainable just after the close of long rainstorms, when the atmosphere is most transparent; and tourists often wait for days to take advantage of that favorable opportunity and are invariably amply repaid for their patience."

- White Mountain Echo - Sat, Aug 9, 1879 pg. 1

August 17th to Aug 23rd

White Mountain Items: From *Boston Post Wed Aug 27, 1879 pg. 3* "The week just past has been a remarkable one of the Mt. Washington Railway. One day in the week *(8/18)*, for the first time in the memory of the employees, the noon train came to the summit without a passenger. On Wednesday and Thursday the receipts for each day were over a thousand dollars, more passengers being carried then ever before in one day. A guide board on the Mt. Washington Turnpike was lettered thus:

MT WAS
HINGTON
TURNPIKE

August 25th

Record Day: *"*The receipts of the Mount Washington railway were nearly $1100 on Monday, the largest amount taken in a single day since the road was opened."

- Among the Clouds - Wed, Aug 27, 1879

WHITE MOUNTAIN

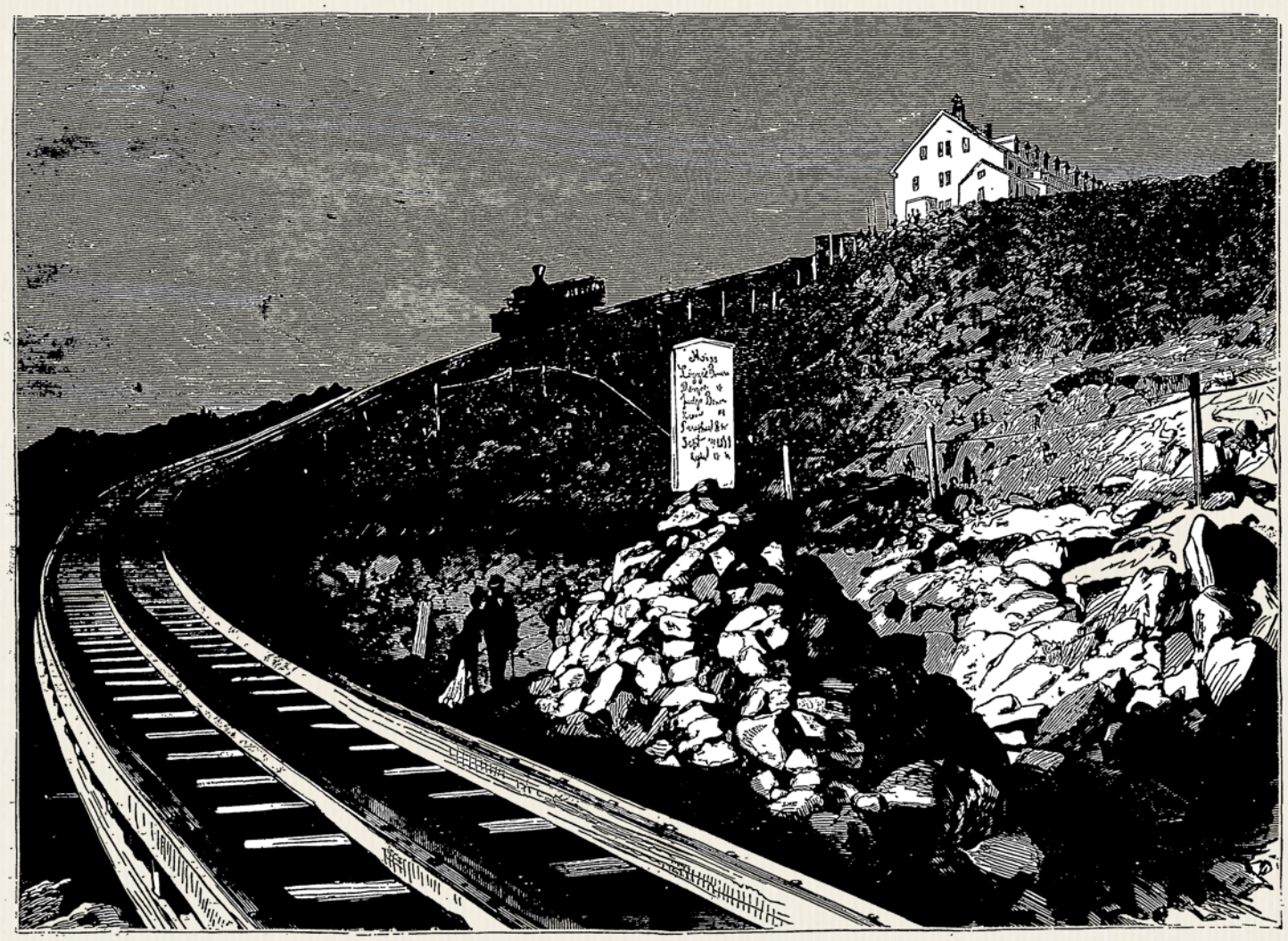
The Echo

"Do but start an Echo!"
King John.

"We will, fair queen, up to the mountain's top
And mark the musical confusion
Of sounds, and Echo in conjunction."
Midsummer Night's Dream.

AND TOURISTS' REGISTER.

VOL. II.—No. 7.] *BETHLEHEM, N.H., AUG. 9, 1879.* [TEN CENTS.



VIEW ON THE SUMMIT OF MOUNT WASHINGTON

September

Laying New Cable: Extract from the Signal Station observer's semi-annual reports: "Mr. Walter Aiken, manager of the Mount Washington Railway, has rendered many favors, especially in laying the new telegraph cable. He placed a train at my disposal and furnished a man to assist in reeling it from the car. He also furnished a stove and fuel for the building known as "Mike's house," situated about three-fourths of a mile from the (Signal) station, where I have stored provisions, matches, blankets, etc., to be used in the case of accidents, or of being overtaken by severe storms in making the ascent of the mountain. I have also run the cable into the building, so that we can communicate with the summit by means of a pocket relay, which we invariably carry with us in going to and from the Base."

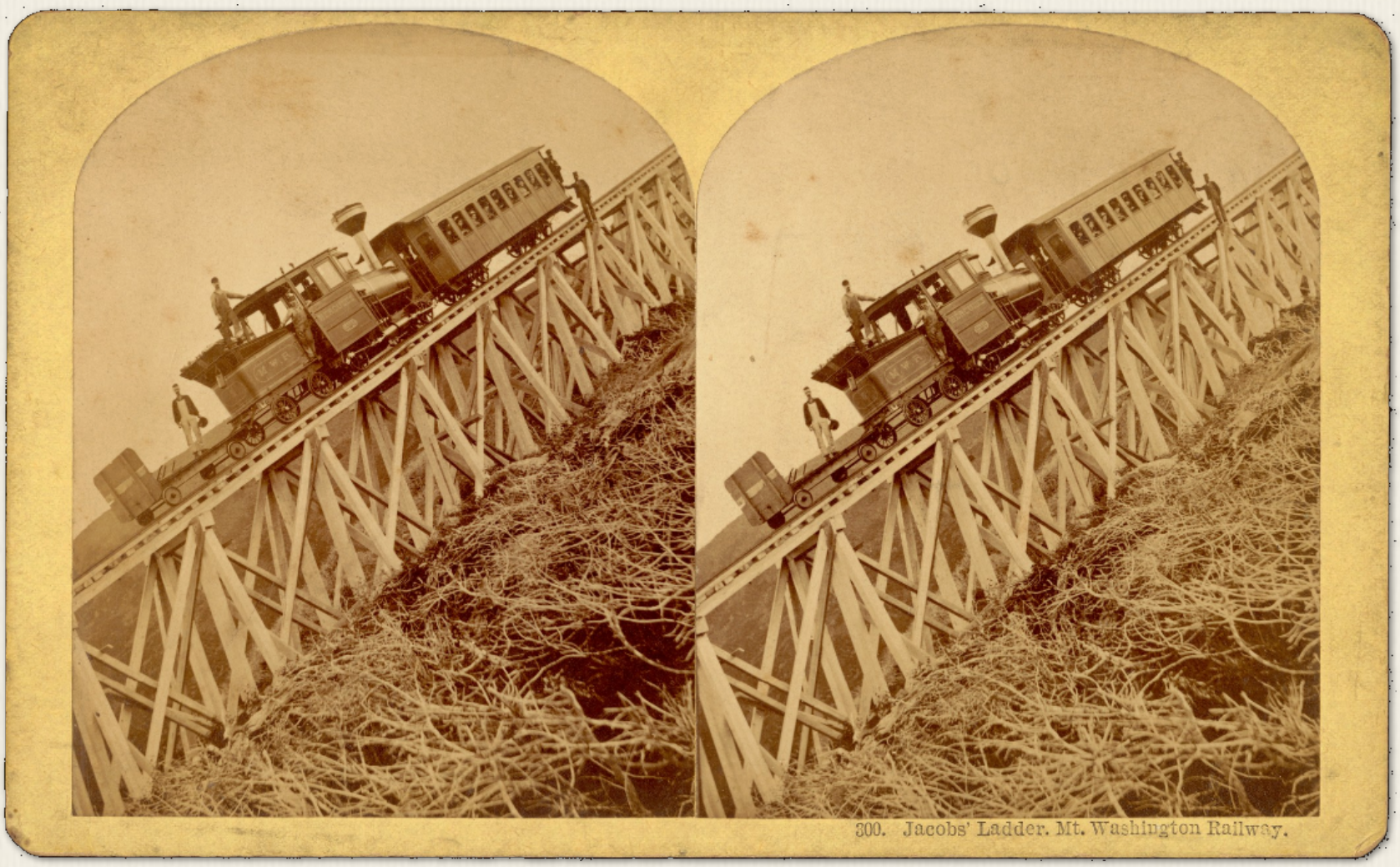
- 1879 Annual Report of the Chief Signal Office to the Secretary of War

September 3rd

August Trip Figures: "The following are the number of trains for August, that were run to the Summit: *Eagle,* No. 2, Randall, engineer, 37; *Hercules*, No. 3, Butterworth, 33; *Atlas*, No. 4, Boyce, 2; *Cloud*, No. 5, Knapp, 33; *Tip Top*, No. 6, Horne, 9. Total 114, being the largest number of trips ever run in any one month. The

number of trips of corresponding month, last year *(1878)*, was 93."

- Among the Clouds - Wed, Sep 3, 1879 pg. 4



September 18th

Stereoscopic View Distortion: *"*A friend and myself walked up Mt. Washington day before yesterday *(9/18)*. Starting at 6 a.m., we followed the turnpike... to the base station and the railroad from there to the summit, which we reached at 10 o'clock. Although the grade is quite steep all the way, the walk was not a very hard one - not nearly so hard as I had expected. The ties are placed at a convenient distance apart for stepping upon them, and the trestle is nowhere so high from the ground as to make the walking dangerous. I was, indeed, disappointed in the trestle-work, it not being nearly as high as I had expected. When I stood upon Jacob's ladder, it seemed very tame beside the wonderful creation which imagination and stereoscopic views *(neext page)* had contributed about equally to erect. The day was clear, the summit free from clouds, and a very good view of the surrounding country to be obtained; but the thermometer stood a part of the time at 22 degrees and the wind was blowing at the rate of fifty miles an hour. There was a large crowd of people there, five loaded trains having come up from the base; but it was unpleasant for gentlemen and almost impossible for ladies to venture from the shelter of the buildings. I saw one lady who essayed to stand upon the highest pinnacle blown completely over backwards, striking several feet from where she stood. Fortunately the shawls in which she was wrapped preserved her from serious injury. Of the view from the summit I shall say nothing. It has been described by abler pens than mine. It is enough that the looking upon it was one of the greatest events of my life. We were intending to walk back down the mountain but the inclement weather made it hardly prudent so a ride down the famous mountain railway to the base and from there to Fabyan's upon the cow-catcher of the regular train finished a trip which in spite of some draw backs was extremely satisfactory. M.B.T."

- Newport (VT) Express & Standard - Tue, Sep 23, 1879 pg. 2

Railroad Rates Tempered Briefly: *"*During the Temperance Convention at Fabyans this week, tickets can be procured on the Railroad at half rate. Several cheap excursions are announced also, among them trips to Mt. Washington and return, from Fabyans, for $3.00, and to Montreal from Wells River and return for $5.00." *- White Mountain Republic (Littleton, NH) - Thu, Sep 18, 1879*

October 2nd

Marsh Will Winter in Boston: "Sylvester Marsh and family intend to spend the winter in Boston. They expect to leave here next week."

- White Mountain Republic (Littleton, NH) - Thu, Oct 2, 1879

October 7th

Tanks Drained: "Travel on Mt. Washington Railroad closed to-day (10/7) for the season, the engine Eagle being run to the summit for the purpose of emptying the water tanks. Mr. Aiken, manager, states that the season has been very satisfactory, and in no year since the construction of the road has the track been left in as good condition as now. Weather warm but smokey, highest wind, 5½ miles, highest and lowest thermometer, 52 and 44 respectively." *- Boston Evening Journal - Wed, Oct 8, 1879 pg. 4*

October 10th

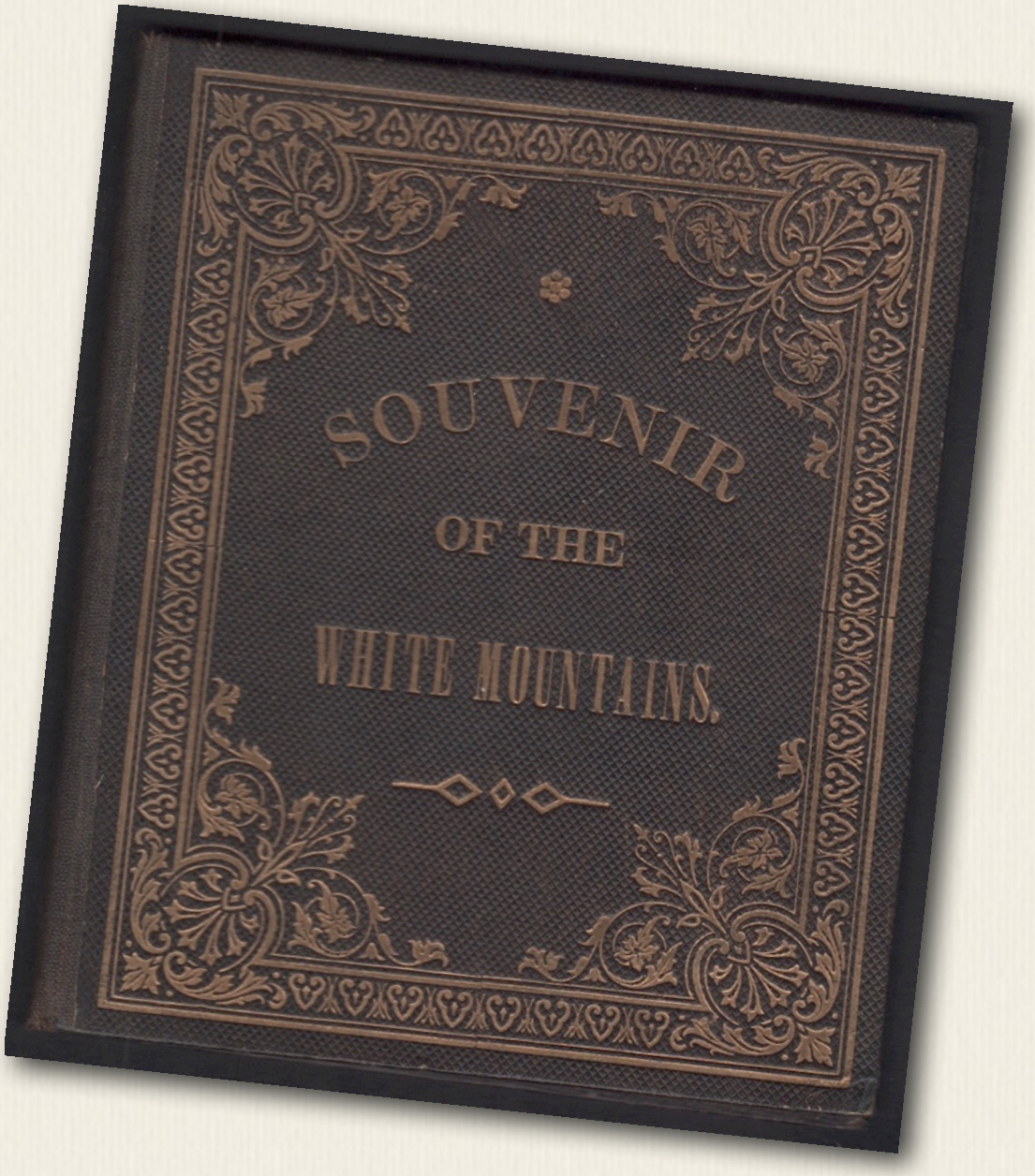
Record Days: "Although Mt. Washington Summit house closed October 1, more tourists than for any corresponding time in the history of the White Mountain Railway (Cog) visited the summit last week. The highest temperature was 52 degrees."

- Vermont Phoenix (Brattleboro, VT) - Fri, Oct 10, 1879 - pg. 2

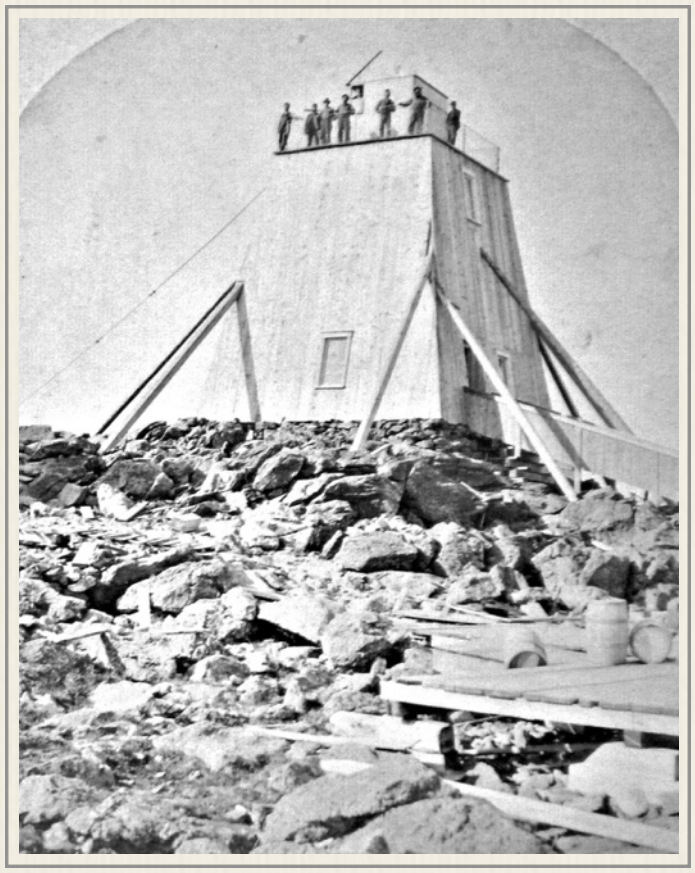
November 20th

Banker Aiken: "The authority to establish a national bank at Franklin has been granted to Warren F. Daniel, John Taylor, Daniel Barnard, Alexis Proctor, Walter Aiken, Milton Gerrish and A. W. Solloway. The capital, $1,000,000, is mostly taken. the bank will be immediately put into operation."

- White Mountain Republic (Littleton, NH) - Thu, Nov 20, 1879



1880



40 foot tower is erected on Summit *(left)* "for angular observation by theodolite" by the Coast and Geodetic Survey

- 1971 Mt. Washington Master Plan

February

Aiken Sells Screws: "It is reported that Walter Aiken of Franklin has sold his screw factory to Russell & Irwin of New York for $150,000 cash."

- Boston Post - Sat, Feb 28, 1880 pg. 2

April 5th

Marsh Briefly Back from Boston: "Sylvester Marsh and wife arrived in (Littleton) last Monday *(4/5)* night from Boston, where they have passed the winter. We understand they will return the last of this week."

- White Mountain Republic (Littleton, NH) - Thu, Apr 8, 1880

April 15th

Marsh Cottage Sold: "Ed. Sands has bought the Marsh Cottage (in Fabyan's); consideration, $2,000. Many speculations are rife in regard to the purchase."

- White Mountain Republic (Littleton, NH) - Thu, Apr 8, 1880

May 17th

Pre-season Repairs: "Work repairing the Mount Washington railway is progressing rapidly. Much of the road is being rebuilt; "Jacob's Ladder" will be all taken down and replaced by new material before travel begins. The engines and cars are being put in the best order, and the Summit House is being repainted throughout and otherwise improved." *- Democrat and Chronicle (Rochester, N.Y.) - May 17, 1880 pg. 3*

May 30th

Marsh Back For Summer: "Sylvester Marsh and family returned last week, and will spend the summer months here (in Littleton)." *- White Mountain Republic (Littleton, NH) - Thu, May 30, 1880*

June

New Hampshire Railroad Commissioners Report: This road was completed in 1869, and is the only road in this country running up a mountain-side with an average grade of one foot in three, except it is accomplished with the aid of a stationary engine. It was considered a visionary scheme when the plan was first suggested, and any one with a less indomitable will than Sylvester Marsh would have given up in despair of ever overcoming the unfavorable criticism with which this project was received by railway engineers and others. Time, however, has shown, not only the feasibility of the plan, but also the entire safety with which it can be operated. The devices by which the speed of a train or a single car can be controlled are as wonderful in effect as the design is simple in conception. So perfectly and automatically is this power applied, that a car may be left to itself on the heaviest or the lightest grade, and its speed will not be more than three miles an hour. No accident has occurred to a single passenger since the road was opened; and the only accidents to employees and others that have occurred, have been from negligence of failure to obey the rules and regulations of the management of the line. The number of passengers carried over the line in 1879 was 9,922, and 14 tons of freight were transported during the same period. The company owns 6 engines and 6 passenger-cars, and all the rolling stock is kept in first-class condition. ***1879 Season*** - Total earnings: $29,615.69 - Total expenses: $16,978.48 - The capital stock is $129,500, and the unfunded debt is notes to the New York, New Haven, and Hartford, and Connecticut River railroads, of $10,000 at six per cent interest.



June 3rd

Marsh Cottage Renovations: "The surroundings of the Marsh Cottage are being much improved; grading, removing of large unsightly rocks; new flights of steps, etc., etc. Everywhere are signs of lively summer business to say nothing of mercury 92˚ in the shade."

- White Mountain Republic (Littleton, NH) - Thu, Jun 3, 1880

June 17th

Obs Off for Some Paint: "The two observation cars of the Mt. Washington railway passed through (Littleton) last week on their way to Lake Village, to be re-painted and fitted up for summer work."

- White Mountain Republic (Littleton, NH) - Thu, Jun 17, 1880

June 28th

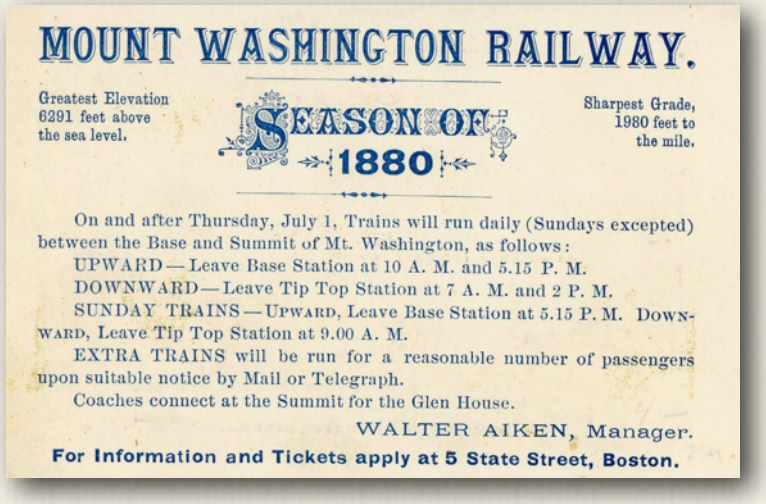
White Mountain Pleasure Season Begins: "The pleasure season in the White Mountains has fairly begun, and for several days the hotels have had from 30 to 50 guests. Travel commenced earlier than usual this season, and many business men from New York and the West have arrived. Hitherto the early travel has been made up largely of newly-married couples, but this year the crop of June brides has been small. All the express trains to and from the mountains will be put on the various roads to-day, and the Mt. Washington railway will begin to make regular trips on the same day between the Fabyan House and the Summit. The weather on Friday was exceedingly hot, and in many places, the thermometer stood at 90 in the shade. At Upper Bartlett it was 102. A heavy rain fell late in the afternoon and greatly cooled the air."

- Portland (ME) Daily Press - Mon, Jun 28, 1880 pg. 3

July 1st

On and after Thursday, July 1st, "Trains will run daily (Sunday excepted) between the Base and Summit of Mt. Washington" Up from Base at 10am and 5:15p / down from Tip Top station at 7am and 2pm. Sunday trains up at 5:15pm and down 9am following morning. "Extra trains run for a reasonable number of passengers upon suitable notice by mail or telegraph." Walter Aiken, Mgr."

- Paul Forbes posting of document scans on Cog Railway: We Were There FB page



MOUNT WASHINGTON RAILWAY.

Greatest Elevation 6291 feet above the sea level.

SEASON OF 1880

Sharpest Grade, 1980 feet to the mile.

On and after Thursday, July 1, Trains will run daily (Sundays excepted) between the Base and Summit of Mt. Washington, as follows:

UPWARD—Leave Base Station at 10 A. M. and 5.15 P. M.

DOWNWARD—Leave Tip Top Station at 7 A. M. and 2 P. M.

SUNDAY TRAINS—Upward, Leave Base Station at 5.15 P. M. Downward, Leave Tip Top Station at 9.00 A. M.

EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.

Coaches connect at the Summit for the Glen House.

WALTER AIKEN, Manager.

For Information and Tickets apply at 5 State Street, Boston.

July 12th

First fatal Carriage Road accident "1¾-miles below Halfway House a four horse mountain wagon descending with Michigan tourists overturned due to the intoxicated driver, Freeman Lindsey going too fast. Mrs. Ira Chichester of Allegan was killed. Her husband and several others were injured."

- Story of Mt Washington

July 14th

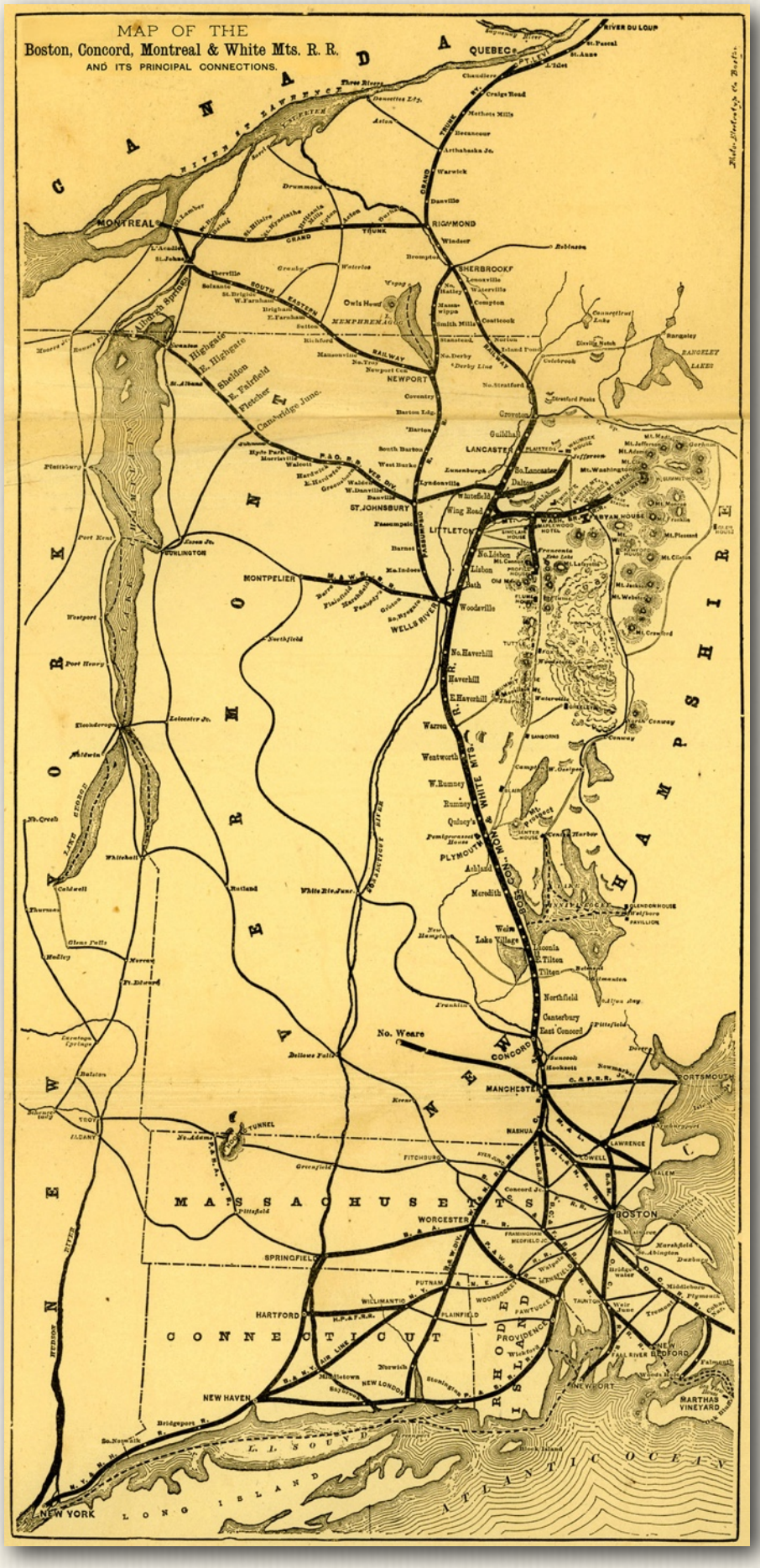
Trestle Replacement Complete: "The Mount Washington railway has been put in thorough repair for the summer business. Twelve hundred feet of trestle have been rebuilt, including Jacob's Ladder, and the road was never in so good condition as now. John Camden had charge of the work, and built the twelve hundred feet, with the help of sixteen men, in four weeks."

- Among the Clouds - Wed, July 14, 1880

July 20th

Anchor Chains Useful: "A linen duster and a straw hat are what every gentleman should wear when coming to Mount Washington in a south-east gale. An umbrella would also add to the amusement of the occasion. The anchor chains on the Summit House were useful yesterday *(7/20)*. The sight seers made a dive for them and held on like grim death, lest they should find themselves in the Gulf of Mexico *(Great Gulf)*. With fair weather, it seems impossible that anyone should perish on Mount Washington, but when the wind blows as it did yesterday, it does not seem so strange. There is nothing quite so penetrating as a Mount Washington storm."

- Among the Clouds - Wed, Jul 21, 1880



July 22nd

Aiken Oversees Tower Erection: "The tower *(next page)* is being built on the Summit under the supervision of Walter Aiken, and if it is possible it will be made to "stay." It will be thoroughly bolted to the rocks and supported by long braces, to prevent the wind from blowing it over."

- Among the Clouds - Thu, Jul 22, 1880 pg. 1

July 27th

Hail Storm: "There was quite a heavy rain on Mount Washington yesterday *(7/27)* afternoon, with heavy thunder. The evening train to the Summit came through a hail storm."

- Among the Clouds - Tue, Jul 27, 1880

July 29th

Presidential Poll: "A vote for President, taken on a Mount Washington Railway train the other morning gave Garfield 15, Haycock 6, and Grant 1." *- Among the Clouds - Thu, July 29, 1880*

August 6th

Changes Noted - "Not a spice of danger in it"

The editor of the *Portland Transcript*, a frequent visitor to the White Mountains over 35 years submitted "Reminiscences" to *Among the Clouds* about how travel had changed - "Now has come the railroad to take away what little romance the carriage road had left. This was our first ascent of Mount Washington by rail, though we had ascended Mount Righi, in Switzerland, over a similar road, constructed by the same inventor. Nothing can be more tame than this mountain climbing by steam *(in N.H.)*. There is not a spice of danger in it. It is impossible not to feel the utmost confidence in the cogs and ratchets and brakes of this resolute little machine that is slowly butting you up the incline, step by step. And then the track almost hugs the solid ground, except at Jacob's Ladder. On the Mount Righi road you cross a tremendous chasm, a hundred feet deep, on a skeleton iron bridge, which gives one the impression, when midway its length, of being in mid air. When on the steepest inclines *(here in NH)*, where the grade is thirteen and one



half inches to the yard, there is a spice of novelty in seeing the floor of the car descend like a steep hillside; and your hand baggage sliding down it under the seats, but for the most part the ascent *(of Washington)* is very unexciting." *- Among the Clouds - Fri, Aug 6, 1880*

August 10th

Marsh Real Estate Sale: "Sylvester Marsh, Esq., has sold his (Littleton) residence and the adjoining lot, situated on South Street, to B. W. Kilburn for $3,500. It is a desirable place."

- White Mountain Republic (Littleton, NH) - Thu, Jun 17, 1880

August 13th

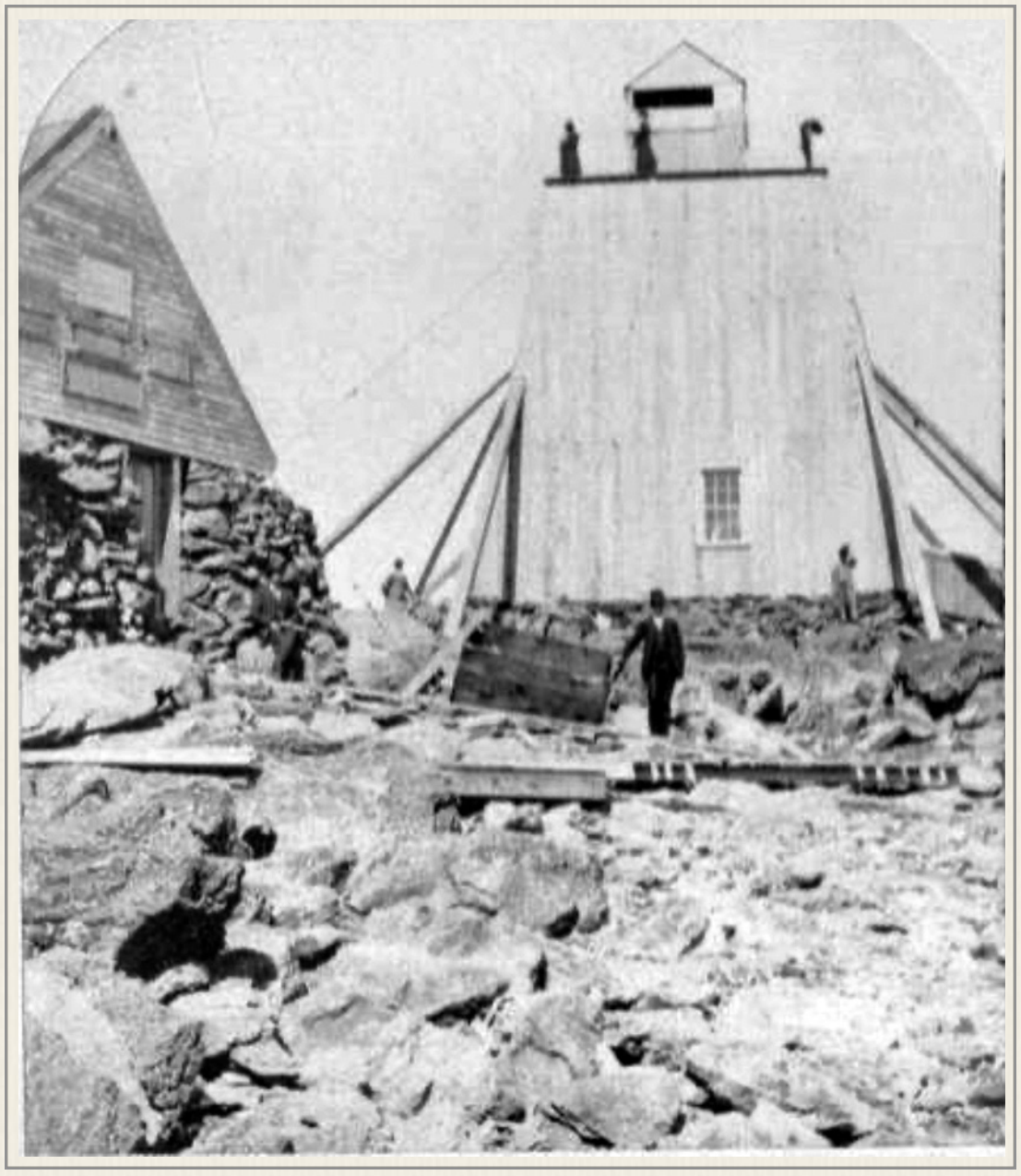
Compass Points: "Walter Aiken, manager of the Mount Washington Railway, leaves Friday, for Chicago, to attend the convention of Knights Templar. A special car leaves Concord for Chicago, via the Hoosac Tunnel line. On the platform in front of the Summit House, the points of the compass are painted. Some ladies and gentlemen were inspecting them recently and wondering why the respective lines were not parallel with the house. Evidently they had lost their reckoning."

- Among the Clouds - Fri, Aug 13, 1880

November 4th

Waumbek Mills Spruce Logs: "Repairs on the Waumbek mills have been in progress for several weeks past. The company has contracted for 2,000,000 feet of spruce logs of the Twin River Birch Co., to be delivered on the line of the Mt. Washington Extension railroad. These will be taken to the Waumbek mills to be manufactured into lumber. Business will be commenced as soon as a sufficient quantity of logs are delivered..."

- White Mountain Republic (Littleton, NH) - Thu, Nov 4, 1880





Mt. Lafayette, Franconia Notch, White Mountains (1900)
- Detroit Publishing / Library of Congress

1881

March 23rd

Mrs. Dodge in Town: "Mrs. J. W. Dodge and her son Arthur Dodge of the Mt. Washington Summit House, are visiting the family of B. W. Kilburn. Mrs. Dodge will as usual have charge of the Mt. Washington Summit House next summer."

- Littleton (NH) Journal - Fri, Mar 23, 1881 / White Mountain Republic - Thu, Mar 31, 1881

May 27th

Lafayette Cog Reconsidered: "Sylvester Marsh, Esq., our former townsman, is visiting with us a few days, his health is better than for years before, and his mind is as active as ever. He is talking quite seriously of forming a company and building another Mountain Railroad, from the Profile House to the summit of Mt. Lafayette *(above)*, and those who know Mr. Marsh are aware that his talk amounts to something, so we may confidently expect to see it done."

- Littleton (NH) Journal - Fri, May 27, 1881

June

New Hampshire Railroad Commissioners Report: The success of this road during the past year has been equal to that of any previous one, it having paid ten per cent dividend and carried forward a large surplus to next year. No accidents to passengers or employees are reported, nor have there been since the road was opened in 1869. The number of passengers carried over the road was 9.203, and the number of tons of freight, 14. The equipment consists of six engines and six passenger cars, an engine and a single car constituting a train. From twenty-five to thirty men are employed on the road during the season, which usually commences in June and close on or before the first of October. ***1880 Season*** - Total income: $29,413.41 - Total expenses: $12,727.47 - Dividend paid: $12,950 - Cash on Hand April 1, 1881: $8,899.99

June 10th

'Summer travel is going to be big this summer, and all the old points of extraordinary ***charge ought to come down*** a peg. Chief among these in New England are the charges on the White Mountain railroad and at the Tip-top house on Mt. Washington. Six dollars a day is too steep for these times."

- St. Johnsbury Caledonian - June 10th, 1881

June 16th

First Train: "The Mount Washington Railway is being entirely rebuilt before summer travel shall commence. No expense will be spared to make it absolutely safe. The first excursion train of the season went up Mount Washington June 16. It was run by special arrangement for a few guests from the Crawford and Fabyan houses, and regular trains will not be put on for several days."

- Boston Post - Tue, Jun 21, 1881 pg. 1

July 2nd

Entirely Rebuilt: "The Mount Washington Railway is being entirely rebuilt, in preparation for the unusual heavy travel over it that is expected this summer."

- Baltimore Sun - Sat, Jul 2, 1881 pg. 6

Fireman Pillsbury: "Fred T. Pillsbury and Willie C. Eaton (of Warren) have taken their old position at the Mountains. Fred as fireman on the Mt. Washington R. R., and Willie as telegraph operator at the base. A railroad up Mt. Lafayette is being agitated and will probably be built before long."

- White Mountain Republic (Littleton, NH) - Thu, Jul 2, 1881

July 4th

Summit Fireworks: "Fourth of July was celebrated this year by a fine display of fireworks in the evening. They could be distinctly seen in (Littleton.)"

- White Mountain Republic (Littleton, NH) - Thu, Jul 9, 1881

July 5th

Cog Party: "A much respected citizen of the community having recently committed matrimony, a company of his friends and well-wishers assembled on Tuesday *(7/5)* evening to offer their congratulations. The Base militia, headed by Butterworth's tin-band of Franklin (hired for the occasion) was in attendance, also Company A of the artillery. The exercises began with a salute of 13 pieces, after which the fireworks (remains of the glorious Fourth) were let off. Sweet music was discoursed at short intervals by the orchestra during the entire evening. Several vocal duets, among them "Oh Could I teach the Nightingale," and "Come Where my Love Lies Dream," were rendered in a masterful manner by Messrs. Butterworth and Hinch. The bridegroom was greatly overcome, being in fact too full for utterance. It is expected, however, that at some more convenient season he will respond in a manner most gratifying to all concerned. - Basilisk"

- Among the Clouds - Sat, Jul 9, 1881

July 9th

Ready for the Season: "The Mount Washington Railway has been thoroughly overhauled this spring and 1,400 feet of new trestle built. The road was never in better condition. John Horne, for many years master mechanic of the Mount Washington Railway, has succeeded George A. Ferguson as conductor between the Base and Summit. Mr. Ferguson has been promoted to assistant master mechanic of the Boston, Concord & Montreal Railroad. His place as engineer of the train running between the Fabyan House and the Base is filled by John F. Marsh."

- Among the Clouds - Sat, Jul 9, 1881

July 12th

June Receipts / Snow / Place Name Confusion: "The receipts of the Mount Washington railway were light for June, but a large gain has thus far been made in July. There are more snow banks seen on the sides of Mountain at the present time than in any previous July for many years. It is just a little confusing to the White Mountain tourist when he starts up the Mount Washington railway to learn that he changed cars at "St Louis," that the train stops for water at the "Gulf of Mexico," and that Berlin and Milan are both in sight from the Summit and close together; but he collapses utterly when told that the smoke just beyond Fabyan's rises from the coal-pits of "New Zealand."

- Among the Clouds - Tue, July 12, 1881

New Passenger Car: "The Mt. Washington railway received on Tuesday *(7/12)* a new and elegant passenger car, built by the Laconia car works from the latest improved designs of Manager Aiken, and having seats for 40 persons. The car is painted light yellow, with red platforms, is finished in mahogany and ash, and hand-

somely upholstered. The brakes are of an improved pattern and are so powerful that the car could be lowered from the Summit to the Base in perfect safety without the engine. The rolling stock of the railway now comprises five locomotives, six passenger, two freight and two baggage cars, and the road has a carrying capacity of 500 passengers per day up and down the mountain."

- Among the Clouds - Thu, Jul 14, 1881

July 14th



Marshfield House & Summit Cats: "The Marshfield House at the base of Mount Washington, is to be reopened for summer boarders under the management of Mr. (D. M.) Aldrich of Whitefield. The house will be put in thorough repair and ought to have a good business, being in an elevated and picturesque location, and a convenient starting point for parties climbing the mountain. Four cats furnished company for the Mount Washington signal officers during their long and lonely winter. One of the number, a domesticated wildcat caught at the Base, pined for his native woods and ran away early in the summer; but the other remain to enjoy the exhilarating mountain air. The telegraph operators at the mountain offices this summer are as follows: Summit Mt. Washington - Wilfred D. Booth of Concord, N.H. and Base Mt Washington - W. C. Eaton of Warren, N.H. Mr. Booth was operator on Mount Washington 10 years ago, the office being in the old railway depot. Two years ago he had charge of the Sinclair House office. Mr. Eaton has had two years' experience at the Base and three at the Summit. "

- Among the Clouds - Thu, Jul 14, 1881

July 15th

Oak Cane / Ammonoosuc Tramp: "Conductor John Horne of the Mount Washington railway, is the owner of a handsome oak cane, made from a rafter of the ancient church at Haworth, Eng., which was built in the year 600 A.D. Mr Horne obtained the cane while in England last winter and knows it to be genuine. The church was in use up to a recent date, being the one in which Charlotte Bronte's father preached. When torn down, many of the oaken timbers were so rotten as to crumble at the slightest pressure. One of the most exciting tramps that can be taken from Mount Washington is down the Ammonoosuc river from the Lake of the Clouds to the Base station. The cascades on the river are among the finest in the mountains, and the views along the stream are wild and picturesque. The walk should only be undertaken by the strongest mountain climbers, as every variety of obstacle is found on the way, and all one's powers are taxed to the utmost. But one who can stand the fatigue will find abundant reward in the scenery.

- Among the Clouds - Fri, Jul 15, 1881

July 16th

A Great Tempest: "Rain began falling soon after 2, the wind blew violently, and an occasional flash of lightning was seen; The total fall of rain and melted snow measured at the signal station from Saturday noon to 7 last evening *(Mon 7/18)* was 2.98 inches. Had the rain been delayed another day it would have been necessary to bring water from the Base for the use of the Summit House and railway engines, all the tanks and springs near the top of the mountain being nearly dry. The valleys below were also suffering from the drought, but the dusty roads and parching fields are now relieved."

- Among the Clouds - Tues July 19, 1881

July 17th

That's Entertainment: "The help at the Summit House passed a pleasant Sunday *(7/17)* evening with singing in the parlor. A fine piano and flute accompaniment was furnished by Miss Hattie Farnsworth and Mr. (Wilfred D.) Booth, telegraph operator, and the singing was excellent."

- Among the Clouds - Tue, Jul 19, 1881

July 20th

Natural Tank Fill: "The heavy rain of Wednesday *(7/20)* night filled all the water tanks on the mountain, and danger of a short supply is averted."

- Among the Clouds - Fri, Jul 22, 1881

July 21st

Mt. Lafayette Cog Survey: "The preliminary survey has begun for a railway up Mount Lafayette, for which the Legislature has just granted a charter. Sylvester Marsh of Littleton, president of the Mount Washington railway company, is one of the corporators. The proposed railroad to the summit of Mount Lafayette, will be at least three miles long, and the grade, should it be built, will equal that of the Mount Washington railway, although the mountain is not as high. Sylvester Marsh, president of the Mount Washington railway, is making a short visit to the mountains."

- Among the Clouds - Thu, Jul 21 & Fri, Jul 22, 1881

July 23rd

Steady On: "Travel over the Mount Washington railway has been a little larger than last year. While there have been no great crowds at any time, there has been a steady run of business."

- Among the Clouds - Sat, Jul 23, 1881

July 28th

New Car's Maiden Voyage: "The new car of the Mount Washington Railway made its first tip to the Summit yesterday *(7/28)* noon. It seats 40 passengers and is handsomely finished in light woods. The snow-bank on Mount Jefferson, which lingered so long and enjoyed so much newspaper notoriety, has at last yielded to the heat of summer, having made the longest stay recorded in the past five years."

- Among the Clouds - Fri, Jul 29, 1881

July 30th

Wrong Train: "Two ladies who went down from Mount Washington to Fabyan's the other morning, intending to take the train for the Profile (house), by mistake got on board the mountain train again and were soon on the way back towards the Base. After a ride of a mile or so they began to think the scenery looked familiar, but were wholly unconscious of being on the wrong track until the conductor called for their tickets. On learning of their mistake he offered to stop the train and let them walk back, which they declined, having too much baggage to carry, and kept on to the Base, whence they returned to Fabyan's by carriage, resolving in the future to make a little closer study of the geography of the White Mountains."

- Among the Clouds - Sat, Jul 30, 1881

Dismal Mountain Season: "Taken all together the season at the mountains is a dismal one. There has not been a perfectly clear day on Mt. Washington almost time out of mind. Last Sunday (7/24) there was a clear sunrise, with good views most of the day and a good sunset. Those who watched the summit at the various hotels wishing they were there, and started on Monday, were terribly disappointed; for all of that day and the afternoon of Tuesday shower succeeded show, and one, stretching across the whole presidential range, was grand as seen from the Glen house. Both of these days the lightning played freely. The weather has consequently been cold and disagreeable, only one favorable circumstance resulting: "The rain also filleth the pools;" every lake in the White hills is overflowing its brim, every small stream is full, and the cascades never showed to better arrangement. At the Summit, matters are not much changed. The office of Among the Clouds has been made somewhat warmer and looks neater, having been ceiled up with boards. An observatory has been erected, standing midway between the old Tip-Top and Summit houses and overlooking all the other buildings. The coast survey have instruments in the cupola. A fee of 15 cents is charge for the privilege of ascending it and enjoying the wide-spread view which the much-appreciated improvement supplies. Mrs. J. W. Dodge still manages the Summit house, her lease having one more year to run; a good table, sweet beds and a generous coal fire make the guests comfortable. A large part of the Mt. Washington railway, including Jacob's Ladder and the long trestle above, has been entirely renewed this year; it is evident ever precaution is taken to insure safety and comfort and enjoyment as well. For almost every engine which goes down has men, women and children perched on its tender, which down first, gives an unobstructed view of the yawning gulfs below, making the timid hold their breath. Red raspberries which every one who has climbed the mountains in summer will re-

member, are ripening in great abundance, especially along the Mt. Washington railway, where one can see blossoms at the higher altitude, then green berries lower down and ripe ones at the base. Fabyan's has been much improved by the introduction of steam-heating apparatus, fresh paint, and those tasty touches of evergreens, ferns, etc., which the Barons know so well how to make. Across the track some fanciful rustic arbors have been erected on the pasture hill-side among the rocks and threes. The (Marsh) cottage on the same hill-side now shown to be the property of the Eastern and Portland and Ogdensburg roads by their names in white on the red roof, shows the enterprise and push of the railroads to attract travel over their respective lines."

- Springfield (MA) Republican - Tue, Aug 09, 1881 pg. 2

August 2nd

July Receipts: "The receipts of the Mount Washington Railway for July were $902.50 in excess of those of the same month last year. Up to the end of July, 3012 persons had registered this year at the Summit House, 966 of them, or nearly one third having arrived the last week."

- Among the Clouds - Tue, Aug 2, 1881

August 3rd

No Pictures?: "Mr. Aiken of the Mount Washington Railway and Mr. Kilburn of Littleton caught 146 trout yesterday *(8/3)* on the Jefferson branch of the Ammonoosuc, near the Base, in less than six hours. Narrow gauge railroad conductors and stage drivers have had no more fights this week."

- Among the Clouds - Thu, Aug 4, 1881

New Zealand River Railroad: "A preliminary meeting to organize the New Zealand River Railroad Company will be held to-morrow *(8/3)* at Plymouth (N.H.). The road is to be a branch of the B. C. and M. railroad, leaving the main line near the Twin Mountain House and penetrating the timber region in the New Zealand Notch, between the Twin and Rosebrook ranges."

- Among the Clouds - Tue, Aug 2, 1881

August 11th

Crowded Overnight: "The summit house had 133 guests last *(8/11)* night, the largest number over night this season, the evening train brought up 100 passengers

August 16th

Lung, Passenger & Raspberry Hemorrhage: "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 is taking his place. Five trains came to the Summit yesterday *(8/16)* noon, the second time this season, bringing over 200 passengers. The fog broke away from the mountain several times last *(8/16)* evening, giving encouraging glimpses of the stars. The help at the Summit House enjoy frequent afternoons at the Base picking raspberries, which are found there in abundance."

- Among the Clouds - Tue, Aug 16 & Wed, Aug 17, 1881

August 16th

Marsh in Littleton: "Sylvester Marsh, Esq., was in town last Tuesday *(8/16)*."

- White Mountain Republic (Littleton, NH) - Sat, Aug 20, 1881

August 17th

Sylvester at the Summit: "Sylvester Marsh of Concord, the projector of the Mount Washington railway and president of the company, visited the summit yesterday *(8/17)* noon"

- Among the Clouds - Thu, Aug 18, 1881

August 18th

Reporters & Builders on The Summit: "E. B. Haskell of the Boston herald and Wm. B. Smart of the Boston Pos were on the mountain the same day *(Thursday)*. The Summit house had 110 guests over night. Mr. L. W. Rosebrook of Moosun, Ill., and Hon. N.R. Perkins of Jefferson, with the wives, visited the summit, Thursday *(8/18)*. These gentlemen built the old Summit house in 1852, the first structure on the mountain. They kept it for two years and then sold out. Mr. Rosebrook removing to Illinois, where he has since resided. This is

his first visit east since that time and he finds many important changes on Mt. Washington. Everything that the house was constructed of, except the stone, was brought her by horses up the bridle path from the Glen, and all the supplies were also brought that way. Mrs. Rosebrook was the first lady to stop over night on the summit, and the first summer remained six weeks at one time without going down. Raymond and Whitcomb, who have already had one excursion to Mt. Washington, this season, intend having excursion parties here in September - on the 7th, 15th and 25th. That coming on the 15th, to spend the night on the summit, will be made of the excursionists who went to California in April last. There are some 300 guests now at the Glen house... there is no better place among the mountains to visit than the Glen, which is kept in the best of style and under the charge of Mr. C. R. Milliken, the genial landlord. It is the only hotel among the mountain now where one can get away from the noise of the steam cars. Today (8/26) brings to the summit over 200 people; but the view is not equal to yesterday. The atmosphere being hazy. B."

- Concord (NH) People & New Hampshire Patriot - Thu, Sep 1, 1881 pg. 1

August 21st

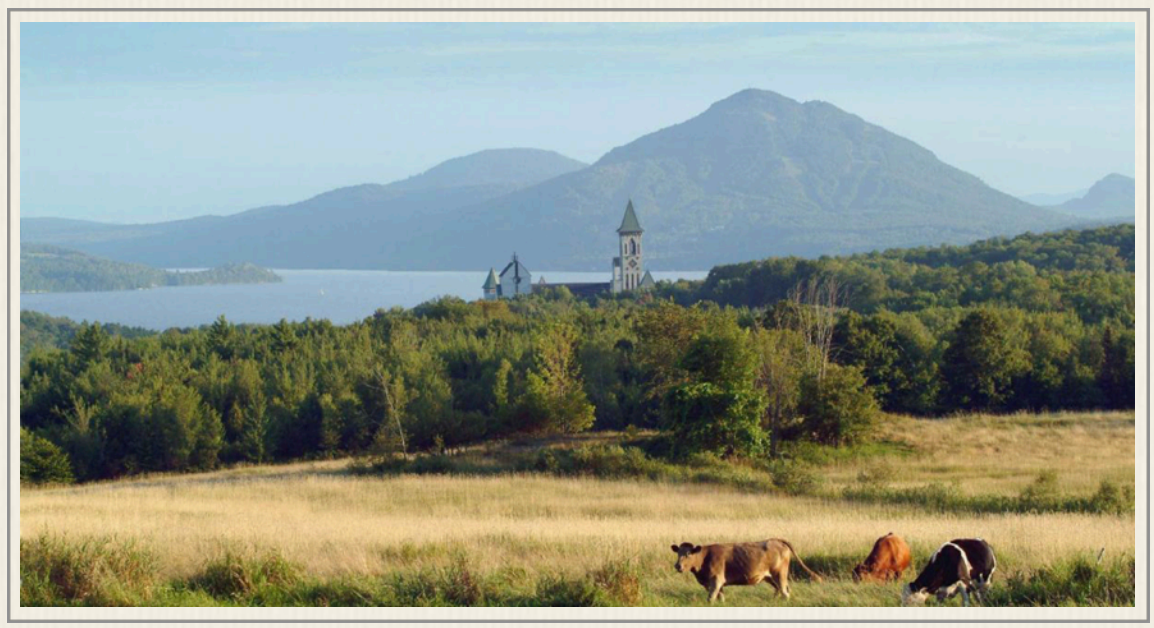
Builder Whittier in the Mountains: "Charles Whittier, president of the Whittier Machine Company of Boston, suggested to Sylvester Marsh the use of angle iron and the wrought iron pin in the construction of the cog rail in the Mount Washington Railway, instead of using cast iron as was first proposed. The "*Old Hero*," the first engine used on the road, now seen near the track at the Base, was made by Campbell, Whittier & Co., of which firm Mr. Whittier was a member. The Boston Machine Company punched the holes in the angle iron and made the pins for the cog rail. Mr. Whittier and wife spent Sunday *(8/21)* at the Kearsarge House at North Conway, and are making a brief visit to the mountains. They came to the Fabyan House last night *(8/22)*."

- Among the Clouds - Tue, Aug 23, 1881

August 23rd

Owl's Head Cog: "The prospect of a railroad up Owl's Head mountain *(right)* is being seriously considered. The estimated expense is $35,0000, and it will be built after the manner of the Mt. Washington railway." / "An inclined railroad, similar to the Mount Washington railway, is to be constructed up Owl's Head mountain, Lake Memphremagog."

- St. Albans (VT) Daily Messenger - Tue, Aug 23, 1881 pg. 3 / Burlington Free Press - Wed, Aug 31, 1881 pg. 3



August 25th

Big Day: "The prospects of fair weather drew the largest crowd of the season to the Summit yesterday *(8/25)*, five heavily loaded trains coming up at noon. Four cars and two engines were required to bring the passengers from Fabyan's to the Base, and about 300 persons registered at the Summit House before 2 o'clock. The whole number of passengers up the railway during the day was about 340, being the largest day's business since the road was opened. The arrivals by carriage road and on foot made the total for the day not far from 400, and the Summit House had 110 guests over night."

- Among the Clouds - Fri, Aug 26, 1881

August 27th

Heavy Travel Week: "The week closing tonight (8/27) has been the heaviest in a month of travel that has been known in the mountains, and all the places have been as full as they were a week ago. On Thursday (8/25) the Mt. Washington railway did a larger business than on any previous day since the road was opened. There were at least 400 visitors on the summit during the day. Notwithstanding that the weather has been generally milk, there is still considerable snow in Tuckerman's ravine. Among the guests here today were E. C. Cox

of Bangor and David Pingree of Salem, owners of Mt. Washington..."

- Boston Sunday Herald - Sun, Aug 28,1881 pg. 4

September 3rd

Mountain Cat Mortality: "General regret is caused here by the mysterious death of the signal officers' favorite cat "Colonel," who was found dead on Saturday *(9/3)* near the barn, his remains bearing marks of violence. He had spent a winter here and by his intelligent and affectionate disposition had won the hearts of his companions in exile, who are justly indignant that any one should take the life of one of the few living creatures who can keep them company during their season of solitude."

- Among the Clouds - Tue, Sep 6, 1881

September 4th

Golden Bracelets: "Conductor John Horne of the Mount Washington Railway, was the recipient of a fine pair of gold bracelets from a party of railroad men connected with the Stonington line, who visited the Summit Sunday *(9/4)*. The bracelets probably will not adorn John's wrists, but will doubtless remain in the family."

- Among the Clouds - Tue, Sep 6, 1881

September 24th

Season Ends Soon: "The Mt. Washington railway will be closed for the season next week, after one of the most profitable runs of business in the history of the road."

- Worcester (MA)Daily Spy - Sat, Sep 24, 188 pg. 4

October 5th

Marsh in the Mountains: "Sylvester Marsh Esq., was in (Littleton) on Wednesday *(10/5)*, being on a business trip to the Mountains. He is enjoying excellent health, he looks better than for a long time."

- Littleton (NH) Journal - Fri, Oct 7, 1881



October 14th

Marsh on the Water: "The valuable water power at Sewall's Falls, East Concord (NH), will soon be utilized. The real estate recently purchased cost $27,000, of which ten men take $2,000 each, and Sylvester Marsh the balance. This will be the foundation of a company that will be organized for manufacturing purposes, and which will place stock on the market at an early day."

- Littleton (NH) Journal - Fri, Oct 14, 1881

October 21st

Marsh Hires Local: "Ray T. Gile has been at Concord for several days making a survey of the Sewall's Falls property, which was recently purchased by Sylvester Marsh and others of Concord."

- Littleton (NH) Journal - Fri, Oct 21, 1881

October 22nd

The Republic Plays Catch Up: We find the following in the *Concord Statesman* of this week concerning the water power recently purchased by Sylvester Marsh, Esq., formerly of this town: "Ray T. Gile, C. C., of Littleton, who has been engaged for several days in making surveys at Sewall's Falls, completed his labors Saturday *(10/15)* morning. The work has embraced a survey of the river in the vicinity of the Falls with a view to finding out height of fall, width of river, depth of cuts for flume, etc., and has been done very carefully. The total fall in a distance of about one mile and a half is found to be 19¾ feet, thus furnishing ample power for all the manufactories that would ever be located there. The width of the river at the point where the dam would probably be built is such as to require a dam 350 feet in length. The cut granite already on the ground in the abutments built by the old canal company is sufficient to build more than half of a dam of this length. The deepest cut that would have to be made for the flume would be 27 feet, and this would be but a short distance. The bed of the river, though not a ledge, is found to be solid and unusually favorable for the construction of a dam. Mr.

Gile finds all the features of the property very favorable for its development. The water power is sufficient to turn all the wheels of Manchester's mills and factories, and still not be exhausted and the property can be improved at a remarkable small outlay of capital."

- White Mountain Republic (Littleton, NH) - Sat, Oct 22, 1881

October 27th

Summer Season Receipts: "The Crawford house took $90,000 *(~ $2,413,826 today)* this season *(1881)*, $10,000 *(~$268,000)* more than last year. The Fabyan house took $10,000 less. The Mt. Washington railway took $31,000 *(~$831,429 today)*, being about $3,000 *(~$80,460 today)* more than last year."

- NH Patriot & State Gazette - Thu, Oct 27, 1881 pg. 3

December 4th

Slideboard Accident - Stone?: "Last Sunday *(12/4)* four men, in the employ of Mr. Austin, at Twin Rivers, thought that they would take a trip to the summit of Mt. Washington. They made the ascent all right and attempted to come down upon the boards which are used to slide down the track upon, when in the vicinity of Jacob's Ladder, one of the number, Wm. Stone, lost control of his board and was thrown off cutting his face and head badly, and bruising his entire body in a serious manner, it is also feared that his skull is fractured and when first picked up it was feared that he could not live. Dr. Hildreth of Bethlehem, was called and dressed the wound and is attending him."

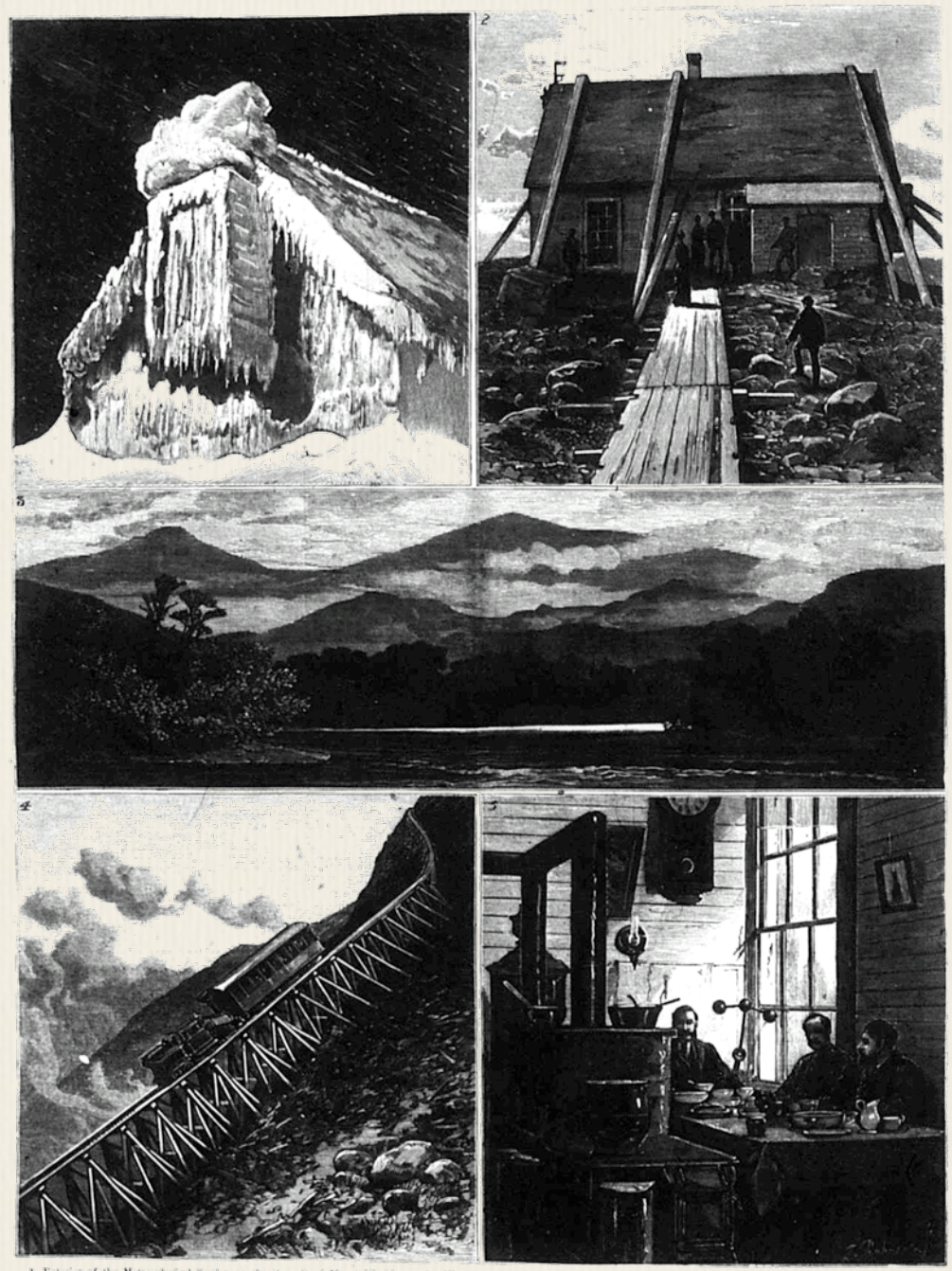
- Littleton (NH) Journal - Fri, Dec 9, 1881

Slideboard Accident - or Larush?: "A Frenchman named Larush, working for Mr. Austin in the lumber woods, was nearly killed last Sunday *(12/4)* while sliding down Mt. Washington on the railway track. His skull was fractured and there is small hopes of his recovery."

- White Mountain Republic (Littleton, NH) - Sat, Dec 10, 1881

Slideboard Accident - or Person Not To Be Named Later?: "Four lumbermen started to slide down the Mt. Washington Railway, recently, on the boards which the workmen use in the summer for that purpose, but one of them lost control of his board, was thrown from the track, and received injuries which will probably prove fatal." *- New England Farmer (Boston) - Sat, Dec 24, 1881 pg. 2*

1882



1. Exterior of the Meteorological Station on the Summit of Mount Washington in Winter. 2. Exterior of the Meteorological Station in Summer. 3. General View of the White Mountains, including Mount Washington. 4. Railway to the Summit of Mount Washington. 5. Interior of the Meteorological Station.

January 14th

Mount Washington: "On the summit of Mount Washington, 6,286 feet above the level of the sea, stands the United States Signal Service Station depicted on this page *(below)*. During the summer months the position is a very pleasant one. Parties of tourists constantly visit the station, bringing news from the world below; the temperature is pleasant, the duties are not exacting. But in winter all this changed. The mountain is deserted by everybody except the inmates of the station. An arctic solitude reigns over the whole region; and the men are cut off from contact with their fellows as effectually as if they were frozen up in a ship in the polar seas. Terrific storms beat against the wooden balls, and it is often impossible to keep the temperature above freezing-point within-doors. Water has been known to freeze solid in the station within three feet of a red-hot stove. On one occasion, as we are told in Drake's Heart of the White Mountains, the wind rose to such a fury that the inmates of the station, expecting every moment that the building would be blown over, wrapped themselves in blankets and quilts, binding them tightly on with ropes, to which were attached bars of iron, so that, as one of the men said in relating the story, "If the house went by the board, we might stand a chance – a slim one- of anchoring somewhere, somehow." But had the house gone, they would probably have been lifted from their feet like bags of wood, "dashed against the rocks and smashed like egg-shells," as one of the men coolly remarked to his visitor. During the winter all the provisions freeze sold. "You should see us then," said one of the inmates to Mr. Drake, who was enjoying a summer lunch at the station, "chopping our frozen meat with a hatchet, and our lard with a chisel." But this is nothing compared with the dreariness and solitude of the long winter months. Storms are welcomed as a relief from the monstrous routine of taking observations and nothing them down, and when spring comes to liberate the station inmates, they feel as if they had been set free from the dungeons of some terrible Bastile."

- Harper's Weekly – Sat. Jan 14, 1882 pg. 20

March 3rd

Iron Man Marsh: "The syndicate who recently *(2/17)* purchased the iron mines at Franconia known as the New Hampshire Iron company's property, held a stockholder's meeting at Concord on Friday *(3/3)* and elected the following Directors: Dr. E. Spalding, of Nashua; Sylvester Marsh of Concord, T. II. Ford of Concord, Benjamin J. Cole of LakeVillage, C. M. Ransom of Boston, Don. E. B. Parker of Franconia, Charles II. Greenleaf of Franconia. In the election of officers Sylvester Marsh was chosen President. The company is to be known hereafter as the Franconia Iron Company of New Hampshire."

- Littleton Journal - Fri, Feb 24, 1882

April 22nd

The Arctic Island: "Mount Washington has been called "an arctic island in the temperate zone." Even in summer its elevated peak is rarely visited by sunshine, and is usually found by the traveler who climbs it to be the home o wind and rain clouds. It is now an easy task to reach the summit of this the tallest mountain in our Eastern States, and enjoy the view of the "epic landscape," which embraces a circumference of several hundred miles, in which can be detected scores of villages, and countless streams which unite to form the rivers of New England. In summer, a few days on the summit is pleasant. You can watch the sunset and the sunrise, the shadows of the clouds drifting over the earth below you, or the shadow of the mountain projected on the clouds; you may see storms form and burst far below you, and watch the fluctuations of the barometer. Few of us, however, who in our holidays visit the White Mountains, and amuse ourselves for a day or two on the summit of Mount Washington, ever think of the life that must be led by those whose duty it is to pass the winter on this storm-beaten peak. There is a small hamlet now there; there are the old hotels, with their low stone walls; there is the new hotel; and there, in a most exposed situation, toward the south of the cone, stands the small wooden observatory occupied by the Signal Service. In winter, the railroad by which these houses can be reached in summer is buried in snow and ice, and the mountain is swept by gales which render travel impossible. The wind has been registered as blowing at the rate of 100 miles per hour for forty-eight hours. In April, 1879, its velocity was 182 miles, and in the great January gale described so vividly in Drakes magnificent Heart of the White Mountains, the wind-gauge registered 186 miles per hour. "By nine in the evening" – the soldier on duty thus describes the scene – "the wind had increased to one hundred miles an hour, with heavy sleet. The exposed thermometer registered 24° below. The uproar was deafening. The wind gathering up all the loose ice on the mountain, dashed it against the house in a continuous volley." In this terrible tornado the shed used as an engine-house was destroyed, and the plank walk connecting the hotel and the signal station entirely swept away. Even if it had remained, no man could have crossed the short intervening space. In momentary expectation of being swept into eternity, the watchers prepared for the worst by wrapping themselves up in blankets, bound round by ropes to which were attached bars of iron, "so that if the house went by the board, they might have a chance of anchoring somewhere." Tempests of such violence are of course rare, but even in winds that blow only at the rate of sixty or eighty miles an hour the observatory rocks and trembles in the blast."

- Harper's Weekly – Sat, Apr 22, 1882 pg. 253

May 11th

Corporate Meeting: *"*At the annual meeting of the Mount Washington railway company, held in Concord the following directors were chosen for the ensuing year: Sylvester Marsh, J. Thomas Vose, Walter Aiken, John H. George, Emmons Raymond, Nathaniel White, Jr., and Joseph A. Dodge. Sylvester Marsh was elected president; Frank E. Brown, clerk; E. D. Harlow, treasurer, and Walter Aiken and J. A. Dodge, managers."

- Boston Herald - Friday, May 12, 1882 pg. 4 / White Mountain Republic (Littleton, NH) - Sat, May 20, 1892

May 29th

Kilburn & Aiken Gone Fishin': *"*Benj. W. Kilburn, started on Monday *(5/29)* for the Adirondack mountains for a two or three weeks fishing and hunting excursion, he was to join Walter Aiken, of Franklin, at Montpelier, from whence they were to proceed together."

- Littleton Journal - Fri, Jun 2, 1882

June

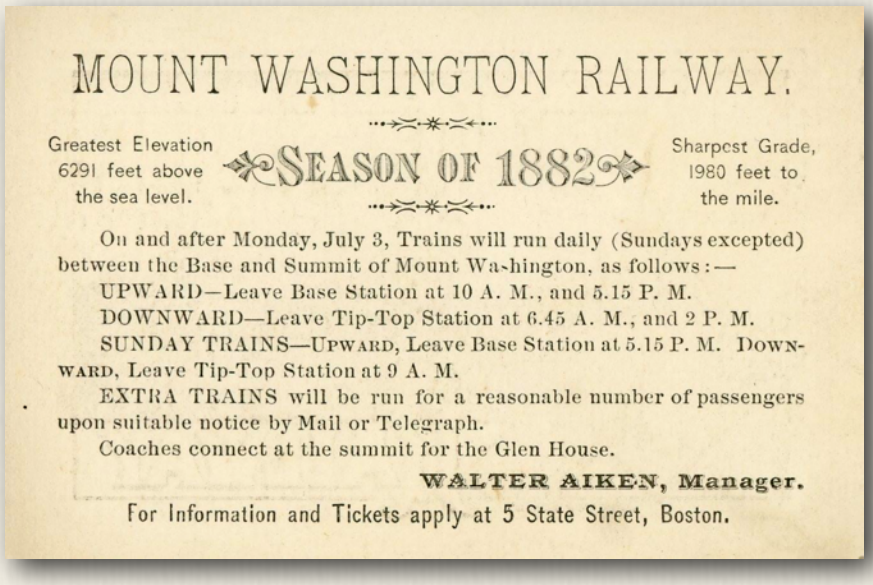
New Hampshire Railroad Commissioners Report: The annual report shows considerable increase in the earnings of the road over former years. No accident to passengers or employees reported. The rolling stock remains the same, - six engines and six passenger cars. ***1881 Season*** - Total income: $33,062.88 - Total expenses: $13,471.87 - Dividends declared at 10 per cent: $12,950 - Taxes paid for 1879 & 1881: $2,875 - Cash balance: $12,066 - Total passengers (including free): 10,756.

June 2nd

Record Last Year: *"*The Mount Washington Railway Company... carried last season 10,000 persons, being a considerably increased business over any previous year. It is stated to be a fact that since this wonderful railroad running into the clouds up the side of one of the most rugged mountain sides in America... was put in operation in 1866 there has never been a passenger injured nor a person killed in its operation."

- Owosso (MI) Times - Fri, Jun 2, 1882 pg. 1

1882



MOUNT WASHINGTON RAILWAY.

Greatest Elevation 6291 feet above the sea level.

SEASON OF 1882

Sharpest Grade, 1980 feet to the mile.

On and after Monday, July 3, Trains will run daily (Sundays excepted) between the Base and Summit of Mount Washington, as follows:—

UPWARD—Leave Base Station at 10 A. M., and 5.15 P. M.

DOWNWARD—Leave Tip-Top Station at 6.45 A. M., and 2 P. M.

SUNDAY TRAINS—UPWARD, Leave Base Station at 5.15 P. M. DOWNWARD, Leave Tip-Top Station at 9 A. M.

EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.

Coaches connect at the summit for the Glen House.

WALTER AIKEN, Manager.

For Information and Tickets apply at 5 State Street, Boston.

July 3rd

On and after Monday, July 3, "Trains will run daily (Sunday excepted) between the Base and Summit of Mt. Washington" Up from Base at 10am and 5:15p / down from Tip Top station at 6:45am and 2pm. Sunday trains up at 5:15pm and down 9am following morning." Extra trains run for a reasonable number of passengers upon suitable notice by mail or telegraph. Walter Aiken, Mgr.

- Paul Forbes posting on Cog Railway: We Were There FB page

July 16th

Judkins Back on the Line: "Mr. Edwin Judkins, who was deservedly popular several seasons since as conductor on the Mount Washington railway, again occupies his old post."

- Boston Globe - Sun, Jul 16, 1882 pg 2



DINNER BILL OF FARE.

Friday, July 21 1882

Fish Chowder SOUP. Chicken

Boiled Mackerel FISH. Baked Cod

Leg of Mutton, Caper Sauce. BOILED. Corned Beef and Vegetables.

Sirloin Beef, Dish Gravy. ROAST. Spring Lamb, Mint Sauce.

Chicken. Turkey. ~~Ham, Wine Sauce.~~

Roast Beef. COLD. Ham. Tongue. Corned Beef.

Chicken Pie. ENTREES. Baked Beans. Veal Cutlets, with Tomato Sauce.

Macaroni, plain or with Cheese.

Irish Stew

Potatoes. ~~Beets.~~ ~~Corn.~~ VEGETABLES. Onions. ~~String Beans.~~ Stewed Tomatoes. ~~Turnips.~~ Green Peas. ~~Squash.~~

Worcestershire Sauce. RELISHES. Chow Chow. Pickles. Olives. Walnut Catsup.

Plum. PUDDINGS. Chocolate Custard

Apple Pie. PASTRY. ~~Mince Pies.~~

Cream Pie Custard " Lemon Pie.

TEA. COFFEE.

July 24th

The Quiet Mr. Grip: Mr. Grip of Boston, who visited the Summit, yesterday *(7/24)*, was acknowledged by all who saw him to be the most quiet passenger that has come up the railroad this season. Although he intently watched the scenery from the car window, he did not question the conductor or brakeman in regard to "how long the road had been built," "if it was safe," or "why Lizzie Bourne died," etc. By the way "Grip" was a handsome specimen of an Irish deerhound, and was in charge of his master, Edward G. Cary.

- Among the Clouds - Thu, July 25, 1882

July

A Connecticut Country Parson's Vacation: Dispatch from the White Mountains included the following: "Mr. Emmons, long the popular clerk of the Summit house, has gone to be assistant manager of the Wentworth house at New Castle, N.H., and Mrs. Dodge's son acceptably fills his place. A long piece of the Mt. Washington railway has been rebuilt this year. Also there are rumors of lower rates on the Mt. Washington railway. The Summit House has reduced the rate for two days to $9, and for a week to $28. Formerly it was $6 per day for any length of time."

- Hartford Courant - Wed, Aug 9, 1882 pg. 1

August 9th

Reduced Summit House Prices?: "On the Summit of Mt. Washington there is a prospect of lower rates. The lease of Mrs. Dodge, who pays $12,000 a year for the hotel, expires the present season, and there is now talk of reduced prices at the house and on the Mt. Washington Railway. The charge at the Summit house has been $6 per day, and this year there has been a reduction to $9 for two days and $28 per week. "

- Springfield (MA) Republican - Wed, Aug 9, 1882 pg. 3

August 10th

A High Time: Rev. J. W. Hamilton writes to his home paper in Kansas: "I am writing this epistle, Mr. Editor, more than a mile above your head. I am having a "high time" in more senses than one, for they charge six dollars a day up here! I left the Boston and Lowell station in company with the other speakers announced to address the New England Reformed Men's Convention at the Weirs on Lake Winnepiseogee. We came in a Pullman car, and found our rooms awaiting us at the Lake Side House. The equipments of the New Hamp-


WINE LIST

CHAMPAGNES.
Heidsieck, H. Piper & Co., qts. $3.50
" " " pts. 2.00
L. Roederer's C'rte Blanche qts. 4.00
" " " pts. 2.50
" Dry Schreider qts. 3.50
" " " pts. 2.00
" Dry Sillery, qts. 3.50
" " pts. 2.00
G. H. Mumm & Co.'s Extra Dry, qts. 4.00
G. H. Mumm & Co.'s Extra Dry, pts. 2.50

CLARETS.
FROM SCHROEDER, SCHUYLER & Co., BORDEAUX.
La Rose, qts. $1.50
" pts. 1.00
St. Julien, qts. 1.00
" pts. .75

HOCK.
Hochheimer, D. Leiden, qts. $2.50
" " pts. 1.50
Niersteiner, qts. 2.00
" " pts. 1.25

SAUTERNE.
Sauterne, A. de Luze & Fils, qts. $2.00
" " " pts. 1.50

SHERRY.
Vino de Pasto, pale & dry, qts. $2.50
P. S., pale and light, qts. 1.50

PORT.
Old Oporto, qts. $2.50
Old Tarragona, pts. 1.00

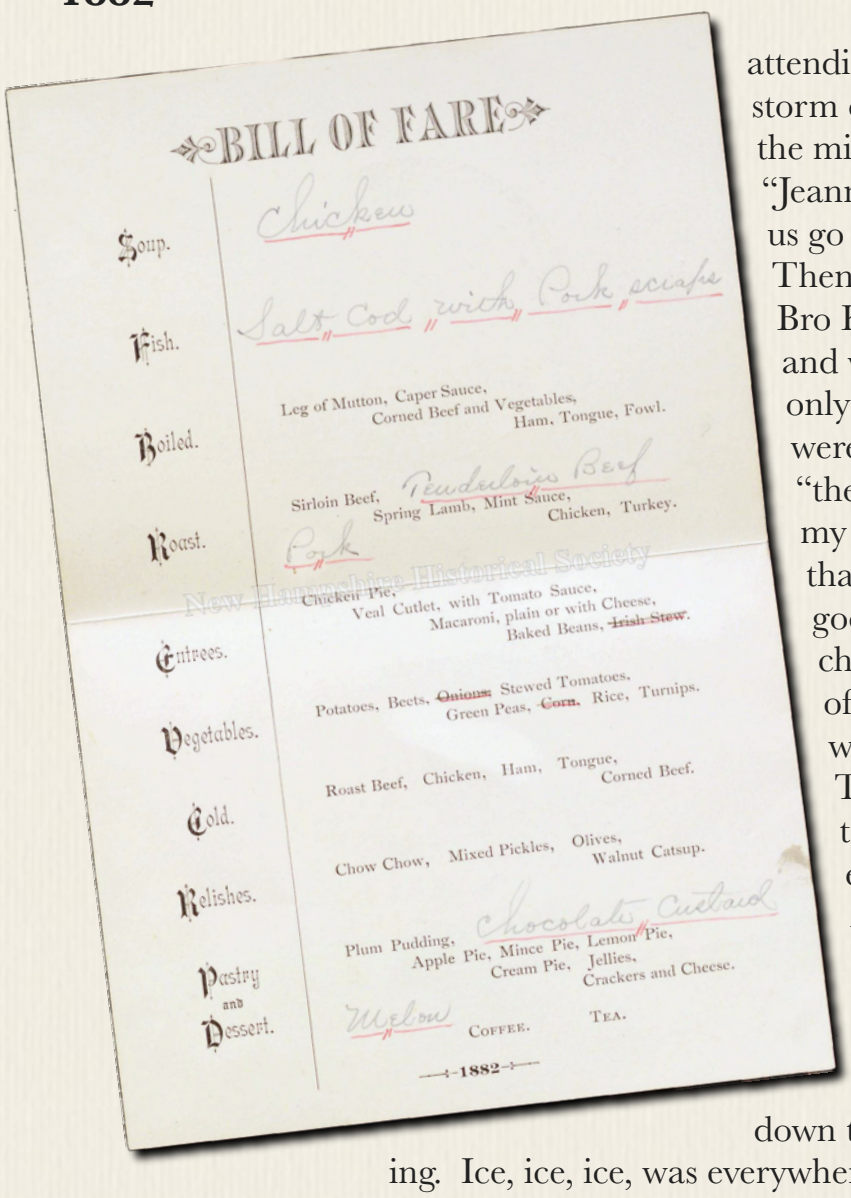
BRANDIES, &c.
Pale Hennessey Brandy, 1858, qts. 3.50
Monogram Rye Whiskey, very old, qts. 2.50
Choicest Old Bourbon Whiskey, qts. 2.00
Old Medford Rum, qts. 1.25
St. Croix Rum, qts. 2.00
Old Jamaica Rum, qts. 2.25

SUNDRIES.
Bass & Co.'s Pale Ale, pts. $ .50
Foster's Bottling, pts. .50
Guinness' Porter, pts. .25
Belfast Ginger Ale, pts. .90
Adams' Champagne Cider, qts. .50
" " pts. .25
Lager Beer, pts. .50
Hathorn Water, qts. .50
" pts. .35
Congress Water, qts. .50
" pts. .35
Apollinaris Water, pts. .35

LIQUEURS AND CORDIALS.

shire railroads for summer travel are incomparable… I met a friend on the cars whose constant liberality has made him well known and justly so, through all New England. He at once proposed, now that I was so near, that I go with him to the White Mountains. That accounts for my being here. We arrived at the Fabyan House in time for supper. Since Judge Hilton's persecution of the Jews at Saratoga, it has been said that this hotel, more than any other in the country, has afforded them hospitable entertainment: That alone would have inclined me to stop there. What there is about a Jew to torment his judgeship, I have not been able to discover. A more orderly, cleanly, and unselfish people have not visited the mountain houses. Rev. John D. Know, of Topeka, Kansas came also to the mountains. At Fabyan's he proposed that we walk to the Summit House on Mount Washington – a distance of nine miles. We started at or near noon, with fair, cool weather. The six miles from Fabyan's to the base of the mountain over the track of the new (spur line) railroad, was accomplished easily enough, though at that distance there is a rise of nearly twelve hundred feet. At the foot of the mountain we found the *"Old Hero"* gone to his rest – the first engine of the mountain railway, superannuated and left to the weather and rust. Built by Sylvester Marsh, the projector of the whole enterprise, and dragged by a yoke of oxen in sections through the woods before the mountain highway was opened, it is fitting that he *(Peppersass)* should stand where he does as a monument to the first thing deceased which had anything to do with this marvelous triumph of human skill. The old engine, which is an old-fashioned "upright," has given place to four or five vigorous monsters which carry level boilers on any slant of road.

We began the mountain ascent by crossing a high trestle over a fierce and dashing brook bound for the Amonoosuc. As we jumped from tie to tie on the track of the trestle, our high-mindedness took many a giddy turn, which forbade any looking down into the depths beneath. But over the brook and up we went, like boys at play. It was fun for the first half mile, but had dropped in the second to a kind of deliberate amusement; the third half mile was not "gentleman's work," and the fourth had taken severe hold upon us. Our knees went about under us as if moved with the tremor which takes possession of a boy "you'd scarce expect to speak in public on the stage." Then the clouds came on us. Our overcoats adjusted, we still with fear and trembling mounted upward. Ten feet apart, we saw each other as trees walking, and it was quite evident the thermometer had lost control of itself. The winds, disturbed, grew angry, and we added our hands to our feet in crossing Jacob's Ladder, the whistle through the timbers of the trestle sounded like a thousand Chinamen singing through a comb. But up we went, yet only Darwinian fashion; we were in that stratum "before the world was;" and there was no such thing as "walking erect like men." The winds were against us, and we simply could not. The velocity grew wild as the temperature grew cold; the clouds were turned into ice, and blown about us as thick and sharp as thistles traveling by a million a minute. A half mile father to the top! The ground was now white with scrapings from the clouds, which looked like crushed ice an inch deep. Everything we touched was as slippery as greased soap, and our heels and head went up and down in a kind of see-saw over our elbows. It did seem that the contortions of that last half-mile would not have to continue a week to make even a minister as wicked as a circus. But we are here, on the summit, in the house, back to the stove, where a roaring fire burns and heats as in the dead of winter. The thermometer now registers 2 degrees, and the signal service reports the velocity of the wind sixty-six miles an hour. It is as dark without as the river Styx, and beyond the door we hold to a chain running over the roof, which is anchored at both ends to keep the house down, or we would be blown in Tuckerman's Ravine or the Gulf of Mexico. "The worst day of the year," said the clerk of the hotel; but he doesn't stay here when the snow is twenty-five feet deep, and the wind blows one hundred and eighty miles an hour. But we have had plenty at present rates! The supper bell rings, and we are both ready – were both ready half way up the mountain. We shall eat with our overcoats on, for though the house is heated throughout with steam, we are chilled to the very marrow of all the little bones, as well as the large ones. Good supper! Splendid! But anything would have been splendid that had *plenty* about it. Bro. Knox now timorously asks, "Are you going to stay all night?" I am afraid I haven't looked at him, in answer to that question, as though I had been



attending a camp-meeting. But the thought of the howl and the storm on the mountain is worse in the imagination it forces into the mind than a winter in Wrangle Land or a journey with the "Jeannette" expedition. At length I answered him, saying, "Let us go to bed." "But what about paying our bills?" he continued. Then it occurred to me – and all at once… I had suggested to Bro Know, when we started, that he leave his bonds and bills and watch with the clerk of the *(Fabyan)* hotel, as I should take only a dollar or two with me *(to avoid being robbed)*. Here we were without scrip or purse, or even staves. "Well," said I, "there is no going down the mountain to-night," and I opened my heart to "the man at the desk" "Oh, never mind about that, up the more we need it," said he, "the People's Church is good for a night's lodging anywhere. I own a brick in your church, and am good for another." Bro. Knox, with a sense of relief, as we turned to go to our room, said, "It stands one well in hand to have an interest in a church somewhere…" The weather had grown worse on the mountain, for now there hung from our windows, outside the sash, icicles several inches in length. This, remember, is the 10th of August – "dog days" with a vengeance. In the morning "by the bright light" in the lamps and stove, we find the fog and cold and ice as we left them last night. Our courage, however, has crept into place again and we are ready to walk back. With our breakfasts well lodged, we started down the railway trestle, at ten minutes past seven in the morning. Ice, ice, ice, was everywhere, but not enough to hinder the tramp of two Methodist preachers unable to pay their way on the train. The wind had subsided in part, and for once we found it possible to get the worth of our money out of that part of man's boots which are always left whole to throw away. We walked down the well iced trestle on the "hollows" of our feet, and the square-edged ties caught close against the heels, and saved our soles from slipping away with us. When our teeth ceased to chatter and chins to quiver from the cold as we pulled out through the underneath of that winter cloud and weather, a new world came up to us from the valleys below, and the hurrying trains running off into the distance, recalled the lines written of that old city "on the far side of wide Euphrates stream." P.S. The man on the mountain received his money." *- The (Topeka) Kansas Methodist – Thu, Sep 28, 1882 pg. 1 & 2*

August 11th

Good Business: "The Marshfield House at the Base is having a good business, and under Mr. (David) Aldrich's excellent management is earning a good reputation. It has over 30 regular boards, including a party of four from South America. The noticeable improvements in the house and grounds this season attracts many visitors." *- Among the Clouds - Fri, Aug 11, 1882*

August 12th

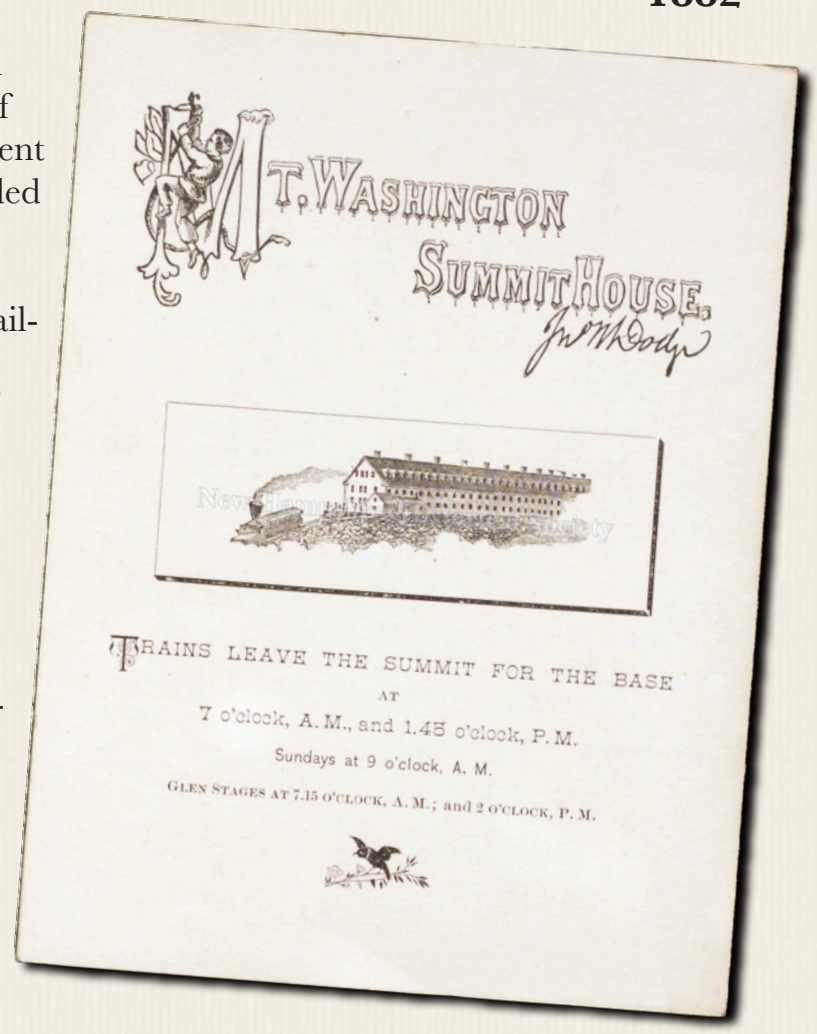
Good Business II: "The Mount Washington Railway has already brought nearly a thousand passengers to the Summit, this week, and the hight of the season will soon be reached. The railroad has done an excellent business all summer, in spite of the backwardness of the season so noticeable elsewhere."

- Among the Clouds - Sat, Aug 12, 1882

August 15th

Efficient Management: "A striking proof of the growing popularity of the White Mountains as a resort for summer tourists is found in the fact that the Mount Washington Railroad has done a much larger business up to the middle of this month than in any former year. Much of this success is due to the efficient management of the road, which has been run for 14 years without an accident to a single person."

- Among the Clouds - Fri, Aug 18, 1882



Challenging Tax Assessment: The Mount Washington Railroad files a statement to the State Board of Equalization of the State of New Hampshire challenging the property assessment of the road on April 1, 1882. "There has been nothing expended during the past year for "Permanent Improvements" either on the road or buildings, beyond keeping the road in ordinary repair. On the 1st day of April 1882, the Mount Washington Railroad needed to speed repair to trestle work and road bed, consisting for this year of the entire rebuilding of about ½ mile of trestle work above Jacob's Ladder, commencing at the point where new trestle work was left off, last year, besides putting in new timber and ties at points along the entire line as needed. We have also taken out all of the worn iron rails and put in new ones. The depot and other buildings are in good repair, and the engine house at the base has been re-shingled. Cars and engines have been repaired, repainted and varnished. Expense has been from $3,000 to $3,500. The Mount Washington Railway is in need of another locomotive and car which will absorb nearly all of its present surplus of $12,066. This surplus has been accumulating this past three years for this purpose. - Walter Aiken, Manager Mt. W. Railway - August 15, 1882" *- New Hampshire State Archives*

August 17th

Chicago Tourists Tackle the Mountain: "At Fabyan's, the celebrated summer mountain-resort, where, after waiting forty-five minutes, we made another change of cars. The wind had long since changed, and was now blowing from the southeast, and great black clouds had in a mystic way been drawn across the blue sky, obscuring the sun, and almost preventing the possibility of our having a good view from the mountain-top. As the cold, drizzling rain commenced to fall, both ladies and gentlemen donned their water-proofs. Our wait over, a scramble was made to get seats on the opposite side of the observation car from which the rain was being blown by the wind on the Mt. Washington Branch Railroad. During our brief ride on this railroad one of our inquisitive ones had ascertained that, in going up the mountain, the most desirable car was the one in front of the first locomotive, and that the most desirable seats were those at the mountain-end of the car; and so passed the word along. At every stop which had been made on the route the passengers had increased, so that now every available seat on the whole train was occupied, the passage-ways were crowded, and, for naught could be discovered, not a soul had cognizance of a thing affecting the comfort of anyone not of his own party. Ready! commanded our Captain. Almost, if not quite, before the locomotive whistle sounded, announcing the arrival of the train at Ammonoosuc, Marshfield, or Base Station - as you please to call it, either being correct - wraps, shawl-straps, and overcoats were vigorously grasped in hand, ready for the "race." On brakes! the train stops. The wheels had hardly ceased to turn when right away rushed and ran the 150 passengers - heavy and light - for that car front of the first locomotive. When the excitement of the race had worn away, and all had had sufficient time to recover from the exertion incident to the run, a look around convinced the casual observer that our party had fared reasonably well for unsophisticated travelers. Upon investigation it was found that each car was to be pushed by a locomotive, and that the customary "make-up" of trains was different from most railroads in this respect. Three such trains were full at Base Station, and waiting for the signal to start. The bell rings, the whistle sounds, the wheels revolve, and the ascent of the mountain commences. What a novel vibration is felt in the car! To convey an idea of it to one who has not heard it, it should be likened to the sounds made by the continuous revolutions of the cog-wheels of a large dredging-machine without the interval of the "dump"; or, the sounds are similar to those made by the quick-revolving cog-wheels of a derrick."

- Chicago Daily Tribune - Wed, Aug 23, 1882 pg. 7

A Winter Landscape: "The signal station at the Summit has been presented with a beautiful oil painting by W. F. Halsall, the well-known marine artist of Boston. The painting is a group of winter views at the Summit, from sketches made by Mr. Halsall in March last, when he spent a week at the signal station. He made the ascent with Mr. Kilburn, who came on a photographic trip. The principal view of the group is the signal sta-



William Formby Halsall - Wikimedia.org

tion as seen from the northwest corner, and covered with frost-work. Above this view is one of Jacob's Ladder, with the clouds hanging over it and snow beneath it, and two pedestrians crossing the trestle. In the upper corners of the frame are a view of the telegraph poles covered with frost and one of the south end of the station with an observer standing on the ridge-pole changing the anemometer cups. This latter view was sketched when the mercury was at 18 below zero, and the observer who stood in the position on the roof was nearly frozen. The same pictures were printed *Harper's Weekly* last spring *(next page)*. The frame for the painting was presented by Mr. Kilburn. The painting is an exquisite one, the delineation of the frost-work being admirable. Mr. Halsall *(left)* has given a similar painting of the Summit House to Manager Aiken of the Mount Washington Railway. The artist has a high reputation, his painting of Niagara Falls having taken the premium over another painting which sold for $10,000."

- Among the Clouds - Thu, Aug 17, 1882 pg. 1

August 21st

Delayed Cinder Burn: "One of the most remarkable happenings we ever heard of was that of the burning bag, which we saw at Thayer's Hotel on Tuesday *(8/22)* morning. The story is as follows: Mrs. (W. A.) Ingham, (wife of the president of the Boston, Northern and National Bell Telephone Co.), had been making a brief tour of the mountains. (She) wore cloak while coming down Mt. Washington which caught fire from a spark, burning a place not larger than a penny, but the fire was extinguished, as it was supposed, and on arriving at the Fabyan House Mr. Ingham placed the cloak in his traveling bag. During all their journeyings on Monday *(8/21)* they took the bag with them, and a strange odor is said to have accompanied them, also causing people to shun them, but they could not account for it, and did not suspect that a miracle was being worked upon their possessions. They came to Littleton from Bethlehem by team on Monday night, but their valise was forgotten and was taken back to the Sinclair House. The proprietors and porters were alike shy of it, no doubt having in mind that it was the property of electric men and might be charged with some subtle fluid, so they put it out of doors, and on Tuesday morning it was forwarded to Mr. Ingham (in Littleton.) On receiving it he perceived that the same odor proceeded from it as on Monday, and also that it was slightly discolored, and he immediately opened it, and it was found that fire had been smoldering in it for twenty-four hours, and that then the contents of one side of the valise were nearly consumed, while the contents of the opposite compartment were entirely unharmed, and the valise was only slightly damaged. It seems hardly possible that the above facts could be true but we can vouch for them as we saw the bag opened."

- Littleton Journal - Fri, Aug 25, 1882

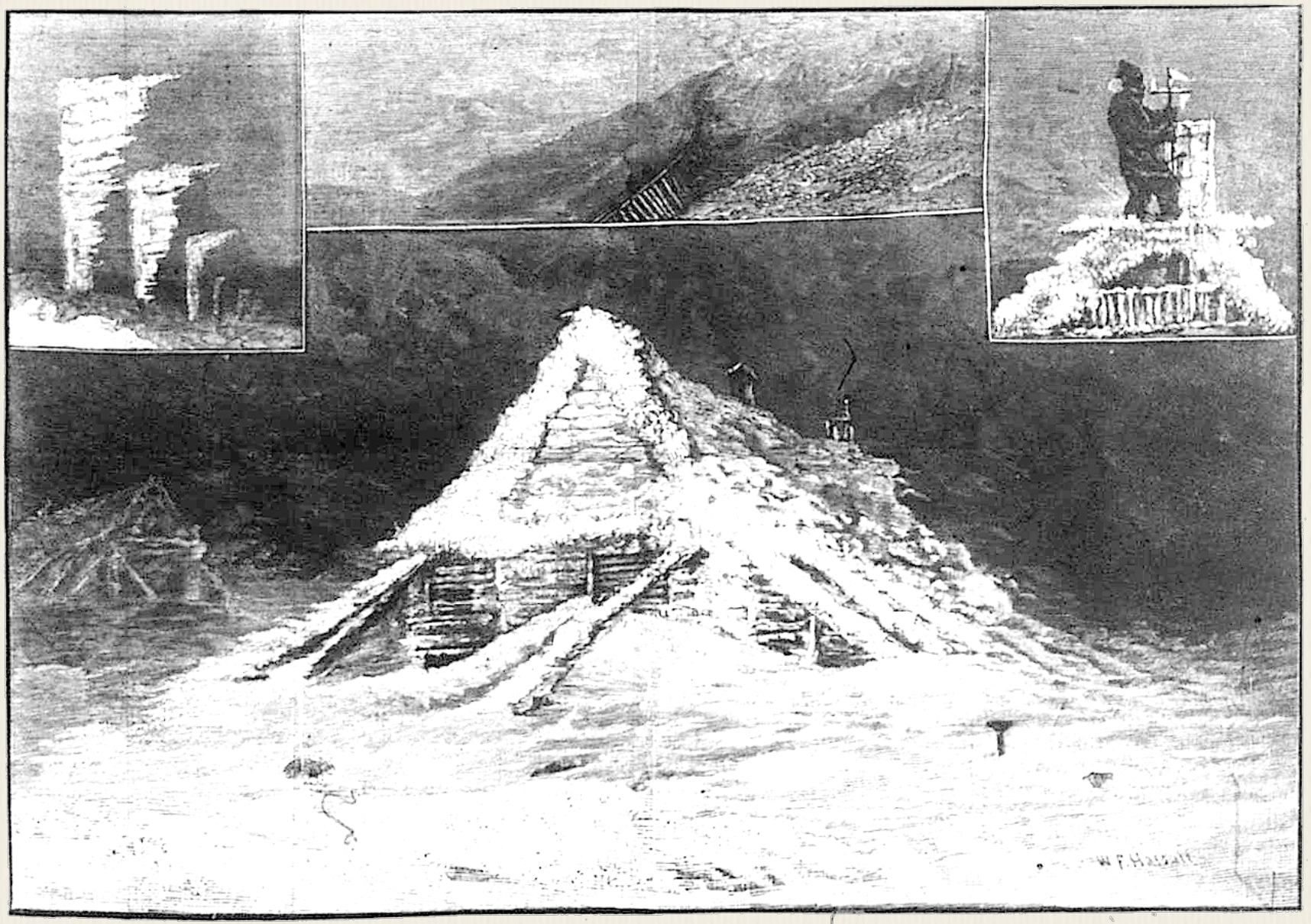
August 26th

Another Good Week: "The week just closing has been one of good business for the Mount Washington Railroad, over 1000 passengers having been carried to the Summit. Business at the Summit House this season has exceeded that of last, although the travel of the past week has been considerably lighter than that of the corresponding week of last summer. Unusually large numbers are remaining here for several days at a time, realizing that it pays to wait a day or two and obtain a satisfactory view, rather than to leave the Summit disgusted because the weather was not favorable. Friday morning *(8/25)* the clouds hung over the mountain, shutting out all view of the world below, but in the afternoon they lifted and those who were fortunate enough to remain at the Summit, were repaid by the excellent cloud effects obtained during the clearing up."

- Among the Clouds - Sat, Aug 26, 1882

September 2nd

Dr. Holmes Tender Ride: "Both (John M. Forbes and Dr. O. W. Holmes) are very sprightly for their years. Mr. Forbes would hardly be taken for the active man of affairs he is and the Massachusetts member of the national republican committee. Mr. Forbes and Dr. Holmes rode down the Mt. Washington railway in the tender of the locomotive Saturday *(9/2)* with the rest of their party... As the tender goes ahead, it is equivalent to riding on the cow-catcher, and going down the terrific grade of the mountain road (1980 feet to the mile) the sensation must be quite exciting. The speed, however, is not great, as the train goes down at the same rate at which it goes up – that is, three miles in an hour and a half. Dr. Holmes though the locomotive ride would be rather chilly, but when he came out from writing autographs in the hotel and saw his friends nicely mounted on



THE SIGNAL SERVICE STATION, SUMMIT OF MOUNT WASHINGTON.—From a Sketch by W. F. Hassall.

- Harper's Weekly - Sat. Apr 22, 1882 pg. 253

the locomotive, he could not resist the temptation to climb up with them. The beloved "autocrat" bears his years finely and would be taken to be a decade younger than Mr. Forbes, but they are probably not far apart along by the seventies. It is quite the fashion for elderly people to travel."

- Springfield (MA) Weekly Republican - Fri, Sep 08, 1882 pg. 5

September 6th

Record Day: "Yesterday's morning's trains up the mountain brought 296 passengers, the largest number ever carried up at any one time. The two excursions furnished over 200 of the number. The five cars were heavily loaded, but the entire crowd was carried to the Summit and back without difficulty. "

- Among the Clouds - Thu, Sept 7, 1882

September 7th

Summit House Large Business / Lower Board: "The Mount Washington Summit House, which was built in 1872 by Walter Aiken and John E. Lyon, and is conducted by Mrs. J. W. Dodge, the widow of the former proprietor, is the largest hotel upon a mountain in this country. The hotel is three stories high and a comfortable one in all its appointments; the rooms are heated by steam, and a large coal fire is kept constantly burning in the office, reminding visitors that they are in the region of perpetual winter. The house, which has been open since the first of July *(1882)*, has done a large and successful business under its efficient management, the number of guests exceeding any former season since the opening of the house. The hotel will be kept open until the last the month (Sept), when it is closed until the coming of another season. The reduction in the price of board the past season has probably done much toward the increase in the number of visitors, the price by the week now being about the same as charged by the hotels below, while the benefits derived by a week's stay at the Summit are self evident to all lovers of the ever changing mountain scenery to be witnessed here."

- Among the Clouds - Thu, Sep 7, 1882 pg. 1

1882

September 15th

Record Season: "The Mt. Washington Railway is $1,500 ahead of its last year's receipts already. The largest number ever carried over the road in a single day was last Wednesday *(9/6)*, when 291 went to the summit." *- Littleton Journal - Fri, Sep 15, 1882*

September 21st

Smooth Board": "The dangerous feat of sliding down Mount Washington railroad on a board has been accomplished by Miss E. F. Colman, who made the three miles in 13 minutes. It was a smooth board, without slivers." *- Morrisville (VT) News & Citizen - Thu, Sep 21 1882 pg. 2*

October

Cogger as Weather Cook: "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."/ "Chas. B. Knowlton, employed at $38 per month from 1st to 31st, inc. to assist in the general work of the station other than the meteorological work, such as cooking, carrying mail from Base to Summit, etc. O. G. Parrou (?) employed from 1st to 31st inc. at $10 per month to carry the mail from the Base to Fabyans two trips per month."

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

October 2nd

Marshfield House Singed: "The Marshfield house at the base of Mount Washington, owned by D. M. Aldrich, of (Bethlehem), took fire last Monday *(9/2)* morning from the stove pipe. A large number of men happened to be near by and the fire was extinguished before much damage was done. It was a narrow escape from a serious fire." *- Littleton Journal - Fri, Oct 6, 1882*

October 4th

Summit House Closes: "We understand the Summit House on Mt. Washington was closed last Wednesday *(10/4)*." *- White Mountain Republic (Littleton, NH) - Sat, Oct 7, 1882*

October 20th

Academy Trip to Mt. Washington: "We have before us the first number of *The Academy Student* which is a paper to be published monthly by the senior and middle classes of the St. Johnsbury Academy, and is to be devoted to forwarding the interests of that institution. It is an eight page sheet, well filled with local and general news. Among the articles are "A Trip to Mt. Washington," "the Fly," and a letter from the pen of Rev. C. E. Milliken, headed "First Impressions," which is well worth reading. The paper would do credit to any editor or editors of ripe experience, and we congratulate the management upon their success. Among the editors are Chas. D. Milliken, Chief, and Geo. H. Bingham." */ **A Trip to Mount Washington:*** "We had been camping for a few weeks in the vicinity of the White Mountains and for a long time had waited in vain for a suitable day on which to visit Mt. Washington. At last the long-sought for opportunity arrived, and we hailed with delight the dawn of a charming day, when active preparations were made for an immediate departure for the Mountain. Our party consisted of five hale, hearty young fellows well used to the fatigue of mountain travel, and delighted with any prospect for adventure. The plan which we had so long ago matured was to start from the Crawford House, and take the route known as the "Old Bridle Path," once the only mode of ascent, but now superseded by the more comfortable, if less romantic, railroad. About four A.M. our preparations were completed, and we were ready to start. A ride of nearly an hour brought us to the Crawford House, from which, after stabling our teams and procuring some refreshments for ourselves, we commenced to climb. The first few miles of our journey was passed in wading mountain streams and climbing steep ledges, and was diversified by making fun of two of our number, who by the advice of the landlord of the Crawford carried their overcoats, notwithstanding the fact that the thermometer stood 75° in the shade when we left the Hotel. This was thought by some to be an unnecessary precaution, but we soon found to our sorrow that it was not, for on reaching the summit we found a temperature of about 50°, and the wind blowing 90 miles an hour. Then the tables were turned, and we had the pleasure of sitting by the stove, while our friends could stay on the balcony, and enjoy the scenery. It was then that we thought of a parable in the Scriptures, and said in our minds if not with our voices: "Lend us of your overcoats, for we are cold." For the first two or three miles our path led through a dense wood and could be easily followed, but as we neared the summit of Mount Pleasant the vegetation began



to disappear, and it was with the utmost difficulty that we were able to keep it at all. The only guides we had, were pieces of wood fastened to the rock to aid the horses in climbing the mountain, which in many places is so steep as to render ascent without these aids impossible. About noon we reached the "Lake of the Clouds," a beautiful little sheet of water, and the highest lake in New England. Here we ate our lunch, and at this point our party separated, three of the gentlemen keeping on in the same path, while myself and the other, for the sake of adventure, decided to take a shorter and far more difficult route, by keeping on in a straight course, and ascending the south side instead of going by the path, and ascending on the north side. We could see the top of the mountain distinctly, in fact it was not more than two or three miles away, but the sides of the mountain we were climbing were so nearly perpendicular that the greatest caution was necessary to avoid dangerous falls. This was the most difficult part of the journey, but by pushing rapidly forward we gained the summit before our companions, and in about two hours from the time we left the lake. Almost all the time the summit had been in view, a thin cloud of mist seemed hanging over it, and on reaching the top we found it so dense as to shut off all the view, excepting for a few rods around us. The wind rapidly cleared this away, and in a few minutes the sun shone out with all its usual brightness and beauty. What grandeur and beauty was disclosed to our view! Deep caves, gulfs and ravines were on every side. Caves which no white man has ever explored, and I doubt if the Indian in all his wild wanderings ever found out their hidden secrets. Looking to the west, we had spread out before us the Ammonoosuc River, as it winds its way through dense forests, its banks dotted here and there with sawmills, showing that the manufacture of lumber is the chief source of wealth, and that farming is of little or no importance. The east presented a far different view. We could trace the Saco from its rise in the mountains through nearly its whole course. We saw thriving farming communities, large manufacturing villages, and, in fact, everything that indicated an industrious population, and rich and fruitful resources. After exploring all the accessible caves and investigating the mysteries of the Signal Service, we were ready to return, especially those who were without overcoats, and as the trains had not all left we concluded to ride down, having had walking enough for one day."

- Littleton (NH) Journal – Fri, Oct 20 1882 pg. 3 / The St. Johnsbury (VT) Academy Student – Oct 1882 pg 3

October 21st

"Boss" Season at Summit: "This has proved the "boss" season on Mount Washington. Never before were there so many people to stay over night. There was a sudden leave-taking at the Summit House caused by the unexpected fall of the mercury and the freezing and bursting of the water pipes. About a hundred guests were in the house and many were waiting to go up the next day. It was very unfortunate as they lost all the profit of the lovely ten days that followed. Over two hundred dollars will be necessary for the repairs. This is the last year of Mrs. Dodge's lease and it is said there will be a lively scramble for it among certain parties. They are said to be the R. R. Co., the Barrons, Merrill of the Crawford House and the Millikens of the Glen House." *- White Mountain Republic (Littleton, NH) - Sat, Oct 21, 1882*

December 30th

Cook Returns from Littleton: "Chas. B. Knowlton is better today and able to be around. Civilian employee Knowlton pd. $35 per month. His work consisted of doing the cooking, keeping things clean, gathering frost feathers for our water, cleaning snow out of entry and away from windows and the door, making his share of the trips with the mail and all other work which was for him to do."

- R.S. Monahan 1933 transcription (p13) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

December 31st

Cook Better "Chas. B. Knowlton, laborer, taken sick at Littleton and could not return - I was here alone for 7 days. He returned this evening *(12/30)* sick and utterly worn out. He took his bed immediately - hope for no serious results."

- R.S. Monahan 1933 transcription (p13) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

1882

Maine Mountain Railways: "By the approval of the (Maine) Railroad Commissioners, the following new railroad corporations have been organized during the year *(1882)*, under the provisions of the general railroad law, chapter 120, laws of 1876, viz: **Green Mountain Railway**. Between some point in the town of Eden, or Mt. Desert, to the summit of Green Mountain in Eden, aforesaid. Length, about 1 mile; gauge, 4 feet 8½ inches." *- Maine Railroad Commissioners' Annual Report 1883*



Frederic Edwin Church (1826-1900) painting of "Eagle Lake Viewed from Cadillac Mountain, Mount Desert Island, Maine"
- Orca Art Gallery / Pixels.com

1883

January 6th

Mike's House Refuge: "I, Sgt. S. W. Beall, arrived at 8 p.m. after a most fearful journey up the mountain. It it had not been for "Mike's House" *(a Mt. Washington Railway section house built near Skyline)*, where we found a fire, made by Pvt. Paugue, to thaw out by, we would probably have perished as we were both nearly exhausted. C.B. Knowlton accompanied me from the base."

- R.S. Monahan 1933 transcription (p14) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

January 9th

Restocking Refuge: "Took a supply of provisions to "Mike's House" for use in case of accident."

- R.S. Monahan 1933 transcription (p14) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

January 13th

Mt. Righi a MWR Copy: "The celebrated Mt. Righi with its mountain railway in almost exact imitation of the Mt. Washington R. R. stands right upon the shore of Lake Lucerne. Its summit is 4,446 feet above the lake below. The day of my ascent of Righi was as clear as could be desired in all directions save that a few fleecy clouds refused to move away from their snowy summits. Righi R. R., as is well-known to the people of Northern New Hampshire, is a copy. Swiss engineers visited Mr. Marsh at Littleton and with him thoroughly examined the Mt. W. road, and coming back, at once set about building the Righi road. I carefully examined every part and could find nothing





Above: *Engineers Niklaus Riggenbach (seated front) and Olivier Zschokke test driving a cogwheel steam locomotive for the Vitznau-Rigi Railway on Mount Rigi in Switzerland (circa 1870)*
- Swiss National Museum Collection

Left: *Riggenbach's Rigi Bahnen (Railways) engine continues to bring tourists up to the top of Mt. Rigi as they have since 1873 (2013)*
- Image by Tom Fakler / anitasfeast.com

original in either engines or road save a switch and double track for a third of the way. The Righi road was much the easier to build. It has a tunnel of two hundred and fifty feet, but it is through a soft conglomerate stone. It has a ravine spanned with an iron trestle work but not a fourth part as long as "Jacob's Ladder." Aside from these two places the whole distance is graded and laid with sleepers like a common railway. Green grass grows to the very summit; sheep and goats feed al over Righi, and one or two Swiss cottages besides groups of hotels are passed on the way up."

- Letter from Switzerland in White Mountain Republic (Littleton, NH) - Sat, Jan 13, 1883

March 2nd

Aiken & Abel Settle: "Walter Aiken of Franklin has sold his patents of the narrowing knitting machine to the Abel manufacturing company of Laconia for $20,000. This sale ends two suits, that of Aiken against Abel for infringement of patent, and that of Abel against Aiken for libel."

- Littleton Journal - Fri, Mar 2, 1883

1883

March 23rd

Mt. Washington Weather Telegraph Discontinued: "Owing to the failure of Congress to make the necessary appropriations, the cautionary signals at 31 localities along the coast, including Portsmouth, are discontinued; also the telegraphic weather reports from Mount Washington, Idaho, and Wyoming."

- Littleton Journal - Fri, Mar 23, 1883

April 14th

Mt. Washington Train Petition: "George Farr is circulating a petition addressed to the B. C. & M. Railroad officials, requesting that the Mt. Washington train the coming season be run from Littleton instead of Wing Road. We believe the petition should be granted as it would accommodate a large number of tourists, not only from Littleton, but from Sugar Hill and Franconia, they being obliged to drive to Bethlehem Junction, a long distance."

- White Mountain Republic (Littleton, NH) - Sat, Apr 14, 1883



May 7th

A cog railway is built on Green Mountain (Cadillac Mountain today) ***on Mount Desert Island*** in Maine. It's construction *(left)* is extremely similar to Mount Washington's. The two Green Mountain Railway engines, built to Mt Washington specs by Manchester Locomotive Works, were later purchased and transported to Mount Washington. GMRR engine No. 1 named *Mount Desert.*

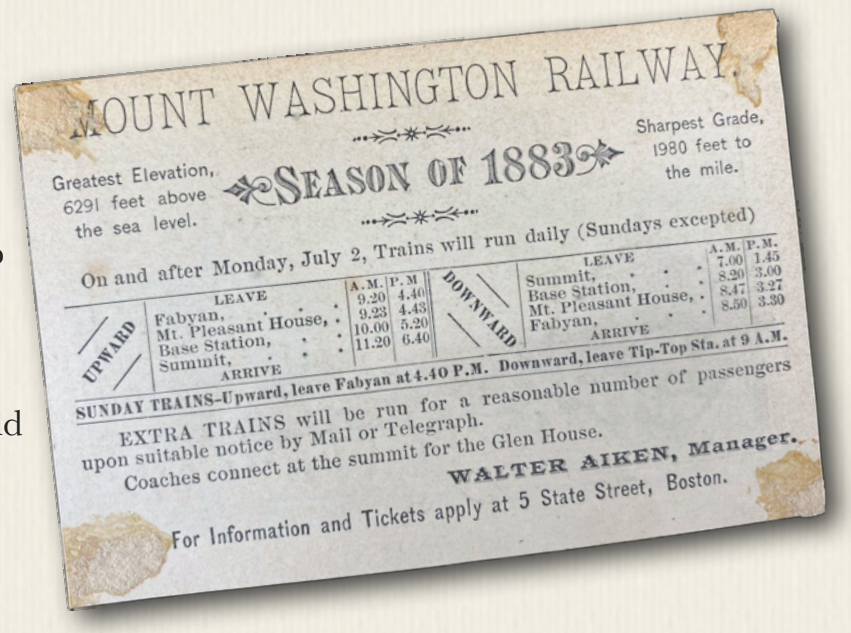
- Steam to the Summit by Peter Dow Bachelder

May 12th

Cog Railway to be Completed During June: At the head of Eagle Lake the Green Mountain Railway company have now completed a car house, engine house and ice house and a depot building will soon be erected on the shore of the Lake. The rails are now laid for the first 1,200 feet of the line *(next page)* and work is being pushed with great energy, it being the purpose of the managers to have it completed for travel by June 15th. The first locomotive, the "Mt. Desert," was transported to the Lake terminus of the Railway in sections and is now in running order. The passenger car and two freight cars were built in sections in this city *(Bangor)* by the Binckley & Egery Iron Company and are now on the road ready for service. The method adopted for the construction of the road is different in some respects from that of the Mount Washington road. Instead of overcoming the inequalities of the surface by trestle work above it, the obstructions have been removed to the solid ledge, to which heavy base timbers are bolted, the superstructure consisting only of sleepers bolted directly to the base timbers. The track consists of two ordinary T-rails, with a heavy cog rail in the centre. Into this cog rail match the two cog wheels of the locomotive and also those of the passenger car. The appliances for safety are so many and apparently so efficient that the possibility of accident would seem to be most remote. - *- Bangor Daily Whig & Courier - Sat, May 12, 1883 pg. 3*

May 25th

Preparations for Summer Guests: "The season is late all through the White mountain region… the buds have only begun to swell, and the weather seems more like early April than late May. Mt. Washington is still snow crowned and there is a wintry chill in the air. Littleton is to have the advantage of an early train to the Fabyan House this year, connecting with the train to the summit of Mt. Washington, which will return on arrival of the afternoon train from the mountain. Heretofore, Littleton people could not visit Mt. Washington and return the same day. Supt. Corning of the Boston, Concord & Montreal railroad fully realizes the magnitude of making preparations for the effi-


MOUNT WASHINGTON RAILWAY.

Greatest Elevation, 6291 feet above the sea level.

SEASON OF 1883

Sharpest Grade, 1980 feet to the mile.

On and after Monday, July 2, Trains will run daily (Sundays excepted)

UPWARD	LEAVE	A.M.	P.M.
	Fabyan,	9.20	4.40
	Mt. Pleasant House,	9.23	4.43
	Base Station,	10.00	5.20
	Summit,	11.20	6.40
	ARRIVE		

DOWNWARD	LEAVE	A.M.	P.M.
	Summit,	7.00	1.45
	Base Station,	8.20	3.00
	Mt. Pleasant House,	8.47	3.27
	Fabyan,	8.50	3.30
	ARRIVE		

SUNDAY TRAINS-Upward, leave Fabyan at 4.40 P.M. Downward, leave Tip-Top Sta. at 9 A.M.

EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.

Coaches connect at the summit for the Glen House.

WALTER AIKEN, Manager.

For Information and Tickets apply at 5 State Street, Boston.



cient service. Travelers to the summit will miss the old and popular conductor, A. W. Woodman. His death last winter removed one of the best-known mountain railroad employees, and taken from the service an honest and efficient man who had been tried and never found wanting. The Summit House, on Mt. Washington, will be kept this year by Mrs. Dodge, who has been in charge for many years. The owners of the land have given a ground rental to the owners of the hotel, which secures to Mrs. Dodge another five years' management. She has been quite successful in her hotel keeping. J. A. Dodge, late general manager of the Boston, Concord & Montreal railroad, has returned from California in improved health. He will spend the summer at Plymouth and go back to California in the autumn. The doctors give him encouragement of complete recovery if he will take needed rest. He has been one of the hardest working men in the state. In fact, he has done too much for his own good; but he has concluded to take life easier and add to his years. *Among the Clouds,* the pioneer White Mountain newspaper, which is printed twice daily during the season on the summit of Mt. Washington, will resume publication on July 5. The signal men on Mt. Washington have had a hard winter, and would like to move to a warmer climate. Beall had a narrow escape when he made his first ascent of the mountain. He found it bigger than it looked. "Uncle Joh," the roadmaster of the Mt. Washington railway, is now rebuilding the upper part of the road and putting it in condition for the summer travel."

- Boston Herald – Sun, May 27, 1883 pg. 9

June

New Hampshire Railroad Commissioners Report: The annual report for the Mount Washington Railway shows a small increase in gross earnings over the preceding year, and a reduction in expenses of nearly ten per cent. Dividends paid for the year ten per cent, with surplus of $5,841.22 added to balance of last year. No accident to passengers or employees reported. Rolling stock remains the same. ***1882 Season*** - Total income: $34,554.58 - Total expenses, including taxes: $15,163.25 - Net income: $19,391.32 - Dividends declared: $12,950 - Total passengers: 10,559

1883

June 2nd

First Train: "First train of the season arrived at the summit *(of Mt. Washington)*. We feel as though we were joined on to another world since the arrival of the train."

- R.S. Monahan 1933 transcription (p18) of Manuscript Journal, U.S. Signal Service - Vol 1 at Boston Library

Mountain Newspaper Situation: "The *White Mountain News*, started last season, has been purchased by Geo. E. Mansfield, the projector of the two-feet gauge railroad, opened a few weeks ago from Hiram to Bridgton, who will change its name to the *White Mountain Voice*. He intends to devote it to the interests of the summer travel during the season, and afterward to the general wants of the local public. With *Among the Clouds* at the summit of Mt. Washington, the *Voice* in North Conway and the *Echo* in Bethlehem, the White Mountain region ought to be well advertised."

- White Mountain Republic (Littleton, NH) - Sat, Jun 2, 1883

June 5th

A Desirable Offer: "Mr. Frank W. Cram, of Bangor, has been offered the Superintendency of the New Brunswick Railway at a liberal salary. Mr. Cram is possessed of very superior qualifications for the management of the interests of a large railroad corporation and, should he accept, the New Brunswick Railway Company be most fortunate. Mr. Cram... is at present at Bar Harbor superintending the construction of the Green Mountain Railway and will probably remain there during the present week."

- Bangor Daily Whig & Courier - Tue, Jun 5, 1883 pg. 3

June 21st

First Passenger Train: "First passenger train *(of the 1883 season to the top of Mt. Washington)*"

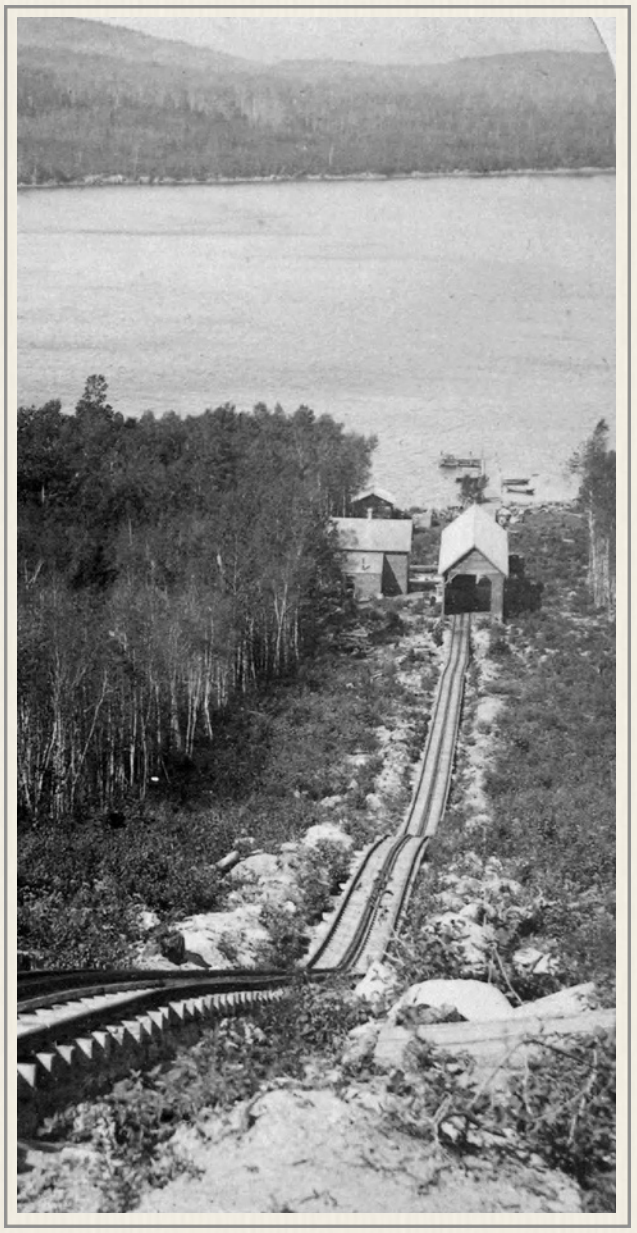
- R.S. Monahan 1933 transcription (p18) of Manuscript Journal, U.S. Signal Service - Vol 7 at Boston Library

June 23rd

Green Mountain Railway Inspection: "The steamer *Cambria* will leave (Bangor) at 7 o'clock this morning with a party of railroad men, newspaper representatives and a few invited guests on a trip to Bar Harbor. During the afternoon an inspection will be made of the now completed Green Mountain Railway."

- Bangor Daily Whig & Courier - Sat, Jun 23, 1883 pg. 3

"After a delightful trip of of about six hours and a half... Bar Harbor was reached. At the steamboat wharf, buckboard wagons were in readiness and the party was in a brief time speeding over the driveway toward Eagle Lake, which was reached after a picturesque ride of two miles and half, quite a portion of the journey being through the forest. Boarding the trim steamer *(Wauwinet)* we are once more in motion and find ourselves gliding over the clear and sparkling waters of the beautiful lake. The mountain railway came into view while we were sailing over the lake, some little time before we neared the landing, and a good observation was thus gained of the precipitous route by which the party was about to climb the side of Green Mountain, the king of all the numerous peaks that tower heavenward on this celebrated isle. Leaving the steamer the locomotive and passenger car were waiting and in a brief time the ascent began, with fifty-five people on the train. Everything ran with perfect smoothness and regularity and steadily the iron steed pushed the car up the elevation until the summit was finally attained, after a ride which was greatly enjoyed by all. The line is 6,000 feet in length and soon will be extended 300 feet further so its terminus on the summit will be at the hotel. Mr. Warren Nickerson has been the efficient engineer. The entire cost of the railroad, hotel, steamboat, wharves, right of way, etc., represents an outlay of about $70,000. The railway is to be opened to the public one week from today. Landlord



Green Mountain Railway Base Station (1883)



Chase will open the Green Mountain House on the same day. The fare for the round trip from Bar Harbor to the summit will be $3.50. Four trains will run per day."

- Bangor Daily Whig & Courier - Mon, Jun 25, 1883 pg. 3

One Foot in Three: "The *Journal* says: The Green Mountain railway, running from the shore of Eagle lake, about two miles from Bar harbor, Me., to the summit of Green Mountain, was put in use as a passenger road for the first time last Saturday *(6/23)*. The line is only 6000 feet in length, but in that distance it ascends a height of 1270 feet to a point nearly 16000 feet above tide water. The average grade is one foot rise in every four and a half feet distance, and at the steepest is one foot in three. The road is unique in its construction. The general plan is similar to that of the Mount Washington railway, but the roadbed is the solid ledge, and there is no trestle work whatever. The face of the rock was cut away to a plane, upon which were bolted cross timbers. On these stringers were laid, and, in turn, cross-ties, all bolted one to another in the strongest possible fashion. The equipment consists of a ten-ton engine built at the Manchester Locomotive Works and a car capable of seating forty-eight persons." *- Boston Globe - Mon, Jun 25, 1883 pg. 1*

June 25th

Open For Business: "Summit House opened for guests *(at the top of Mt. Washington)*."

- R.S. Monahan 1933 transcription (p18) of Manuscript Journal, U.S. Signal Service - Vol 7 at Boston Library



Summit House engraving in tourist guidebook (1883)
- Chicago to the Sea Guidebook

June 28th

In the Interest of the People: "The bill introduced in the (NH) house of representatives, last week, by Mr. Busiel of Laconia, entitled "An act in relation to reduction of fares and freights on railroads," is an act in the interests of the people, and should receive the prompt and favorable consideration of the railroad committee and, the legislature itself. It provides that passenger fares shall be so reduced, upon all the railroads of the state except the Mt. Washington railway and the Portland and Ogdensburg railroad between North Conway and the Fabyan house, as in no instance to exceed three cents per mile; and that a corresponding reduction from present charges for the transportation of all classes of freight, shall also be made upon all the roads. It provides, further, that the railroad commissioners shall make and adjust a tariff for each railroad, upon such basis, with such discrimination as shall be just and equitable in view of the business of the respective roads. Legislation in this direction is what the people want, and the quicker it is secured the better they will be satisfied. Over charging and unjust discrimination in the matter of both passenger and freight tariffs, upon most if not all the roads of the state, have been crying evils for long years past – a crushing burden upon the business industry of the state – and if the legislature now in session will take the matter in hand, correct existing abuses, and provide against their repetition, it will have accomplished more than any of its predecessors for the substantial benefit of the people. By enactment of such a measure, alone, can the people be protected from the injustice and oppression of the grasping and extortionate railway managers who have already grown rich at their expense, and seek to still father aggrandize themselves in the same direction. Give



us such a law and the people will be secure, and no further railway legislation will be needed in this state."

- Concord (NH) Patriot & State Gazette – Thu, Jun 28, 1883 pg. 4

June 30th

First Green Mountain Passenger: "The first person to purchase a ticket over the Green Mountain Railway was Mr. M. W. Belshaw, of San Francisco, Cal. It is a singular fact that the first patron of the mountain railway leading to the most elevated site on the Atlantic seaboard should be a resident of the Pacific slope."

- Bangor Daily Whig & Courier - Wed, Jul 11, 1883 pg. 3

July 12th

Big Day: The Mount Washington Railway brought nearly 300 passengers to the Summit, Thursday noon.

-Among the Clouds - Fri, July 13, 1883

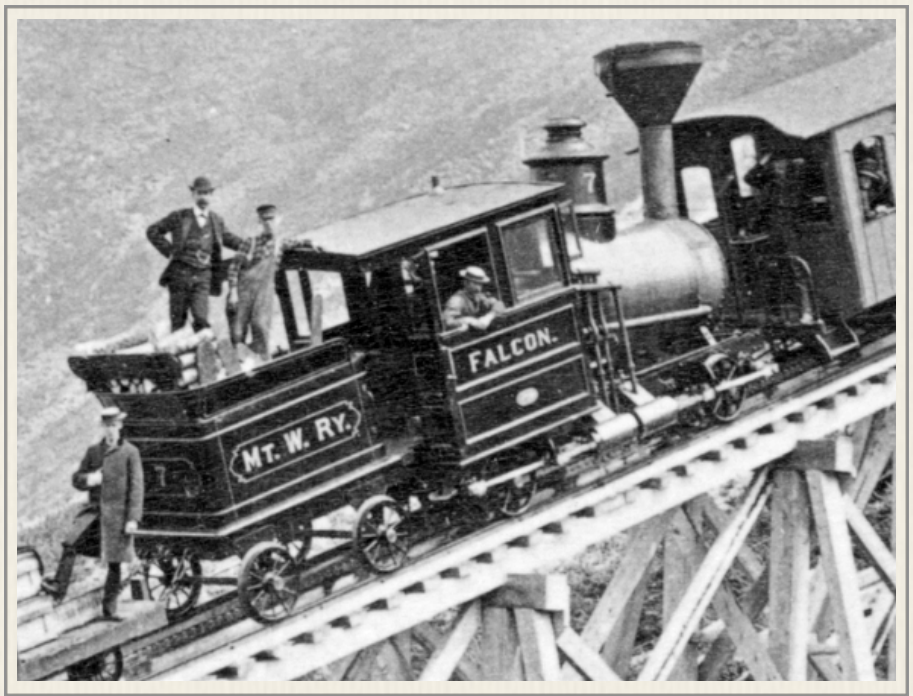
July 17th

Dedicated to Teachers: "Engineer John Marsh, of the B., C. & M. engine *Mount Washington* (spur line), paid a neat compliment to the Institute (American Institute of Instruction) by the decorations on his locomotive, which attracted general notice. The headlight was adorned with a portrait of the "Yankee schoolmarm" wreathed with evergreen, and on the pilot was a rustic log cabin, surrounded with miniature fir and spruce trees. the decorations were unique and tasteful."

- Among the Clouds - Tue, July 17, 1883

Rhode Island Press Association: A *Caledonian* reporter tags along as a group of Rhode Island journalists take a Tuesday morning trip to the Summit. "Snow has not yet entirely disappeared, but vestiges of it remain to form a marked contrast to the warm temperature at the base of the mountain. It is said that it may now be found in the ravines to a depth of some fifty feet. The day was not very favorable, and the view on the Glen house side was entirely obstructed. As an indication that prices as well as clouds have a tendency to run lower, the price of board at the Summit house has been reduced from six to five dollars a day. At 11.45 a.m. the party commenced the return trip. The descent, made on a flat car in front of the tender, will be remembered as one of the most delightful experiences of the two days."

- St Johnsbury Caledonian - Fri, Jul 20, 1883 pg. 2



- photo from Historic New England

July 24th

A New Engine: "The Mount Washington Railway has just received from the Manchester Locomotive Works a new engine, No. 7, named *"Falcon."* It is of the same pattern as the others on the road. The outside of the cab and tender is black, with dark red panels, on which the name and number appear in gilt. The new locomotive gives the road a carrying capacity of over 300 passengers at a trip" by running all the trains up at once.

- Among the Clouds - Tue, July 24, 1883

July 28th

On Top of Mt. Washington: The Trip "Several ways are open to the tourist who wishes to ascend the mountain, and as the chances are that the view will be intercepted, the safest is the railroad, as the weather can be gauged and if clear the run up made quickly. 'I have made the trip eight times,' said a fellow-traveler, as we stepped on to the train at Ammonoosuc station, 'and every time have been landed in a fog and never seen the view, and now I'm going to try it again.' As it happened, the day proved clear. With a few preliminary puffs, the well-freighted car and its engine that seems standing on end moved off on the... trip. The engine and its safety arrangements, upon which the lives of about 10,000 people hang every season, are well worth a careful examination. A fatal accident is said to be beyond the range of possibility - and a lady informed the writer that she was on a train a year ago when, an accident occurring, the patent brakes fully came

up to what is expected of them, the train not falling back an inch. The mechanism was invented by Sylvester Marsh, who exhibited his model to the State Legislature in 1858, and received a charter, one of the legislator making an amendment that Marsh be allowed the privilege of extending the road to the moon. In all there are five or six different methods that can be employed to stop the train should an accident occur. Even in the accident of 1869, when the axle of the driving wheel broke, the train came to an instant standstill. With such a sense of security, the trip can be made by the most timid with perfect enjoyment."

- New York Times, July 30, 1883 pg. 2

Green Mountain Railway Observed: "In clear weather the hotel on Green Mountain, Mt. Desert, can be plainly seen in Belfast (Maine) with the naked eye, and also the smoke from the locomotive of the Green Mountain Railway. The distance across is about 45 miles."

- Bangor Daily Whig & Courier - Sat, July 28, 1883 pg. 3

August 3rd

Trunks Ride Free: "In accordance with an order of Manager Aiken, the Mount Washington railway will hereafter carry the personal baggage of its passengers free. It was formerly customary to make a small charge for trunks." *- Among the Clouds - Fri, Aug 3, 1883 pg. 1*

August 7th

Better Financial Weather: The clearing up yesterday morning *(8/7)* after the eight days of stormy or threatening weather, brought one of the largest crowds of the season to the Summit. Five trains came up in the morning bringing nearly 250 passengers.

- Among the Clouds - Wed, Aug 8, 1883

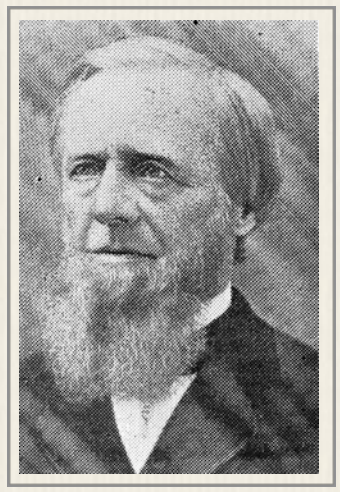
A Vacation Trip by Coach: "As we do not stop at the *(Glen)* house we hasten on a few rods past the house, where we turn to the right into a small green valley of some thirty acres and crossing which we come to the toll House and Gate at which we begin the ascent of the carriage road up Mt. Washington. About every ten to twenty rods a small ditch has been made diagonally across the road, which is called a bar, and serves the double purpose of conducting off the water after heavy rainstorms and showers, and a trig for the hind wheels of the carriage while the horses stop to rest which they generally have to do as often as every third or fourth bar, according to the load, the mercy of the driver and the endurance of the beasts. As we near the summit, the dirt becomes scarcer, and in many cases has to be hauled some distance to make the road. (A) very sharp ascent of some 300 feet which brings us to the foot of the steps leading up to the Summit House, which seem very long and steep to your correspondent. We find ourselves at the summit and take a good look about us. The first thing that attracts our attention is the Summit House, a two-story wooden building, painted white, and very accurately represented by the many photographs of the same, which can be found in many parlors throughout the country... It has a good foundation (the solid rock) to which it is chained by some heavy iron chains running into the building at the second story. We enter the office of the Summit House at 12.20, having been 5 1-4 hours on the road. *(The hotel's)* accommodations are excellent, and its prices, though high, not out of proportion to its elevated position. After stopping to see five trains depart down the Mt. Washington railway... we go into the large dining hall and sit down to a good dinner, which supplied to us by a very obliging waiter, in such dose, that we finally tell him if he wants to save travel he must put more on the plates, for the mountain air has given us fearful appetites. As our trip at the summit is limited, we hurry out to see what there is to be seen. The three railed track railroad consisting of two outside rails and a central rail made up of cogs, attracts our attention. This novel railroad has equally novel trains. A train consists of one passenger car about half the size of a common car, an engine, whose boiler is set at an angle of nearly 45-degrees, so that when going up or down, it is nearly horizontal, and a very small platform car, perhaps eight feet square, for baggage. Going up, the passenger car is ahead, engine next, and platform car in the rear. Going down, the open car first, engine (backing down) next, and passenger car last. This is to prevent accidents, which very rarely occur. Going down, as going up, it is a very slow train, not as fast as a man could walk, on the steepest grades. The heaviest grade is 1,980 feet to the mile, over what is called "Jacob's Ladder," which is really a high trestle work only a short distance from the summit. We had a clear day at the summit, something we had always hoped for, and I can only say to your readers that the realization is all and more than you anticipate. We left the summit at five o'clock, arriving at Gorham at Eight o'clock without an accident, very tired, but well pleased with our trip. A."

- Augusta (ME) Daily Kennebec Journal - Fri, Dec 21, 1883 pg. 4

1883

August 10th

MWR Director Dodge Dies: Joseph A. Dodge, late general manager of the Boston, Concord & Montreal railroad, died at Plymouth at 4 o'clock Friday morning of Bright's disease. Mr. Dodge was 67 years old and had been connected with the B.C. & M. 34 years, beginning as station agent at Sanbornton. He held in succession the offices of master of transportation, superintendent, and general manager. He did much to develop the business of Northern New Hampshire along the road, but pursuing a liberal policy toward its patrons. He gave his best years and hard service to a business win which he took great pleasure. Both personally and as a railroad official, Mr. Dodge was held in high esteem, his genial and warm hearted disposition making him liked by all who knew him. - *Among the Clouds - Sat, Aug 11, 1883*



Joseph A. Dodge
- Warren News



Falcon at the Summit without a car
- Conrad Ekstrom Jr. - MtW Cog RY FB page

August 15th

Falcon's First Flight: The new engine, "Falcon," *(left)* made its first trip to the Summit yesterday *(8/15)* with Master Mechanic Patrick Boyce as engineer.

- Among the Clouds - Thu, Aug 16, 1883

Big Day, Today!: "Seven carloads of people came through the notch on Wednesday *(8/15)* and three hundred persons ascended Mt. Washington. this was no excursion but regular travel."

- Littleton Journal - Fri, Aug 17, 1883

August 17th

Green Mountain Railway No. 2: "(T)ravel over the Green Mountain Railway is surpassing all expectations. The original intention was to run four trains per day over the line but the passengers are so numerous that six trips are being made daily and then all are not accommodated. The Green Mountain Railway will at once order another locomotive constructed *(below)* and additional passenger cars will be built for the line."

- Bangor Daily Whig & Courier - Fri, Aug 17, 1883 pg. 3



- Acadia National Park Collection

August 24th

Horse Coaches ride the Cog: Patrick and Peter Boyce were the first persons to ride to the summit of Mount Washington in a coach - that arrived by the railway. Last evening *(8/24)*, two coaches came up on a special train and are to be used in the opposition line of coaches between the Summit, Gorham and Glen Station.

- Among the Clouds - Sat, Aug 25, 1883

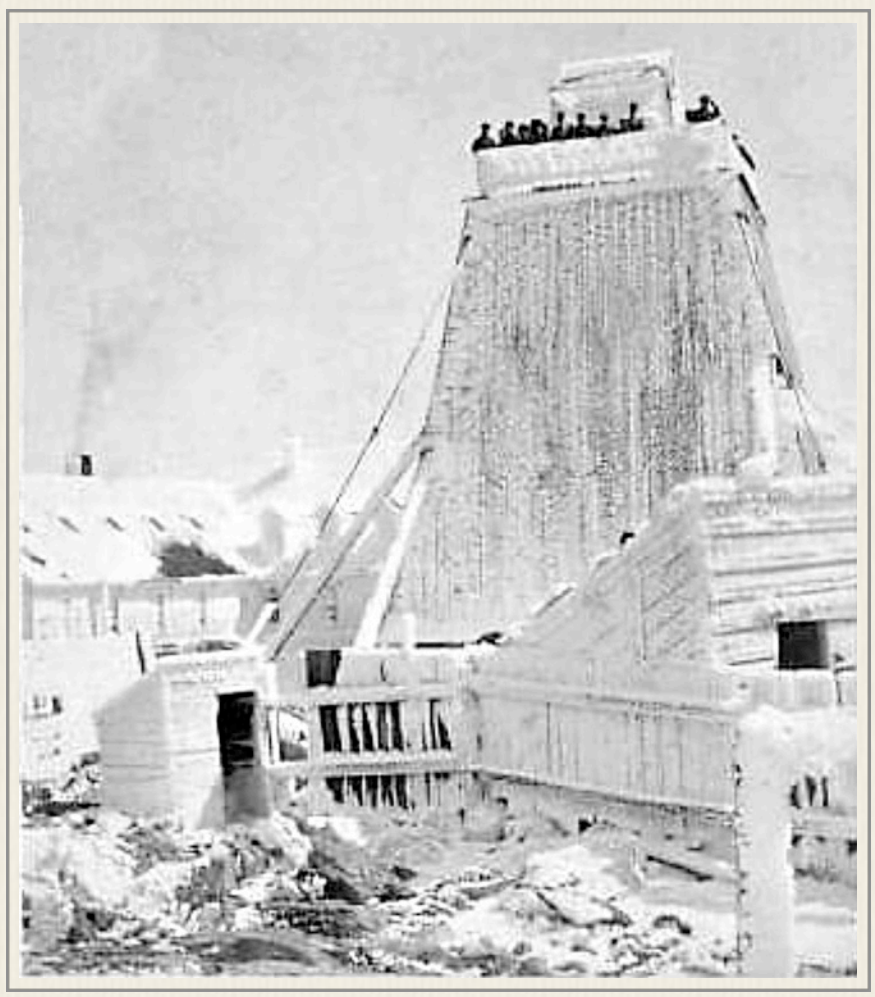
August 30th

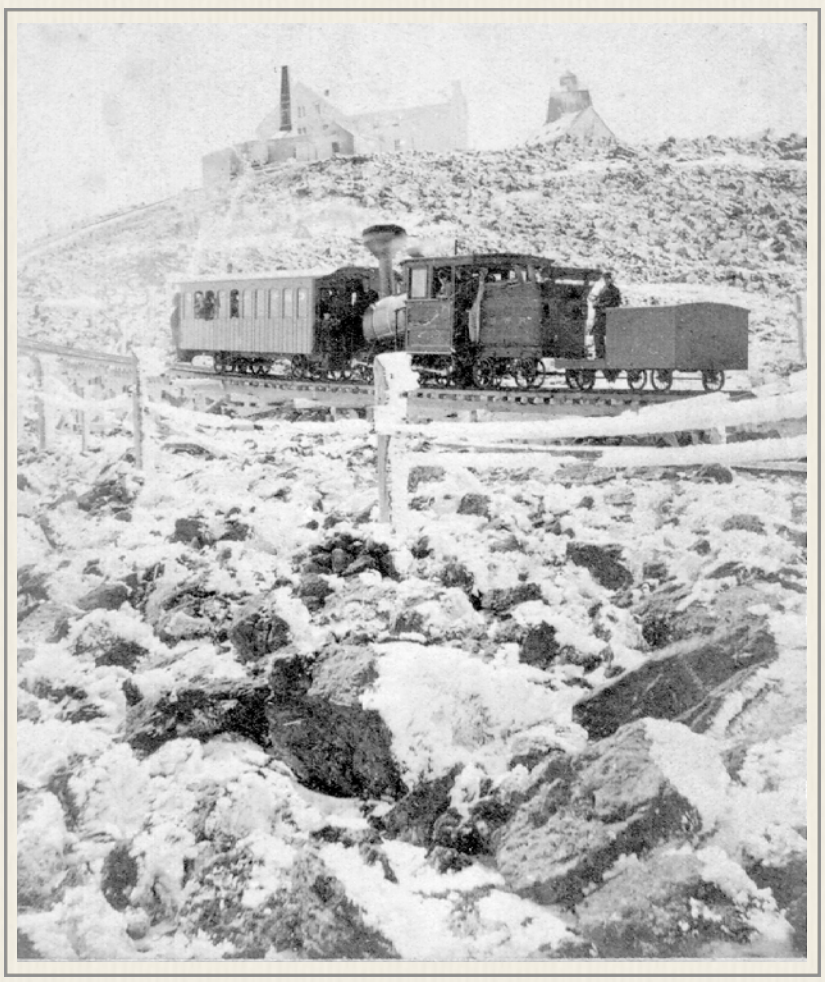


Lord Coleridge *(Chief Justice of England)* and party left Fabyan's this morning by special train at 11 o'clock and arrived at the top of Mount Washington at 12:30 o'clock. They remained here for dinner and then left for Glen house. Lord Coleridge was much charmed by the scenery.

- Washington, D.C. Evening Star Thu, August 30th, 1883 pg 3

Lord Chief Justice Coleridge of England, who landed at New York on Friday last, arrived at the summit of Mount Washington by special train from the Fabyan House at one o'clock on Thursday *(8/30)*. The Chief Justice *(right)* was accompanied by his son, Hon. Gilbert Coleridge. The special train by which Lord Coleridge came to the Summit was under the charge of Conductor Morrison. Manager (Walter) Aiken of the Mount Washington Railway, who came up with the party, invited Mr. (Henry) Burt, editor of *Among the Clouds*, to point out to his lordship the different mountains and other objects of interest, and for nearly an hour he closely studied the topography of the White Mountains, showing great interest and pleasure in what he saw and learned. The atmosphere was not as clear as it is at some times, and the mountains were enveloped in a light blue haze, which caused him to remark: "Why, your American atmosphere is not as clear as I expected. This is quite similar to what I have seen in England and Wales. This range (he was then looking from near the Signal Station over the summits of Monroe, Franklin, Pleasant and Clinton), though much larger, reminds me very much of the Snowdon Mountains in Wales." In turning to leave, he passed over some smooth rocks, when he remarked: "These rocks are slippery – unlike the American character." Lord Coleridge is six feet and two inches in height, and quite slim. His high forehead, pleasant and genial face, and the hearty greeting he gave those whom he met, won for him the friendship of all. He had none of the stiffness of some of the English gentlemen whom we have met here, nor any of the frigidity of a judge. His beaming face (though narrower and longer) and florid complexion re-

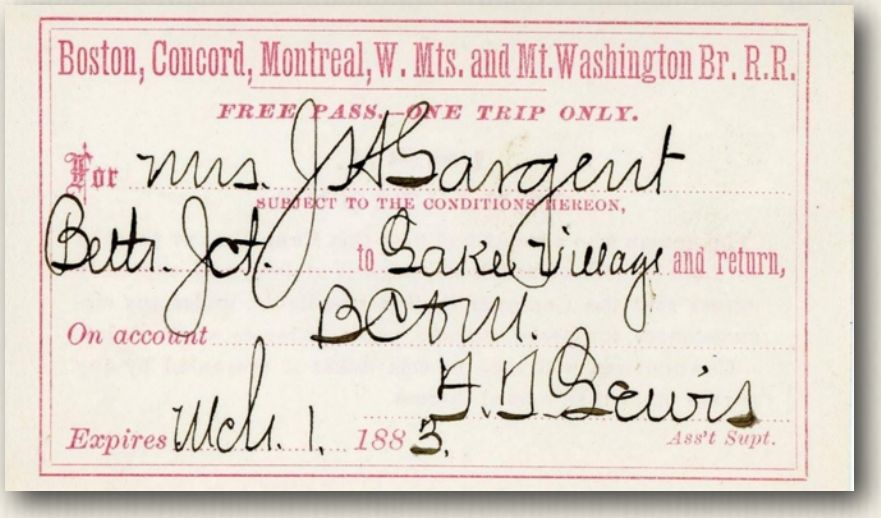




Frost Work, Mt. Washington (Sept 10, 1883)
- Ron Walters Collection / Kent Family Collection

mind one of the late Horace Greeley. It was also remarked by one of his traveling companions that his profile was strikingly like that of Washington. He was full of anecdotes, and one of the most agreeable visitors that has come to Mount Washington for many a day. Every one was sorry to have him go."

- Among the Clouds - Fri, Aug 31, 1883


Boston, Concord, Montreal, W. Mts. and Mt. Washington Br. R.R.
FREE PASS.—ONE TRIP ONLY.
For Mrs. J H Sargent
SUBJECT TO THE CONDITIONS HEREON,
Beth. Jct. to Lake Village and return,
On account BCM.
F. D. Lewis
Expires Mch. 1, 1883.
Ass't Supt.

September 7th

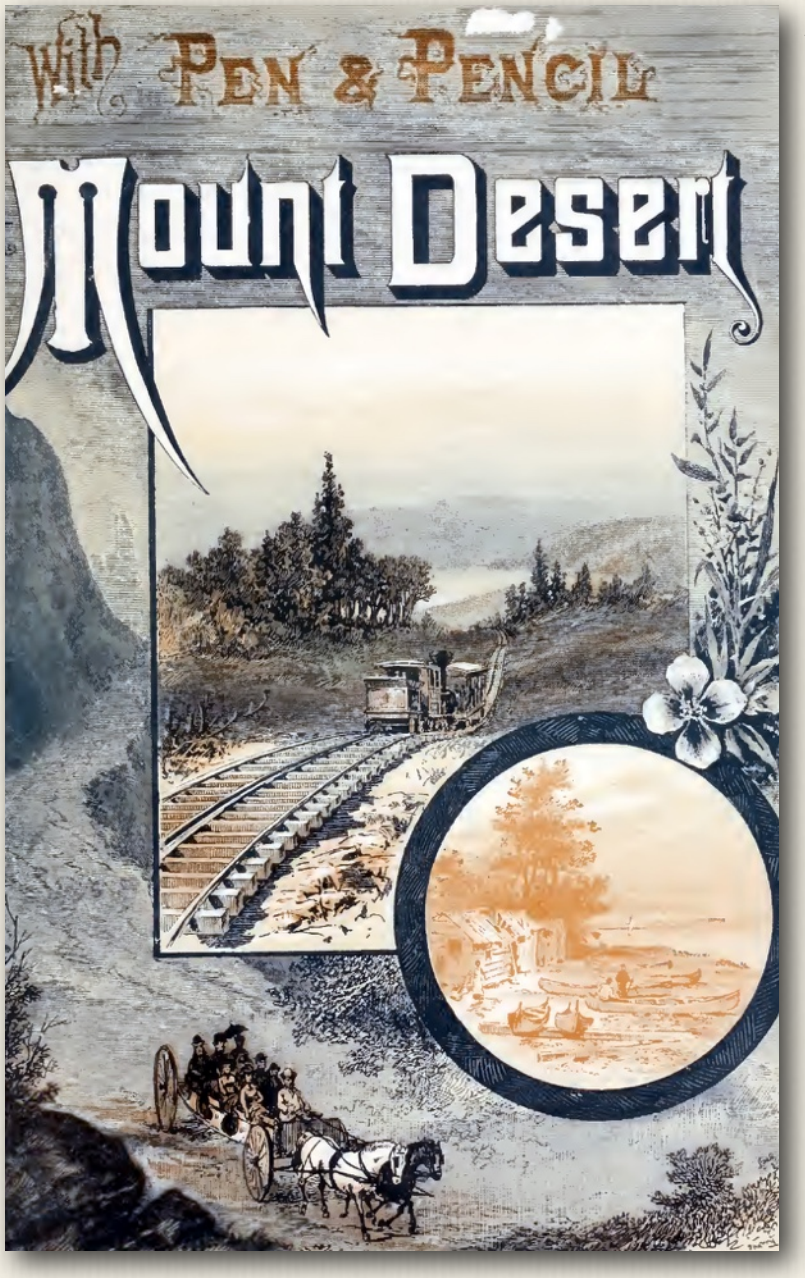
Morning Run: "The Mount Washington Railway brought nearly 300 passengers yesterday noon to the Summit" *- Among the Clouds - Fri, Sept 7, 1883*

Cog "Old Log Cabin" in Oils: "John Ready, the artist, has had on exhibition in E. Flint's window (in Littleton) a fine oil painting of Mt. Washington as seen from the "Old Log Cabin," near the base. It is a beautiful picture showing the cabin, the railroad and a good view of the whole mountain. The picture is for sale, and information can be obtained of Mr. Ready at his studio in Opera Block."

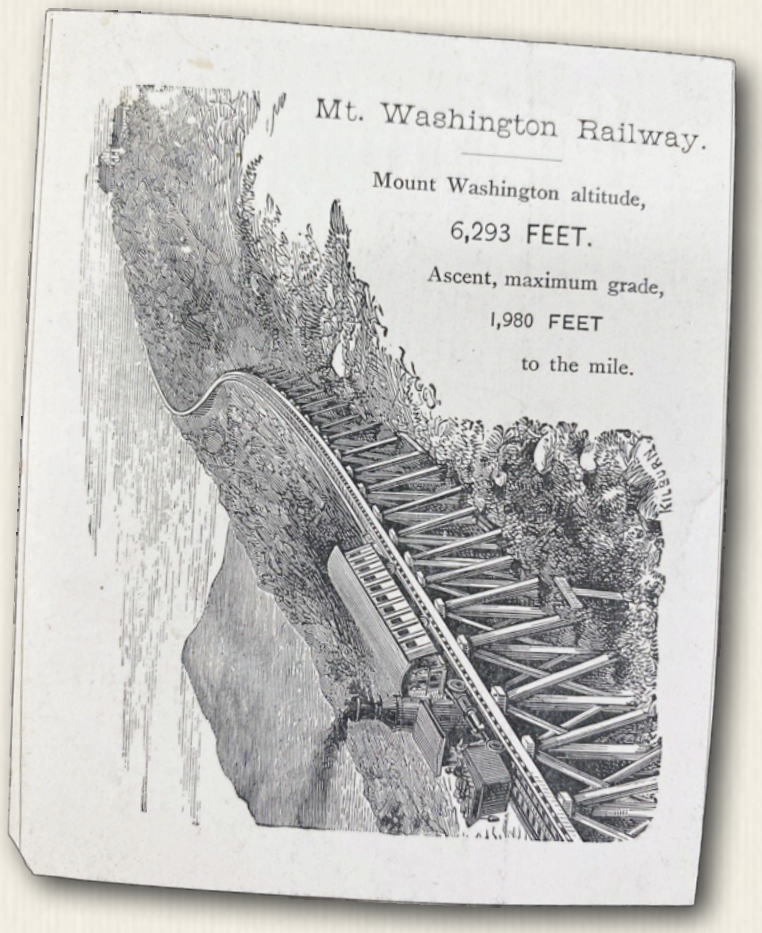
- Littleton Journal - Fri, Sep 7, 1883

September 17th

An Honest Man: "There is one honest man in the world at least. Mr. Ed. Judkins, a conductor on the Mount Washington Railway, found a pocket book containing a small amount of money and a railroad ticket which evidently belonged to some one in Wilmington or vicinity as the ticket was sold here. The lost property may be recovered, as Mr. Judkins is anxious to restore it, and if the owner will call at this office we will tell him how he can get it." *- The Wilmington (NC) Daily Review - Mon, Sep 18, 1883 pg. 1*



Maine Mountain Railways: "During the year 1883 the following new railroad corporations have been organized under the provisions of the general railroad law, viz: **Mount Desert Railroad**. The road to extend from the village at Bar Harbor, in the town of Eden, into the town of Mount Desert. Length of the road about 3 miles: gauge, 2 feet. The **Green Mountain Railway** was chartered and built in the spring of 1883 for the purpose of providing a safe and convenient conveyance for visitors at Mount Desert to ascend to the summit of Green mountain and obtain a view of the magnificent ocean and mountain scenery, only to be seen and fully appreciated by ascending to the top of this famous mountain. Before the construction of the Green Mountain Railway the ascent was made on foot or by buckboards, over rough and dangerous mountain roads; now the buck-board is used only to convey passengers to the foot of Eagle lake and from thence they are taken by steamboat about two miles to the railroad station on the shore of the lake. The summit of Green mountain is about one thousand three hundred feet above Eagle lake, and the railway accomplishes the last named ascent with six thousand feet of road. The road is safely and securely built. the track for a large portion of the distance is laid on solid ledge and securely bolted thereto. There is no trestle or other bridging on the road and where slight depressions occur in the surface the space is filled with solid crib work, properly and firmly secured in position. At the examination of this road, in the early summer, the commissioners were convinced that it



was securely built and worthy of the entire confidence of the public." *- Maine Railroad Commissioners' Annual Report 1884*

September 29th

New Signal Corps Cable: "Began to lay new cable down mountain today.." *- R.S. Monahan 1933 transcription (p18) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

October 6th

Trains Discontinued: "The New York and Boston express trains reaching (Littleton) in the evening will be discontinued after Saturday *(10/6)* of this week; also the same trains on the Mt. Washington Branch will be discontinued at the same time together with the passenger train leaving Fabyans going south at 5:10 and going north leaves Wing Road at 6:00 p.m."
- White Mountain Republic (Littleton, NH) - Sat, Sep 29, 1883

October 27th

Cahill of the Signal Corps: "Pvt. Cahill started for the base to carry the mail and bring up some things for his trunk on a slideboard. He was thrown from it a few rods this side of Jacob's Ladder and received a severe scalp wound and broke his left leg. Not hearing from at the base Henry J. Knowlton, the civilian assistant, was sent to see what was the matter. He *(Knowlton)* was instructed to cut the wire and make a signal of six dots if he found Pvt. Cahill injured. At about 1 p.m. the signal was heard and the only remaining man started down with blanket and bandages. Civilian assistant *(Knowlton)* having taken some brandy with him. Pvt. Cahill lay in the snow nearly three hours before assistance came from the base, which civilian assistant went after. (Cahill) was carried and medical attention summoned. The three p.m. observation was taken 56 minutes late on account of above accident. Civilian assistant instructed to remain with Pvt. Cahill until he could be removed to Littleton." *- R.S. Monahan 1933 transcription (p15-16) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

Narrow Escape from Death: "P. J. Cahill, one of the Signal men on Mt. Washington, had a narrow escape from death last Saturday *(10/27)*. He started to come down the railroad after their mail, on one of the sleds, which are used to come down on by employees of the road and the signal men All he had for a brake was some pieces of rubber, with holes cut in them in which to insert the thumbs. When he got near the top of "Jacob's Ladder," he found that he could not control his sled, and decided that it was best for him to vacate, and before he landed he went twelve feet horizontally and fell twelve feet below the level of the track. As Cahill did not arrive at the base at the time when he was due, Mr. Knowlton, the assistant started down the mountain in search of him, and found him at the place above mentioned."
- Littleton Journal - Fro, Nov 2, 1883 / See Appendix Section 8

Wing Road to Base Construction Cost: "(In) 1883 the (Boston, Concord & Montreal) construction account of the line from Wing Road to the base of Mt. Washington was closed at a cost of $446,000."
- Boston, Concord & Montreal: Story of the Building and Early Days of this Road by C. E. Caswell (1919) pg. 65

November 18th

Railroad Time Arrives at High Noon: Maine historian Heather Cox Richardson took a break from covering the Donald Trump transition to his second term in 2024 by dedicating her daily *Letters from An American* newsletter this day to her favorite year when modernity swept across the nation in a shocking but nowadays a commonplace way. "Until November 18, 1883, railroads across the United States operated under 53 different time schedules, differentiated on railroad maps by a complicated system of colors. And then, at noon on Sunday, November 18, 1883, railroads across the North American continent shifted their schedules to conform to a new standard time. Under the new system, North America would have just five time zones. Fifteen minutes before the time of the shift, the telegraph company Western Union shut down all telegraph lines for anything but the declaration of the new time. It identified the moment the new time went into effect in telegraph messages to local railroad offices and to the jewelers known in cities for keeping time. In offices that got the message, men

had their timepieces in their hands and ready to reset when the chief operator shouted "twelve o'clock!" In Boston the change meant that the clocks would move forward about 16 minutes; in New York City, clocks were set back about four minutes. For Baltimore the time would move forward six minutes and twenty-eight seconds; in Atlanta it went back 22 minutes. *(Chicago authorities refused to adopt the standard time.)* The system was a dramatic wrench for the rural United States, bringing it into the modern world. Uniform time zones had been proposed by pioneering meteorologist Cleveland Abbe, who developed the U.S. system of weather forecasting. Having joined the United States Weather Bureau as chief meteorologist in 1871, he recognized that predicting the weather required a nationally coordinated team and worked with Western Union to collect information about temperature, wind direction, precipitation, and sunset times from across the country. Coordinating that information required keeping time across all the stations he had set up. To do so, Abbe divided the United States into four time zones, each one hour apart, and in 1879 he suggested those zones might smooth out the chaos of the railroad systems, each trying to coordinate schedules across a patchwork of local times. Railroad executives, who were concerned that if they didn't do something, the government would, listened to Abbe, and by 1883 they had concluded to put his new system in place. Members of the new professional class who traveled by train from city to city were on board because they thought the need to regularize train schedules was imperative. But standard time was controversial. In the United States, people had operated entirely by the rhythms of the sun until the establishment of factories in New England in the 1830s, and most people still lived by those rhythms, their local time adjusting to solar time according to their geographical location. Telling the time by sundial and history not only was custom, but also was understood as following God's time. The idea of overriding traditional timekeeping because of the needs of the modern world seemed positively sacrilegious. "People…must eat, sleep and work…by railroad time," wrote a contributor to the *Indianapolis Daily Sentinel*. "People will have to marry by railroad time…. Ministers will be required to preach by railroad time…. Banks will open and close by railroad time; notes will be paid or protested by railroad time." The mayor of Bangor, Maine, vetoed an ordinance in favor of standard time, saying it was unconstitutional, that it changed the immutable law of God, that the people didn't want it, and that it was hard on the working men because it changed day into night. Those planning for a switch to standard time tried to ease fears by providing that Americans would operate on both local time and standard time, with both times represented on clocks. On November 18, no one quite knew what the dramatic wrench into the future might mean. What did it mean to gain or lose time? Many people expected "a sensation, a stoppage of business, and some sort of a disaster, the nature of which could not be exactly ascertained," a *New York Times* reporter recorded. As the great moment approached, people crowded the streets in front of jewelers to see the "great transformation." They were disappointed when, after all the buildup, the future arrived quietly." *- Letters from an American - Sun, Nov 17, 2024*

December 20th

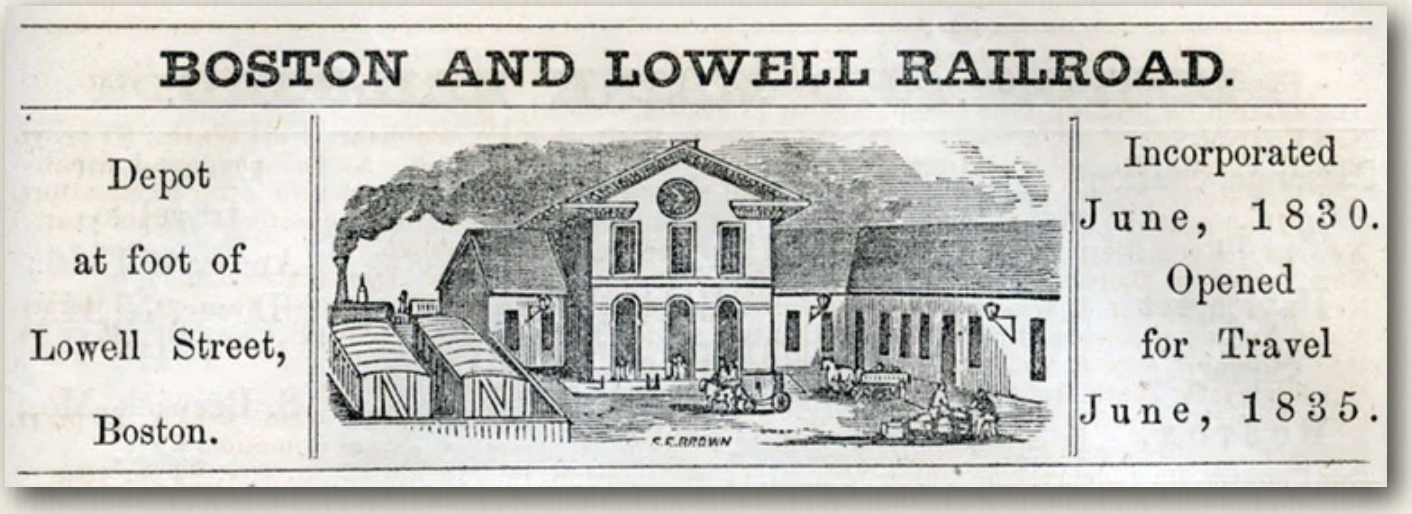
Cahill of the Signal Corps Pt. 2: "Pvt. P. J. Cahill returned *(to the Summit)* from Littleton where he had been for medical treatment for a fractured leg and severe scalp wound being the result of too much slide-board. Dr. Moffett, the physician who attended him there, pronounced him fit for light indoor duty *(at the Signal Station)*." *- R.S. Monahan 1933 transcription (p16) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

December 28th

Dark Friday: "This was a dark Friday, and one to be remembered by the men who witnessed the raging of the elements at this station. A terrific hurricane set in shortly before daylight, increasing with such fury as to jar the house like a steamboat and hurl heavy lumps of ice against it, making a noise that could be equalled only by the puffing of a dozen or more fire engines under full steam. Sergt. Beals ventured on the roof at about 12:00 m. for the purpose of changing anemometer cups, and the reception he met with from the raging elements, was grievous to relate. a screw driver was wrenched from his hand, his scarf torn from about his head, and one of his overshoes, which was unbuckled, blow off and carried out of sight over the valley. After this rough experience, Sergt. Beals got off the roof as rapidly as was consistent with prudence, and deemed it unsafe to renew the attempt. At 12:34 p.m. a sudden puff came, striking with such force, that the anemometer cups were torn from their fastenings, thus foiling the observers in their attempt to secure a complete record of the most violent storm that passed her in many days. Pvt. Melton in trying to obtain a record by holding the cups before the wind for a few minutes, was tossed among the rocks and received such severe injuries to his hip that it was necessary for Sergt. Beals to come to his assistance before he could reach the station. In a subsequent attempt, a velocity of 132 miles was recorded, but this was by no means the highest velocity the maximum reaching at least 150 miles during the storm. The current velocity for each observation was obtained by exposing the

cups for five minutes each time."

- R.S. Monahan 1933 transcription (p17) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library



1884

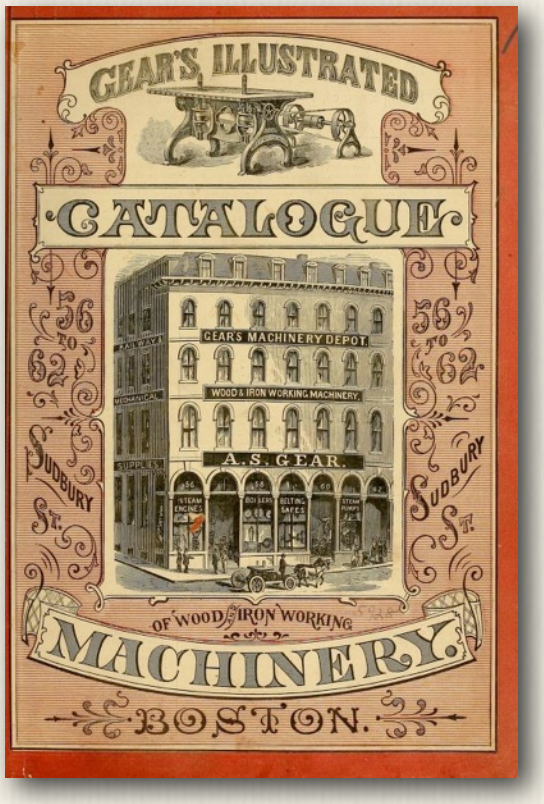
Boston & Lowell Railroad takes over the Wing Road to Base ***spur line*** from White Mountains Railroad *- Lost Railroads of New England 3rd Ed - Ronald Dale Karr*

The transfer, by lease for 99 years, of the B.C. & M. railroad to the Boston and Lowell railroad is the most important change has taken place in the White Mountains since the opening of railroad communication. The lease has been so recently made that there has not been time to enter upon any different policy than has been pursued in the past, but it is understood that the new owners will continue to meet all the demands of the traveling public and foster those interest which have developed the mountain region. Consolidation is the tendency of present railway management and when local interests are not overlooked it has resulted in more efficient service.

- Among the Clouds - Sat, July 12, 1884

February 17th

The Gentler Sex in February: "The solitude of winter was pleasantly interrupted by the visit of a party from the Glen House, consisting of three ladies, with their escorts, and a gentleman from Twin Rivers. The party was cordially welcomed, and the best the house *(Signal Station)* afforded, at their disposal. this is the first known instance of ladies making a mid-winter ascent by carriage road to the Summit. Pvt. Cahill, who is still suffering from injuries (previously reported) so as to be unable to make the descent of the mountain, was so elated at the welcomed sight of the gentler, as to slyly steal away for the purpose of improving his personal appearance* (*Consisting in putting on a clean shirt and washing his face.), with the evident intention of making a 'mash'." *- R.S. Monahan 1933 transcription (p17) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library (Ed. note: Merriam-Webster's definition of "mash" explains that "perhaps that embracing feeling of love is why mash, originally a word for an act of squeezing and crushing, became a term for an intense infatuation, or the object of it, in 1870. The more popular crush showed its loving side in 1884, and main squeeze had begun crossing the lips of sweethearts by 1926.")*



March 17th

Satisfied Supplier: The 1884 edition of the *Gears Illustrated Catalog* put out by A.S Gear, Boston, Mass., U.S.A. includes a "partial list of companies, firms and individuals who have favored us with their patronage." The list includes the Mt. Washington Railway Company. A.S. Gear located on Sudbury Street was a "manufacturer, contractor, and dealer in all kinds of machinery and general supplies for wood and iron working establishments" and "will furnish any article or device, or give assistance in selecting the best machinery and supplies known, regardless of maker." This catalog *(left)* included steam engines, boilers, and mechanical supplies.

1884

March 22nd

Aiken Engages Dunn: "E. D. Dunn & Co. (of Littleton) are to build quite a large building on Mount Washington the coming summer for Walter Aiken."

- White Mountain Republic (Littleton, NH) - Sat, Mar 22, 1884

Spring

First Summit House Dismantled: "The old Summit House, the first hotel opened on Mt. Washington and built in 1852 by J. S. Hall and L. M. Rosebrook, was taken down this spring, to give place to a two story frame building *(right)* erected on its site to accommodate the employees of the present Summit House. The old *(Summit)* house ante-dated all other houses built on the summit of any mountain in New Hampshire. The timber of which it was constructed was brought up on the backs of horses, and in its day was one of the enterprises of the White Mountains."

- Among the Clouds - Sat, July 12, 1884



New employee housing with Summit House Ell (left), Observatory (behind) & Tip Top roof (right)
- Bencosky-Desjardins Collection

April 3rd

Milliken Comes Over the Mountain: "Mr. Charles R. Milliken, will, in addition to the Glen House, manage the Fabyan House this season. The Fabyan House is one of the largest of the mountain resorts and the starting point of the Mt. Washington Railway which runs to the summit of the mountain. It is also the end of the eastern division of the Portland & Ogdensburg and the Boston, Concord & Montreal railroads, while the Glen is the starting point for the famous carriage road. It is expected the favorite route and "great one day's trip around the mountains" will be extensively patronized than ever."

- Portland (ME) Daily Press - Thu, Apr 3, 1884 pg. 5

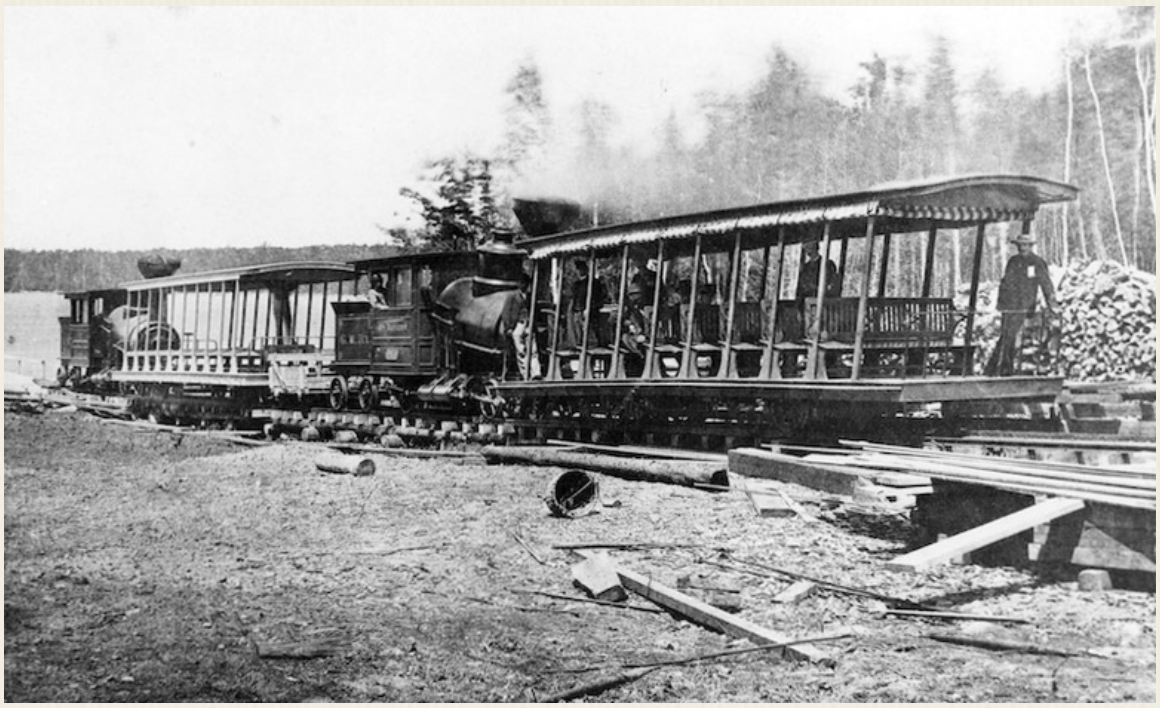


GMRR cog track up Cadillac Mountain, Maine (1884)
- Northeast Harbor Library Collection

April 4th

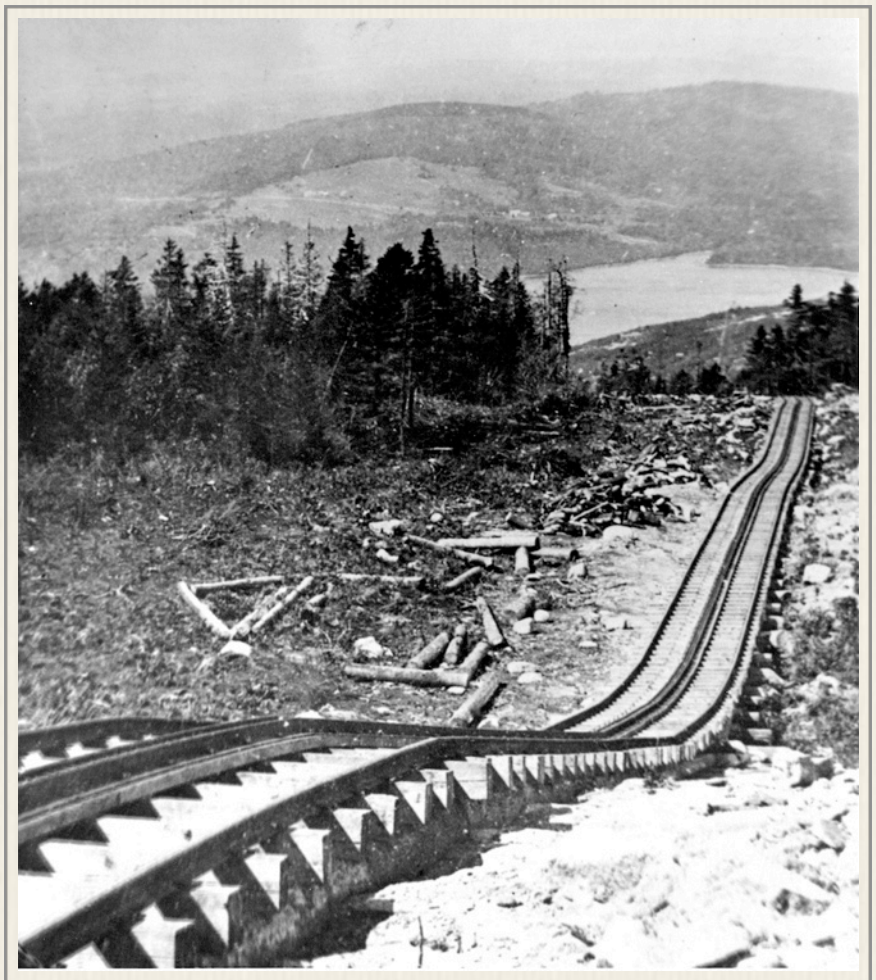
Base Buried: "Down below at the base of the mountain and vicinity the heaviest snowstorm of the season has been raging for the past two days, and snow is reported six feet deep on an average." *- R.S. Monahan 1933 transcription (p18) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

Maine Mountain Railway Described: Charles E. Green publishes the following in *Science* on this day *(4/4)*: "The Green Mountain railway on Mount Desert Island, Me., is intended for pleasure-travel. It was operated for the first time during the last summer season. It is in a great measure a copy of the railway up Mount Washington, New Hampshire, built some thirteen years ago. These two lines, and the Mount Righi railway in Switzerland, are the only ones employing the central cog-rail as a means of surmounting steep gradients. The trip for tourists from Bar Harbor to the summit of Green Mountain is made, first, by wagons or stages, two miles and a half to Eagle Lake; thence by steamer on the lake two miles; and finally by rail sixty-three hundred feet, in which latter distance the ascent is twelve hundred and seventy feet to the summit, fifteen hundred and thirty-five feet above the sea. While the grade averages about a foot rise in four feet and a half distance, in some places it is as steep as one in three. Surveys



GMRR No. 2 & No. 1 Mt. Desert lined up on the shore of Eagle Lake, Maine (1884)
- Northeast Harbor Library Collection

were made, and the work of clearing and grading was begun, in the winter of 1882-83. In April a large force of men was employed, and the road was completed by July 1. The track is not raised on trestle-work, as is the case at Mount Washington: much of it, especially on the heaviest grades, is constructed on the solid ledge. Where the longitudinal timbers, or stringers, rest directly upon the rock, iron bolts one and a quarter inches in diameter, six feet apart, are driven through them into holes drilled in the ledge. Where it is necessary to raise the stringers above the surface in order to make a regular inclination, bed-ties are used every six feet, secured against slipping by two or three one and a quarter inch iron bolts firmly fixed in the rear of each tie. All longitudinal timbers required to bring the line to grade are fastened to the bed-ties with iron bolts of the same size. The timbers and ties in contact with the rock were carefully hewed, and fitted to place. The spruce timber needed for this portion of the work was obtained from a forest-growth on the mountain itself. The sleepers or ties, six inches square and six feet long, are laid upon the stringers at a distance of two feet from centre to centre, and two seven-eighth inch iron bolts are driven into the stringers, immediately in the rear of each tie, in grooves in the tie, which serve to prevent lateral motion. Upon the ties lie 'T'-rails, joined by fish-plates and bolts, and spiked in the usual way. The rack or cog-rail in the middle of the track is made of two angle-irons which have between them cogs of one and a quarter inch iron accurately rolled to uniform size. This cog-rail is secured to the ties by two lag-screws, five inches and a half long, in every tie, and additional ones at each joint. The rack was manufactured by the Atlantic iron-works, East Boston. The engine weighs ten tons, and embodies all the improvements suggested by the operation of the White Mountain road. Its entire mechanism is double, four cylinders, two cog-wheels, and two driving-shafts. Intermediate gearing between the crank-axles and cog-wheels reduces the speed, and increases the tractive force. The cog-wheel axles carry ratchet-wheels with pawls; and either one of these ratchet-wheels, in case of accident to the engine, will hold the train on any grade. In addition, two band-brakes on the smaller shafts may be instantly applied by the engineer. The ascent is made by steam-power; and the engine, when backing down the mountain, is still kept in forward gear, that is, with valves set to go ahead, so that it is constantly pumping air into its boiler; and this air, allowed gradually to escape, exerts an upward tractive force, thus easing the descent. The floor of the passenger or observation car is adjusted so as to be level on the average grade, and the sides are open to admit of an unobstructed view. The car is always pushed ahead of the engine, and is provided with double hand-



brakes, two cog-wheels, ratchet, and pawl, which will easily control the car in descending."

- Science - Apr 4, 1884 pg. 415

April 4th

Milliken Comes Over the Mountain 2: "Near the Crawford House, at the entrance of the notch, there are huge drifts of snow, and it is here that the Portland & Ogdensburg railroad have more trouble than at any other point along the line. Some important news has just been received and the railroad men and woodchoppers are discussing it in an earnest manner, as though it was something which really concerned them. "Have You Heard the News?" was asked yesterday *(4/4)* from a chorus of voices. "No! What is it?" "Milliken has leased the Fabyan House," came back the answer from all sides; and then they joined in discussing the good and evil effects which would follow this complete revolution in hotel management next summer. The lease of five years held by the Barrons having expired, the hotel has for several months been in the market. The Barrons declined to renew on the old terms, $12,000 in cash, and insurance and taxes besides, amounting in all to about $14,000 per annum. The coming landlord is Charles R. Milliken, proprietor of the Glen House. Last year there was a lively scrimmage between Mr. Milliken and the Mount Washington railway, owing to his efforts to turn travel down the carriage road to the Glen House, instead of allowing it to go back to Fabyan's as it had usually done. The hotel-keepers on the west side of the mountains, although not taking sides in the contest, sympathized with the railway company, and secretly rejoiced when it showed evidence of getting the start. After the lease of the Fabyan House went begging, Mr. Milliken stepped in and took it. The terms of the lease have not been made public, but it is understood to be at about the hold figures. The Fabyan House was opened in 1874, and until the Barrons took it no one who has had the management has made the two ends of the year meet. The scenery immediately around the hotel is not of interest, and therefore it has never been a favorite lace of resort. It has been emphatically a railroad house, where late-in-the-day comers to the mountains have stopped for the night. Its arrivals and departures often reach 150 to 200 a day. Under Oscar Barron the house was well kept, and Mr. Milliken will no doubt do his best to excel his predecessor. No one understands what his object is in getting a second hotel, as he will continue the management of the Glen House. The travel to the Glen has not been as large as it was when all parts of the mountains were reached only by stages; and the Fabyan House will now probably become a sort of recruiting headquarters for Glen House business. The Barrons are a little exercised at this sudden movement on the part of Mr. Milliken from fear of the influence he may have upon the business of their other hotels, - the Twin Mountain, Mount Pleasant and Crawford Houses. Oscar Barron will go to the Mount Pleasant House, a half mile east of Fabyan's, and it is reported that fifty or more rooms will be added to it, so as to make it as large as the other first-class houses. Mr. Milliken is small in stature, but he is "awful sharp" - a second Napoleon in strategy, and as success makes a hero I was greatly amused at the change in tone as expressed around the fire last evening at the Fabyan Cottage. It was predicted that Charles would capture the Portland & Ogdensburg railroad and run all trains right by the Mount Pleasant and Crawford House, and take every one to gGlen Station, where six and eight horse stages would take the passengers to the Glen. "Yes," said a little fellow in the corner, "that would be a nice thing to do; but I guess you would see Asa and "OC" getting up on their hind legs and howling when that is done." This morning it is stated from a reliable source that if Mr. Milliken makes it lively for the Barrons, Asa Barron will be a hotel near Crystal Cascade, within three miles of the Glen House, on a site which commands a view of Tuckerman's ravine and the summit of Mount Washington, and run it in opposition to the Glen House. All this is among the possibilities, but in my opinion both sides will agree to a harmonious course, and good feeling prevail all around. There is to be change in the management of the hotel on Mount Washington. Mrs. Dodge, for eleven years in charge, retires, and Charles Go. Emmons will succeed her. ***An addition for the accommodation of the help will be built this season***, and everything possible done to make the Summit House a leading hotel. Prices will remain about the same at all of the hotels in the mountains, and there is a prospect that the summer business will be as good as usual, though it is too early to make predictions."

- Boston Globe - Mon, Apr 7, 1884 pg. 6

April 15th

Civilian Assistant Terminated: "H. (Henry) J. Knowlton, civilian assistant employed to cook, clean up, etc., was discharged today, cause being insolence, general disregard of the wants and wishes of the men on station and insubordination. Erven Laundry employed today *(4/16)* as civilian assistant and cook."

- R.S. Monahan 1933 transcription (p18) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

June

New Hampshire Railroad Commissioners Report: Chartered in 1858, built in 1870-'71, and opened in 1872. Examination by full board, accompanied by the manager *(Walter Aiken)*. This unique road has been in operation twelve years, and the fact that no accident has occurred to any passenger of the one hundred thousand transported in that period, abundantly testifies to the care and skill constantly exercised by the manager and employees. The superstructure is most carefully watched, and at the first indication of decay, ties, stringers, and rails are renewed. The superstructure will average renewal once in five years. The cog rail is the same as first used. It shows no appreciable wear, and no cog has ever been broken. The equipment is abundant and first-class. It is especially adapted to the purpose, and the motive power, now comprising six locomotives, is equal to all contingencies. The only serious casualties occurring on the road have arisen from the use of sliding boards, by which three lives have been lost. The use of this fascinating but dangerous contrivance by the public has been forbidden by the management, and all employees are enjoined against its use. A few employees still make occasional use of the board. Its absolute prohibition is desirable, as fatal accidents from its use are certain to be only a question of time. The utmost skill and vigilance are constantly exercised by the management to guard against any liability to accident in the operation of the road. No defect in the superstructure, track, or equipment is perceivable after the closest inspection. ***1883 Season*** - Total income: $31,818.69 - Total expenses (including taxes): $22,324.28 - Total passengers: 9,637. Balance sheet includes construction of a new locomotive *(No. 7 Falcon)* for $4,561.42 and a new passenger car for $1,200.



Jacob's Ladder - a painting by Edward Hill (1884)
- Currier Museum of Art, Manchester NH

Wonders & Curiosities: "The predecessor of all the modern pleasure railways for the ascent of lofty mountains is the Mt. Washington cog-rail track (finished in 1869). It ascends the mountain at an average grade of one thousand three hundred feet to the mile. Not a single passenger has ever been injured on the road. In 1869 the axle of the driving-wheel of the locomotive broke, but the train was instantly stopped without further damage. The only accident recorded is that which happened when some thoughtless person started an empty car down the track from the summit; the car shot down with terrific velocity and was shattered into splinters at the bottom." *- Wonders & Curiosities of the Railway by William Sloane Kennedy - S.C. Griggs and Co. Chicago 1884*

June 20th

Emmons Comes Calling: "Chas. Emmons, who is to have charge of the hotel on Mt. Washington, made a call here (in Lisbon, NH) on his way to Mt. Washington."

- Littleton Journal - Fri, Jun 20, 1884

June 21st

Marsh Looking Good: "Hon. Sylvester Marsh is in town this week. He is looking well."

- White Mountain Republic (Littleton, NH) - Sat, Jun 21, 1884

Howlands Head for the Summit: "Fred Howland is home from Dartmouth and is going to work on Mt. Washington. Mrs. M. N. Howland went up to Mt. Washington Saturday *(6/21)* (from Lisbon) to be matron of the Tip Top House."

- Littleton Journal - Fri, Jun 27, 1884



No. 7 Falcon with work car at Base of Mt. Washington, N.H.
- Photograph by Baldwin Coolidge - N.H. Historical Society

June 30th

New Operators, Timetable & Route: "A new time-table giving the summer schedule of trains on the old B. C. & M. and White Mountains Railroad has been issued. It takes effect next Monday *(6/30)*. As is generally known the above road has been leased to the Boston & Lowell Railroad, as well as the Northern. The time and trains are substantially the same as last year, except that the Mt. Washington excursion train runs through to Littleton instead of Wing Road as heretofore. This will be a great accommodation to our people as they will now be able to make the trip to eight the summit of Mt. Washington, Profile House, Flue or North Conway by rail and return the same day."

- White Mountain Republic (Littleton, NH) - Sat, Jun 28, 1884

July 4th

Littleton's Favorite Son Defended: Citizens of Littleton, New Hampshire gathered on the nation's birthday in 1884 to hold a Centennial Celebration of the incorporation of their town. The exercises were published by the town in 1887. The book included John M. Mitchell's address outlining Littleton's railroad history. In it, Mitchell hints at the Aiken-Marsh tussle over who deserved the credit for the engineering marvel up Mount Washington. Mitchell and Littleton clearly back Marsh. "Sylvester Marsh, then of this town, was the master spirit of the enterprise. His undertaking was, at first, with the general public, a subject of ridicule, and when he did vindicate his skill, sagacity and enterprise by the success of his great work, through which so much has been realized for this section of the state, there were those who denied to him the full credit for that which was conceived and accomplished by the final construction and completion of the Mt. Washington Railway. It is but just to Mr. Marsh, who was so long an enterprising citizen of this town, and whose energy and labor are so well deserving of recognition, that we give his own statement of the matter, which he made, under oath, before the United States Senate Committee of Labor, at Boston, October 30, 1883.

In the printed report, we find the examination of Mr. Marsh by the chairman of that committee, in the course of which he says: 'From Chicago, I came back to Jamaica Plains, near Boston, in 1855; was there six years; went back to Chicago, and staid there three years, until 1863. In 1863, I went to Brooklyn, N. Y., and was there from 1863 to 1864. I went from there to Littleton, N. H., for the purpose of building the railroad up Mt. Washington. I lived there 15 years, and then came to Concord, where I now live.

Q. You are the inventor and constructor of the Mount Washington Railroad?

A. Yessir.

Q. I wish you would give us some account of the invention and construction of the Mt. Washington Railroad ?

A. I got my charter from the state, in1858, for a railroad up Mt. Washington and Lafayette. Nobody believed in it, and it created quite a burst of laughter when the man in the legislature read the bill for a charter. Another man got up and moved to add to it, "a railroad to the moon." I did not commence the railroad until 1866. We were three years in building it. The railroad now pays 10 per cent, dividend on its stock, and during the summer of 1883 carried up eleven thousand people.

Q. You never proposed to build it as far as the moon yourself?

A. No, I did not propose going any further than I could find a foundation.

Q. And you concluded to keep your head level all the time ?

A. Yes. I have got a little book containing scraps of all the editorials that were written upon it for seven or eight years, and you would laugh if you could read some of those editorials.

Q. The editors are not always right then?

A. Well, these have been written since the road was built.

Q. After you had got to running it?

A. Yes, since it started, and after we had got two-thirds the way up, and so on.

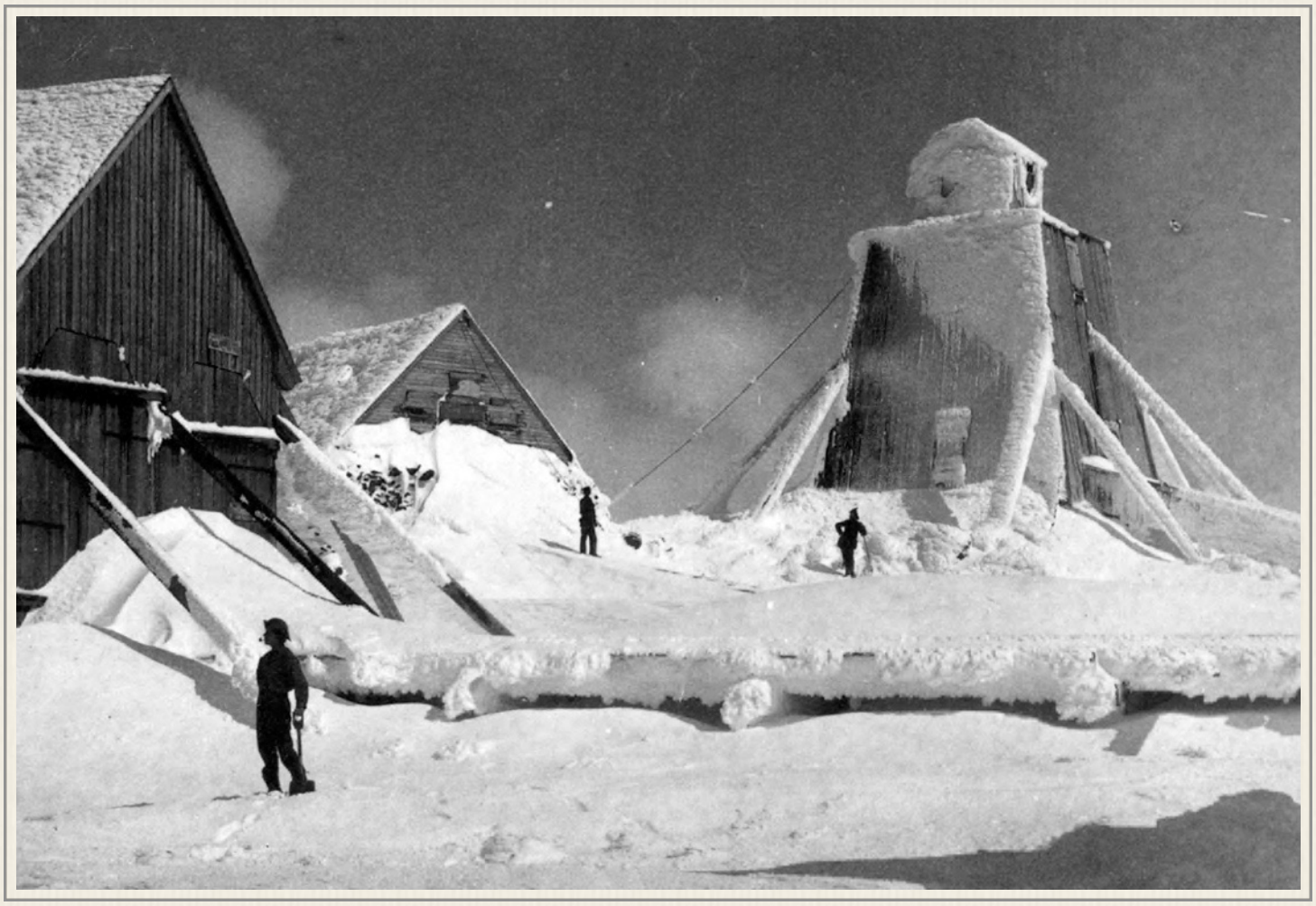
Q. How came you to build that railroad? What put the idea into your mind ?

A. Well, I built it for a pastime and to cure the dyspepsia more than anything else. I retired from business in 1855. After living a few years doing nothing, I had the dyspepsia very bad, and was compelled to do something to save my health. I got this idea and worked upon it, and built different models of it, until I worked it out. It was ridiculed a great deal, and was laughed at, but it cured the dyspepsia.

Q. And you and your family have been realizing the effects of that idea, ever since, and you have made quite a fortune by it, have you not ?



View Looking South from the Observatory: (L-R) Stage office, Among the Clouds office, roof of Signal Station behind MWR train sheds
- Photo by Baldwin Coolidge - N.H. Historical Society



Frost work on Mt. Washington by G. H. Aldrich & Co. (est. after 1883 Geodetic survey and before ATC new office.

A. Well, I have done pretty well. It is paying pretty well now. It has been a good thing for my native state, and brings a good many people into the state.*'

*Report of the committee of the United States Senate on the relations of labor and capital. Vol. 3, pp.606, 607, 620, Washington Gov't Print. Office, 1884."

July 12th

The Widow Dodge Retires: "Mrs. J. W. Dodge, so long in charge of the Mount Washington Summit House, is taking a much needed rest at her old home at Hampton Falls, N.H. Mrs. Dodge stands at the head of successful women hotel keepers, and her many friends will miss her when they come to the Summit. They congratulate her, however, upon the good fortune to be able to spend her days in the enjoyment of a pleasant and quiet home, after so many years of great care and hard work."

- Among the Clouds - Sat, July 12, 1884

Emmons Takes Over: The Summit House, on Mount Washington, kept for eleven seasons by Mrs. J.W. Dodge, is now under the management of Mr. Charles G. Emmons, who has leased the house and is the proprietor as well as the manager. Mr. Emmons is well known as a hotel keeper. For several years he was clerk of the Crawford House, for two seasons was one of the managers of the Hotel Wentworth at New Castle, and is now proprietor of that famous winter resort hotel, the Hamilton House, at Hamilton, Bermuda Islands. Mr. Emmons is recognized as one of the best hotel keepers in the country, and it will be his aim to make the Summit House the very best in the White Mountains. The rates will be lower than formerly - $5 for a single day, $4 for supper, lodging and breakfast, and $1.50 for dinner. Special rates will be made for those desiring to remain several days. There is no better place to spend a week or more, to get the wonderful atmospheric effects peculiar to elevated regions or northern latitudes, than on the Summit of Mount Washington. The hotel is heated with steam and guests can be as comfortable here, 6293 feet above the seas, as at any summer resort in the country. The sunsets and sunrises, as well as the clear and distant views, are grand beyond all conception.

From the Tropics to the Arctic regions is quite a jump in hotel keeping. Mr. Emmons, of the Summit House, brought the employees who had charge of the various departments of his hotel at Bermuda to Mount Washington and they seem to thrive even in this upper world. Continuous service brings with it good order and

efficiency and this is why everything goes on so smoothly at the Summit House. No better attention is given to guests than at this hotel. *- Among the Clouds - Sat, July 12, 1884*

Aiken Fish Story: "Walter Aiken, manager of the Mount Washington railway, caught a brook trout a few weeks ago in the Adirondacks that was 21 inches long, 6 inches wide and weight six pounds. It was the largest trout known to have been caught in New York state. This is a fish story, but unlike most of them this one is true." *- Among the Clouds - Sat, Jul 12, 1884 pg 4*

July 16th

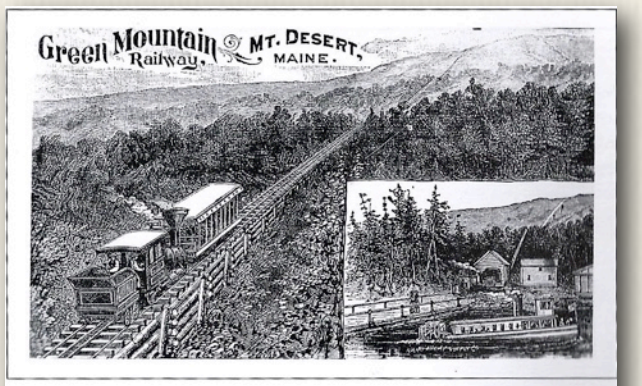
A New Cog Kid & Summit Pup: "Mr. Albert S. Randall, engineer on the Mount Washington railway, who came to the Summit with the last train yesterday and goes to the Base on the morning train today, received the congratulations of his friends last evening *(7/16)*. A telegram from Franklin Falls announced the birth of a daughter. A good dog, with a bad name, "Brandy" Pug, has been installed as the pet of the Summit House.

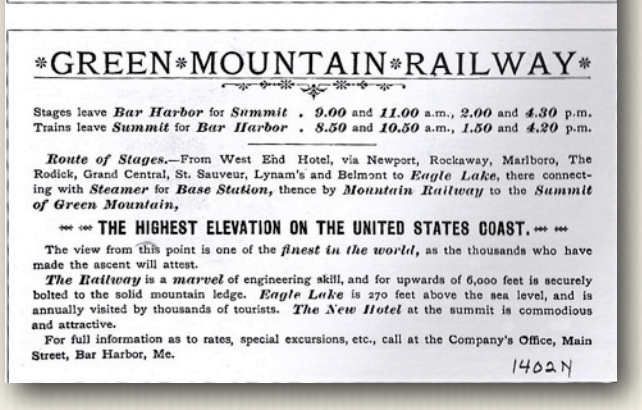
- Among the Clouds - Tue, July 15 & Thu, July 17, 1884

July 31st

Mt. Jefferson Snowfield: "The snow which usually remains on the eastern slope of Mount Jefferson until the middle of July has only just disappeared, lasting full ten days longer than in former years. The snow bank in Tuckerman's Ravine diminishes very slowly. A plank walk is to be extended eastward from the Summit House, so as to give visitors an opportunity to see the presidential range. Everything that is possible is being done to make the Summit attractive. This would be a perfect paradise if it were not for the clouds, and now and then a little wind and rain."

- Among the Clouds - Thu, July 31, 1884





August

Maine Cog - Help Wanted: "Albert S. Randall, engineer on the Mount Washington railway, who has been running an engine on the Green Mountain Railway at Mount Desert, has returned. He reports a light summer business at the summer resorts along the Maine coast. It was Jack McCarthy, engineer, and Fred Pillsbury, fireman, who left Wednesday *(8/6)*, to run on the Green Mountain Railway. Sam Butterworth concluded to remain here."

- Among the Clouds - Fri, Aug 1 & Fri, Aug 8, 1884



Francis H. Clergue built the Green Mountain House next to the old Mountain House on the summit of Green Mountain to serve patrons of his Green Mountain Cog Railway. Both the old and new structures (above) burned to the ground on August 2, 1884. (1883)
- Southwest Public Library Collection

August 3rd

Mrs. Campbell Pleased with Ride: "*Among the Clouds* says, "Mrs. W. P. Campbell, of Chicago, rode a slide-board on the Mount Washington railroad, from the summit to the base, a distance of three miles, inside of seven minutes *(on Sunday 8/3)*. She went down with one of the workmen of the railway, and was so much pleased with the trip that she was sorry the road was not longer."

- The Buffalo (NY) Commercial - Sat, Aug 30, 1884 pg. 4

August 6th

Maine Fire & Marsh Visit: The hotel *(left)* on Green Mountain *(now Cadillac Mountain)* at Bar Harbor burned Saturday *(8/2)*. Loss $9,000 - Insured $7,000. *(Ed. note: The Green Mountain Railway brought guests to the hotel)* President (Sylvester) Marsh of the Mount Washington Railway, daughter and niece, made a brief visit to the Summit yesterday *(8/6)*.

- Among The Clouds - Wed, Aug 6 & Thu, Aug 7, 1884

1884

August 7th

New York Newsman's Account: An editor of the *New York Main & Express* filed a story of his ascent of Mount Washington: "None but the skillful and sure-footed mountaineers can walk up. The railroad ride from base to summit costs $6, and the stage route is but little cheaper. It is cheap experience, though, if one has the money to spare. I am not going to load you with a matter-of-fact and oft-repeated history of the famous cog-wheel railroad which winds its crooked way up the mountain side, nor give you a description of its construction and mechanism. So let us begin the ascent. Right at the outset the train begins a sharp ascent of 1700 feet to the mile, and the timid begin to wish they hadn't come. The conductor stands in the doorway and assures them that never yet has a single person been injured on the road. Of course, a few restless people want to try and walk around. They deserve the awkward fall they get for their pains. The pinch comes at Jacob's Ladder, where the track zig-zags upwards over a trestle-work thirty feet above the rocks, and rises to it steepest grade, 1980 feet to the mile. It was a beautiful clear morning when we started, and all this time we had been getting wonderful views of the surrounding hills; the atmosphere grew damper and denser, and we had no sooner passed the limit of the trees than we found ourselves engulfed in a mist of Arctic desolation. The women bundled up in their shawls and the men turned up the collars of their overcoats. Yes, it was in August. The conductor stuck his head into the car again for a moment at the Gulf of Mexico. "There is a splendid view from here," he said, "If you could only see it." No, he wasn't joking. A ride of one hour and half (the distance is nearly three miles), and the train stopped before a long, low white building, bound fast to the rocks with beams and strong chains. Whew, how the wind howled, and how damp, dismal and cold it was. "Summit House," yelled the conductor. We hurried inside and huddled around a blazing fire. We had not registered an hour before a newsboy was calling out: "*Among the Clouds*, containing all the latest arrivals." Sure as you're born, our names (all but one spelled correctly) were before us in bold Brevier *(Ed note: approx. 8-pt type)*. I pinched myself to see if I wasn't in New York. The editor of *"Among the Clouds"* prints his paper in the old Tip-Top House, gets out two editions a day, and knows how to tickle people's vanity and open their pocket-books. All hands bought three or four copies at 10 cents each, and mailed them off to their friends without stopping to take breath."

- Among the Clouds - Sat, Aug 16, 1884

August 8th

International Summer Romance - Cog Origins: Special to *The Gazette:* "In the evening, in the parlours, where the concerts are now given and where occasional dancing is indulged in, there is quite a display of wealth and fashion, at both this hotel *(Fabyan House)* and the Glen House. The toilettes which are worn would grace a ladies' drawing room, while the display of diamonds and other jewels almost equals that of Saratoga and Newport. But there is one demure little girl from Ottawa – never fear, I am going to mention no names! – who has, until this evening, worn the quietest of dresses and no jewels at all except two very plain Roman gold knobs in her ears, and who has been so retiring that but few of the guests in the house have noticed her. But one of the guests has not only noticed her, but has paid her particular attention ever since they became acquainted, while making the ascent of Mount Washington some six weeks ago, for they have been here for nearly two months. He is a rich young fellow from New York, and is here with his mother, and she has always desperately opposed his devotion to the girl, for a long time ago she made up her mind that he should marry a rich girl, and as he is an only son and she is a widow, he has always treated her with tender deference. But in the present case he rebelled and vowed that he would marry this little Ottawa beauty if she would have him, despite all the opposition in the world. His mother threatened to return to New York, when he told her to go if she must, he was going to remain here, and so matters stood until to-day, the girl acknowledging that she liked him, but telling him she would never marry him in opposition to his mother's wishes; he begging and pleasing in vain, the old lady stern and inexorable. But at length, having thoroughly tested his love, my little Ottawa friend laid her hand in that of her adorer and asked him to take her to his mother, and reaching the madame's room she swept a magnificent courtesy before that astonished dame and demurely said to her – "Please, Mrs. Knickerbocker, I am worth a hundred thousand pounds, can I marry your son?" At first the old lady was non-plussed, but she quickly rose to the emergency and threw her arms about Miss Ottawa's neck, with a motherly hug and kiss, and told her she was a dear child and that she should marry her son if she did not have a penny. This latter assertion I am inclined to doubt somewhat, but however, that may be, the wedding occurs in October. - FROLIC"

- The Montreal Gazette – Tue, Aug 12, 1884 pg. 7

August 11th

Universalists' Lofty Camp Meeting Close: "The Universalists, who have been holding a grove camp meeting at Weirs, came to Mt. Washington this evening *(8/11)*, to the number of 104, under the leadership of Q. H. Shinn of Plymouth, and closed their meeting with speeches in the parlor of the Summit House. Among the prominent ministers present are Dr. H. W. Thompson of Chicago, Rev. S. P. Smith of Marblehead, Rev. S. A. Gardner of Milford and Rev. John Lyon of Bridgeport. The train was delayed by an accident to an engine at Woodsville, but the crowd were exceedingly good natured, and they spent the evening before the meeting by visiting the places of interest at the summit." *- Littleton Journal - Fri, Aug 15, 1884*

August 15th

Mrs. Hennessey to the Rescue: "Mrs. W. K. Hennessey (of Lisbon) has gone upon Mt. Washington to assist Mrs. Howland in the hotel." *- Littleton Journal - Fri, Aug 15, 1884*

August 20th

Judkins' Slide: The conductor of the Mount Washington Railway, E. Judkins, went down the railway on a slide board from the Summit to the Base last evening in three minutes.

- Among the Clouds - Thu, Aug 21, 1884

August 22nd

New Hampshire Wood Bermuda Bound: "The Littleton Lumber Company furnished the lumber for the entire Casino building, and in connection we would say that this company is doing a large of amount of business at present, having recently shipped fifteen carloads of lumber, a great deal of which was finish and moldings to Bermuda, to be used in the hotel which Dunn & Conant are building there for Walter Aiken of Franklin." *- Littleton Journal - Fri, Aug 22, 1884*

April 26th

Lightning Strike: "In the early part of the storm, occasional flashes could be seen through the fog, but as there was no thunder with it the lightning was thought to be so far distant, that it was unnecessary to cut out the telegraph instrument until 7:25 p.m., when a discharge passed through the wire and box relay in the office, which melted a portion of the lightning arrester and burst out the relay. At this time, the only one in the office was Pvt. Cahill who was sitting at the desk writing with his arm resting three feet from the telegraph instrument. The discharge entered his right forearm and left through the calf of the left leg and the second and third toes on the left foot. The sensation was like having a heavily loaded musket fired off close to the ears, and the effect was to partially stun him and make a stinging pain in the arm and leg, and a burning pain in the toes, besides caring him almost to death."

- R.S. Monahan 1933 transcription (p18-19) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

August 27th

Marsh's Last Ride?: Sylvester Marsh, projector and president of the Mount Washington Railway, made the trip to the Summit yesterday *(8/27)*. He was accompanied by his wife and daughter. *(Ed note: This may have been Marsh's last trip on his mountain-climbing railroad. He would die at the end of December 1884)*

- Among the Clouds - Thu, Aug 28, 1884



September

A New Summit Building: The foundation was laid yesterday *(9/4)* for another building on Mount Washington, which is to be occupied as the printing and editorial office of *Among the Clouds*. Mr. John Camden, the

track master of the Mount Washington Railway, has charge of it. The lumber for the printing office of *Among the Clouds* has arrived at the Summit *(9/10)*. The frame of the *Among the Clouds* building is to be raised today *(9/11)* and went up in the afternoon. Our New Office *(left)* - Mr. Walter Aiken, manager of the Mount Washington Railway, has begun the erection of a building, 24 by 36, for an office for *Among the Clouds*, which will be complete as soon as the weather will permit. This will give us much better facilities for printing our newspaper and will enable us to add several new and important features another season. *Among the Clouds* has had a large circulation this season, five times that of all other newspapers published in the White Mountains, which makes it an extremely valuable medium for advertising. It is the oldest summer resort journal published in this country, and no other one has a circulation that begins to compare with it. The new features to be added next season will greatly increase its circulation and make it still more valuable to the advertisers, as well as to the general reader.

- Among the Clouds - Fri, Sept 5; Wed, Sept 10; Thu, Sept 11 & Sat, Sept 13, 1884

September 19th

Above the Clouds: "Through the courtesy of Master of Transportation Sanborn of the Eastern, a party of railroad superintendents with a few ladies left Boston yesterday *(9/19)* morning at 6 o'clock for a quick trip to the summit of Mount Washington and return. The moderate grades of the Eastern road were soon passed over, when at North Conway the 120 foot grade of the Portland & Ogdensburg through the magnificent scenery of the Notch, brought Fabyan's in view. Here a transfer was made to the road running to the foot of the mountain with grades of 300 feet per mile, and by another change to the Mt. Washington Railway with grades as sharp as 1980 feet per mile the party soon found themselves above the clouds, at the summit of the grand old mountain, 6290 feet, or more than a mile, higher than the top of Bunker Hill monument. The views from the cars when ascending were superb, but as the summit itself was enveloped in clouds the attention of the party was mainly devoted to an excellent dinner prepared for them, after which a return over the route of the morning was made and the Hub reached in due time, the excursionist congratulated themselves that they had enjoyed the rare privilege of making a trip from Boston to the Summit of Mt. Washington and back to the city the same day. In fact it is doubtful if the trip was ever before made within the twenty-four hours. Before separating the excursionist were so well pleased with the attention received that a hearty vote of thanks was extended to Mr. Sanborn, Superintendent Hamilton of the Portland & Ogdensburg, and Supt. Aiken of that prodigy of a road, the Mt. Washington Railway."

- The Portland (ME) Daily Press - Sat, Sep 20, 1884 pg. 2

September 27th

Closing Time: "Summit House closed today for season. The discontinuance of stage travel on the east side of the (mountain). made it necessary to take in five of the extra rain gauges on the carriage road." -

- R.S. Monahan 1933 transcription (p19) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

September 30th

Western Gauges Collected: "All of the extra rain gauges on west side (of Mt. Washington) were taken in today. The amounts collected in them were as follows:

#1	Twin River Farm	3.91 inches
#2	Cold Spring	6.60
#3	Elev. of 4500' on RR	1.88
#4	Elev. of 5000' on RR	3.41
#5	Elev. of 5500' on RR	3.82
#6	Windmill Tank 6,000'	4.78

- R.S. Monahan 1933 transcription (p19) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

October 2nd

Horne to Bermuda: "John Horne, master mechanic of the Mount Washington railway, goes to Bermuda on the 2nd of October to put an engine and steam fixtures in the new Hamilton Hotel."

- Among the Clouds - Sep 12, 1884

October 3rd

Lisbon Summit Contingent Home: "Mrs. M. K. Hennessey has returned (to Lisbon) from Mt. Washington. Mrs. M. N. Howland and son closed their labors on Mt. Washington and returned home last week."

- Littleton Journal - Fri, Oct 3, 1884

October 2nd-7th

Communications Breakdown: "The Western Union telegraph lines from the Base to the Summit were taken down today *(10/2)*, and on substituting the Govt. cable, it was found that the wire would not work. *(10/3)* Lindsey started on a line trip at 2 p., and had a perilous trip back owing to the icy condition of the railroad. *(10/4)* Line still open and impossible to do any work on it owing to the storm. *(10/5)* The telegraph line was still open and was thoroughly examined by the civilian, who repaired several cuts made by the brakes used on slide-boards during the summers but failed to find all the trouble. *(10/6)* Line still open and impossible to do any work on it. owing to the storm. *(10/7)* With severe winter weather close at hand, the condition of the cable becomes alarming. It has been found cut in many places by the dropping of brakes on slide boards, and as the edges of the brakes are quite sharp, the cuts are difficult to find. They extend far enough through the insulation to break the wire, but not to part the cable and as the covering closes together again the line appears to be all right. The last remedy to resort to is to lay new cable along the places where the brakes are dropped most frequently. this was done today from the hotel to windmill tank and Pvt. Cahill left for the Base at 8:15 a.m. to examine the connections there and succeeded in getting a current on the line." -

- R.S. Monahan 1933 transcription (p20) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

December 22nd

Marsh is Dying: "Sylvester Marsh, who has been ill for some time with pneumonia, was reported to be dying on Monday *(12/22)*. Mr. Marsh is President of the Franconia Iron Company, and has been one of the most prominent men in business enterprises in New Hampshire. He was the inventor and projector of the Mt. Washington Railway." *- New York (NY) Evening Post - Wed, Dec 24, 1884 pg. 2*

December 27th

Marsh's Pneumonia: "Sylvester Marsh, Esq., formerly of (Littleton), is dangerously ill from pneumonia at his home in Concord."

- White Mountain Republic (Littleton, NH) - Sat, Dec 27, 1884

December 30th

Sylvester Marsh dies in Concord, New Hampshire at the age of 81. The Mount Washington Railway comes under control of the Concord and Montreal Railroad. *http://www.cog-railway.com/03timeline.htm*

Publication of *Among The Clouds* ***moves*** from the Tiptop House ***to it's own building*** *(previous page)* built for the paper. *- Story of Mt Washington*

Maine Mountain Railways: "**Green Mountain Railway.** This road is operated during the season of summer travel only, and thus far has proved a success. The road is well built, and maintained in a perfectly safe condition, and every precaution is adopted to guard against accident. We made an examination of this road in the early summer *(1884)* and found it as stated above. **Mount Desert Railroad**. A corporation under the title of Mount Desert Railway was organized in the fall of 1883, under the provision of the statute. This company proposed to construct a railroad from the village of Bar Harbor, in the town of Eden, to the base of Green Mountain in said town, a distance of three miles; gauge two feet. A hearing on petition for location was given by the Commissioners to parties interested, January 16 and 17, 1884, and the same was approved in part. Decision in Case of Mt. Desert Railway. The petitioners, a railroad corporation, organized under the general railroad law, ask for approval of the location of their road... The petitioners claim, as appears from the testimony adduced at the hearing, that the attractions of Green Mountain are such as to lead many thousands of people to visit it during the summer months, annually; that since the facilities were afforded by the Green Mountain Railroad, in making the ascent, the number of visitors has largely increased; and that they have experienced many difficulties in transporting those who desire to visit the mountain, from the village of Bar Harbor to their railroad now existing. On the other hand, a large number of residents and non-residents of the town of Eden, and others interested, have presented remonstrances, in which, among other things, they claim that "the construction and operation of a railroad in the streets and on the shore in the village of Bar Harbor, as proposed,



would be objectionable in the highest degree to visitors and resident; that it would materially check the growth of the place and be the means of greatly injuring it as a summer resort; and that it would destroy in effect the value of the residence now there, and put an end of the sale of shore lands for such purposes." Also that the construction and operation of the railroad as proposed, would endanger, in dry seasons, the woods growing upon the island, which, as they say, are now a source of attraction, etc. These allegations also have been supported with or less testimony, it being in a great degree speculative, as from the nature of the case it could not be otherwise. Among the many attractions on said island, is the range of mountains, the highest of which is Green Mountain, upon which a hotel has been built, and a railroad constructed from its base to its summit; that on said road four thousand people have ascended the mountain the past season. This railroad on the mountain was deemed a *public convenience*, within the meaning of the statute. by this Board, at the time of its construction, for the purpose of making the ascent. Large sums of money have been expended in its construction and equipment. The amount of travel upon it, during the past season, fully sustains the theory that it is a public convenience. Would the contemplated narrow gauge railroad from Bar Harbor village to connect with this road on the mountain be a *public convenience?* Do the public exigencies require its construction; or do they require that these people who may desire to visit the summit... and view the scenery be obliged to walk... simply because the sound of a locomotive's whistle might grate harshly upon the ears of some one in retirement, or lest a spark from said locomotive might cause a fire in the woods... and destroy the same to some extent. Nature has given Mt. Desert Island some of the grandest scenery on the glove. It was placed here not for the eye of the rich alone, but for that of the poor as well; not for the few, but for the public; for those who stay but a day, as well as for those who stay months and years; and for the purpose of viewing it they avail themselves of the more modern means of travel, whether the object be business or pleasure. And we think railroads may be lawfully constructed to meet the demands of the public in this respect; and that the right of eminent domain may be exercised for such purpose. (H)aving considered all the evidence... we are satisfied, and our finding is, that the public convenience and exigencies require such a railroad as the petitioners propose to construct, from some point at or near the village of Bar Harbor, in said town of Eden, to the proposed terminus at the base of Green Mountain. But we think the objection of the remonstrants to the construction of such road along the shore through said village of Bar Harbor is well founded. While it would undoubtedly be convenient for this corporation to have their road constructed to a point to connect with steamboats running to and from that place, we do not think the public exigencies demand it, but rather demand that it should not be so constructed. Bar Harbor Village is not a commercial center, but a place of summer resort, the home of the public (for the time being) who resort there, and they have an interest in it as such, with all its varied attractions, which ought not needlessly to be broken in upon and destroyed, or greatly injured, as it undoubtedly would by running a railroad along the shore front through the village. We are also convinced that the construction and operation of such road through that village... would... destroy the value of residences and real estate in that locality and... its immediate vicinity. We therefore do not approve of... the location... as now surveyed through the village of Bar Harbor, and the prayer of the petitioners in that respect must be denied."

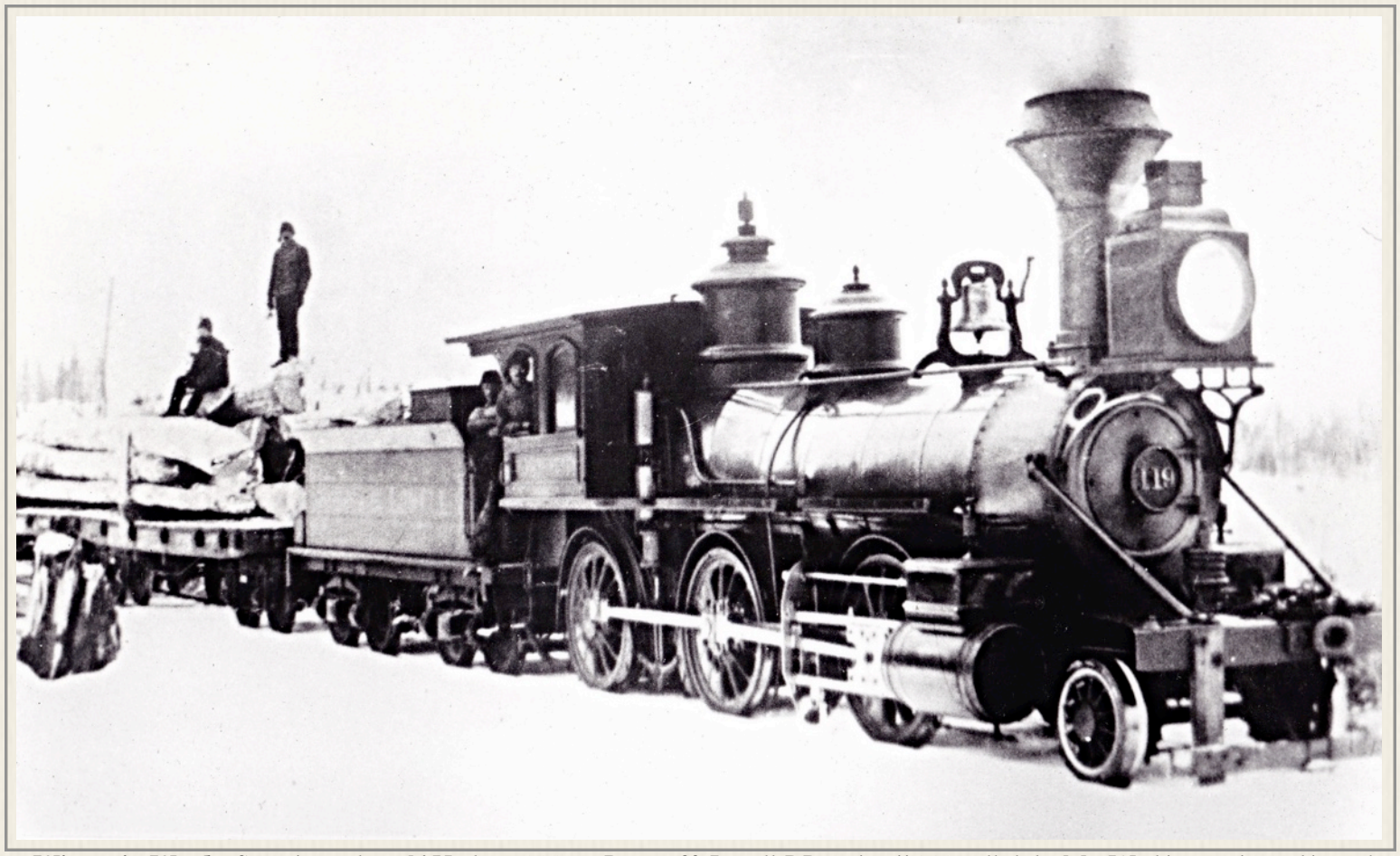
- Maine Railroad Commissioners' Annual Report 1885



Sylvester Marsh

1803 - 1884

Walter Aiken 1885-1893



Winter's Work: *Scene is northern N.H.about 1885 - Boston & Lowell RR engine #119 called the Mt. Washington, is working a logging operation for the winter. The engine is a Manchester built 2-6-0 and worked at the base line on Mt. Washington in the summertime.*
- Photo from the Robert J. Girouard Collection / NewHampshireThenAndNow

1885

January 3rd

Marsh is Dead: *"*Sylvester Marsh, Esq., well known as a former resident of this village (of Littleton), died at his residence in Concord last Tuesday from pneumonia. He was born in Campton September 30, 1803 and was one of a family of 14 children. Mr. Marsh worked on a farm and attended school in his native town until he was 19 years old when he went to Boston. From there he went west and there engaged in the business of buying and slaughtering hogs and cattle for the eastern market. He made a fortune at the business and engaged in other enterprises for many years (in Chicago) finally coming to Littleton in 1864. In 1866 he commenced the work of building the railroad up Mt. Washington, which has given him so much renown. He was a man of great capacity, energetic and always anxious to be engaged in some enterprise. He made several important inventions and occupied many positions of importance and trust. He buried his two boys, Frank and Sylvester Jr., here and a wife and four daughters survive him."

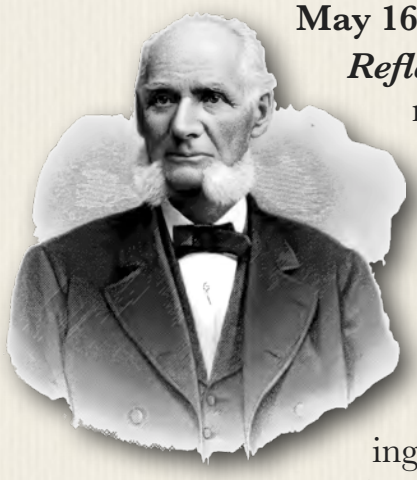
- White Mountain Republic (Littleton, NH) - Sat, Jan 3, 1885

January 22nd-23rd

Hurricane Fire?: "The coldest and windiest day on record for Mount Washington. Temperature fell to 50° below zero and the hurricane which set in last night continued all day blowing hardest during the forenoon. Considerable alarm was caused at 8:50 a.m. when a violent gust of wind broke the chimney off, close to the roof. This was immediately followed by a powerful downward draft, which made a frightful noise and filled the house with hot ashes and gas. The air in the house became so stifling that for about a minute after the outside

door was opened it was impossible to get near enough to the stoves to adjust the dampers and it seemed as if nothing could save the house from burning. Hasty preparations were made to leave. The warmest clothing was thrown close to the door, a small valise filled with crackers, brandy, matches, paper, telegraph instruments and pliers. A few dispatches were written and by this time, enough of the hot air and gas had escaped from the room to allow entrance. Everything in the room was covered with a thick coating of ashes which kept rushing from the stoves until all of the dampers were shut off, and immediate danger was then passed. The detached portion of the chimney laid almost in one piece, across the main part all day, and was held on top of the slanting roof by ice and frostwork. The escape from fire was Providential, for had the house burned it would have been impossible to descend the mountain and the only chance for escape would be to break into the hotel and cover up with blankets until the weather moderated. *(6/23)* The loose part of the chimney was thrown off of the roof during the afternoon." -

- R.S. Monahan 1933 transcription (p22) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library



Sylvester Marsh

May 16th

Reflection on Marsh's Death: *"*The recent death of Sylvester Marsh, the eminent engineer and inventor, at the age of 81 years, recalls his work in the design and construction of the Mount Washington Railway. The extraordinary precautions which have enabled this road to carry passengers without a single injury during the fifteen years that the line has been in operation may be best be illustrated by the answers of a conductor to the timid lady who asked how they kept the train from running down (the mountain). He answered that it was accomplished by the pressure in the engine cylinder. The question was further urged as to the consequences of the failure of this method, and in answer to repeated questions the man gave information respecting the brakes gripping the middle rail, the power brakes upon the wheels, and the hand brakes for the same purpose; and also the pawls which drop into the rack constituting the middle rail. And then she persistently asked what would happen if all these failed? "That is a question of theology, madam!" he replied."

- Scientific American - May 16, 1885 pg. 1

May 17th

Forest Fires: "Large forest fires continue to burn in the valleys on the west side of the mountain. A new one at Twin River started early this a.m. or late yesterday p.m. and burnt quite fiercely all day, endangering a large quantity of cordwood stories near the railway for the Mount Washington Railroad. It was only saved by the exertions of Mr. John Camden and his men at the Base."

- R.S. Monahan 1933 transcription (p24) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

May 27th

May's Bay State Monthly on Marsh: "Charles Carleton Coffin is the author of a biographical sketch of "Sylvester Marsh, projector of the Mount Washington Railway," which opens the May number of the *Bay State Monthly.* It is an interesting portrayal of the career of a typical, enterprising New Englander. A fine steel portrait *(right)* of Mr. Marsh accompanies the same. Another short biography of much interest is that of "Barnabas Brodt David," by Rev. J. G. Davis. The most conspicuous article in this number is on "The White and Franconia Mountains," by Fred Myron Colby. The subject is treated in a bright, fresh, and original manner, and the article is sure to have a very wide reading."

- Fall River (MA) Daily Evening News - Wed, May 27, 1885 pg. 4

May 31st

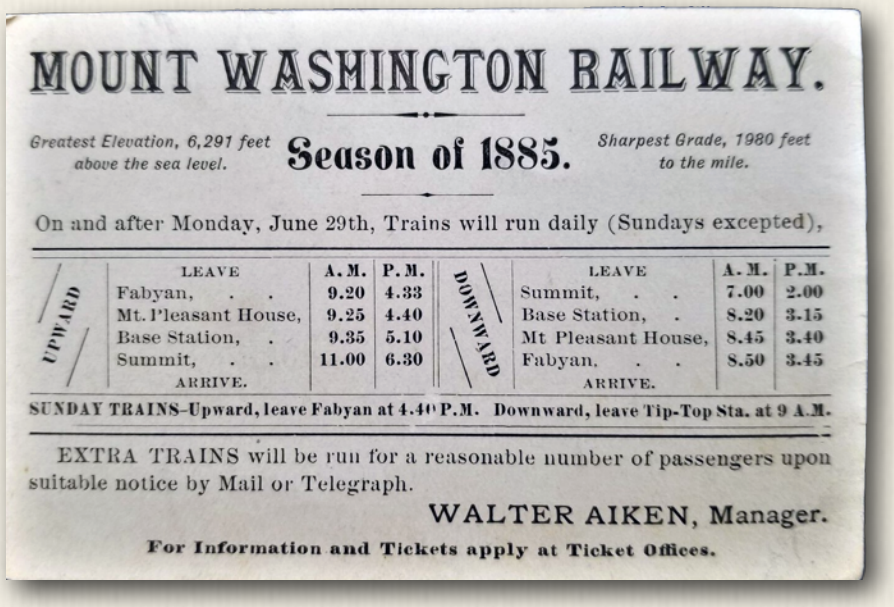
Triple Wind Sites: "Commenced at noon a record of wind with three anemometers, one placed on the point of rocks a little south of west and about 175 feet from the station, another on the northwest end of the engine house and the other on top of the tower."

- R.S. Monahan 1933 transcription (p24) of Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library

June

New Hampshire Railroad Commissioners Report: This road was chartered in 1858. Charter was renewed from time to time until 1870, when construction began. The merit of originating this novel enterprise in railroad construction belongs to Herrick Aiken, of Franklin, who had conceived its possibility as early as 1850.

He subsequently visited the mountain, and in 1857 he constructed a model to illustrate his idea. Mr. Aiken failing in health, Sylvester Marsh took up the project, invented the cog-wheel, and carried the enterprise forward to completion in 1872. The operative power has been improved, and the liability to accident reduced to the minimum by the care and skill of Walter Aiken, son of the originator, and manager of the road. The capital stock is $129,000. The cost was $139,000. The road has paid 9 and 10 per cent dividends since 1879. Inspection: A report of the inspection of this road will be found in the report for 1884. ***1884 Season*** - Total income: $27,663.93 - Total expenses (incl taxes): $12,791.02 - Total passengers: 8,736.



MOUNT WASHINGTON RAILWAY.

Greatest Elevation, 6,291 feet above the sea level. **Season of 1885.** *Sharpest Grade, 1980 feet to the mile.*

On and after Monday, June 29th, Trains will run daily (Sundays excepted),

UPWARD	LEAVE	A.M.	P.M.	DOWNWARD	LEAVE	A.M.	P.M.
	Fabyan, . .	9.20	4.33		Summit, . .	7.00	2.00
	Mt. Pleasant House,	9.25	4.40		Base Station, .	8.20	3.15
	Base Station, .	9.35	5.10		Mt Pleasant House,	8.45	3.40
	Summit, . .	11.00	6.30		Fabyan, . .	8.50	3.45
	ARRIVE.				ARRIVE.		

SUNDAY TRAINS–Upward, leave Fabyan at 4.40 P.M. Downward, leave Tip-Top Sta. at 9 A.M.

EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.

WALTER AIKEN, Manager.

For Information and Tickets apply at Ticket Offices.

June 6th

Anemometer Away: "Engine House anemometer cups blew off at 7 a.m."

- R.S. Monahan 1933 transcription (p24) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

June 10th

Anemometer Away 2: "Anemometer cups on tower blew off and were broken at 10:25 a.m. Discharged Civilian Assistant Laundry (overstayed his time on mail trip two days)."

- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

June 11th

Anemometer Still Away: "Engine House anemometer not placed in position owing to support begin unsteady and cannot be until it is fixed."

- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

June 29th

Tip-Top Abandoned: "The Old Tip-Top House is no longer the habitation of man. For eight seasons it served as the office of *Among the Clouds*; but on the 26th of September, 1884, the last work was done under its roof, and it is now like some deserted castle, a reminder of other days. *(The new Among the Clouds office above)* (Tip Top) was erected in 1853 – the second building on Mount Washington – and is now the oldest building on the Summit, its predecessor having been taken down last year to give place to a better building, now occupied by the hotel help. The Tip-Top will be kept as a relic of other days, and as such is one of the attractions to the many thousands who come here. It was once considered a fine building; but the improvements of a later day have made it seem a gloomy place, as indeed it is."

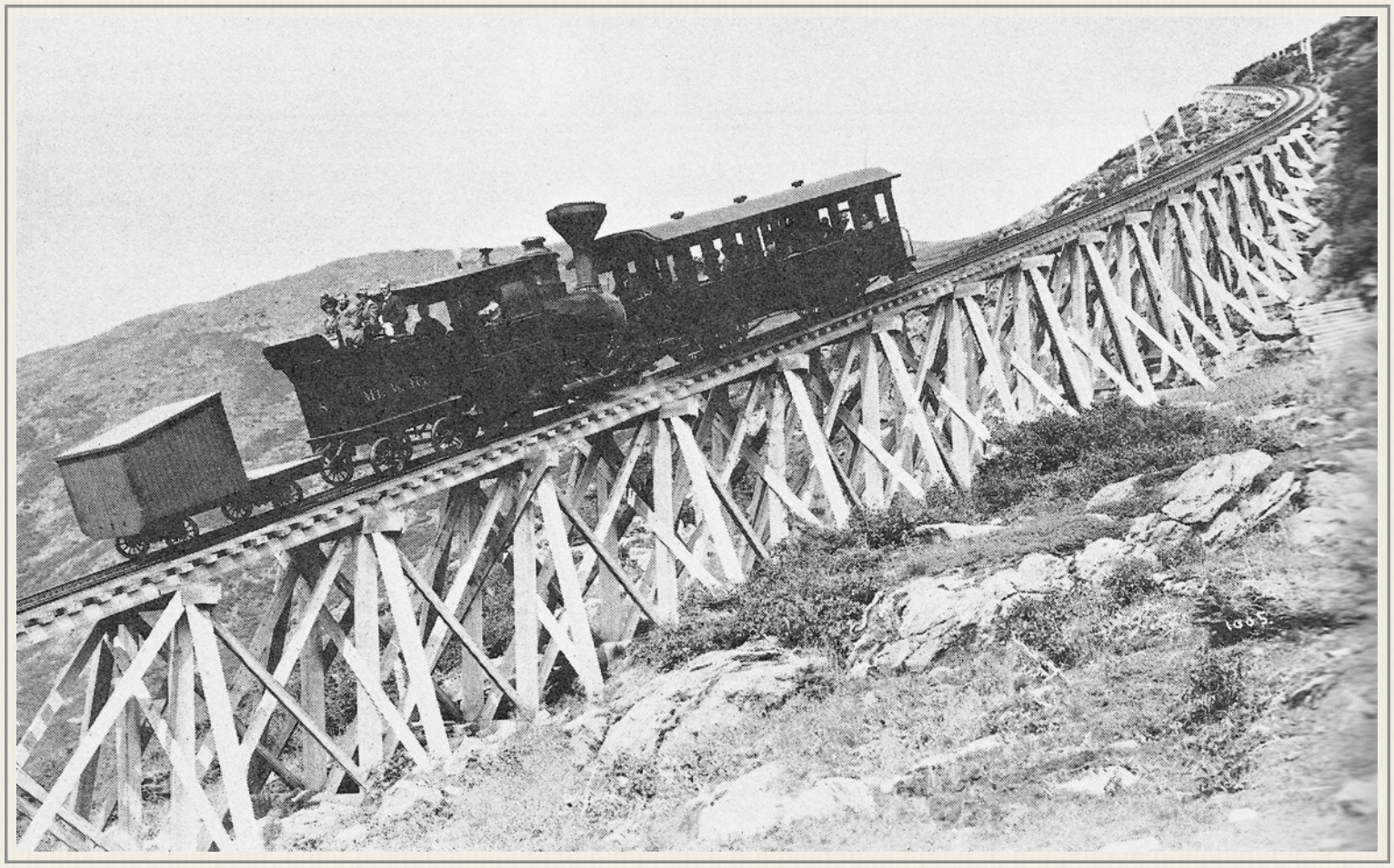
Cog Season Begins: "The Mount Washington Railway began its regular trips for the summer on Monday, the 29th of June. Several special trips were made before that date. The Mount Washington Railway has been thoroughly overhauled and put in good condition. A thousand feet of new trestle has been built below the Lizzie Bourne monument, and other parts of the track have been strengthened. The road was never in better condition for its summer business."

Marshfield House: "The Marshfield House at the base of Mount Washington will be under the management of Abel Barron. The rates will be $2 a day."

- Among the Clouds - Sat, Jul 11, 1885

July 2nd

Signal Station Visitor Zapped: "The thunder continue to be heard at intervals the whole afternoon and reached its greatest intensity about 12:30 p.m. when James Camden, an employee of the Mt. Washington Railroad while sitting on the operating table in the Signal Station was struck by a thunder bolt and had both his legs temporarily paralyzed by the shock. The charge first struct a timber near the station to which the Kerite cable was attached, shivering it badly and burning the insulation material of the wires in several places, then entering the station jumped from the plug cut out on the table tearing several sheets of blotting paper into shreds and



Engine No. 8 descends over Jacob's Ladder with baggage car & passengers riding in the tender. (1885)
- White Mountains Remembered FB

singeing the oil cloth covering for the table, then passed through both legs of Mr. Camden, whose feet rested on a stove zinc, to the floor, tearing up a small piece of linoleum at the other extremity of the room and then disappearing.. *** Mr. James Camden, whose escape form instant death was miraculous, with his lower extremities devoid of all sensibility was conveyed to the Base by a special train, His feet placed in moist earth and instantly he recovered control of his legs and suffered nothing more than a slight lameness afterwards."

- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

July 3rd

Struck Without Signal: During a heavy thunder and hail storm this noon a bolt of lightning entered the signal station and struck James Camden, an employee of the Mount Washington railway, throwing him to the floor and paralyzing both legs. Two other persons had slight shocks. The electric current played strange freaks, tearing the blotting paper on the table to shreds, burning the table cover and scattering pieces of the linoleum oilcloth about the room. In the Summit House a piece of wood was torn from the sheathing of the parlor and thrown twenty feet. Camden was taken down the mountain by special train and the experiment tried of putting his feet in moist earth just as a telegraph wire is "grounded," and he experienced some relief from the treatment." *- Boston Weekly Globe - Tue, Jul 7, 1885 pg. 1*

Lightning Strike Follow-Up: "About noon on Friday, July 3, the Summit was visited by a severe thunder and hail storm, and one lightning bolt succeeded in accomplishing a good deal of mischief. The telegraph cable carried it into the signal station, where James Camden, a railroad employee, was sitting on the telegraph table, conversing with Assistant Observer Bauer. Camden was struck in the hip and thrown helpless to the floor, while several sheets of blotting paper on the table were torn into shreds, and pieces of linoleum oil cloth scattered about the room. The victim of the lightning was picked up partially paralyzed, and laid on Sergt. Beale's bed until he began to improve. It was suggested that his feet be placed in moist earth, the same way that a telegraph wire is grounded., to give the electricity a chance to escape from his body. It is a well known fact that a wire cannot be grounded at the top *(of the mountain)*, because of the rocky soil, so the patient was taken to the base on a special train, and the experiment tried there. The results were seemingly successful, the sufferer being relieved in a short tie, and stated that he felt the electricity flowing from his feet. He was at work the next day, rather lame, but apparently little the worse for his perilous adventure. The same flash of lightning entered the hotel parlor, tearing out a piece of the sheathing, and tearing the clapboards on the outside of the building.

The hail fell to the depth of several inches, and when the clouds lifted, observers below thought the mountain was snow-capped. A path had to be shoveled across the platform to the train, through the drifted hail-stones."

- Among the Clouds - Tue, Jul 14, 1885 pg. 8

July 11th

Aiken Fish Story: "Manager *(Walter)* Aiken of the Mount Washington Railway came back from his Adirondack fishing trip a few days ago. Among his catches were eighteen trout which weighed fifty-six pounds."

- Among the Clouds - Sat, July 11th, 1885

SQUIRREL !!!: "While repairing one of the engines of the Mount Washington Railway Master Mechanic John Horne found that one of the pistons of the engine would not work, and on opening the cylinder-head found that two quarts of cherry stones had been deposited in it by some industrious squirrel. On examination it was found that the squirrel, after the engine had been laid up for winter, had entered the fire arch and crawled up through the grates where it had built a nest. In going to the place where he had deposited his winter store of nuts he had passed from his nest through one of the boiler tube to the smoke arch, then through the exhaust steam pipe into the steam chest, and thence through the steam porthole into the cylinder. In making his trips in and out the squirrel had traveled a full forty feet. His prudence and industry might serve as a good lesson for the provident." *- Among the Clouds - Sat, Jul 11, 1885 and reprinted The Lima (OH) News - Wed, Jul 15, 1885 pg. 3*



Among the Clouds' New Home Described: "Last fall a new building exclusively for the use of this paper was erected by Walter Aiken, Manager of the Mt. Washington Railway, and our printing press and material were moved in the last of September. The building stands a few feet west of the hotel, between the latter and the car house. This season the interior of the office has been finished off and we are well settled in our new quarters *(next page)*, which are commodious and convenient, even if not as spacious as those of a city daily. The building is 24 by 36 feet, one and one-half stories high, and is amply lighted by four windows on each side and two in front. It was built under the direction of Roadmaster John Camden, and in the thorough and substantial style in which "Uncle John's" work is always done, whether in the building of trestle on the railway or in putting up a house." *- Among the Clouds - Sat, Jul 11, 1885*

July 13th

West Gauges Return along Track: "Rain gauges on west side from summit to Twin River Farm to be measured once a week placed in position."

- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

July 14th

Mount Washington Coal Conversion: "The engine *Mount Washington*, which takes the passenger train between Fabyan station and the Base is to be changed from a wood to a coal burner. The Mogul engine *Northern*, of the Northern division of the (Boston &) Lowell road, will take its place until the alteration is finished." *(Ed. Note: Wood to coal conversion is accomplished by changing the fixed grates of wood-burning fireboxes to moveable grates so that coal fires can be "shaken" and the larger coal ash drop to the pan. Moveable grates can also be used to burn wood.)*

- Among the Clouds - Tue, July 14, 1885

July 17th

Mount Washington Back on Spur Line: "Engineer (John F.) Marsh took the engine *Northern* to Woodsville (NH) Thursday night *(7/16)* coming back with the *Mount Washington,* which has been converted into a coal burner and will resume her trips between Fabyan's and the Base today."

- Among the Clouds - Fri, Jul 17, 1885

July 19th

More Track at the Summit: "The increase of travel to Mount Washington from year to year necessitates additional track room at the Summit. A hundred feet of track has just been laid, sufficient to accommodate two trains. It extends from the turn table towards the Signal Station. Railroad people as well as hotel keepers forget the amount of the July business at the opening of any season, and they frequently imagine the volume is far behind that of the previous year, but when they come to make comparison they find that it is not so far behind as they had supposed. When additional facilities are required it is a sure sign that more people are yearly coming to the mountains. A depression in business for a time has the effect to temporarily decrease the number of pleasure travelers, but there has been a growth that will hold its own and will continue in the future."

- Among the Clouds - Sun, Jul 19, 1885



July 24th

Barron Leases Summit House: "It is said that the Summit House on Mt. Washington has been leased to Barron, Merrill and Barron for five years beginning with next season *(1886)*."

- Littleton Journal - Fri, Jul 24, 1885

July 25th

Marshfield House Touted: "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. It stands at an elevation of 2700 feet above sea level; the view extends down the Ammonoosuc valley and to the Green Mountains of Vermont. Hay fever is unknown, the air is cool and invigorating. The house has been put thorough repair and visitors will find comfortable accommodations and the table supplied with the best of everything. Those fond of fishing will find some of the finest trout brooks in all the mountain region easy of access. A mile and a half up the Ammonoosuc river are Capt. Dodge's Cascades, which are among the finest in the mountains. The Ammonoosuc falls with are within easy walking distance by the turnpike. Carriages can be had for drives to all points of interest. Being only three miles from the top of Mt. Washington by railroad, this is the very best place from which to begin the ascent, as one may always be sure of the weather before starting. The mails are received daily via Fabyan House, and there will be a telegraph office close by the hotel. 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*

1885

July 27th

Where It Is Cool: "The departure of the daily parties of enthusiasts who long to breathe the air of the summit of Mount Washington is a scene of bustle and pleasant confusion. The train of observation cars starts from the Fabyan house, and the curious, gondola-shaped affairs are generally packed with pretty girls in mountain suits and neglige hats, each proudly waving an Alpine stock to aid the fair owner in embarking and disembarking from the car platform. The date of the ascent is carved or burned in the wooden staff, and original-minded damsels adorn the long stick with parti-colored ribbons, with a flying streamer to indicate each ascent. There is a fascination in risking the seeming dangers of the trip up the incline, and although the Mount Washington railway has been in operation without an accident for eighteen years, tourists who go up the steep ascent annually never cease to be impressed with the disregard of the laws of gravity by the little locomotive and its car as it winds up and along the precipice at a snail's pace. The study of a car filled with people affords a spectacle of the varied influences exercised by the sense of fear. Some will look at the floor without lifting the eyes; others will glance out of the windows with an expression of awe on their faces, while adventurous damsels will go out on the platform and gaze on the wild surroundings. The summit has been visited by a very large number of tourists this season. The railway has been extensively repaired and fresh rolling stock added. The hotel, which presents a strange appearance with the anchor chains binding it securely to the rocks, would be called a first-class establishment if it were located on the ordinary level of the earth's surface. During the past week the huge stove in the hall has glowed with its burning anthracite, and the steam pipes in the long dining hall have merrily hissed and crackled as the diner sought the table nearest their friendly radiating surface. Visitors frequently are caught in a cold blast on the mountain top, and sigh for the thick woolen wraps of midwinter. A few days since a party of ladies made the descent seated on the tender of the locomotive, which slowly crawls backward down the fearful incline. "The sensation is one of almost uncontrollable terror for a few moments after starting," said one of the party, Mrs. W. J. Mosely, of New Haven, "but a reassuring confidence sets in, and a person loses the idea that a spill into the Ammonoosuc Valley, five miles below, is about to take place."

- Philadelphia Inquirer - Mon, Jul 27, 1885 pg. 3

August 5th

Restating Baggage Rules: "The rules in relation to conveying personal baggage now in force on all railroads in New Hampshire, has been adopted by the Mount Washington Railway, and no charge is made for conveying trunks and other personal baggage, either to or from the Summit of Mt. Washington. Walter Aiken - manager." *- Among The Clouds - Wed, Aug 5, 1885 pg. 4*

August 10th

Big Night on Top: "The Summit House had 230 guests last night *(8/10)* – the largest number of the season. It took six trains to bring the passengers of the Mount Washington railway to the Summit last evening."

- Among the Clouds - Aug 11, 1885

August 13th

Emmons & Summit Healthier: "Mr. Charles Emmons, proprietor of the Summit House, who has for several months been in ill health, is improving and has been able to spend several days at the Summit. His many friends hope that he may soon be restored to perfect health." The reputation of the Summit House is making a steady gain with tourists. Notwithstanding its remoteness from the markets and other advantages, it has no superior in the White Mountains. Its tables and management are as near perfection as can be reasonably expected. Although travel is generally lighter throughout the mountains the receipts of the house are only a little behind those of last year for the corresponding time. The visitors are making a longer stay, finding that they can be made as comfortable here as in any other hotel." *- Among the Clouds - Aug 13, 1885*

August 17th

Great Day: "Monday was a great day for Mount Washington both in weather and business. There were 250 arrivals at noon, requiring six trains to bring the passengers coming by rail to the Summit. There were over one hundred arrivals in the afternoon and evening and the Summit House had 125 guests for the night."

- Among the Clouds - Tue, Aug 18, 1885

Waumbek Junction Burns: "The old house at Waumbek junction on the Mount Washington Railway, burned Tuesday *(8/18)* night, built in 1867 and after the railroad was finished it was used for a short time by the

government as a signal station. The fire is supposed to have originated from a spark from one of the engines while descending the mountain." / "An old landmark on Mt. Washington was removed by an accidental fire Monday *(8/17)* night - the old and half-ruined house familiarly called "Waumbek Station," about a mile above the base. It was built in 1867, the second year that work was in progress on the Mt. Washington railroad, and was occupied as a shelter for workmen until construction was finished. It took its name from the Waumbek bridle path from Jefferson, which in old times joined the Fabyan bridle path at that point. Since the road was finished, the old house has only been of use to the signal men at the summit, who have taken refuge in it from sudden storms."

- Among the Clouds - Wed, Aug 19, 1885 / Boston Sunday Herald - Sun, Aug 23, 1885 pg. 8

August 25th

Play Ball?: "A base ball nine has been organized on the Summit of Mount Washington, with J. W. Bauer, of the signal office, as manager. They will be pleased to hear from any neighboring clubs that wish to arrange games with them."

- Among the Clouds - Tue, Aug 25, 1885

Old Sol Shines Through: "Last evening's arrivals were extremely fortunate in "catching" the most glorious sunset of the season. Just before the arrival of the train a heavy cloud bank threatened to doom many to disappointment, but suddenly it lifted and revealed "Old Sol" in all his splendor. For miles in the western horizon beautifully formed clouds were set off in the very brilliant colors of the setting sun. The threatened cloud only proved a benefit; for the heaven seemed one blaze of light, leaving an impression long to be remembered."

- Among the Clouds - Wed, Aug 26, 1885

September 1st

Full House / Full Lake: "Five trains came to the Summit yesterday *(9/1)* noon, bringing 200 passengers. The unusual amount of water running out of the Lake of the Clouds made a beautiful sight and attracted the attention of the passengers by train last night."

- Among the Clouds - Wed, Sept 2, 1885

September 4th

Spur Train Decorations: "The engine *Mt. Washington* was yesterday gay with decorations of the berries of the Mountain-ash."

- Among the Clouds - Sat, Sep 5, 1885

September 5th

Patented Sock Making: "Walter Aiken, the distinguished inventor and manufacturer of Franklin, has been granted two patents on knitting machines and one on a device for knitting machines. The patents apply to Mr. Aiken's new invention for knitting seamless hose."

- White Mountain Republic (Littleton, NH) - Sat, Sep 5, 1885

September 8th

Vegetation Noted: "We came up this morning from Fabyans, making the trip in one hour and three quarters. the engine that brought us bears the name of *Eagle*. All the way up the views were magnificent. A few words now as to the vegetation along the line of the Mount Washington Railroad. Near the base of the mountain, there is a thick growth of spruce and yellow birch, the trees quite large, as one ascends the same trees, in kind, dwindle, become dwarfed, knotted and gnarled. Higher up vegetation ceases, excepting here and there the presence of wild, high grass, on the summit there is no vegetation, but a wild scene of rocks, tumbled and heaped as though giants had, in wrath or sport, tossed them about in confusion. Our impression, in looking around upon this scene of apparent desolation, was reverent, as recognizing a spot speaking to us of a far away upheaval in the throes of the original creation. We cannot close without an expression of gratitude to those who have enabled us to see and enjoy so much."

- Poughkeepsie (NY) Eagle-News - Thu, Sep 17, 1885 pg. 4

September 11th

Practice, Practice & Engine House Accommodations: "The base ball club at the Summit is still practicing daily, (when the ball can be seen.) An opposition to the Summit House has been started in the Engine

House, and eight season boarders are already in comfortable quarters. Applications for accommodations should be addressed to the steward, Summit House."

- Among the Clouds - Fri, Sep 11, 1885

September 12th

Last Mail Edition: "With this issue the mail edition of *Among the Clouds* will be discontinued for the season. The edition issued for tourists at the Summit will be printed as before until the first of October, or to the close of travel. *Among the Clouds* is the only paper in the White Mountains taking the arrivals at the large hotels by telegraph. It is the pioneer of summer resort journalism - the first in the field, and first in enterprise. It has always had the largest circulation and consequently is the best advertising medium. It never seeks to create a false impression as to is circulation, but every advertiser can find out the exact truth. For this year its total circulation has reached 40,000 copies. The new features adopted this year will be more fully carried out in the future and the paper will be kept far in advance of all other publications of its class."

- Among the Clouds - Sat, Sept 12, 1885.

September 13th

Half Fare on the Railways/No Walking: "Beginning on (September) 13th the fare from Fabyan's to Mount Washington and return, will be $3, just one half the regular rates. The Mount Washington Railway and the Boston and Lowell make this low rate to give all now in the mountains and those who may come an opportunity to make the ascent of Mount Washington. This reduction is made to all whether in excursion parties or not. But no reduction to those going one way. The Summit House will also reduce its rates at the same time to $4 a day - $1 for dinner and $3 for supper, lodging and breakfast. Now is the time to visit Mount Washington and get the splendid views. Walking up or down the Mount Washington Railway is now forbidden by the officers of the road. They do not wish to be considered arbitrary in their rules; but owing to the fact that pedestrians have frequently left obstructions upon the track they have adopted this rule as a means of safety to their passengers If there is any one too poor to pay for a ride they will carry him without charge rather than to have any more walking on the track. The workmen on the road are authorized to enforce the rules of the company."

- Among the Clouds - Sat, Sept 12, 1885

September 23rd

The Snow Storm: "Soon after the morning train had left the Summit on Wednesday, the 23rd, a storm began which lasted until the night of Thursday, and capped the mountain and surrounding country with snow. The few people remaining at the summit huddled about the stoves, and even then while their toes were roasting their backs were freezing. Snow began falling at 8:14am, and the barometer fell steadily, as did also the temperature. The wind blew a gale from the northwest. The lowest thermometer registration was 12.7 degrees above zero, early Thursday evening. About four inches of snow fell on a level at the Summit, but the wind piled it up in every nook and corner, drifts 5 feet deep being observed. The buildings rocked considerably, but no damage was done by the wind. The frost, however, played with the wind-vane on the signal station, and it now points toward the heaven, as a warning to residents of the Summit, to repent their sins 'ere another storm overtakes them. The storm was particularly severe in the valleys west of Mount Washington. The fall of snow on Wednesday at the Fabyan House, was 6 inches and at the Crawford House 8 inches. At the Fabyan House, sleighs were produced, and rides were indulged in by the guests."

- Among the Clouds - Fri, Sept 25, 1885

September 29th

Slideboard Injury: "Henry O. Blanchette, a machinist on the Mount Washington Railway, broke his right leg on Tuesday *(9/29)*, while sliding down the railway on a slideboard."

- Among the Clouds - Thu, Oct 1, 1885

September 30th

Former Conductor Returns: "Cyrus W. Brown and Hugh Brown of Pittsfield, N.H., arrived at the Summit on Wednesday *(9/30)*. The former (Cyrus) was eight years ago conductor of the Mount Washington Railway."

- Among the Clouds - Thu, Oct 1, 1885



October 2nd

Tramper Turned Fireman: "Mr. Albert H. Moore of Griggsville, Ill., sustained the reputation of the West this noon, by helping fire the engine *Tip-Top,* nearly all the way up Mount Washington. Mr. Moore is doing the mountains on foot, and is enjoying the trip in true Western style."

Emmons Better: "Mr. Charles G. Emmons, proprietor of the Summit House, arrived here last evening *(10/1)*, after some weeks' absence. His health has steadily improved, and is now much better than it has been for some time." *- Among the Clouds - Fri, Oct 2, 1885*

Engineer McCarthy Visits from Maine: "J. McCarthy and wife, of Bar Harbor, Me., are visiting in this region. "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."

- Littleton Journal - Fri, Oct 2, 1885

October 5th

Last Trains: "The last passenger trains on the Mt. Washington railroad went up last Monday *(10/5)*.

- Littleton Journal - Fri, Oct 9, 1885

Maine Mountain Railway: "**Green Mountain Railway.** The summit of Green Mountain attains an elevation of about one thousand six hundred feet above the sea level, and it has always been a point of great interest to visitors at Bar Harbor, on account of the extended and rare view of land and sea, with the long stretch of coast, and out-lying islands. The Green Mountain road was constructed for the purpose of making the ascent of the mountain expeditious and attractive. The road is reached by carriage road to the foot of Eagle Lake, and from thence, by steamer, about two miles, to the railroad station at the base of the mountain. The line of the road is very direct, and although the grades are heavy, the appliances for controlling the movements of the trains are so efficient, that security from accident is assured. The railroad company have erected a new hotel on the summit of the mountain, the past season *(1885)*, to take the place of one destroyed by fire last year, The new building is superior in location and arrangement to the first one built. The trains have been run without accident since the opening of the road, and the same careful management in the future as in the past will ensure the same results."

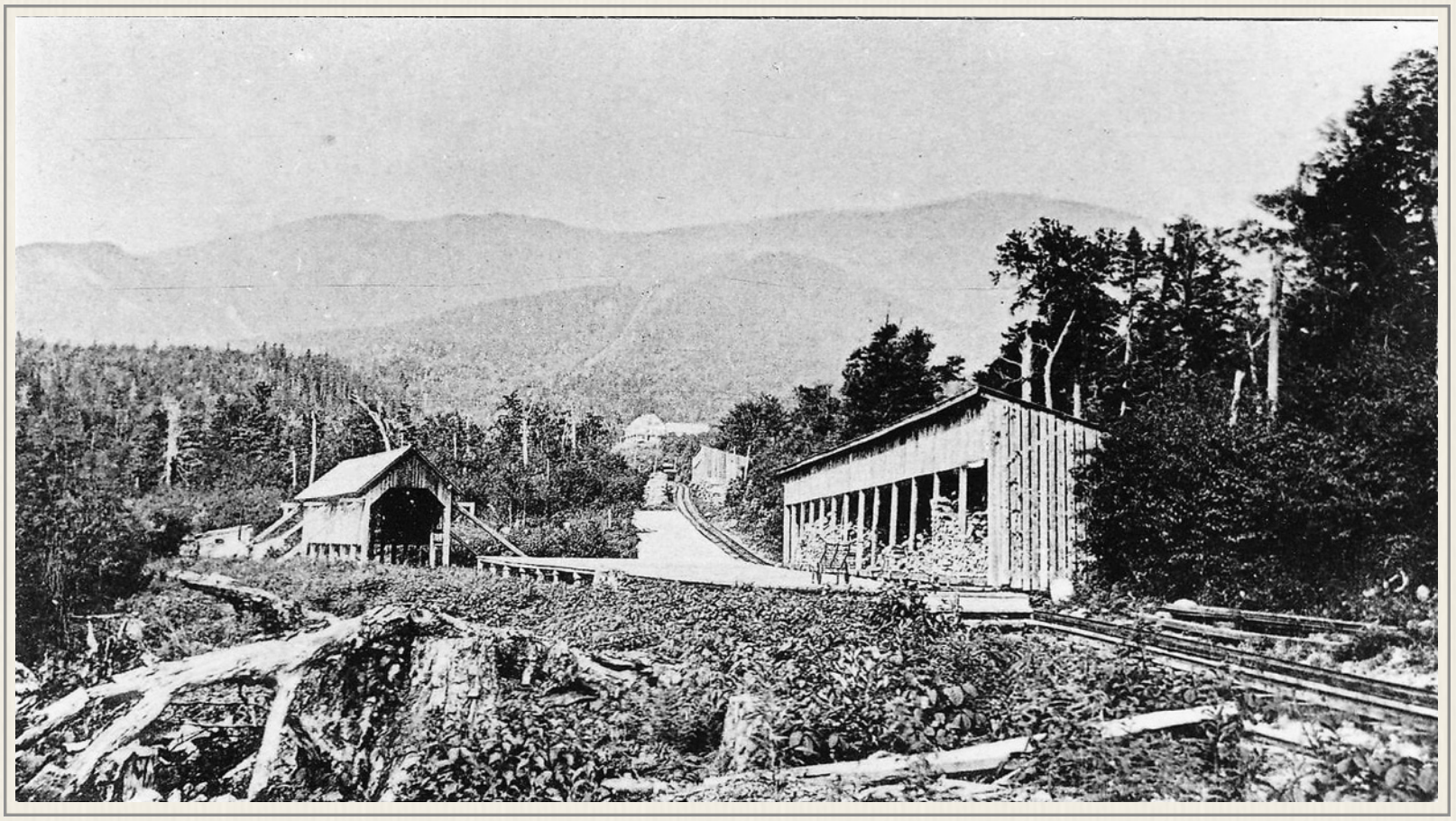
- Maine Railroad Commissioners' Annual Report 1886

1885

November 6th

A Visit Described: "The Fabyans, the railroad centre of the mountains is pleasantly located six miles from the base of Mount Washington. The Fabyan House, sometimes called the Jewish Hotel is one of the largest at the mountains. The toll gate at this point has a peculiar significance which no one can forget who takes the turnpike for the base of the mountain. Arriving at the base early in the afternoon *(9/2)* we commenced the ascent walking up the railroad track. The weather was apparently favorable, but we had not ascended far when in the distant western horizon we saw the clouds gathering thicker and thicker, approaching nearer and nearer, and here we had ascended three-fourths of a mile the storm was fast upon us and we rapidly retreated, part of the company securing a ride on the trains that were descending at the time. The railroad is a novelty and has long been considered a remarkable feat of engineering. Mr. Marsh was the inventor. The railroad is three miles long and the fare four dollars. A hotel is kept at the base called the Marshfield House."

- Littleton Journal - Fri, Nov 6, 1885



Ammonoosuc Station awaits spur train from Fabyan and Cog trains from the Depot (1880s)
- Conrad Ekstrom Collection

1886

Walter Aiken becomes President of the Mount Washington Railway Company and remains so until his death from a hunting accident in 1893. *http://www.cog-railway.com/03timeline.htm*

January 18th

Cox of Marshfield Dies in Bermuda: "We copy the following from a letter received from Bermuda, by friends of the late E. K. Cox, (former manager of the Marshfield House), giving particulars of his death: "At 8:30 Jan 17th I had breakfast with him, he seemed as well as usual said he had been feeling very well, at 10 o'clock he could not speak distinctly and his mind wandered a little. They get him to his room where he soon became unconscious and remained so, gradually sinking until 10:40 p.m. on the 18th when he died. Not a ripple of pain came across his face and he died with a smile on his face, and it was there when he was buried. Everything that care and attention could do for him was done. He was buried from Pembroke church, about one-half a mile north of the (Hamilton) Hotel, at 11 a.m. the 19th. He was placed in the same vault where lies the remains of Mr. Meade, who died a year or two ago. Mr. Walter Aiken, of Franklin, was one of the bearers; Mr. Davis, of Laconia, another."



1886 advertisement for Walter Aiken's Bermuda property - Philadelphia Times - Sat, Jan 23, 1886 pg. 4

- Littleton Journal - Fri, Feb 5, 1886

May 11th

MWR Annual Meeting: "At the annual meeting of the Mt. Washington railroad, yesterday *(5/11)*, the following were elected directors: John H. George, Nathaniel White, Jr., John M. Mitchell of Concord, Walter Aiken, Alvah W. Sulloway of Franklin, Emmons Raymond, James T. Furber of Boston."

- Boston Post - Thu, May 12, 1887 pg. 3

Sanitary Inspections of Railroad Stations: The importance of maintaining good sanitary conditions is not greater at any point in the state, for the reason that many thousand persons annually visit. At Fabyan's, the station accommodations are entirely inadequate for the place. A brief report of the condition was made to C. S. Mellen, Esq., general superintendent in July, which called his attention to the existing defects. The station contains no water-closets or privies, and is altogether too small for the place. The "Cottage," a building belonging to the (Boston & Lowell Railroad) and used for sleeping accommodations for the train men as well as for the help at the Fabyan House, was found to be in very bad condition. The cellar was wet and without drainage the sanitary conditions were bad, and the lower part of the building was in a state of general decay. By appointment, the examination of the premises, as well as of the station, was made by the president and secretary of the (N.H.) board (of Health), with Mr. W. A. Stowell, division superintendent, and a plan of improvements considered. The company already had in contemplation the remodeling of these buildings so as to make them more convenient, and also to improve the sanitary conditions of same. It may stated as of this writing that much work has been done, and that before the season of 1886 opens many of the improvements contemplated will have been completed. These are the chief defects that have been discovered in making a sanitary inspection of the stations upon this popular line (Boston & Lowell RR) of travel. ***The Fabyan House:*** This is one of the largest houses in the mountain region. It is so situated in relation to the arrival and departure of trains from the mountains, and especially over the Mt. Washington Railway, that during the season a great number of people stop at this house. It is situated on the bank of the Ammonoosuc river, at a sufficient elevation above the same to secure good drainage. The water supply is from the side of the mountain, and is ample for the uses of the hotel as well as for fire purposes, should a demand be made upon it. It was found upon close examination that the floor timbers of the basement in the easterly wing of the building were badly decayed. These have been removed and new timbers and floors put in their place. Other minor improvements have also been made. The location is an exceedingly healthful one, and there is no reason why its high reputation as a summer resort should not con-

tinue for years to come.

- 5th Annual Report of the New Hampshire State Board of Health for Fiscal Year Ending April 30, 1886

June

New Hampshire Railroad Commissioners Report: This road was chartered in 1858. The charter was renewed from time to time, and in 1868 construction began. The merit of originating this novel enterprise in railroad construction belongs to Herrick Aiken, of Franklin, who had conceived its possibility as early as 1850. He subsequently visited the mountain, and in 1857 he constructed a model to illustrate his idea. Mr. Aiken failing in health, Sylvester Marsh took up the project, invented the cog-wheel, and carried the enterprise forward to completion in 1872. The operative power has been improved, and the liability to accident reduced to the minimum, by the vigilance and skill of Walter Aiken, son of the originator, and manager of the road. The capital stock is $129,000. The cost was $139,000. The road has paid 9 or 10 per cent dividends since 1879. Inspection: Made by full board, accompanied by manager *(Walter Aiken)*. The road has been in operation fourteen years; 20,000 passengers have been carried, and not an accident has occurred on the road. Considering that the grade is a continuous ascent of a thousand feet to the mile, the record is remarkable and attests the perfection of the appliances and the sleepless vigilance of the management of this unique line. The superstructure is largely renewed each year. Ties, stringers, and rails average entire renewal in five years. The cog-rail, the original still in use, shows no appreciable wear; no cog has yet been broken. The motive power now comprises seven locomotives; there are seven passenger cars, one baggage and two box cars. It is hoped that the present management, to whose vigilance and ingenuity the unbroken safety of this road is due, will long be continued. ***1885 Season*** - Total income: $26,644.45 - Total expense (including taxes): $14,932.54 - Dividends declared (10 percent): $12,950 - Total passengers: 9,441.

June 21st

Barron & First-Class Condition: "(T)he Barron family, the famous landlords of the Fabyan, Crawford, Mount Pleasant and Twin Mountain houses, and of the old Putnam, at Palatkka, Fla., will this year assume charge of the Mount Washington Summit House. This insures an absolutely first-class management, the former prices having been very high without corresponding advantages in point of accommodations or cuisine. The railway to the base of Mount Washington has been put in first-class condition by the Lowell Company, and the cogwheel road up the mountain steeps has received its annual renewals requisite to keep up the standard of safety so essential to this otherwise perilous means of ascent."

- Rochester (N.Y.) Democrat & Chronicle - Mon Jun 21, 1886 pg. 4

July 3rd

Appalachian Mountain Club Meeting: "The Appalachian Mount Club to the number of nearly one hundred, left Boston on Thursday morning, July 1, by the Boston & Lowell Railroad for a grand excursion to the White Mountains and week's stay at the Summit House on Mount Washington. It took three trains bring the party, and their baggage up the Mount Washington Railway, and those who were so fortunate as to make the ascent on the open car were extremely enthusiastic of what they saw and experienced. Sixty-five came up Thursday night, and the remainder followed the next day, either by train or by the old trail, to the summit of Mount Pleasant, and thence by the Crawford bridle path to Mount Washington."

- Among the Clouds - Sat, Jul 3, 1886

July 14th

Railway Opening Day Witnesses Return: "Mr. Brewster Maverick and wife, of New York, who were here seventeen years ago, on the day the railroad opened to the Summit, arrived here this Wednesday *(7/14)* noon. They go to Quebec, Montreal and Saratoga after leaving the mountain."

- Among the Clouds - Thu, Jul 15, 1886

July 15th

Solo Trip / Welcome Service: "Mr. E. J. Tyser of London, England, was the only passenger by railway to the summit of Mount Washington Thursday noon. The rain deterred others from making the ascent. Mr. Tyser, who ascended the railway up the Righi, in Switzerland, was pleased with his experience, though he would have been more pleased to have obtained an extended view. Mr. *(Edmund)* Powers, the new manager of the Summit House, is winning commendations from the old and new visitors to Mount Washington. It is a self-evident fact

that the Summit House is steadily growing in popularity with the traveling public. It is always well to put the best man in the right place to manage any hotel."

- Among the Clouds - Fri, July 16, 1886

July 16th

A Needed Stormy Washout: "The first general rain storm since opening of the season begun Wednesday night and was in progress when we went to press this morning *(7/16)*. There is much need of rain all through Northern New Hampshire. Thus far this has been a remarkably dry season, and for nearly two weeks the water used at the Summit House has been brought from the base of Mount Washington. There were no (railway) passengers to the summit Friday, owing to the storm."

- Among the Clouds - Fri, Sat Jul 16 & Sat, Jul 17, 1886

July 17th

The Mail's Restored: "Everyone having anything to do with the summit of Mount Washington, will be glad to learn that at last the twice-daily mail service between Mount Washington and Fabyan's has been restored. We learn from official sources that the trouble grew out of the fact that the Boston & Lowell railroad had secured no pay for carrying the mail for two years. The post-office department insisted that no service had been performed and would not pay for it. The railroad company knew that it had been, and therefore would not carry the mail longer. The facts being duly presented to the department, the second assistant postmaster general ordered payment and this ended the point in dispute. The government too often acts arbitrarily, and a public official does that under the shield of office that he would not as a private citizen, when dealing with a neighbor. We are also sorry to add that railroad officials sometimes do the same thing. A little conciliation on the part of all when disputes arise, is better than to perpetuate contentions, especially when innocent parties have to suffer."

- Among the Clouds - Sat, Jul 17, 1886

August 2nd

Maine Mountain Popularity: "The Green Mountain Railway at Bar Harbor is very popular this season the travel being much larger than on any previous year. The Summit Hotel is being largely patronized and everybody who dines there praises the excellent cuisine."

- Bangor Daily Whig & Courier - Mon, Aug 2, 1886 pg. 3

August 8th

Breakdown: "A wheel of one of the mountain engines broke yesterday *(8/8)* noon soon after leaving the Base, and the passengers were transferred to the preceding train. As soon as a new one was placed on the engine, the train proceeded to the Summit."

- Among the Clouds - Mon, Aug 9, 1886

August 13th

Rush to the Top: "The rush for Mount Washington Friday morning *(8/13)* was unprecedented. Over 300 people were brought to the Summit by the first trains, and a large number came from Gorham, the Glen House, and Jackson by stages. There must have been between four and five hundred people on the Summit during the day including those coming up at night. The receipts of the Mount Washington Railway was larger than on any day since the road was built. The sale of tickets at Bethlehem for Mount Washington and return was $800. The clear atmosphere after the storm turned everyone toward the mountain, and the view was equal to the expectations of those who came." "Nearly 500 people visited Mt. Washington Friday and the receipts of the railway were larger than on any day since the road was built. The mountains houses seem to be doing a good business this season."

- Among the Clouds - Sat, Aug 14, 1886 / St. Johnsbury Caledonian - Thu, Aug 19, 1886 pg. 4

August 16th

Big Week: "Over 1,000 people registered last week at the Summit House, Mt. Washington"

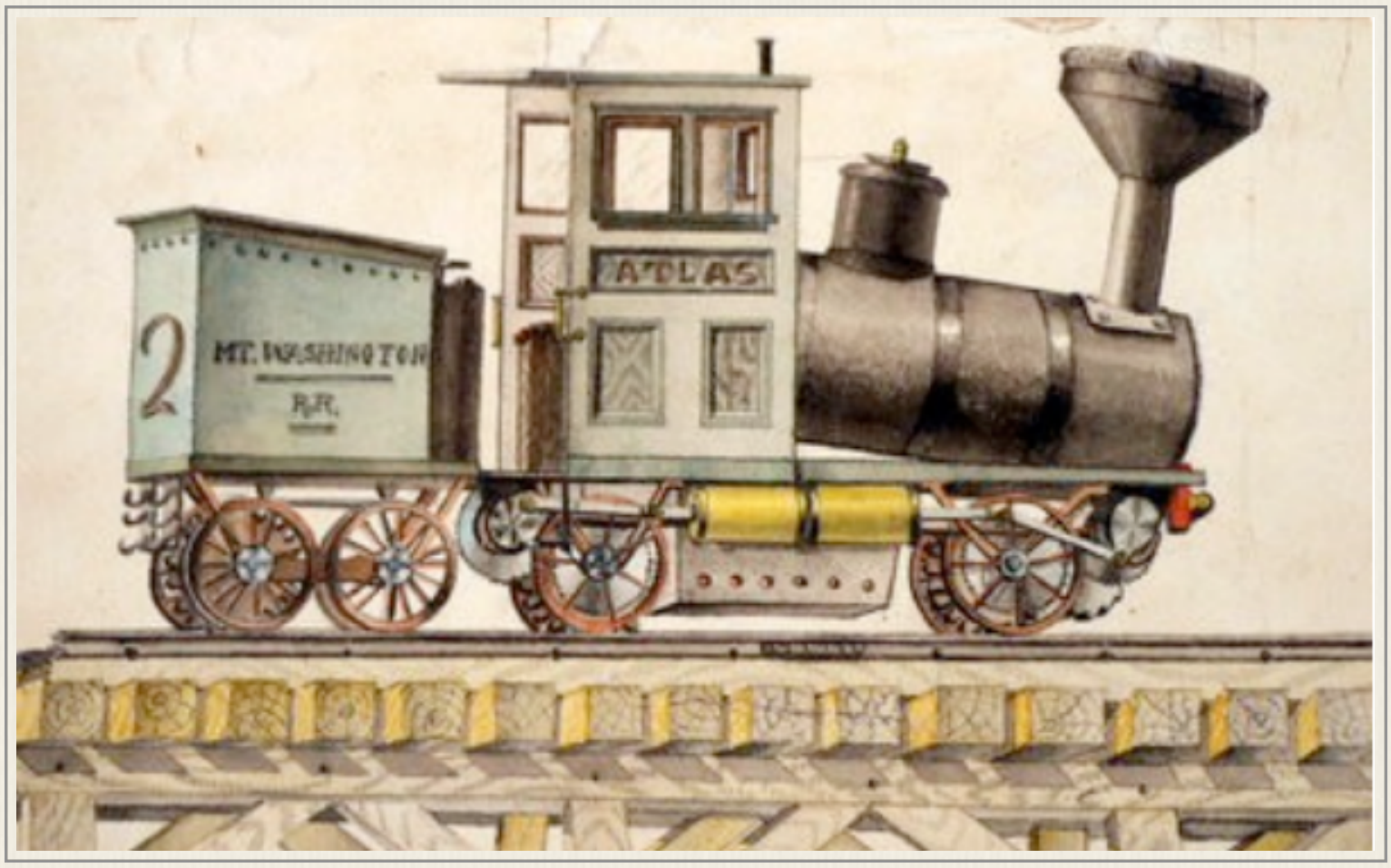
- Orleans County Monitor (Barton, VT) - Mon, Aug 16, 1886 pg. 2

August 17th

Among the Clouds Sued: "*Among the Clouds* was attached on a libel last Tuesday *(8/17)* evening at the instance of C. R. Milliken of the Glen House. The *Clouds* published an article alleging exorbitant charges made

at the time young Sewell E. Faunce lost his life in Tuckerman's Ravine, and Milliken sues for $10,000 damages. No paper was issued Wednesday but Walter Aiken receipted for the property and it was issued as usual Thursday *(8/19)*. Mr. Burt, the publisher says he can prove what he stated and will do so if brought into court."

- White Mountain Republic (Littleton, NH) - Sat, Aug 21, 1886



Primitive Watercolor Drawing of Locomotive & Tender - Mount Washington Cog Railway Drawn to Scale - Signed S. Wray, (Aug. 18, 1886)

"Charming, primitive watercolored scale drawing of the Mt. Washington Cog Railroad locomotive & tender showing a length of track. It was in a scrapbook that we purchased and is still mounted to the scrapbook page. The drawing measures approximately 10" tall and 13.5" wide. It has two vertical fold lines with some splitting along the bottom portion of the folds, some chips to the lower edge, small chip to top edge, none affecting the actual artwork. There is also a discolored area beneath the track that is most likely from the adhesive used to hold it in place."

https://www.worthpoint.com/worthopedia/1886-watercolor-scale-drawing-mt-411755381

August 25th

Clouds & Judkins: "The summit of Mount Washington has been enveloped in clouds since last Tuesday *(8/21)*, which has been a serious drawback to travel, and there has not been the usual number of visitors, and those who did come were disappointed in obtaining a view. It is said that every cloud has a silver lining, but Mount Washington tourists fail to appreciate it. The temperature at 8 p.m. was 51°. Conductor *(Edwin)* Judkins of the Mount Washington railway was taken suddenly sick as the train was about leaving the base this morning. He was reported better this evening."

- Boston Globe - Sun, Aug 26, 1888 pg. 3

September 1st

Mr. Rouillion & the Ravine: Mr. Louis Rouillion, an adjunct professor of Manual Training at Columbia University is the proprietor of Camp Penacook on Lake Sunapee that is attended by "students either in Columbia or a preparatory school. Mr. Rouillion's camp is in the neighborhood of Secretary Hay's beautiful home on Sunapee Lake. Mr. Rouillion had a special interest in visiting Mount Washington *(on Fri, Aug 8, 1902)*, for 16 years ago, on September 1, 1886, he nearly lost his life by a terrible fall in the Ammonoosuc Ravine. He was descending alone from the Summit on the bridle path, lost his way and undertook in fog and mist either to find a direct course down the mountain or else to reach the railroad track. He somehow got into the course of the Ammonoosuc River as it descends from the Lakes of the Clouds and struggled down its precipitous course a long distance. The scrub trees compelled him to stick to the brook, and at last he came to a shelving rock down which his only hope of going in safety was to be able to lower himself far enough to reach a crevice. He let himself down by a sapling, but could not reach the crevice, and to his horror found that it was impossible to get back. At last, in despair, he deliberately dropped, and was knocked senseless. Reviving after a long time he

found himself lying at the bottom of the rock with an ugly scalp wound and sprained leg. The clouds had rolled away and the afternoon was bright and sunny. He made his way the best he could in his crippled condition down the river to the Base Station, where Mrs. Camden, wife of "Uncle John" Camden, the French Canadian roadmaster of the railway made him comfortable at the Marshfield House. Mr. Camden was skillful in caring for wounds, and the young man, not being able to travel, was glad to remain and receive the kind attention and nursing of Mr. and Mrs. Camden. His convalescence occupied several weeks and the kindness which he received at their hands is one of his most cherished recollections."

- recounted in Among the Clouds - Sat, Aug 9, 1902 pg. 1

Up & Over & Back Again: "A favorite "round trip" excursion in this section is to make the ascent of Mt. Washington by the railway, and then descend into the glen by the carriage road, many persons, indeed, finding equal pleasure in immediately turning about, when this has been accomplished, and ascending again by the carriage road, pass over the summit and down the other side by the medium of the railway. This is a most sensible and satisfying way of doing Mt. Washington; but in any even the railway establishment is patronized, and its merits and offered experiences fully tested. Like all eminently practical appliances the Mt. Washington railway is an extremely simple affair; and, like all simple contrivances for the benefit of humanity, which are, or have been at some time, innovations, it had to fight seriously for recognition and adoption. Sylvester Marsh (Lately deceased) of Littleton, among the mountains, invented and proved this railroad scheme some time before 1860; but it cost him a dozen years of hard struggle against the most determined opposition before he at last carried his point, completed his road, and convinced the world that some things could be done as well as others. (I)f one is so fortunate as to have taken passage on this road on a clear, bright day, how rapidly the novelty (of the train) wears off, and how grandly the majesty and supremacy of old Washington assert themselves. The broadening outlooks, extending on every hand as the train toils upward foot by foot; the vistas through ancient forest and glorious vales unexpected and every moment newly opened; the grand views over tree-tops and far away toward mountain chains and winding rivers; the changing vegetation, offering less and less of luxuriance and provision as it near the line where all will vanish; the great gulfs and rifts in the mountain side, appearing as openings leading downward to informal dens and regions in the bowels of the earth; the glimpses of far-off elevations in other states now coming into the scenery; the feeling, when immediate surroundings attract irresistibly, as though one were flying in the air with the birds of swinging on the edge of a cloud; the novel sights and sounds which somehow impress the senses but cannot enchain them – how wonderful are all these experiences. Truly when the railroad leaves the earth for the air it become a fascinating source of experience."

- Boston Herald – Wed, Sep 1, 1886 pg. 5

September 2nd

Season Record: "Six trains were run to the Summit yesterday *(9/2)* noon, for the first time this season. They brought up 230 passengers."

- Among the Clouds - Fri, Sep 3, 1886

September 3rd

Summit Crew Departures: "Mr. Will Barron, clerk at the Summit House this season, left on Friday to enter Exeter Academy. 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 - Sat, Sep 4, 1886

September 4th

Summit Hop: "A hop was given by the waiters and others connected with the Summit House Saturday night *(9/4)*. D. J. Murphy officiated as floor manager, and music was furnished by an orchestra comprising Messrs. Perry of Twin Rivers, Howland and York of the Summit. A very enjoyable program of dances was carried out." *- Among the Clouds - Mon, Sep 6, 1886*

September 6th

Signal Station View/Mead Returns to Close: "B. W. Kilburn, the Littleton stereoscopic and photographic artist, with his foreman, Fred Russell, and W. J. Lincoln Adams arrived at the Summit yesterday *(9/6)*. Mr. Kilburn took a view of the signal station, and departed for the Crawford House via the bridle path. He proposed getting several views on his way down. Mr. J. Russell Mead, the popular clerk last season at the Summit House, who has this year officiated in a like manner at the Farragut House, Rye Beach, reported at the Summit

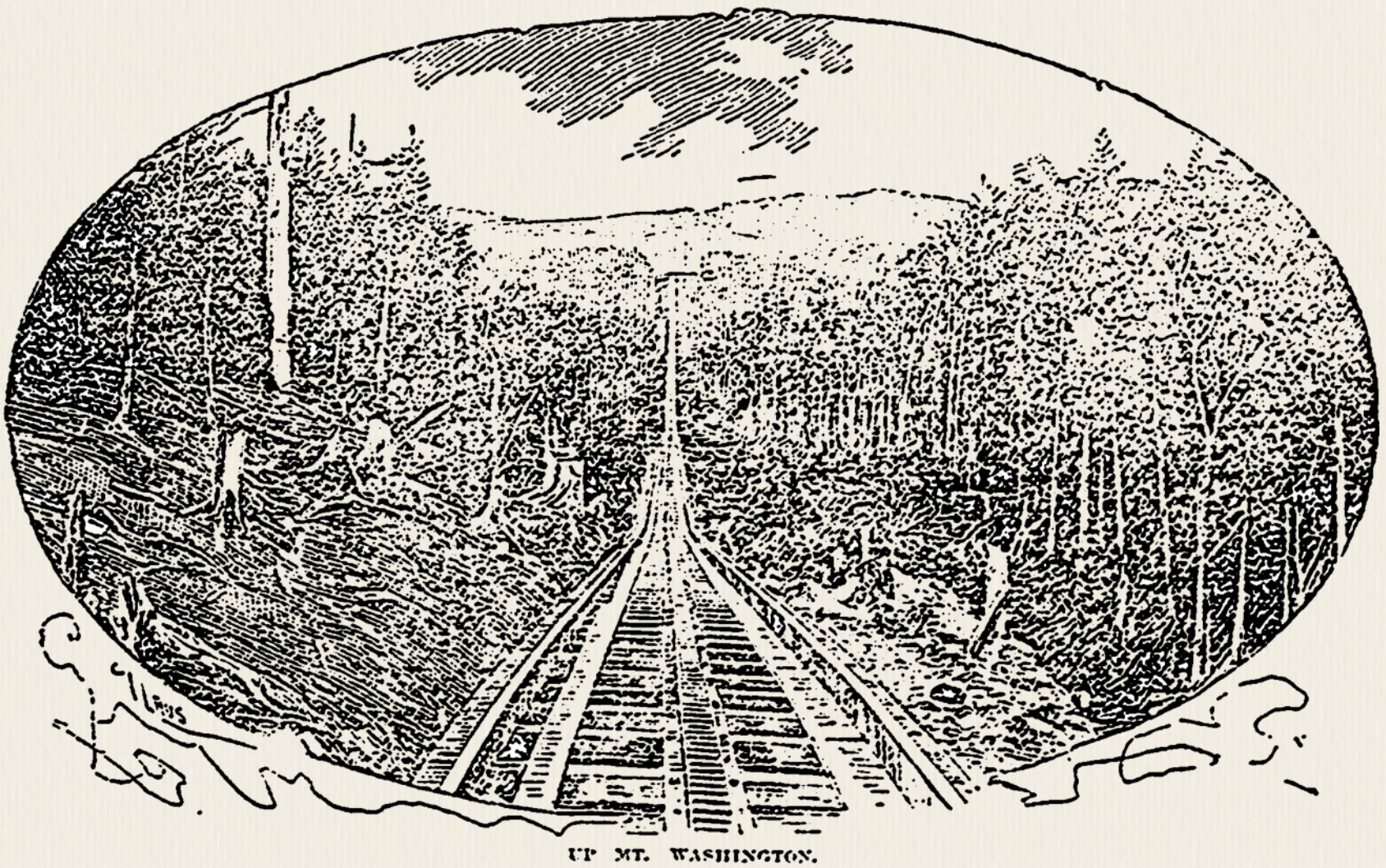
House last evening and will spend the remainder of the season in his old position. His many friends at the Summit extend him a hearty welcome."

- Among the Clouds - Tu, Sep 7, 1886

September 7th

Full House: "The largest crowd which has been accommodated at the Summit House over night this year arrived last evening. About 250 persons were given housing by Manager Powers."

- Among the Clouds - Wed, Sep 8, 1886



UP MT. WASHINGTON.

September 11th

Fares Reduced: "Half price to the Top of Mount Washington: In accordance with the plan followed last year, the Mount Washington and Boston & Lowell railroads will reduce fares for the trip from Fabyan's to the Summit and return to half price, or $3, with corresponding reductions all along the line to Lisbon. Tickets sold at this rate will be good for three days. The liberal reduction will not doubt result as it did last season in a great increase of travel to Mount Washington during the closing weeks of September, the finest time of the year for making the trip."

- Among the Clouds - Sat, Sep 11, 1886

September 19th

Six Trains at Noon: "About 370 passengers came to the summit on Sunday *(9/19)* by the railway. It took six trains to bring those who came at noon."

- Among the Clouds - Wed, Sep 22, 1886

September 22nd

Six Trains at Noon Again: "There were nearly 400 arrivals at the Summit yesterday *(9/22)*. Six trains brought up over 300 at noon. 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. We wish him success."

- Among the Clouds - Thu, Sep 23, 1886

Fruit & Produce Exchange Chills: "The members of the Boston Fruit and Produce Exchange are off on an excursion to the White and Franconia mountains. Thursday *(9/22)* morning at 9.20 o'clock the part will leave in observation cars over the Boston & Lowell for the base of Mt. Washington, arriving at 10 o'clock. The journey to the summit will be made via the Mt. Washington railway. Dinner will be served at the hotel "among the clouds." In the afternoon the party will proceed to the Profile House, where the night will be passed." *- Boston Globe - Tue, Sep 20, 1887 pg. 8*



Robinson Silk Engraving of Jacob's Ladder (1887)

September 24th

Cog Party At The Summit: "A lively program and a good time - The first dance that ever took place in the Summit House occurred Friday evening *(9/24)*. The dining-room of the hotel was converted into a ball-room, and the Littleton orchestra, the first on Mount Washington, furnished the music. A large party was present and a new social era was introduced on this elevated summit and a general good time was had. A vote of thanks was given to Mr. Powers, manager of the hotel, for his kindness is giving the use of the hall and for other favors. The employees of the railway and others are indebted to Conductor *(Edwin)* Judkins for a special train to and from the Summit. The following is the program: Grand March and Circle; No. I - Quadrille. Welcome; No. II - Contra. Chorus Jig; No. III - Quadrillle Waltz. Tip-Top; No. IV - Quadrille. "Our Girls;" Waltz, Polka, Shottische; No. V - Quadrille "Our Boys;" No. VI - Quad. Polka Ladies' Choice; No. VII - Quadrille Fancy Medley; Refreshments - Polka Redowa, Esmeralda Waltz; No. IX - Quadrille Lancers; No. X - Quadrille - Shottische; No. XI - Contra - Virginia Reel; No. XII - Quadrille - Good-Bye till '87." *- Among the Clouds - Sat, Sep 25, 1886*

September 27th

With Gratitude: "Mrs. Arlie A. Locke, the assistant housekeeper, was presented Monday evening *(9/27)* with a handsome card-case containing the cards of the donors, and a handkerchief case from the employees of the Summit House."

- Among the Clouds - Wed, Sep 29.1886

October 1st

WCTU to the Summit: "About 300, many of whom were delegates to the Women's Christian Temperance Union, went to the Summit of Mt. Washington last Friday, the railroads giving the round trip for $3.00."

- Littleton Journal - Fri, Oct 7, 1886

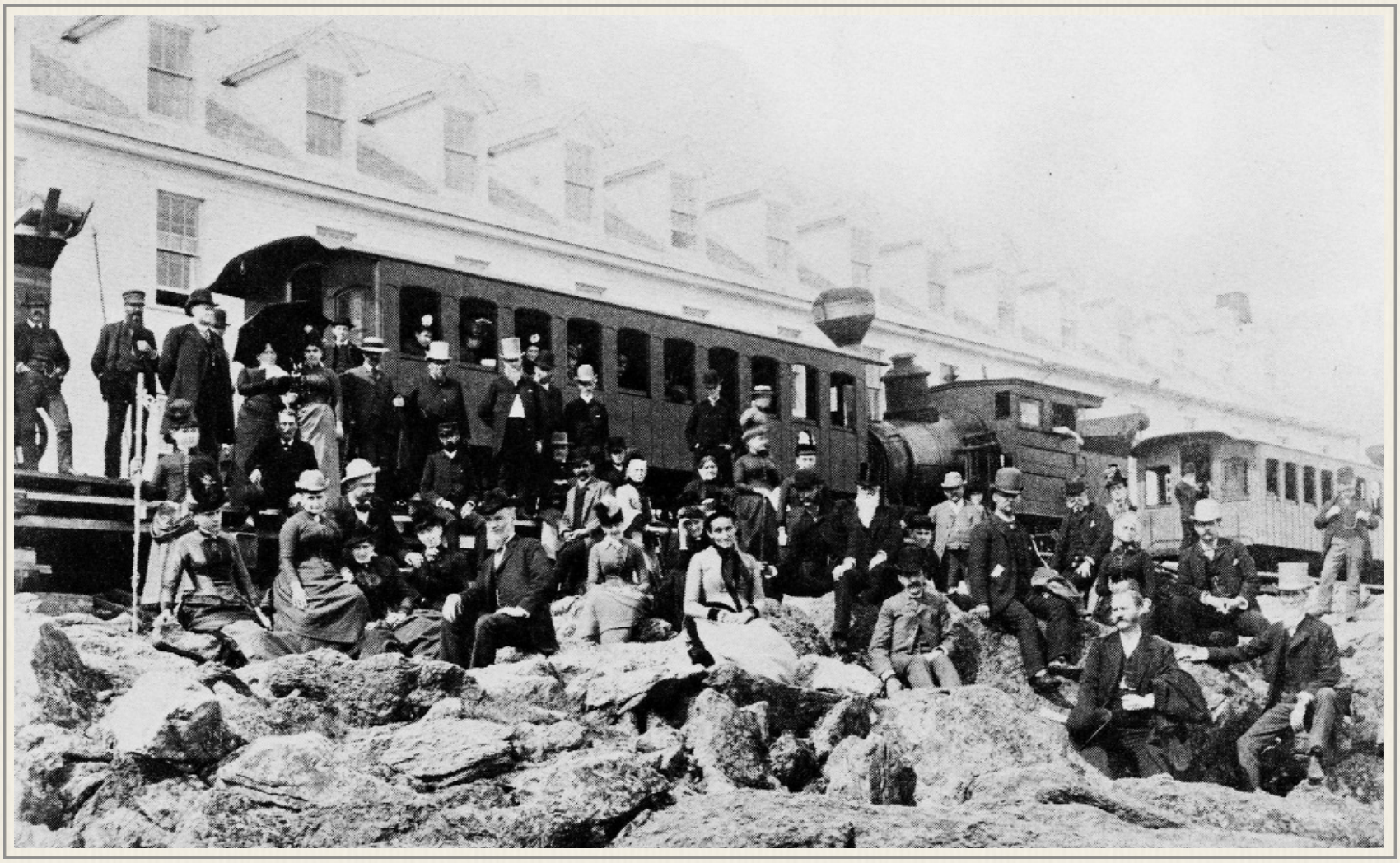
October 19th

Green Mountain Railway Extension?: "The *Mt. Desert Herald* understands there is some talk of utilizing the privilege granted by the charter of the Green Mountain Railway, and extending the same from the present Base Station to the edge of the village of Bar Harbor."

- Bangor Daily Whig & Courier - Tue, Oct 19, 1886 pg. 1

Maine Mountain Railway: "**Green Mountain Railway.** At our examination of this road last June *(1886)* we found it in good repair, and safe for the passage of trains over it. This road is operated only during the season of pleasure travel, in the months of June, July, August, and a part of September. A ride from Bar Harbor, by carriage to Eagle Lake, thence by steamboat to the station of the Green Mountain Railway, and from there by cars to the mountain summit, has become one of the principal attractions at this famous watering place. The road is well built and operated with great care. No accident has ever occurred, and it is gaining in popularity and increasing its business every season."

- Maine Railroad Commissioners' Annual Report 1887



Summit portrait (1887)
- N.H. Then and Now

1887

February 4th

Aiken Reported Ill: "The *Boston Journa*l announces that the health of Walter Aiken of Franklin Falls, a well-known inventor and manufacturer, and manager of the Mt. Washington Railway, is seriously impaired."

- Littleton Journal - Fri, Feb 4, 1887

Mt Washington Railway Telegraph System: Ernest Ingersoll's book for the Boston & Maine outlining the New England tourist region, *Down East Latch Strings; or Seashore, Lakes and Mountains* contains a description of the Mt. Washington telegraph systems in place during the summer. "The new Summit House, opened in 1873, is a long, three-story, wooden building, devoid of any architectural pretense, but strongly constructed, and having bedrooms sufficient for 150 guests. There are post and telegraph offices in the building… A few rods distant stands the snug station of the U.S. Weather service, where two or three observers remain the year round, exposed to those terrific storms of which we occasionally read accounts, and connected with the world for half the year, only by their telegraph and the irregular descents of one member for the station's mail. The Government's line is the small cable which may be noticed pinned to the ties of the railway track out of reach of the gales; while the ordinary *(railway)* telegraph wire is strung over the mountains on poles, - which Prue thought exemplified the well-known decrease in size of trees with altitude, because toward the summit these poles happen to be very short. This line is taken down on the approach of winter."

Spring

Uncle John - Telegrapher: "David J. Murphy, the cook at the signal station, undertook to make the ascent of the mountain during a storm. Getting up as far as what is known as the Gulf house, so called from its near proximity to the Great Gulf, he was so benumbed with cold that a drowsiness began to creep over him. However, he managed to gain an entrance into the Gulf house, where he was found later. The (signal) officers at the summit having kept up a telegraphic communication with "Uncle John" (Camden) at the base became alarmed at (Murphy's) continued absence, and as night was fast coming on, sent out a relief party, who succeeded in getting down to the Gulf house. Even after arriving at the Gulf house they were about fifteen minutes getting from the track to the house, which we should judge is not much over two rods from the track. In the Gulf house they

found Murphy, built a fire and remained that night, returning to the summit the next morning, when a slight lull in the storm occurred." *- St. Johnsbury Caledonian - Thu, Jun 9, 1887 pg. 3*

May 14th

Medford Goes Visiting: "The *Republic* office has had a guest this week in the shape of the great St. Bernard dog, "Medford," which belongs at the signal station on Mt. Washington. He is a noble animal."

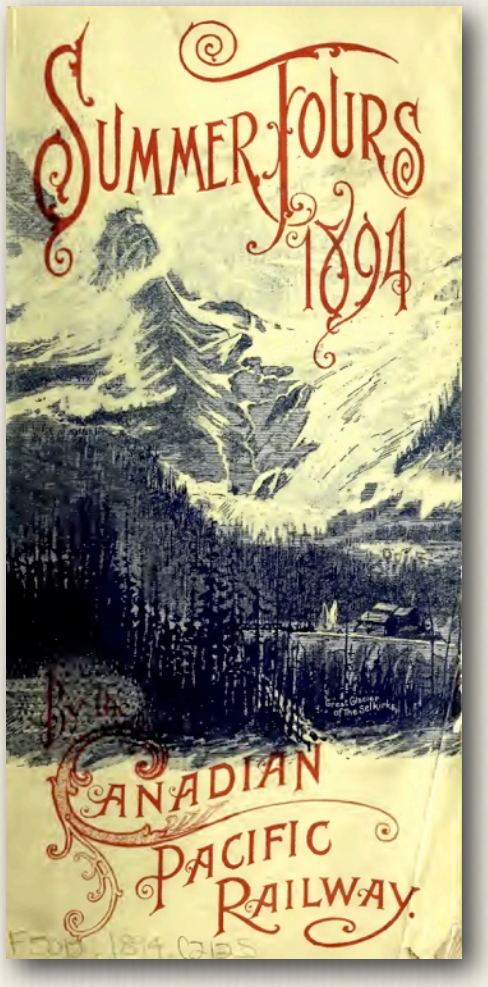
- White Mountain Republic (Littleton, NH) - Sat, May 14, 1887

June

New Hampshire Railroad Commissioners Report: Repeats the narrative of their report of 1886. ***1886 Season*** - Total income: $31,202.17 - Total expense (including taxes): $14,580.14 - Dividends declared (10 per cent): $12,950 - Total passengers: 11,031 - 612 cords of wood for engines

Base ***spur line becomes*** a ***Boston & Maine*** line

- Lost Railroads of New England 3rd Ed - Ronald Dale Karr



Canadian Pacific Railway: Summer Tours guides of 1887, 1888 and 1894 *(right)* ***say*** of the Mount Washington Railway, "Precautions for safety are so numerous that ***an accident is simply impossible."***

June 3rd

Expiring Lease: "The lease of the Summit House on Mount Washington expires this year, and it is yet doubtful whether it will be renewed to the same parties." *- Littleton Journal - Fri, Jun 3, 1887*

July 1st

Of Interest to Travelers: The following order was issued *(today)* by General Superintendent Mellen of the Boston & Lowell roads that "mileage tickets of this corporation will be good to bearer from this date. They will be accepted upon all portions of lines controlled and operated by this corporation, except upon the branch leading from Fabyan's to the base of Mt. Washington." On the same date *(7/1)* Superintendent Mellen also issued the following order: "the coupon mileage tickets of the Boston & Main railroad will be accepted for passage upon all lines operated by this (the B&L) corporation, except upon the branch leading from Fabyan's to th base of Mt. Washington." The statement in last week's Caledonian that Boston & Lowell mileage tickets will no longer be accepted on the Northern road has led some to think that this includes thee B.C.& M. road between (St. Johnsbury) and Wells River and Concord. such is not the case. The Northern road is the line between Concord and White River Junction. B.&L. mileage tickets are good over the Passumpsic, Boston, Concord & Montreal and Lake roads as before." *- St. Johnsbury Caledonian - Thu, July 7, 1887*

July 4th

Down a Slippery Slope: "Alfred M. Leavitt, James Albion and L. C. Bridgham, employees of the Summit House, in the afternoon of the 4th started to go to a snow bank on Mount Clay, and on reaching the head of the Great Gulf, they came to the edge of a large snow drift, which extended for several hundred feet downward into the Gulf, in the direction of Spaulding's Lake. Leavitt and Bridgham stepped upon its edge and began to make and throw snow balls, while Albion suggested that they assist him to roll a big rock into the Gulf. Bridgham's attention was directed toward Albion and he did not observe what Leavitt was doing, but from some cause unknown to him, Leavitt disappeared and was going at a fearful velocity down the snow bank toward the bottom of the Gulf. Albion happened to see him as he began to slide, and he describes the descent as something fearful. When first seen Leavitt was standing, but he soon sat down and slid on his feet upon the snow, at the same time trying to stop himself. As he neared the bottom of the drift he pitched headforemost and made a summersault of several feet in the air, and then tumbled over the rocks for a distance of 125 feet. At last he landed upon his back in a bed of moss. It was supposed that he would be killed in the descent, but unaccountably he was not. As soon as the accident happened, one of the party went to the Summit House to get help, and the other to where Leavitt was lying, expecting to find him with his brains dashed out; but Leavitt, who had lost con-

sciousness as he neared the lower part of the snow, had regained it when he was found. When the relief party arrived he was assisted out of the Gulf, taken to the cars and carried to the Summit. Subsequently he was taken to Fabyan's where a doctor was called, who found no bones broken, but there were several severe wounds all over the head, and it was at first feared that his skull might have been injured; but as he is now improving, it is evident that his injuries are confined to cuts and bruises. It is a great wonder that he was not instantly killed, as the incline of the snow bank, down which he went, was on an angle of not less than 45 degrees. Had it not been for the bed of moss upon which he at last feel, he could not have escaped death. 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."

- Among the Clouds - Mon, Jul 11, 1887

July 10th

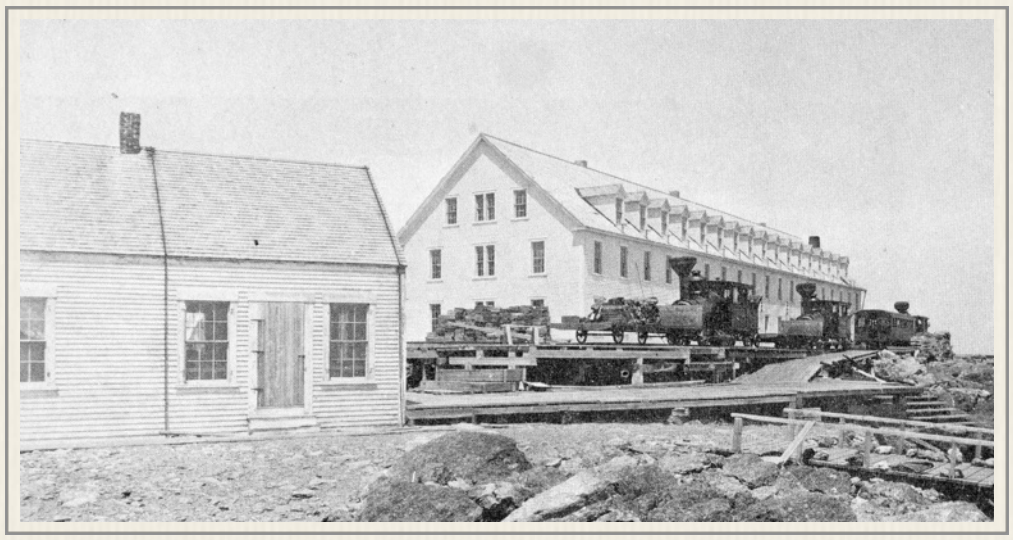
Aiken at the Chiswick: "Walter Aiken, Manager of the Mount Washington Railroad, was in (Littleton) over Sunday *(7/10)* and was the guest of Mr. Weeks at Chiswick Inn."

- White Mountain Republic - Sat, Jul 16, 1887

July 12th

A New Roof / No Aiken Adirondack Fish Tales: "The carpenters took advantage of the pleasant weather yesterday *(7/12)* to push the work of shingling the Summit House. It will take at least a hundred thousand shingles to cover both roofs. Mr. Walter Aiken, manager of the Mount Washington Railway, is a representative in the legislature, and on that account he has not been able to make his accustomed trip to the Adirondacks, the first time that he has failed to do it in 15 years"

- Among the Clouds - Wed, Jul 13, 1887



Work trains at Summit
- Edgar T. Mead Collection

July 26th

No Leaks: "The new roof just completed on the Summit House adds greatly to the comfort of guests on a rainy day. It does not leak, thanks to the good workmanship of Uncle John (Camden) and his trusty assistants." *- Among the Clouds - Mon, Jul 26, 1887*

July 30th

Break Out the Cots: "The Summit House was the most crowded hotel in the mountains last night. Manager Powers found his resources taxed to the utmost to take care of all comers, but it was accomplished by a liberal use of cots, and every one was made comfortable."

- Among the Clouds - Sat, Jul 30, 1887

August

Rapid Foot Descent "Howard S. Thompson of Thompson, Connecticut, made what is probably the quickest time on record down the Mount Washington Railway track on foot a day or two ago *(Aug 7 or 8)*. He made the three miles from the summit to base in the remarkably quick time of 34 minutes - the time being verified by "Uncle John" Camden. Mr. Thompson and Frank W. Johnson, of Putnam, Connecticut are doing the mountains on a tandem tricycle, the first ever seen in this part of the country."

- From Aug 9th Among the Clouds reprinted New York Times, August 14, 1887 pg. 2

August 1st

Signal Closing / California Cog?: "Sergeant Carr, of the signal has received orders to close the Mount Washington station on the 30th of September, for the winter. It will be reopened on the first of June. R. Williams of Pasadena, Cal., arrived on Mount Washington last evening to inspect the working of the cog-railway. He represents a company which proposes to build a similar road to the summit of Wilson's Peak, New Pasadena." *- Among the Clouds - Mon, Aug 1, 1887*

August 2nd

Maine Mountain Railway Busy: "The Green Mountain Railway Company are having so much business that they have to hire extra buckboards to carry their passengers to Eagle Lake." A story in the same paper in November says twenty-four of Abner Getchell's fifty horses based in Bar Harbor "were engaged in drawing an eight horse barge from Bar Harbor to Eagle Lake, three times a day, for the Green Mountain Railway."

- Bangor Daily Whig & Courier - Tue, Aug 2, 1887 pg. 3 & Thu, Nov 24 1887 pg. 1

N.H. Mountain Railway Busy Too: "Tuesday *(8/2)* was a busy day with the Mount Washington railway. It ran six trains to the Summit at noon, bringing up 280 passengers. There were over three hundred visitors at the Summit between 11am and 2pm."

- Among the Clouds - Wed, Aug 3, 1887

August 6th

California Cog Proposed: "The proposed railway to the summit of Wilson's Peak, near Pasadena, Cal., to be built after the style of the Mount Washington Railway, will be six miles long, and the summit is a little higher than Mount Washington. The projectors of it have organized with a capital of half a million dollars. They state that the road can be operated the year round. The distance from the Raymond Hotel (*leftt*) to the base of the mountain is about eight miles. It is proposed to build a railway from Pasadena to the base, where a change to the cog-railway will be made." *- Among the Clouds - Sat, Aug 6, 1887*



Artist's rendering of The Raymond, South Pasadena. Calif. (1885)
- Rick Thomas Collection

August 29th

Journalistic Appropriation: "Our esteemed weekly contemporary, the *White Mountain Echo*, has a very readable description of the great coaching parade, and one of the most interesting features of the account is a list of the occupants of the coaches taken directly and without credit from *Among the Clouds*. Our reporters worked long and hard on the difficult task of securing the fact, and the elementary instincts of journalistic honor and courtesy would suggest that *Among the Clouds* should be given credit for its valuable labors. Euphemistic people would call this uncredited appropriation a stroke of journalistic enterprise, while the disciples of the cold logic of un-ornamented facts might style it a straight steal." *- Henry M. Burt editorial - Among the Clouds - Mon, Aug 29, 1887*

September 3rd

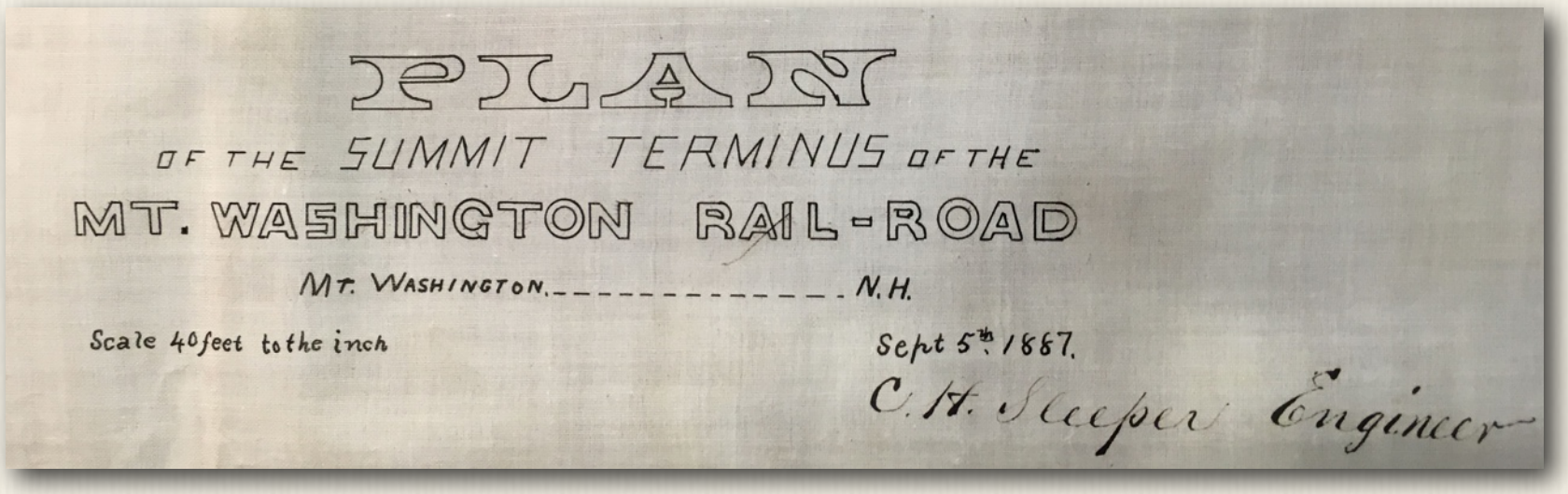
Newspaper Ethics: "Were it not for laughing we should be tempted to cry at the sorrowful and hysteric defence of the esteemed and weekly *Echo* for its literary burglary from *Among the Clouds.* Unable to deny the charge of plagiarism, it is forced to confess (although its confession is intended to be covered with a mask of obscuring verbiage) that it copies articles of 'mere news" from other papers without credit. Such a system of journalistic ethics is at once useful if not ornamental, and labor saving if not honorable) and the *Echo* evidently thinks that by a certain quantity of hocus-pocus black can be turned into white and theft made the acme of honesty. For instance, a reporter for *Among the Clouds* may spend hours of laborious effort in working up some interesting articles, and our Bethlehem contemporary may copy it bodily, with possibly one or two inconsequential verbal changes. No credit is given, and the *Echo's* readers naturally believe that a member of its own staff is the author. That, according to our neighbor's code of morality, is the ultima thule of journalistic honor and the very essence of enterprise. Well, it may be. Pardon us, however, if we are so old fashioned as to entertain a different view." *- Henry M. Burt editorial - Among the Clouds - Sat, Sep 3, 1887*

September 4th

California Knights Templar Dine: "The Knights Templar, known as the California Pilgrim Association, residing mostly in the vicinity of Boston, left that place... for a pilgrimage to the White Mountains... special trains carried them *(130 persons)* to the Summit *(of Mount Washington)* arriving here shortly after four o'clock *(9/3)*. The clouds were passing over at a rapid rate, obscuring the view, but the warm reception that Manager Pow-

ers gave them made them all at once feel at home. The annual banquet of the Pilgrims occurred at one o'clock at the Summit House *(9/4)*. 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. Mr. Powers did himself great credit, and helped to increase the fame of our justly celebrated hotel. 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. 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. Mr. Hall, the mountain photographer, brought his camera to bear upon the Pilgrims in a group in front of the Summit House, and with excellent success. Orders for copies of his pictures can be left at the view and news stand in the hotel, and they will be sent by mail to any address."

- Among the Clouds - Mon, Sep 5, 1887



September 16th

Lawmakers Informally Survey the Summit: "A large delegation from the New Hampshire legislature came to the Summit last evening *(9/16)*. A vote on the railroad question is likely to take place within a week or two. The Summit House will remain open until the 1st of October, or until severe cold weather begins. This is an uncertain locality as to atmospheric conditions, and the closing of the hotel always depends upon the condition of the weather."

- Among the Clouds - Sat, Sep 17, 1887 & Fri, Sep 16, 1887

October 7th

Season Wraps Up: "The passenger trains are to be taken off with the expiration of the present week, and the Fabyan House, Summit House and most other large hotels will close for the season."

- Littleton Journal - Fri, Oct 7, 1887

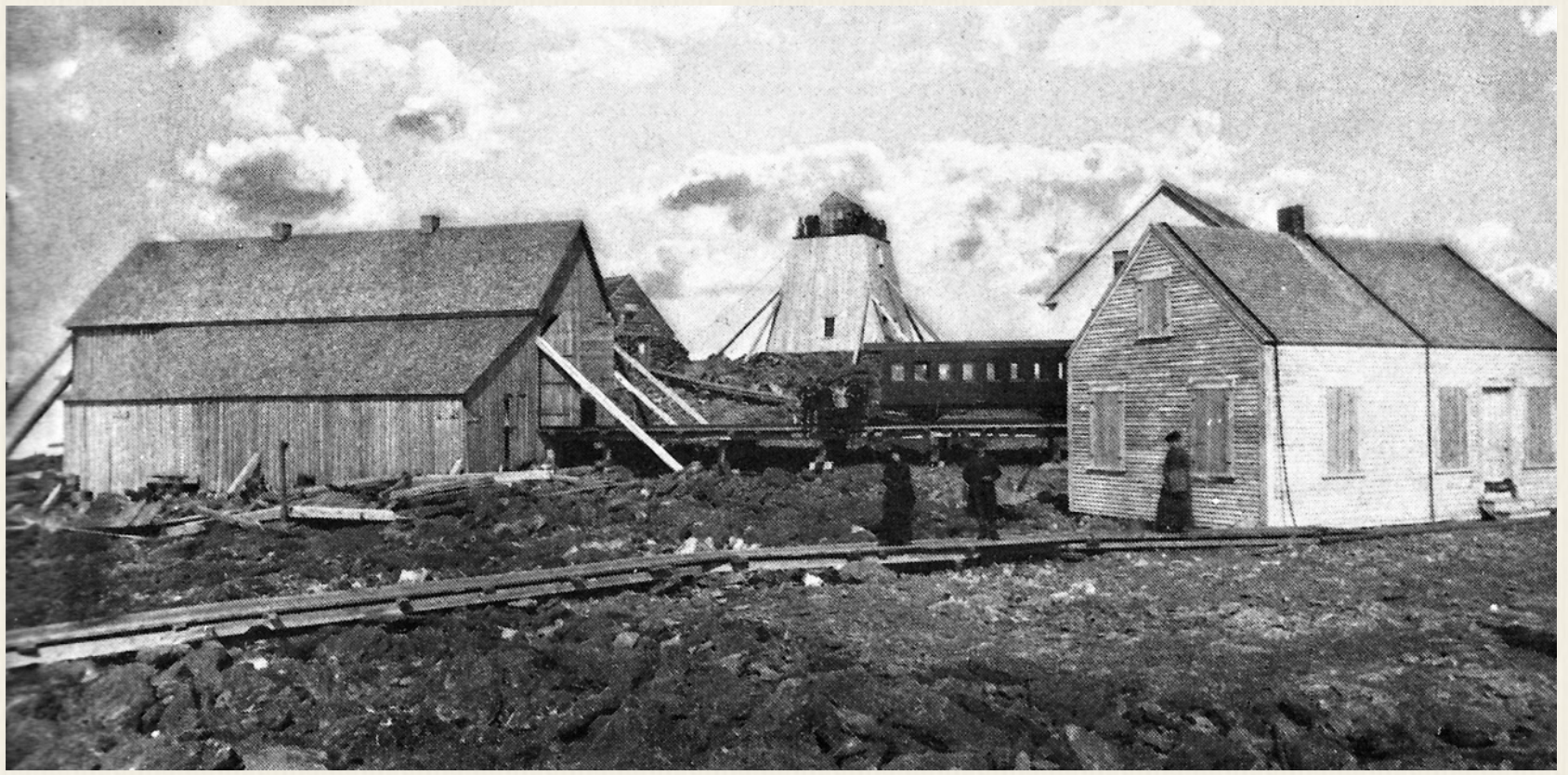
November 17th

The Snow-birds Aiken: "Mr. Walter Aiken, the manager of the Mt. Washington railway, will spend the winter in Bermuda. He will be accompanied by Mrs. Aiken."

- Bangor Daily White & Courier - Thu, Nov 17, 1887 pg. 1

Maine Mountain Railway: "**Green Mountain Railway.** The road is maintained in a very safe condition, and no accident has ever occurred, as every precaution is taken to guard against it. The road is operated only during the summer months. The railroad company has erected a large and convenient hotel on the summit of the mountain, for the accommodation of their patrons. The view from the summit is one of the most extensive and beautiful to be found on the whole extent of the coast of Maine; and summer visitors to this point are constantly increasing in numbers.."

- *Maine Railroad Commissioners' Annual Report 1888*

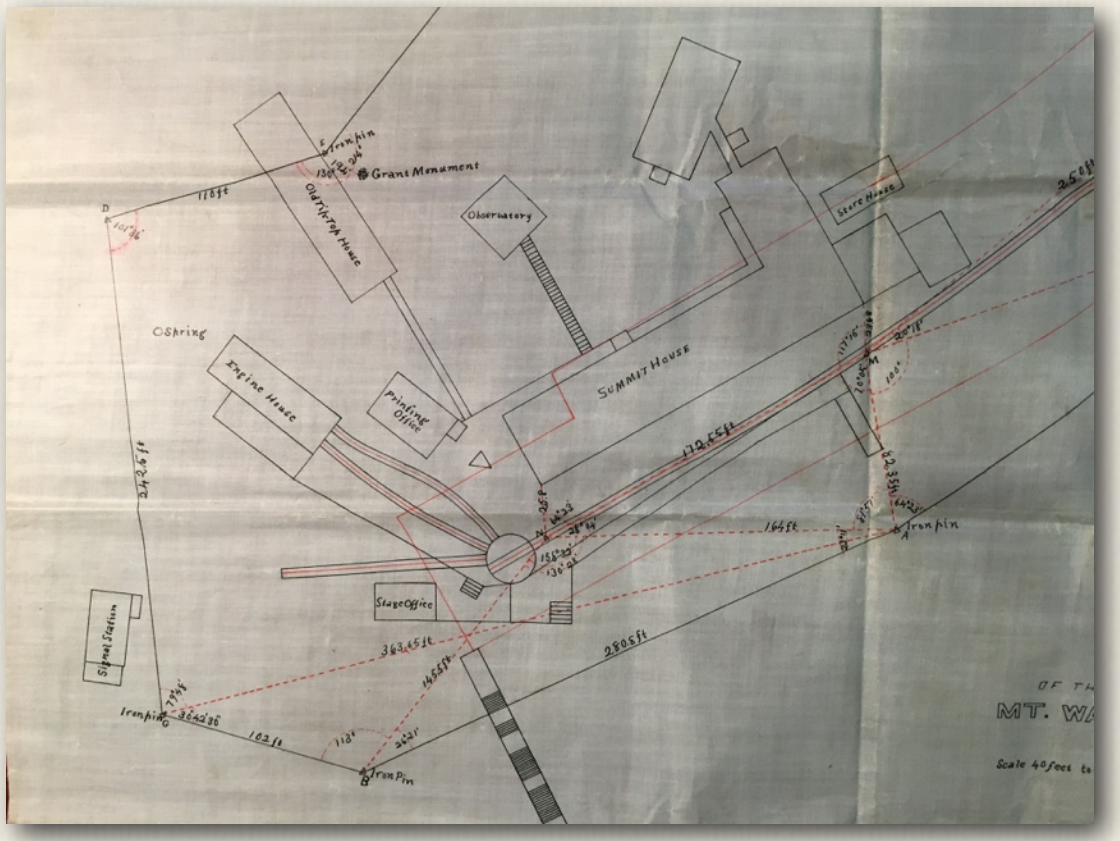


By 1880 the buildings on the summit included a large train shed and stable, an observation tower built for the United States Coast and Geodetic Survey and summit of the Carriage road. The observation tower was torn down in 1902 and the train shed, replaced by another, was taken down in 1904.
- New Hampshire Then & Now FB

1888

January 3rd

Summit Terminus Plan Filed: The plan of Mount Washington Railway's Summit Terminus is drawn by Engineer C. H. Sleeper on September 5, 1887. "The location of additional land on the summit of Mount Washington for the use and convenience of the Mount Washington Railway Company. The Mount Washington Railway Company, a corporation duly established and existing by the laws of the State of New Hampshire and owning and operating a railroad extending from the base to the summit of Mount Washington, in said State of New Hampshire, hereby files with the Secretary of State of the State of New Hampshire, the location of additional land, on the said summit of Mount Washington for side tracks, wood sheds, repair shops, engine, car and freight houses, turntables and depot purposes and all other purposes that are incidental thereto, or may be necessary to carry into effect the objects for which the said Mount Washington Railway Company was established. And the said Mount Washington Railway Company hereby defines the distances and boundaries of said location of said additional land for side tracks, wood sheds, repair shops, engines, car and freight houses, turntables and depot purposes and all other purposes that are incidental thereto, or may be necessary to carry into effect the objects for which the said Mount Washington Railway Company was established and describes and bounds and indicates the land intended to be included in and covered by said location." The document *(right)* is filed with "State of New Hampshire Secretary's Office, Received this third day of January



C. H. Sleeper's plan of the Mount Washington Railway's Summit Terminus (Sept 5, 1887)

1888." *- State of New Hampshire Archives / More about the legal fight over Summit land boundaries in Volume 5 - Summit Documents*

May 9th

Railroad Meeting: "At the annual meeting of the Mt. Washington Railway Company, which was held here (Concord, NH) this afternoon (5/9), 1129 shares of the total 1200 were voted. The directors elected were Walter Aiken, James T. Furber, C.E.A. Bartlett, National White, Jr., Frederick smith, John M Mitchell and John P. George. Walter Aiken was chosen president, E. D. Harlow treasurer and F. E. Brown clerk."

- Boston Herald - Thu, May 10, 1888 pg. 2

June

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad Company. ***1887 Season*** - Total income: $28,893.29 - Total expense (including taxes): $13,802.51 - Dividends declared (10 per cent): $12,950 - Total passengers: 9,845 - 462 cords of wood for engines (now 6 instead of 7) - "The usual repairs and renewals have kept the Mount Washington road in well-nigh perfect shape." However, the new lessees of the Boston, Concord & Montreal Railroad apparently found something less on the main line in the valley - "This road was a physical wreck when it was leased by the Boston & Lowell, and the uncertainty in regard to its future has postponed many of the expensive improvements that were then needed upon it. Much has been done in the way of substituting new and substantial bridges for old and weak ones, and steel has taken the place of iron upon its main line; but it needs heavier rails, more new bridges, new grade, new stations, new sidings, and much else that costs money. Half a million dollars could profitably be spent upon it by a corporation that was permanently in control of it. Its superintendents are men who are capable of doing much with little, and of running trains with comparative regularity and safety upon a poor road, and to this task they have devoted themselves with gratifying success, which is all that can be expected or hoped for until it is determined who is to reap the benefit in the far future of the large outlays necessary to put it in first-class condition. *(Ed note: This report details RR ownership/leasing war underway in N.H. and New England)* They have… made quite extensive repairs on trestles and stringer bridges between Fabyan's and the base of Mount Washington.

June 24th

Signal Station / Hotel Opens: "(Signal) Station opened and all instruments placed in position except wind-vane. Hotel on summit also opened today. First train up the mountain for the year 1888. Station building found badly out of repair. Self-register for anemometer left in middle of floor when station was closed when rain fell on it and softened the glue holding the wooden parts together. Found it would run all right. All property found in fair condition except 5 blankets missing and 8 glass jars broken. Station opened by Pvt. J. W. Bauer, no assistant." *- U.S. Signal Station Journal Abstracts for 1888*

July 5th

The *St. Johnsbury Caledonian* reports "The Mt Washington Railway has begun running trains, and *Among the Clouds* will begin its daily appearance next week."

July 10th

Spur Line Changes: "Thomas Robie, who for several years has been conductor between Fabyan's and Base Station, will be station agent at Weirs this season. 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."

- Among the Clouds - Tu, Jul 10, 1888

July 11th

Snow Going: "The snow has disappeared from Mount Jefferson fully two weeks earlier than usual, although there is still a large amount in Tuckerman's Ravine."

Weather Observations editorial: "Ever since Gen. Greely became manager of the United States Signal Service there has been a gradual reduction in the number of daily observations, until now we have only two in the 24 hours - at 8 a.m. and 8 p.m. If Gen. Greely has demonstrated that two are all that is necessary, then the public should be satisfied. If he is making the reduction on account of insufficient funds, that is another thing to be considered. With an overflowing treasury there should be no difficulty in securing an appropriation sufficient

to carry on the work in the best and most desirable manner. It strikes those not familiar with the business that the work is gradually going to nothing - in other words, it looks very much as though Gen. Greely was losing his grip on the business, and that the time had come for a change. The Mont Washington station, important increasing an interest in the weather predictions, if not absolutely necessary in the general work was closed last winter under Greely's instructions, and if his advice is followed much longer the country will be without any service at all. From this distance it looks as though it was time that a reform was begun at Washington, and our members of Congress should institute immediate inquiry. The Mount Washington station does not appear to be fully equipped, although reopened for the season, and we presume this may be the case with other stations throughout the country."

- Among the Clouds - Wed, Jul 11, 1888



Group portrait of twenty-five men, eleven women, and one young girl standing on a platform with a train behind them at the Summit of Mount Washington by Baldwin Coolidge. Coolidge was a commercial photographer and staff photographer for the Boston Museum of Fine Arts for 30 years during the late 19th and early 20th century (1888)
- Photo by Baldwin Coolidge - Manchester Historic Association Collection

July 12th

A Defense of Gen. Greely: "To the Editor: Your article... intending to convey the impression that the signal service under Gen. Greely is losing its efficiency on account of the reduction of the number of observations, which are now made at 8 a.m. and 8 p.m. only, is somewhat misleading. Previous to July1st only two observations were used from which the indications were deduced. The indications must be filed with the Associated Press by a certain hour, and thus it frequently happened that the officer making indications had but four or five minutes to make up and write the predictions for the whole country. Under the present system he has two hours more time, which should, and undoubtedly will, make the weather predictions more reliable than they have been in the past. The 3 p.m. observation is no longer telegraphed to Washington, but in place of it every station in the country must, when sudden atmospheric changes occur, immediately inform the chief signal office of such changes by telegraph, and in this way the central office at Washington will be constantly advised of the approach of storms of every kind... Thus, while it may seem to "those not familiar with the business" as though Gen. Greely is "losing his grip," yet to those who are familiar it looks as though the changes that are being made will not deteriorate, but, on the contrary, add materially to the efficiency and usefulness of the service. While the Mount Washington Station may be important in "Creating an interest in the weather predictions," it is practically important in no other respect. The reports from this station have never been taken into consideration in making "indications" and were used only for comparison and in the general study of meteorology. For this purpose the mass of data that has been collected for the past 18 years is amply sufficient. The station building is no longer, if it ever was, fit for human habitation during such storms as each recurring winter brings with it; and in justice to the men of the service, leaving humanity out of the question, Gen. Greely has ordered this station closed permanently after this summer. The members of Congress whose attention you call to the service, are themselves to blame that the Mount Washington Station will be closed. For the past four years, in each report of the chief signal officer, the attention of Congress was called to the urgent need of a new station building on Mount Washington, but never has any money appropriated for the purpose of building one. I would also state that the station is at the present time fully equipped for taking all the regular observations, and the data is similar to that heretofore collected. Yours, J. W. Bauer, Signal Corps - Mt. Washington Signal Station"

Editor's Response: "Mr. J. W. Bauer, in charge of the Signal Station on Mount Washington, who is now making the weather observation here, replies to our strictures concerning Gen. Greely, which we are pleased to print. His statements prove conclusively what we asserted concerning the service under the present management - that it is being narrowed rather than broadened in its general scope. Gen. Hazen sought to make the service complete in every particular, by entering into new fields of inquiry. Gen. Greely goes on the plan that all knowl-

edge that is possible to obtain has been obtained, and there being no chance to gain more, is going to "shut up shop" at least on Mount Washington. If this be the correct rule to follow in the weather service, it must apply with equal force in all other branches of scientific inquiry; but we hardly think this a safe rule to follow. Gen. Greely has not yet learned all that is possible, no more than the rest of the world, and it would seem time that there was a change in management. What Mr. Bauer says about the present station building on Mount Washington is too true, but we happen to know that the late Gen. Hazen had taken preliminary steps, before his death, to erect a stone building on Mount Washington similar to the one that he caused to be built on Pike's Peak, and which he was going to construct out of funds on hand, and not ask for a special appropriation. It strikes us that Gen. Greely is too much occupied with his own vagaries to make the service as efficient as it should be. That is his cast of mind, and there is no more possibility of turning his natural bent than there is to change the Ethiopian's skin. It is too true that this important service has been falling behind since Gen. Hazen died, and that the predictions throughout the country are not to be relied upon for that accuracy which was obtained in the early service. The hesitancy on the part of the members of Congress to vote appropriations for the weather service, comes in some measure from the fact that they lack confidence in the manner in which the business is now conducted. If the affairs of the office were wisely and efficiently administered, there would be no more trouble in securing the necessary appropriations than there is in getting appropriations to meet the expenses of the army, or in paying for transporting the mails. If Gen. Greely folds his arms and goes to sleep he cannot expect Congress will get very enthusiastic in his favor or his business. It is time we were through with this shilly-shally business. If Gen. Greely cannot do the work let us hunt up a new man. The public want reliable weather predictions." *- Among the Clouds - Thu, July 11, 1888*

July 11th, 12th & 13th

Severe Storm: Temperature 8 Degrees Below Freezing - Trains and Mail Suspended: "The severest storm that has occurred on Mount Washington in the month of July for many years, began Wednesday *(7/11)* evening and was still in force up to a late hour (Thursday) evening. About half past three Thursday morning it began snowing heavily and by daylight Mount Washington was white fully two miles down from the Summit. The anemometer cups at the Signal Station blew off some time Wednesday night, and the record at the Station is not complete, but it is though that the wind must have blown from 90 to 100 miles an hour nearly all of Wednesday night. The fall of snow must have been fully four inches, though it was piled into drifts and scattered around so as to make it impossible to get an accurate measurement. The platform in front of the Summit House was covered to the depth of nearly a foot. The morning train arrived from the Base with the mails, and three passengers, at the usual hour, but the wind was blowing so violently at 2 o'clock that it was not considered safe to make the usual downward trip, nor could the ascent be made from below at night. This is the first time that the trains of the Mount Washington Railway have missed more than a single trip in many years. If the wind falls the train now here will make the downward trip at the usual hour this (Friday) morning." The next day, *Among the Clouds* reported, "The Mount Washington Railway resumed its trips yesterday morning *(7/13)* by running a train from the Summit to the Base. Since then there has been no interruption to travel."

- Among the Clouds - Fri, Jul 13 & Sat, Jul 14, 1888

Signal Station Journal Entry: July 12th: "The storm raged with great fury the whole day. Wind attained a maximum velocity of 120 miles per hour. The wind blew at an average rate of about 90 miles per hour for nearly 9 consecutive hours. Station building floors flooded by the rain."

Phenomenal Weather: There was a cold snap last week up in this section of the country Thursday and Friday. The mercury dropped to 40-degrees which was decidedly cool for the middle of July. There was a heavy wind and rain storm west of her; trees were blown down and considerable damage done. On the higher hills snow fell. Over in the mountains 5 inches of snow fell near the Summit house and the Mt. Washington railway was compelled to suspend operations owing to the severity of the storm. How's that for July weather? This week the weather has been perfect.

- St. Johnsbury Caledonian - Thu, Jul 19, 1888 - pg. 1

July 17th

Sanitary Neglects?: "The State Board of Health are visiting the mountain hotels with reference to correcting sanitary neglects, if there are any."

- Among the Clouds - Tu, Jul 17, 1888

July 20th



Maine Mountain Railway at Capacity: "The Green Mountain Railway is being taxed to its utmost capacity and carries great crowds up the mountain daily. The clear weather of the past few days has been just what was needed for a fine mountain view."

- Bangor Daily Whig & Courier - Fri, Jul 20, 1888

Uncle John's Western Prosperity: "Uncle John Camden, who for 16 years has been road master on the Mount Washington Railway, is living in St. Paul, Minn. where he is making a fortune in building and selling houses. Uncle John has a host of friends in this vicinity who will rejoice at this prosperity. His son, who helped build the Summit House, succeeds him on the railway."

- Among the Clouds - Fri, Jul 20, 1888 pg. 4

July 23rd

Aiken the Angler: "Walter Aiken of Franklin Falls, manager of the Mt. Washington railway, caught with a fly hook at Sunapee Lake on Monday *(7/23)*, two land-locked salmon, weighing respectively four and one-quarter and six pounds." *- Concord (NH) People & Patriot - Thu, Jul 26, 1888 pg. 5*

July 28th

Hoosier Writes Home: Mr. John Mohr letter to hometown paper in Indiana: "...you will see we have arrived in the humpy region of the White Mountains. As the ascent of the mount (Washington) is the lion of this resort, everybody rises here, your four Hoosiers among the rest. Trains up the mountain are not run on the fast express schedule, but creep along at the rate of an ordinary walk to the monotonous rat-tat-tat of the cogs under the engine - a sensation resembling the winding of a heavy chain beneath our car, while the view outside is tiresome until we emerge from the pines and shrubbery to the bare rocks above, where we are astonished and appalled at the scene. We feel the keen air and hastily turn up our collars and tighten our wraps. We look down into a fearful chasm, see the peaceful valleys far, far below, and some of us wish the confounded thing would stop. We go higher, begin to feel dizzy, the scene fades and we reach the summit in a cloud."

- Fort Wayne Sentinel, Wed, Aug 1, 1888 pg. 4

July 30th

Decadence of College Waiters (or Rise of the Waitress): "The custom which formerly prevailed at the large mountain hotels of having college students act as waiters has gradually fallen into innocuous desuetude. The practice now exists chiefly as a reminiscence. It is only rarely that you now see a collegian manipulating the tray in the dining halls of the White Mountain hostelries. Whether a liberal education unfits an ambitious but indigent young man from efficiently discharging the arduous functions that devolve upon the hotel waiter may be doubted; but it is a fact, undisputed and indisputable, that the young ladies have usurped the positions formerly occupied by college undergraduates. And a very pretty and intelligent class of young ladies they are, too. They are generally young school teachers who are desirous of sniffing the mountain breezes in an inexpensive manner; or they may be pretty lasses who are attending seminaries or other institutions of learning, and who wish, during the summer, to put in their purses a few agreeably earned dollars for educational purposes. If their duties are irksome when the guests are fussy and fretful, the young ladies gather comfort from Milton's well-known line that "They also serve who only stand and wait." *- Among the Clouds - Mon, Jul 30, 1888*

August 2nd

Big Windy Night: The Summit House had about 160 guests last night, the largest number remaining over night at any time this season. The wind was blowing 73 miles an hour at nine last evening. The temperature was down to 42. Yesterday was one of the best days of the season."

August 3rd

Lightly Traveled?: "Notwithstanding travel has been considered light in the White Mountain region, the receipts of the Mount Washington Railway, up to the first of August, were slightly in excess of those for the same period of last year." *- Among the Clouds - Fri, Aug 3, 1888*

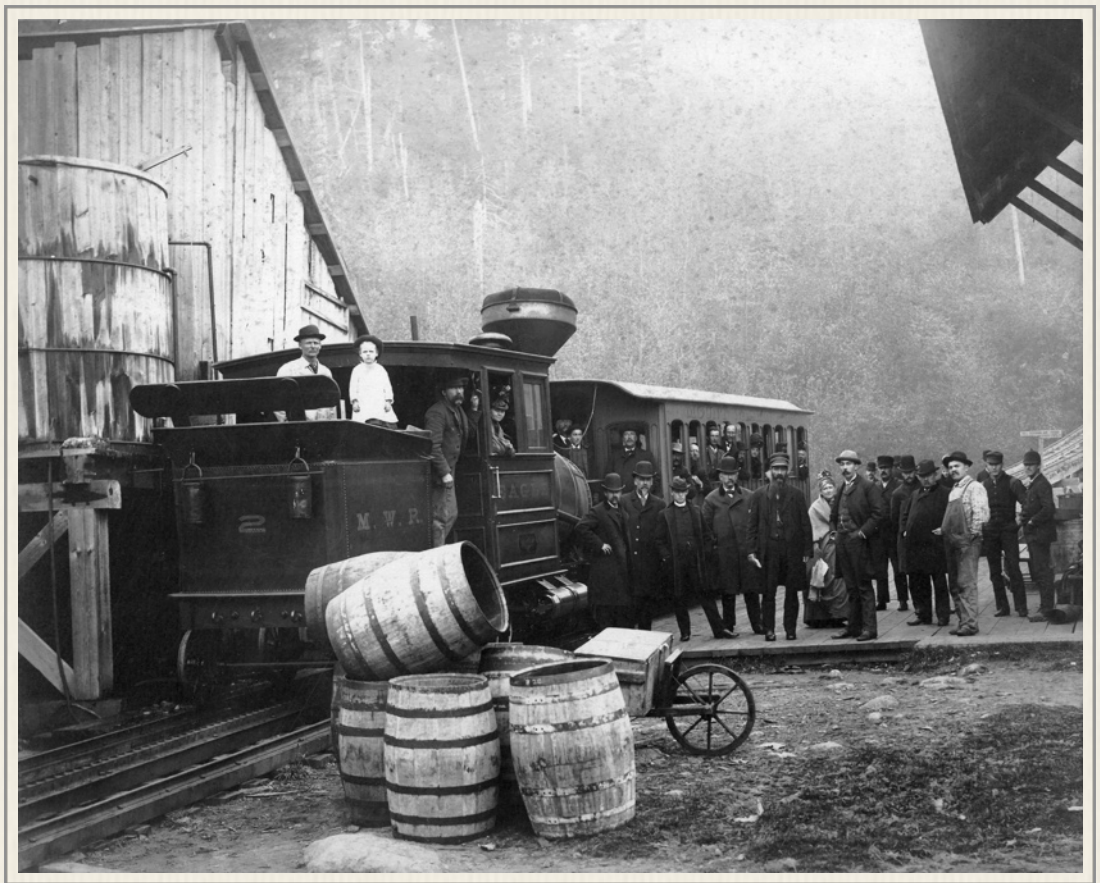
1888

August 11th

Three Do Double Trips: "The rush to Mount Washington Friday *(8/10)* noon by the railway was something astonishing. All the six trains were brought into use and three of them were obliged to double the road in order to bring all who had started for the Summit. The mid-day arrivals by train numbers about 430. Of this number, about 250 came on an excursion over the Portland and Ogdensburg Railroad from Fryeburg, and places this side. The day was pleasant and the numerous visitors were rewarded by having a good view. The total number of persons who registered at the Summit House, both noon and night, was 510. A little gallantry in emergencies goes as far on Mount Washington as in any other place. The rush to make the descent Friday noon by the railroad was so great that it was not every one who was fortunate in getting a seat in the cars of the first descending trains. A lady who had friends in one of the cars, and who was desirous of going down with them, was unable to gain admittance. Just as the train was about to start Mr. Ed. S. Warner of St. Louis took in the situation and picked the young lady up and put her through the window into the arms of her friends. She was so much gratified that she returned her card to the gallant gentleman with thanks. Mr. J. W. Harper of Ohio, kindly assisted in the affair, and encouraged the St. Louis gentleman in his herculean efforts to do such a kindly act." *- Among the Clouds - Sat, Aug 11, 1888*

August 14th

Shabby Mountains and Dirty Rivers: W.C. Prime writing in the *New York Journal of Commerce*,"(T)he change which has taken place in this (Ammonoosuc) valley within 40 years is very sad to one who loves forests and forest scenery, and who admires swift-flowing mountain streams, and who does not? What other charm has New Hampshire to offer the millions of travelers who come to these mountain! The charm is fast failing in power. Year after year shows a marked change. The forests are going; in the lowlands are mostly gone. If the argument must be put in terms of dollars and cents, it is time for New Hampshire to reckon the amount she, or her inhabitants, receive from the attractions of her north country, now enormously diminished and soon to disappear. I write as a New Hampshire resident. I have spent more time in the state for the past 30 years than in my home in New York. I have spent a great deal of money here. I own land and pay some taxes here. I claim right to speak frankly. I have been driving up and down the Ammonoosuc valley for some weeks. The valley is but sparsely settled. You may drive ten miles... without finding a house... drive miles without finding any trees. Ordinary fire wood must be drawn miles to the farm house, which stand unshaded. But this is not the worst of it. The valley is beautiful still, looking over its rolling lands, up to the dark mountains, and it would be attractive if the streams which run through it had retained their ancient purity and beauty. But the curse of the valley is the lumberman. He is cutting the timber from the mountain sides, and to saw it he uses the streams, and to save a few dollars he runs his sawdust and slab stuff into the Ammonoosuc, once a noble river, now a wretched drain of mush, hideous to look at, devoid of all beauty. The rocks are no longer moss-covered, but on almost every rock lies a pile of rotten sawed wood half covered with sawdust. On the shore are decayed slabs. The smell of the water is impure. Formerly the river just at this spot (Fabyan's) came out of the hilly country, a crystal stream rushing over a white gravel bed, past the "Giant's grave," now leveled for the Fabyan House. Then it wandered through the meadows, exceedingly beautiful, with short bends and deep dark holes where might trout lay happy. Trout no longer inhabit the stream as once. They are not fished



View of the Mount Washington Railway and Train "Eagle" - circa 1888. The train was manufactured by the Manchester Locomotive Works.
- Courtesy Manchester Historic Association

out. A resident came along and told me that no fish but suckers had been taken for years in that part of the river. Proper legislation, properly enforced, would transform the character of this and other New Hampshire rivers. Fish commissions with a reasonable degree of intelligence would then stock them with good fish, so that every town and village and farm would find a food supply in their water. The Ammonoosuc could be made a superb trout stream from the foot of Mount Washington to the dam at Woodsville. But for the present it is enough to say that in allowing the destruction of her mountain forests and the degradation of her mountain streams, New Hampshire is permitting a few lumber companies to kill the goose which lays her annual golden eggs. In a little while, visitors will cease to come and look at shabby hillsides and dirty streams, when abundant railways will carry them to mountains vastly higher, and streams and lakes not sullied by sawdust and rotten slabs." *- Reprinted Among the Clouds - Tu, Aug 14, 1888*

August 15th

Stripping the Forests: "Dr. W. C. Prime is well known in northern New Hampshire, where he has passed many summers in the exercise of his skill as a fisherman. He, in turn, is thoroughly familiar with that part of the state, and with the changes that are being wrought by the lumbermen. On several occasions heretofore he has protested earnestly against the indiscriminating and wasteful methods by which the forest are rapidly disappearing, and he repeats his warning in the *New York Journal of Commerce* again this year. He particularly regrets the inroads upon the forests in the immediate region of the White Mountains and protests, as a heavy tax-payer in this state. As in the case of many other acknowledged evils however, it is easier to call attention to obvious facts with reference to the lumber interests than to suggest a practical remedy, but the *Springfield Republican*, in commenting on the doctor's latest article, touches upon two causes which have worked great harm to the best interests of New England when it says that the evil is due in part to the tariff tax on lumber, which is a direct premium on the destruction of what forests we have left, and in part, also, to the practice of many towns among the hills of granting a bonus to saw mill enterprises in the shape of exemption from taxation for a term of years. *The Republican* thinks that "New Hampshire ought to know by this time how to appreciate the value of its White Mountains in their natural state." But the probabilities are that when New Hampshire people generally awake to the need of preserving the forests in the White Mountain region, there will be little if any forests to preserve."

- Manchester Union Leader reprinted in Among the Clouds - Wed, Aug 15, 1888

Disappointing Day: "Wednesday was indeed a disappointing day. The clearing weather of Tuesday night, and the clear sky all around the mountain, led everyone to suppose that Wednesday would be an unusually fine day for visiting Mount Washington, but the clouds hovered about the Summit from morning to night, and at times were very dense. Nearly 300 came up at noon from all sides, but no one was able to get so much as a glimpse of the country below. The morning train brought up 250 passengers, requiring six trains."

- Among the Clouds - Thu, Aug 16, 1888

August 16th

Knight & Orr & Clouds: "On Thursday *(8/16)* of last week Mrs. Knight (of Woodsville), with her guests, Mr. and Mrs. C. H. Orr of Boston, had the pleasure of a delightful trip to the summit of Mt. Washington. Leaving Fabyans with the temperature of August the journey was begun to the base of the mountain and up its steep side. Before reaching Jacob's Ladder the train had entered the clouds that obscured the summit, and from there to the terminus of the road the journey was through the clouds. Soon after reaching the top the clouds were blown away, the sun shone out brightly, and all the beautiful panorama was spread out to view. Clouds succeed sunshine, peaks appeared and disappeared, the shadows chased one another up and down the valleys, giving a view worth going many miles to obtain. The party are under obligations to Assistant Superintendent Mann. Conductors Judkins, Parkhurst and Knight also exerted themselves to point out objects of interest and to make the trip one never to be forgotten by the party."

- White Mountain Republic (Littleton, NH) - Sat, Aug 18, 1888

August 18th

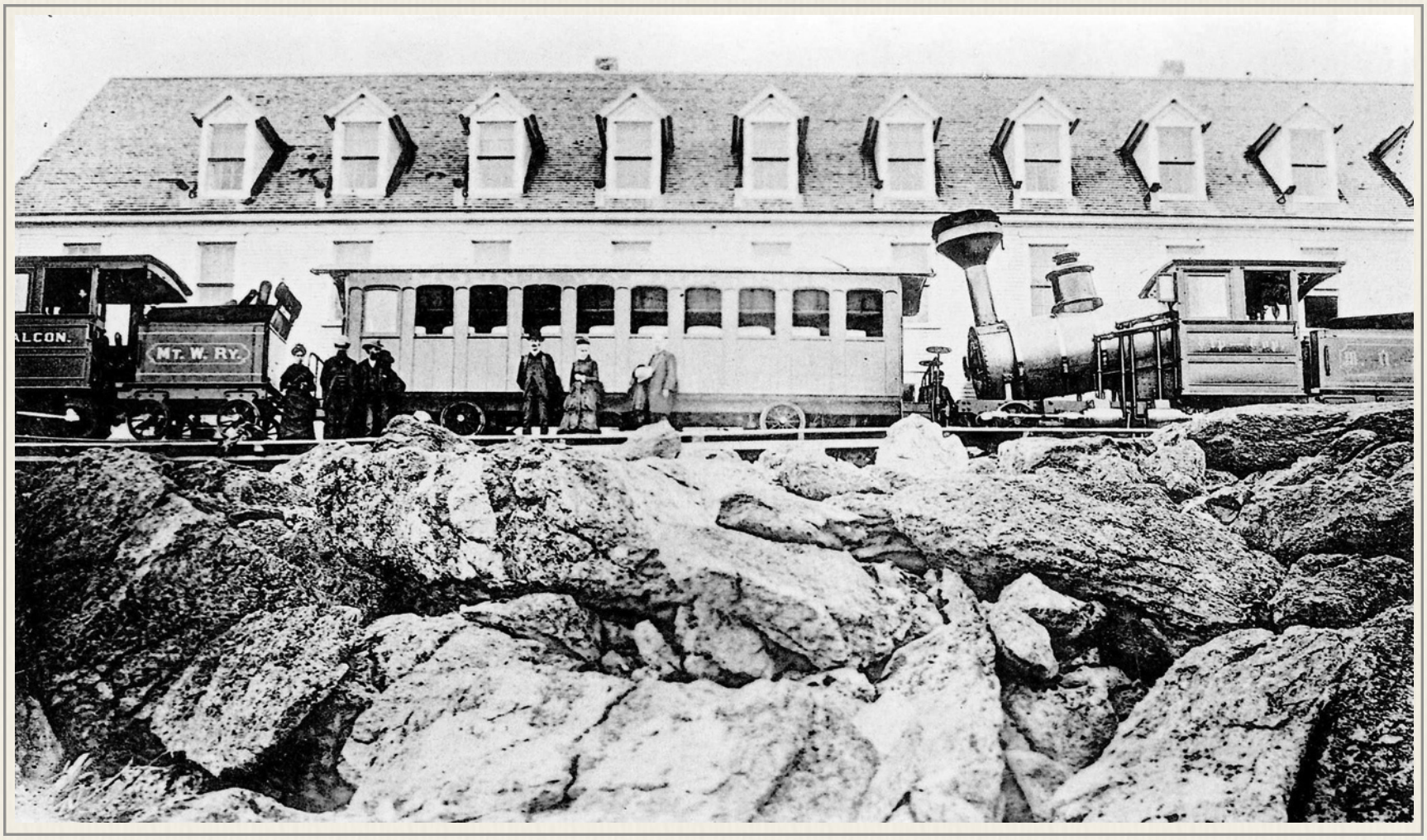
Two Passengers & Presidential Boarders: "Mr. and Mrs. S. M. Whipple of North Adams, Mass., were the only passengers by the railway arriving on Mount Washington Sunday evening *(8/18)*, and they were fortunate in having a good view. Mr. Whipple was the originator of the Western and Eastern Railroad associations, but of late has been engaged in prosecuting claims for infringement of the Miller platform and buffer. He relates an interesting historical incident which occurred when he was a school teacher. In December, 1853, he

went to visit his mother in Pownal, Vt., and he then found James A. Garfield and Chester A. Arthur both boarding at his mother's house. Garfield, a student in Williams College, was teaching at the district school, and Arthur a student at Union College, was teaching penmanship. He then little knew though that the two would a future time be elected on the same ticket to the highest political office in this country. After Garfield returned to Williams, he wrote a letter to Mr. Whipple which he preserved, and he has since presented it to the Western Reserve Historical society at Cleveland."

- Among the Clouds - Mon, Aug 20, 1888

Walter Aiken Industrialist: The *White Mountain Republic* prints a private letter written by Walter Aiken answering criticism of the so-called "Mills bill" being considered at that time and the effects on the hosiery industry. The editor of the *Manchester Union* convinced Aiken to allow publication of the letter. Excerpted here is the description of Aiken's profile in New Hampshire. "Mr. (Walter) Aiken is the father of the hosiery business in this state, having been engaged in it over thirty years. His mill is one of the largest in New Hampshire and it is admitted that he stands at the head of the industry in the state. He has made many improvements in hosiery machinery which have given him a wide reputation and he has every been successful in his business efforts. He is an independent, outspoken man; one of the last who would support what he believed to be wrong in principle or in its effects on himself, employees or the people at large. For these reasons his words should have much weight with the reading public." To read Aiken's views on tariffs on wool, please consult:

- White Mountain Republic, (Littleton, NH) - Sat, Aug 18, 1888



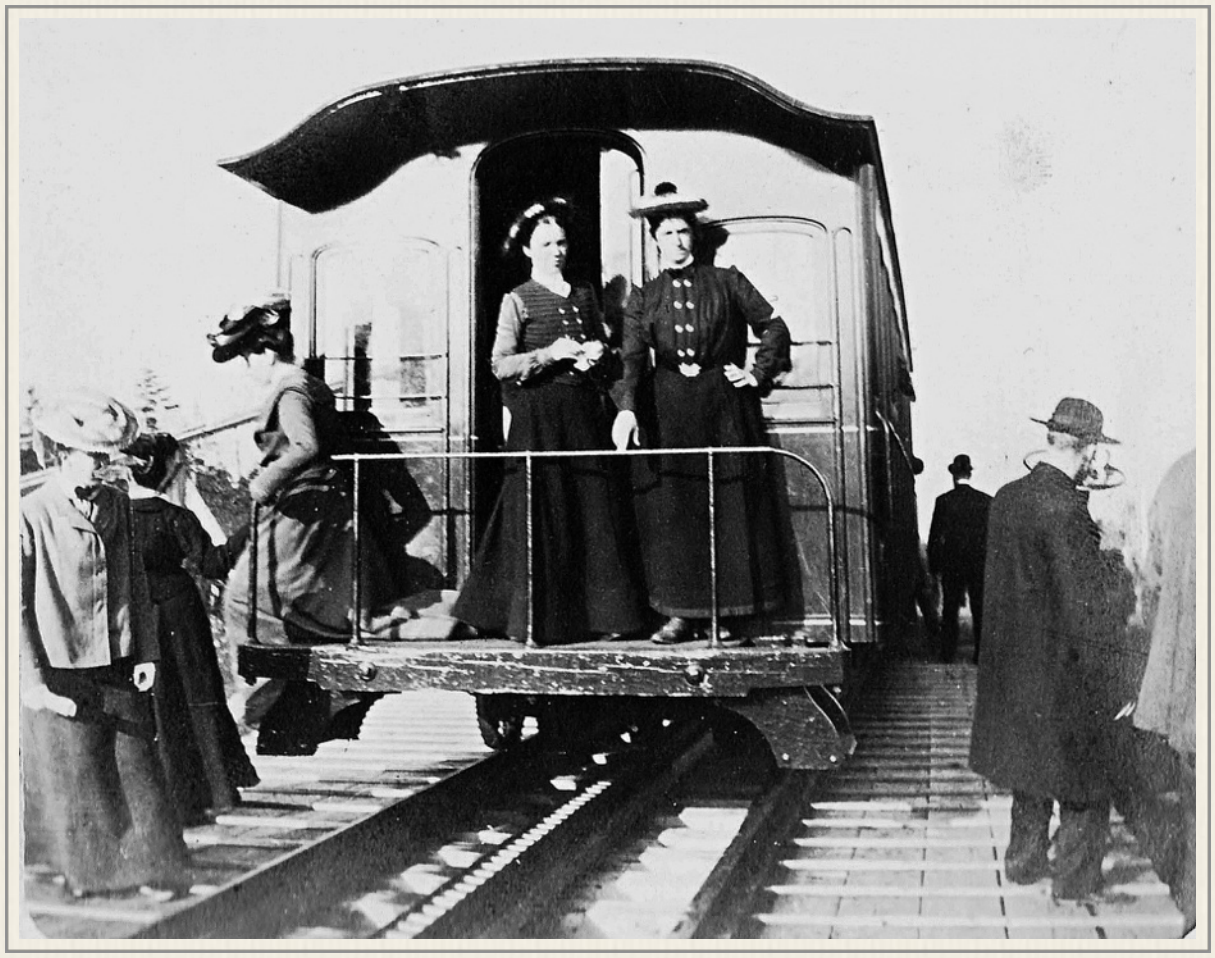
Falcon and Tip-Top with tourists at Summit (1888)
- New Hampshire Then and Now FB page

August 22nd

Peddling Tans?: "A visitor at the summit of Mount Washington, clinging to the chains of the Summit House, in a recent gale, when the temperature was falling to the freezing point, exclaimed at the top of his voice, 'By thunder, a fellow would starve to death up here peddling tans."

Enterprising Democrats: "The highest (Grover) Cleveland and (Allen G.) Thurman flag east of the Rockies was recently flung to the breeze on the western slope of Mount Washington by a little band of enterprising Democrats who dwell beside the Mount Washington Railway."

- Among the Clouds - Wed, Aug 22, 1888 & Pittsburg (PA) Daily Post - Wed, Aug 29, 1888 pg. 4



Spending the day *at the Mt. Washington Cog Railway. No date on this photo, however tourist outfits indicate late 19th Century. The slatted walkway and the wooden trough angling up behind women at left has Jitney Jr thinking this was taken at the Waumbek water stop.*
- Photo from the Robert J. Girouard collection / New Hampshire-then and now

August 24th

Aiken on What Free Wool Means: One of New Hampshire's most prominent and wealthiest citizens and a successful business man is the Hon. Walter Aiken. Besides being interested in many New Hampshire industries Mr. Aiken was the projector and is now the heaviest owner of stock in the Mount Washington Railway, and he is also proprietor of the leading hotel at Bermuda. But Mr. Aiken's greatest interest is centered right here (in Franklin, N. H.), where he has a large hosiery mill, employing several hundred operatives. He is outspoken in advocacy of the Mills bill. 'This talk about low wages if the Mills bill passes is nonsense pure and simple. To whom do I have to pay the highest wages? Why, to the carpenter, the stone mason, the brick mason, the painter, and to every other non-protected trade. It seems strange to me that our working people cannot see these things in their true light.'"

- New York Times - Sat, Aug 25, 1888 pg. 5

August 25th

No Legislature - More Money?: "Although the volume of passenger travel on the Mt. Washington Railway in July was only one-half what it was in the same month last year, and the fares were the same, the cash receipts were $100 greater. The *Concord Monito*r mildly remarks that the legislature was not in session." / "Mt. Washington Railway company is said to have realized more money than last year, but has not carried as many passengers, - due to the fact that the legislature wa then in session and the great railroad fight in progress, and an unusual number of passes were issued."

- Worcester (MA) Daily Spy - Sat, Aug 25, 1888 pg. 6 / St. Albans (VT) Daily Messenger - Mon, Oct 1, 1888 pg. 2

August 29th

Conductor Improving: "The many friends of (Mount Washington Railway) Conductor (Edwin) Judkins will be pleased to learn that he is recovering from his recent sudden sickness."

On Dark and Stormy Nights: "A large locomotive headlight, which has been placed on the front of the stage office (at the Summit), presents a cheerful appearance on dark and stormy nights."

Broken Wires: "Owing to the breaking of the telegraph wires we are without our usual reports from the principal hotels in the mountains. The wires were broken by the great weight of ice which collected on them, and the weather has since been so severed that it has been impossible to repair them. They will probably be put in working order to-day. *(Ed note: They were not)*"

Walk To Almost Waumbek: "A lady and gentleman who undertook the dangerous feat of walking up the railroad track, from the base of Mount Washington to the Summit, on Tuesday night *(8/27)*, were forced to go back after a half-mile ascent, being prevented by the severe gale, wind, fog and rain from accomplishing their

trip. They remained at the Marshfield House at the foot of the mountain over night."

- Among the Clouds - Wed, Aug 29, 1888

September 3rd

Summit Hotels Outlined & Fight Enjoined: "The first hotel built and opened on Mount Washington was the work of D. M. Rosebrook, N. R. Perkins and Joseph S. Hall. The former died in Illinois this summer *(1888)* at a ripe old age. Mr. Perkins still lives in Jefferson, and is president of the Whitefield & Jefferson Railroad, and Mr. Hall is a resident of Michigan. They built the old Summit House in 1852, which was torn down a few years ago to give place to the help's hall, connected with the present Summit House. The next house built at the mountain was the old Tip-Top, the stone building now fast going to ruin, which crowns the very Summit, 6,293 feet above the sea. This was built in 1853 by Samuel F. Spaulding & Co., and managed by John H. Spaulding, then of Lancaster, and now superintendent of the Rosendale Cement Works, at Rosendale, N.Y. He was the landlord for 11 years, and is still pleasantly remembered by many old visitors. The late John R. Hitchcock of Gorham was many years proprietor of the hotels at the summit, as well as of the Alpine House at Gorham, He accumulated a fortune, and retired form business 20 years ago. The conflict for business in those days was decidedly warm, and it was the smartest man who came out ahead. Mr. Hitchcock died a few years ago, and a few weeks before he was a visitor at the summit of Mount Washington, when he remarked, "The man who does business on Mount Washington must make up his mind to always live in a fight." He had been there, and knew how it was himself. The old Tip-Top and the Summit Houses were kept in connection and under one management for about 20 years. The present Summit House was built and opened in 1873, and is the only hotel on Mount Washington. It was built by Walter Aiken and the late John E. Lyon. The latter's interest has passed into the control of the Boston & Lowell Railroad. Mount Washington is owned by Eben S. Coe of Bangor and David Pingree of Salem, who also own the Mount Washington carriage road and many thousand acres, which includes the higher summits in the vicinity of Mount Washington. They ave received for ground rent of the owners of the hotel $3000 annually, and the owners of the hotel lease it to its present proprietors, Barron & Merrill, for $9000, equivalent to $100 a day for the time occupied, including Sundays. The owners of the hotel have recently declined to pay ground rent, and there is a movement to have the Summit condemned for railroad purposes. there is likely to be litigation in this connection. The present owners were for 19 years in the courts to establish their title to the property, and then they obtained peaceful possession by buying out the contesting party." *- Among the Clouds - Mon, Sep 3, 1888 pg. 5*

September 5th

Greely Comes & Goes: "Gen. Greely of the United States Signal Station at Washington, arrived on Mount Washington yesterday. He came up from the Glen House by stage, and owing to his late arrival, spent only a short time here. He left for Fabyan's on the two o'clock train."

- Among the Clouds - Thu, Sep 6, 1888

September 6th

A Fine View: "The train brought to the Summit yesterday *(9/6)* 120 visitors, who had what has been this season a rare experience - an exceedingly fine view. A considerable number came from Jefferson and Randolph." *- Among the Clouds - Fri, Sep 7, 1888*

Democratic State Convention: "The Democratic State Convention held last week Thursday *(9/6)* was a most harmonious and enthusiastic meeting. Hon. Irving W. Drew of Lancaster, presided and delivered a ringing speech after which the business of the day followed. Unlike the Republican State Convention there was no repeating and Hon. Charles H. Amsden of Pennacook received a large majority of the votes cast and was declared candidate for Governor. Thomas Cogswell, Harry Bingham, Walter Aiken and George Van Dyke were chose Presidential Electors."

- White Mountain Republic (Littleton, NH) - Sat, Sep 8, 1888

September 8th

Breakdown: "The train Saturday night *(9/8)* was delayed over an hour by the breaking of a gear on the engine, making it necessary to run back for a new engine. Its only passengers were Mr. John Scales and son of Dover, N. H. Mr. Scales is editor of the *Dover Daily Republican*."

- Among the Clouds - Mon, Sept 10, 1888

September 10th

After working at the Cog Railway for a couple of years, John Boyce dies. His death record indicates he was "crushed by cars" – John is Mike Boyce's older brother.

http://person.ancestry.com/tree/742636/person/-1961652475/story

September 11th

Mount Greylock Cog?: "A party of Fitchburg (Massachusetts) railroad officials visited the summit of Mt. Greylock, yesterday, and declared a cog railway up the mount possible."

- Fitchburg (MA) Sentinel - Wed, Sep 12, 1888

September 29th

Female Slideboard Rider Number Two: "A Boston paper mentions that the second woman to coast down the Mt. Washington railway was Miss H. Winslow of New York, who, with Mr. Brice of Boston, went down in eleven minutes. This included four stops, one in the middle of Jacob's ladder, where they got off and rested a moment."

- Hartford Courant - Sat, Sep 29, 1888 pg. 7 / See Appendix Sec. 8

September 30th

Signal Station Closes: "The station was closed at 12 midnight today *(9/30),* according to instructions, letters dated April 30th, 1888, and May 14th, 1888. Also verbal instructions from the Chief Signal Officer and Special orders #87, 1888. The property was disposed of according to verbal instructions from the Chief Signal Officer and letter dated Sept. 20th, 1888."

October 1st

More Money - Less Riders: "Mt. Washington railway company is said to have realized more money than last year, but has not carried as many passengers. - due to the fact that the legislature was then in session and the great railroad fight in progress, and an unusual number of passes were issued."

- St. Albans (VT) Daily Messenger - Mon, Oct 1, 1888 pg. 2

November 26th

Conductor Judkins Dies: "Edward (nee Edwin) Judkins, so well and favorably known to our people, died at his home in Franklin, Nov. 26th, aged 56 years. He assisted in building the Mt. Washington Railroad and has been conductor on the road since its completion. At the time of his death he was postmaster at Franklin."

- White Mountain Republic (Littleton, NH) - Sat, Dec 1, 1888 & Boston Herald - Tue, Nov 27, 1888 pg. 6

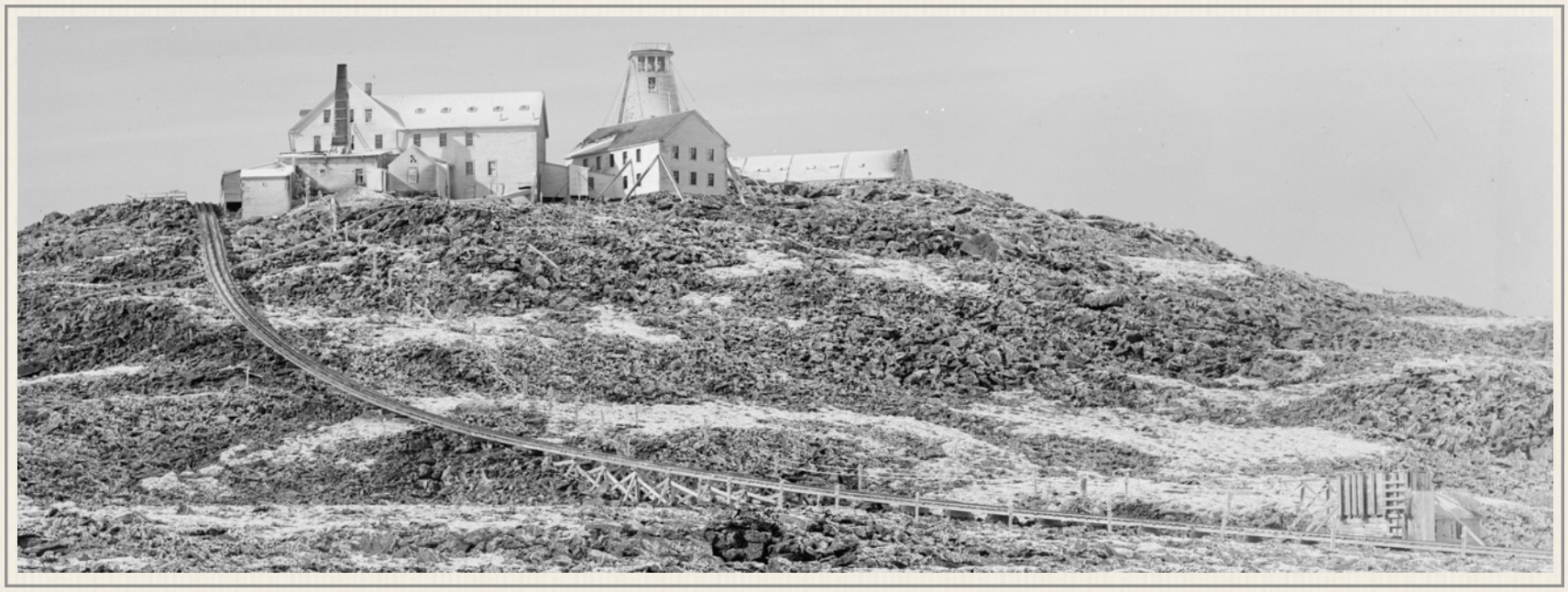
December 28th

Ice Harvest Complete: "The ice crop for the Fabyan, Mt. Pleasant, Crawford and Summit Houses has been gathered and safely stored (in Twin Mountain.)"

- Littleton Journal - Fri, Dec 28, 1888

Maine Mountain Railway: "**Green Mountain Railway.** This road is well maintained and in a safe condition. No accident has occurred since it was completed and opened for travel. Every precaution is taken to secure the safety of trains. The track is well secured to the rocky surface of the mountain side, and the appliances for controlling the trains are reliable and effective. ***1888 Season*** - Total income: $2,303.83 - Total expense: $7,526.36 - Deficit: $5,233.63 - Total passengers: 990 - Assets: $138,000.72 - Liabilities: $138,000.72"

- Maine Railroad Commissioners' Annual Report 1889



- Library of Congress

1889

May 8th

MWR Annual Meeting: "At a meeting of stockholders of the Mount Washington railway corporation yesterday *(5/8)* the following directors were chosen: Walter Aiken, C.C. Bartlett, James T. Furber, Frederick Smyth, Nathaniel White, Jr., John P. George, George A. Fernald. At a meeting of the directors Walter Aiken was re-elected president, Frank E. Brown clerk, and Edward D. Harlow treasurer."

- Fitchburg (MA) Sentinel - Thu, May 9, 1889 pg. 4

June

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1888 Season*** - Total income: $23,780.45 - Total expense (including taxes): $16,616.26 - Dividends declared (5 per cent): $6,475 - Total passengers: 7,291

June 9th

Maine Toll Gate War I: "There seems to be a war at Bar Harbor, the question being railroad versus buckboard, the Green Mountain Railway Co. having placed a gate across the mountain road built last summer and imposed a toll of one dollar for each carriage and each person, claiming that the road ran over their grounds. The owners of the carriage road take issue and Sunday tore down the gate, though warned by detective Thomas F. Allen, who had been placed in charge, that they did so at their risk. This action will probably bring the matter before the courts for a decision of the rights in the premises."

- Bangor Daily Whig & Courier - Tue, July 9, 1889 pg. 3

June 11th

Maine Toll Gate War II: "A special to the New York world from Bangor, Me., gives the following: Tuesday *(6/11)* night the (Green Mountain Railway) company sent a dozen experienced ledgemen, who had with them all their tools and blasting material, to Bar Harbor. It was nearly daylight when they reached the top of the mountain. They immediately went to work on the (rail) company's land, some 1,500 or 1,800 feet from the top of the mountain, and exploded two charges of dynamite there, tearing up the carriage road in a manner which made it wholly impassable. Then the retaining wall which held the road in a number of bad places, was torn down, leaving the entire road, absolutely useless and doing thousands of dollars of damage to the company's land. The (rail) company could have brought a civil suit to recover damages for the destruction of its tollgate by the carriage-road people, but the suit might have been prolonged for several years. In the meantime the natives would be reaping the benefits of the carriage road. The company therefore decided to end the business at once." *- Buffalo (N.Y.) Commercial - Wed, Jul 21, 1889 pg. 2*

June 22nd

Engineer Pillsbury Returns: "Fred Pillsbury, who has been an engineer on the Mount Washington Railroad for several years, left *(Warren, NH)* for his old place last week."

- White Mountain Republic (Littleton, NH) - Sat, Jun 22, 1889

July 5th

Mountain Houses Open: "The Profile, Fabyans, Crawford, Summit and other houses opened the first of the week, and all summer hotels are now in full operation, with a fair prospect of a good season. More guests are now in the mountains than is usual at this time of the year. The Narrow Gauge road to Bethlehem carried four times as many passengers in the month of June as it did in the same month of last year. The hotel proprietors are all expecting the best season they have had in many years."

- Littleton Journal - Fri, Jul 5, 1889

July 6th

Tip-Top House to be Seized: "The land which the Mount Washington Railway proposes to take 'for depots, &c..' is that on which the Tip-top House is situated. That hotel is now used as a passenger station by the railroad, but the latter claims that it will be better for the corporation, its passengers, and the public generally to have the hotel owned and controlled by the railroad. The present owner of the hotel objects to disposing of his property, and the corporation will make an attempt to obtain it through the law allowing railroads to take land for the purposes named above."

- From Concord Monitor reprinted New York Times, July 8, 1889 pg. 5

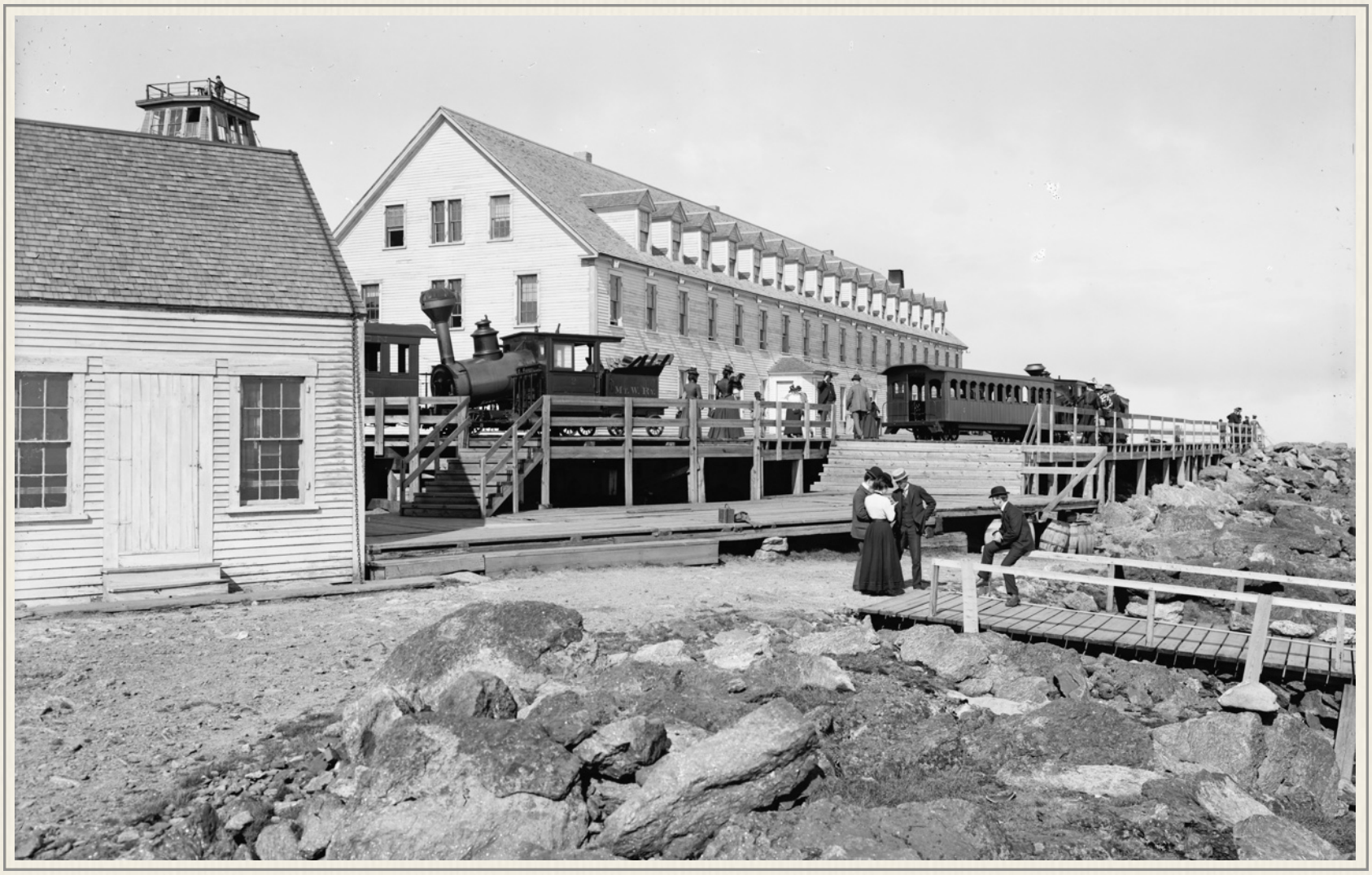
July 10th

Special RR Commissioner Named: "At a meeting of the (New Hampshire) Governor and council this afternoon... J. F. Coburn, Derry, (was appointed) special railroad commissioner in the matter of the petition of the Mt. Washington Railway."

- Boston Post - Thu, July11, 1889 pg. 3

July 12th

No Drifts This Year: "There is less snow on Mount Washington at this time of year than has been known in many years. Usually there are drifts on some of the higher peaks until the latter half of July. At the present time there is none to be seen, and in Tuckerman's Ravine there is very little, where it often remains to the middle or the last of August."



Signal Station Improved: "The Government has begun to make improvements on the Mount Washington signal station. Mr. J. W. Bauer of the New York signal station, who has spent several seasons on Mount Washington, is the observer at the signal station for this summer. This is the third season that the station has been kept open only in the summer months."

Parkhurst Remains Spur Line Conductor: "Mr. S. W. Parkhurst, who was conductor between the Base and the Fabyan House last year, will continue in the same position this season. During the winter and spring he has been conductor on the St. Johnsbury & Lake Champlain road, running as far east as the Fabyan House

Conductor Judkins Remembered: "The visitors who have been here frequently for the last twenty years, will miss the old conductor, Edwin Judkins, of the Mount Washington railway, who died on the 26th of last November. His connection with the road dates back to the beginning of the building of the road and continued to the close of the summer business last autumn. For many years he had been in poor health, and one or two seasons, he was unable to discharge the duties of his position, but with that exception, he has been the only conductor employed by the company since the road began running its trains. Mr. Judkins had many sterling friends, who fully appreciated his many good qualities, and who exceedingly regret his death. His pleasing way and obliging disposition made him a host of friends among the traveling public. His age was 56."

- Previous four items - Among the Clouds - Fri, Jul 12, 1889

July 13th

New MWR Conductor Named: "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."

- Among the Clouds - Sat, Jul 13, 1889 pg. 4

Fullest Capacity: "The Mount Washington Railway was tested to its fullest capacity on Saturday *(7/13)* noon last. Six trains were run up the mountain, carrying nearly 400 persons."

- Among the Clouds - Mon, Jul 15, 1889

July 17th

How Tall?: "Prof. (H.A.) Hazen, who is now here, contributes an interesting statement to *Among the Clouds* in reference to the altitude of Mount Washington, which goes to show that it is nearly seven feet higher than has been given in the surveys made at earlier dates. The reason of this is that most of the railroad surveys have started from a point at high tide, rather than mean tide, and the latter must be considered the true sea level. The line from Portland to Gorham over the Grand Trunk Railway, has been twice surveyed and corrections made. After allowing for errors, it would appear that 6300 feet is near the true elevation of the summit of Mount Washington. Prof. Hazen adopts the survey made by Mr. Cram 35 years ago, which varies only a little from surveys made on the west side of the mountain. He had special reasons for being as accurate as possible, and we are inclined to think that his survey the most reliable."

- Among the Clouds - Wed, Jul 17, 1889

July 20th

A Little Summit House Night Music: "The Summit House Orchestra arrived on Saturday *(7/20)* and gave their first concert in the evening. The members are all artists of exceptional fine abilities, and their concerted performances show great executive ability, combined with remarkably fine ensemble interpretation. Mr. Wise, the 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. Mr. Vasquez, the flute soloist, is well known in Boston music circles as a talented young musician. The members of the orchestra are: Mr. Ewald Wise [sic] *(Weiss)*, Mr. E. M. Vasquez and the Misses Rosina and Hattie Kickham. The house is to be congratulated on securing an orchestra that will bear favorable comparison with any in the mountains. The acquisition will undoubtedly add many pleasant hours to the sojourners at the Summit, and prove an unfailing source of genuine enjoyment when Nature is fickle and uncompromising."

- Among the Clouds - Mon, Jul 22, 1889

July 22nd

Weather Bait and Switch: "There were over 100 arrivals at the Summit by train Monday *(7/22)* noon. Notwithstanding the promise of an excellent day the clouds closed in around the Summit Monday and obscured the view of the valleys below. Otherwise the weather was all that could be desired."

- Among the Clouds - Tue, Jul 23, 1889

July 23rd

Great Balls of Fire: "For a brief space of time there was some lively jumping at the Summit early yesterday *(7/23)* forenoon. The electrical storm which did such havoc in Bethlehem *(two cows and horse killed, barn destroyed by fire, bedstead set ablaze, three men stunned)* was manifested on Mount Washington, and every one saw a ball of fire right in front of him, followed by a sharp report of thunder, but no one was hurt. The lightning came into the Summit House on a telegraph wire and exploded, while at the same time it followed the wire toward the Glen House. Below the Halfway House *(on the stage road)* it shattered a glass insulator just as a stage load of passengers were passing. The report was first taken for a pistol shot, and the driver and passengers were considerably startled."

- Among the Clouds - Wed July 24, 1889

July 25th

Uncle John Out West / Platform Expands: "Uncle John Camden, who was for many years superintendent of repairs on the Mount Washington railway, is now at Seattle. The platform in front of the Summit House is to be enlarged, and it will be an improvement that will be appreciated by those who come here."

- Among the Clouds - Thu, Jul 25, 1889

Maine Mountain "Roadway Blown Sky High:" "Early yesterday morning *(7/24)* the Green Mountain Railway sent men to tear away the carriage road where it crossed their premises to that buckboards and other large vehicles could not pass without danger to the lives of their passengers. They used dynamite on the ledges and when the work was sufficiently through, they placed bars across to warn the drivers of danger. The explosion sent huge bowlders [sp] down the mountain sides and tore the ground with frightful havoc. Posters appeared in the post office this morning *(7/25)* warning all drivers of public carriages and other persons intending to ascend Green mountain by carriage road that it was dangerous on account of dynamite which might still be smouldering beneath the rocks liable to burst at any moment. This was done by the Green Mountain Railway Company. Later developments prove that the dynamite was not only used on the portion of the road which crossed their boundary, but at the carriage company's tollgate as well. The chief damage was done, however, to that portion of the road near the summit. It is learned from good authority that the seven men who were employed to execute this job drove in from Ellsworth (ME) at midnight. The dynamite was put under corduroy bridges and the base of loose bowlders. The men were driven back to Ellsworth by an employee of the railway in a nine-seated buckboard. The residents of Bar Harbor contend that the Mountain Company have laid themselves liable by using dangerous explosives to destroy property, and that human lives might have been lost in case a necessity arose for some messenger to be dispatched to the Summit Hose for any of its occupants when no other ascent would be possible except by carriage road at that hour in the morning. The managers of the carriage road say that no hostile movements have been made by the railway company since the gate was put up across the road, and the work of Wednesday *(7/24)* morning had been secretly planned and executed. They further say that the town authorities can compel them to stop running their board over Eagle lake, asit is Bar Harbor's water supply, and that the company owns no part of it."

- Boston Globe – Fri, Jul 26, 1889 pg. 8

August

Medford welcomes Summit Visitors: From an "Interesting Letter from Rev. W.H. Myers" published in a Reading, Pennsylvania newspaper describing his trip up Mt. Washington - "Very few had ventured up, very few were there to greet us – yet one of the mountain inhabitants seemed more happy for our presence than any other. It was the noble "Medford" – a full-blooded St. Bernard – who hailed the car, and welcomed the passengers in door *(next page)*. He sat with us by the evening fire, ate dainties from our hands, and listened to the praises of his exploits that the master recounted in his hearing. Several times he had been sent forth to rescue the more daring, lost in the Fabyan path, and in mid winter he was weighted with the mail from signal-station, and sent down the steep, snow covered cliffs to exchange for news from the isolated world below. This ingenious railway

gave Rigi the chance of greater fame. A stock company owns it, with Manager Aiken at its head. A syndicate owns the mountain grounds, to whom the railroad pays a $3,000 lease per annum. The Summit House is rented for $9,000 a year. The fare is $6 both ways, and $5 for lodging per day at the top. In 1886 no less than 16,000 passengers went up, and in 1887 the large number of 20,000. It is a splendid investment – but who that has been there begrudges it?"

– Reading (PA) Times – Fri Aug 30. 1889 pg. 1



***Medford** welcomes tourists on the Summit House platform. (1890)*
- B.W. Kilburn photo No. 5925 / NH Historical Society

August 3rd

Hearing Scheduled / Platform Constructed / Doing Windows: "There is to be a public hearing on Mount Washington before the railroad commissioners on the 16th, in relation to giving more land for the use of the Mount Washington railway at the Summit. The company feel that as travel increases there is need of more track room to accommodate the number of trains necessary to bring the people here. The new platform now building east of the railway track at the Summit will be about 30 feet wide and 175 feet long. This will be appreciated by those coming here during the rush of travel as it will afford better opportunity of getting about. Heretofore the accommodations for sight-seeing on the east side of the trains when standing here, have been limited. Washing windows is so far the easiest business found to be done by the dwellers on the Summit, as cloud and wind are pretty near all the time at it, and never seem to know when their job is done. It reminds one of Patrick, who wrote to his brother in Ireland to come over to America for a soft snap of work, as all you had to do was fill a box with brick and carry it up a ladder, there being a man at the top who "does all the work."

- Among the Clouds - Sat, Aug 3, 1889

August 5th

No Track Walking: "Owing to the abuse of the privilege of walking on the track of the Mount Washington Railway, the management have decided to prohibit it hereafter. Any one caught there will be requested to leave, and if they refuse will be dealt with according to law."

- Among the Clouds - Mon, Aug 5, 1889

August 9th

Horne in Littleton: "John Horne, of Lake Village, superintendent of the Mt. Washington railway, was in town last week. He says that the season this year was very good, taking the unfavorable weather of the past three weeks into consideration. On Friday last *(8/9)* over 280 passengers were transported to the summit, mostly Chautauquans from Fryeburg, Me."

- Littleton Journal - Fri, Aug 16, 1889

August 10th

Mountain Notes: "The Mount Washington Railway has been doing better than it did up to this time last year. It was remarked of a late legislative visit, in two separate parties to the Summit, that one sowed dignity and other tares *(weeds)*. There is one comfort on the Summit, and that is the pavement is never disturbed to lay down gas and water pipes. Even the latter take the "air" line. An old New Hampshire resident visiting the Summit this week remarked that he fairly worshipped the walls of the old Tip Top House for the reason that in its foundations were the rocks upon which Daniel Webster and Henry Clay inscribed their names, as also those upon which they used to stand and look down upon the Presidential range."

- Among the Clouds - Sat, Aug 10, 1889

Hiking for Heart: "Dr. H. Saltzer of Baltimore, who has been spending several weeks in walking up and down Mt. Washington, is about the first doctor I have known who was willing to take his own medicine. he is troubled with an affection of the heart, and he has held to the theory that ascending to a great altitude in some case might be beneficial, so he came to Mt. Washington several weeks ago to make the experiment. He came to the base of the mountain and stopped at the old Marshfield House, near where passengers change from the railroad leading to the mountain from Fabyan's to the Mt. Washington railway. That point is a little more than 2500 feet above the sea level. After breakfast the doctor has walked from that place to the summit of Mt. Washington without regard to the weather. After taking dinner at the Summit House and getting rested he has started backward to the base. He has made an ascent of over 3600 feet daily, and walked in going and returning six miles. At first he found the work very fatiguing and attended with great difficulty of breathing but constant repetition has had a marked and beneficial effect."

- Boston Globe - Sun, Aug 11, 1889 pg. 8

August 15th

Hiking Under the Influence: "It is a mistake to take spirituous liquors while walking to the summit of any mountain, as some practice, with the belief that it will give them increased strength. The signal officers of Mount Washington in former days, when they made their ascent, found by experience that it could not be done with safety after drinking an intoxicating liquors. The light atmosphere and the exertion of walking increase the action of the heart, and whenever intoxicating liquor is taken it is with dangerous result. A plain and simple lunch, and a slow and constant step are all that is necessary as aids while walking to the summit of Mount Washington over the longer routes."

Anticipating the RR Hearing: "Mr. William Heywood of Lancaster, and Mr. E. S. Coe of Bangor, who came to the Summit last night *(8/15)* attended 28 consecutive annual meetings of the Mount Washington carriage road. Mr. A. J. Niles of Boston, the stenographer who is to report on the railway hearing to-day *(8/16)*, stands well up in his profession, and is among the ablest of the younger members in Boston. He has recently returned from New Orleans, where he was engaged in reporting several important trials. It is not often that we have here in a single night an Ex-United States Senator, an Ex-governor, an Ex-judge of the Supreme Court, an Ex-Railroad Commissioner, Ex-State Senators, Representatives and an Ex-High Sheriff. It was in fact a memorable occasion for distinguished talent. The hearing before the railway commissioners of New Hampshire, on petition of the Mount Washington Railway, to take more land on the summit of Mount Washington, will begin at 9 o'clock this morning at the Summit House. The members of the board sitting are H. M. Putney of Manchester, chairman, Ex-Gov. B. F. Prescott, of Epping, and J. F. Coburn, of Derry, a special commissioner appointed for this hearing in place of Commissioner Mitchell, who is an interested party. The railway company will be represented by Hon. E. B. S. Sanborn and W. D. Hardy of Franklin, as attorneys. E. S. Coe and David Pingree, the owners of the land, will be represented by Ex-Senator Bainbridge Walbridge of Boston, formerly of this State, Hon. W. S. Ladd and William Heywood of Lancaster. Mr. Walter Aiken, manager of the railway, and E. S. Coe and David Pingree, owners of the land, will be in attendance. The owners of the property have engaged a stenographer, Mr. A. J. Niles, of Boston, to report the case, and he came to the Summit last evening. D. M. Aldrich of Whitefield, and B. H. Corning of Littleton, will also be in attendance, This is the first time the railroad commissioners have been called to a hearing at an elevation of more than 6,000 feet above the sea, and Mr. Niles will have the historical honor of being the first stenographer to report an official hearing on Mount Washington, while it is probable that this will be the first argument of counsel that was ever made at so high an altitude. In fact, besides the question at issue, this will be a notable hearing, both from the novelty of the place and the distinguished men engaged in it. A good deal will be done here to-day that will go into the permanent history of Mount Washington."

- Among the Clouds - Thu, Aug 15 & Fri, Aug 16, 1889

August 16th

Hearing Concludes: "A hearing was held before the New Hampshire board of railroad commissioners, at the Summit House, on the top of Mt. Washington, today, in regard to condemning the land on the summit of the mountain for the purposes of the Mount Washington Railway Company. Hon. E. B. S. Sanborn and W. D. Hardy acted as counsel for the railway company and Hon. Bainbridge Wadleigh, Hon. W. S. Ladd and William Heywood as counsel for the land owners. The Mt. Washington Railway Company asked to have 5½ acres condemned, so as to give them better facilities for the transaction of their business, which takes all the available

land at the summit. The summit is owned by David Pingree of Salem and E. S. Coe of Bangor, who were present and testified in opposition to the petition. Walter Aiken, president and manager of the railway company, and Conductor John Horne testified in behalf of the company. The hearing closed late this afternoon *(8/16)* and decision was reserved."

- Boston Globe - Sat, Aug 17, 1889 pg. 4

August 17th

Yesterday's Railway Hearing: "A large space of to-day's paper is given up to a report of the hearing before the railroad commissioners on Mount Washington yesterday *(8/16)*. *(Ed. Note: To read the full Among the Clouds report see Appendix - 1889 A Summit Taking)* The company have asked that five and one-half acres of land, which covers about all that is available at the Summit, be condemned for railway purposes. The owners of the land filed a petition as an offset, asking for a change of location, on which grounds the hearing was begun under the protest of the land owners. The question of damages was not heard, and that will be considered at a subsequent meeting should the commissioners grant the petition of the railway company. No decision was reached, but it is expected that the commissioners will report on Saturday of next week."

- Among the Clouds - Sat, Aug 17, 1889

August 19th

The Price in Dispute: What promises to be a very important case in railroad circles has been begun by a hearing before the (N.H.) Railroad Commissioners. As presented to the latter board it is a petition to have certain lands on the summit of Mount Washington condemned for use of the Mount Washington Railway Company. This land is upward of five acres in extent, and has been used for some time by the railway company for terminal facilities. They have had not title to it, however, and now wish to establish one. They are willing to pay a fair price for the land, but can come to no agreement with the owners, who are the Pingree heirs of Salem, Massachusetts, and who ask $250,000 for the land. This sum the railroad people consider exorbitant, and decline to pay, appealing to the Railroad Commissioners to have it perfected and allow the courts to fix the compensation. The Railroad Commissioners have heard the case in part. Leading lawyers are retained as counsel, Sanborn & Hardy of Franklin for the railroad, and Hayward & Hayward, Judge Ladd, and ex-Senator Bainbridge Wadleigh for the Pingree heirs. The Mount Washington Railroad is an independent corporation from the other railroads centering in the White Mountain region, but all the latter own stock in it, and are interested in the case. Whatever the opinion of the Railroad Commissioners may be, the case will be carried to the courts, and a long fight is promised.

- New York Times, Aug 19, 1889 pg. 5

August 20th

Orchestra Update: "The Summit House Orchestra, consisting of Ewald Weis, E. M. Vasquez, and the Misses Rosina and Hattie Kickham, are very popular for their exquisite and charming rendering of choice music this season. In fact their repertoire of select pieces seem to be almost inexhaustible and well calculated to drive dull care away from amidst these clouds." Emanuel Vasquez, a member of the Summit House orchestra, walked to the Glen House on Sunday *(8/18)*. He made the return trip in two hours and a half. Mr. Vasquez has been in the mountains but a short time, but during his stay he has become quite the mountaineer."

Summit Weigh-In: "Medford" was put upon the scales yesterday *(8/20)* and his dogship showed up a weight of 125 pounds."

- Among the Cloud - Tu, Aug 20 & Wed, Aug 21, 1889

August 21st

Newspaper Train: "Yesterday *(8/21)* morning's edition of *Among the Clouds* with a report of Tuesday's (8/20) coaching parade at Bethlehem was carried down the Mount Washington Railway track on slideboards by two of the most experienced and courageous coasters among the railway employees, Joseph Marceatt [sp] and Samual Changrau. They covered the dark and perilous descent of three miles in 10 minutes with their heavy loads of papers. From the base the papers were taken by team to Bethlehem and other points, and were delivered some three hours before the arrival of the first train from the summit." *(Ed note: This was the first time the newspaper would use slideboards to make an early delivery to the hotels. Coggers Joseph Marceau and Samuel Changrau made the run that is detailed in Appendix Sec. 8)*

- Springfield (MA) Republican - Thu, Aug 22, 1889 pg. 7 / Kingston (NY) Daily Freeman - Sat, Aug 24, 1889 pg. 3

August 22nd

Director Visit: "George A. Fernald of Boston, a director of the Mount Washington Railway, was at the Summit yesterday *(8/22)* noon."

- Among the Clouds - Fri, Aug 23, 1889

August 27th

Commission Leak: "Railroad Commissioner Putney told a *Manchester Union* reporter Tuesday *(8/27)* that the Commissioners had decided to grant the Mount Washington Railway a part of the land on the Summit which they asked for, though not so much as their petition called for; but he did feel at liberty to divulge the exact amount. An engineer has been employed and will be sent up at once to make surveys, after which supplementary hearings will be held and a definite conclusion arrived at."

- Among the Clouds - Thu, Aug 29, 1889

Petition Granted: "The railroad commissioners have decided to grant the petition of the Mt. Washington Railway for terminal land on the summit of Mt. Washington, but have not decided how much to lay out for the purpose. The petition asked for 5½ acres."

- White Mountain Republic (Littleton, NH) - Sat, Aug 31, 1889

August 28th

Paint & Bigger Platform: "The help-annex to the Summit House is to be treated to a fresh coat of paint. Patrick Camden, roadmaster of the Mount Washington Railway, with his force of workmen, is engaged in still further extending the recently built and spacious platform in front of the Summit House southeasterly to the turn-table at which point a flight of steps are to be built to the stage office platform. All visitors will appreciate the improvement."

August 29th

Jumping in the Lake / Surveying the Summit: "David W. Martin and Frank A. Andrews of the Summit House descended the Crawford bridle path to the Lake of the Clouds yesterday *(8/29)* 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."

"Wm. H. Heywood, of Lancaster, N.H., who represents Messrs. Coe and Pingree, the owners of Mount Washington, is at the Summit House. Ex-Gov. B. F. Prescott of the Railroad Commissioners and Civil Engineer C. H. Sleeper of Lake Village arrived here last night *(8/29)* for the purpose of establishing the boundaries of the Mount Washington Railway, in accordance with the recent decision of the commissioners."

- Among the Clouds - Fri, Aug 30, 1889

August 29th-30th

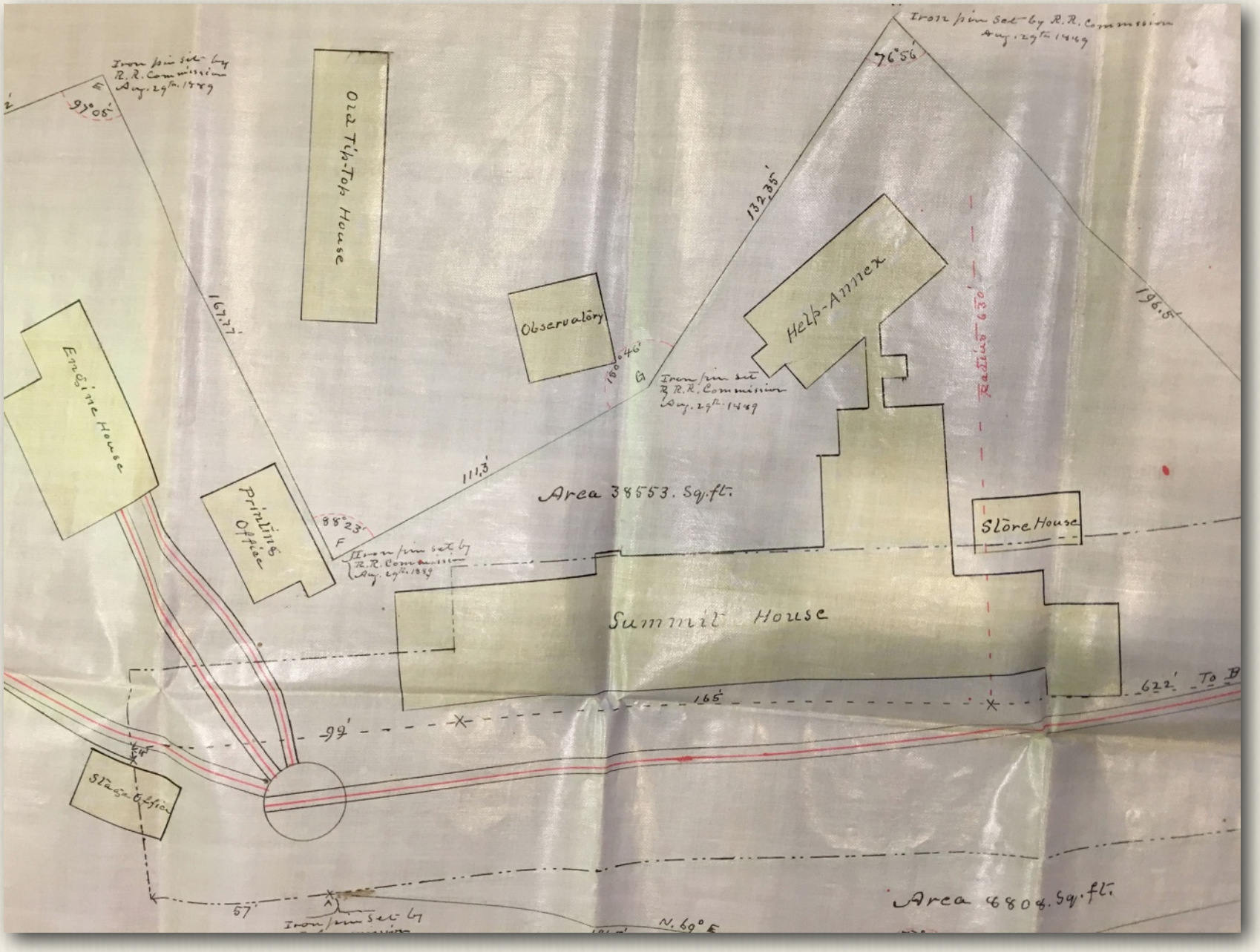
N.H. Railroad Commissioner's Plan of Summit Land: "Location of lands on Summit - Mt. Washington Railway Company 1889. Received Secretary's Office, State of New Hampshire - Sept. 11, 1889" *(next page)*

August 31st

Quills Observed: "The passengers on the railway up to the Summit on Saturday evening *(8/31)* observed a large black porcupine demurely sitting near the track in the vicinity of Mount Clay. Possibly his fretfulness was considering the feasibility of coming up still higher and measuring quills with the editorial corps of *Among the Clouds*." *- Among the Clouds - Tue, Sept 3, 1889*

September 2nd

Platform Baseball: "The spacious Summit House platform was completed and railed in yesterday *(9/2)*, and the new steps therefrom built down to the stage office landing. It is a fine outlook there from down to the Glen, Berlin Falls, the Presidential range, the Ammonoosuc valley and river near by, and the Androscoggin river in the distance, from one point, and the valley and river of the Saco, the villages of Jackson and North Conway, and upon the grand mountain perspective to the eastward, on the other. Its surface is extensive enough to hold a grand fancy dress ball thereon, or perhaps have a base ball game with plenty of short stops."



The first base ball game was played on the Summit platform yesterday afternoon *(9/2)* between the Summit and the Signal nines, the former coming off victorious. During the afternoon's practice the disc of the stage office signal lamp caught a fly ball which gave it a severe fracture. The small surface springs on the Summit are beginning to show signs of drying up and many of those at the foot of the dome have already done so."

Railway Directors Remembered: *Among the Clouds* editor Henry Burt writes "The first board of directors of the Mount Washington Railway consisted of Henry Keyes, Onslow Stearns, John E. Lyon, Nat. White, and Walter Aiken, and of these only Mr. Aiken is living. The first president and projector, Sylvester Marsh; the builder, J. J. Sanborn; and the first conductor, Edwin Judkins, and J. Thomas Vose, John H. George, and John A. Dodge, who also held official connection with the road, are all dead. The treasurer; who has been connected with the road from the first, E. D. Harlow and Mr. Aiken, now president as well as manager, are the only ones left who have been connected with it from the start. Under Mr. Aiken's management the road has steadily gained in efficiency and in the excellence of its mechanical construction. Something over twenty years has brought great changes, and much credit is due to Mr. Aiken for the progress that has been made towards making it as near perfect in all its details as is possible."

- Among the Clouds - Tu, Sep 3, 1889

September 3rd

Platform Baseball II: "The second match game of base ball ever played on the summit of Mount Washington occurred yesterday afternoon *(9/3)* between the Pratt and Wright nines, in which the whole available athletic population of the peak were engaged, to the imminent danger of all the window glass thereon. The game lasted about three hours, fully two of which were occupied in hunting for the ball, which spent that time down among the rocks near the stage barns and in the region of the first water tank, in which the dog Medford proved himself an expert in left and center field. The two captains maintained their previous high reputation for dusting around, Pratt having also pitched his yell several octaves higher than previous record, and Wright hav-

ing twined his agile fingers about several observatory catches, both skillful and scientific. Andrews, the Nashua light-weight, did some heavy playing, failing to get rattled on the knees by foul balls. The Pratts won the game in a score of 20 to 16." *- Among the Clouds - Wed, Sep 4, 1889*

September 5th

Painting / Playing Continues: "The annex of the Summit House having been treated to a new coat of white paint, the main structure is now receiving the attention of the painter's brush. It is claimed that the present dry weather was inaugurated so that the Summit might be painted. The game in the high wind on the Summit yesterday afternoon *(9/5)* between the Pratt and Wright nines, was hotly contested both vocally and athletically in a score of 8 to 9, the latter being pronounced the champions of the peak by Umpire York, who, we are glad to be able to announce, survived his double-play decisions. Two windows and no bones were fractured, and a supply of arnica and putty was at once ordered from the Base."

- Among the Clouds - Thu, Sep 5 & Fri, Sep 6, 1889

September 6th

Mt. Washington News & Notes: "Charles W. Aiken, of the Mount Washington Railway, found a rich basaltic mineral specimen yesterday *(9/5)* among the rocks below the Summit. The upper skies on the Summit were swept clear of clouds by the high wind last evening, and tourists on the same had a beautiful view. The carriage road has become very dry and dusty, the wheels of the mountain stages and other vehicles having ground the earth into a powder of infinitesimal particles. 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. Emmanuel Vasquez, the flutist of the Summit House, will walk against the best time ever made up the carriage road from Glen to Summit, on Monday *(9/9)*, for $50 and "costs." The long drought has so exhausted the water supply of the Summit that that liquid is not procurable except at the Base and Glen. The famine renders necessary the strictest economy in the use of the article. In these thirsty days on the Summit the words of the poet will apply to the Lake of the Clouds - "so near, but yet so far."

- Among the Clouds - Fri, Sep 6, 1889

September 7th

Petition Granted: "The (NH) Railroad Commissioners have decided to grant the petition of the Mt. Washington Railway for terminal land on Mt. Washington, but limit the amount to one acre, which will include the Summit House and the printing office of *Among the Clouds*. The price is not fixed but if the parties interested cannot agree the Commissioners will settle the amount later. This decision will put an end of the rental of $3,000 which the Summit House proprietors have been obliged to pay the owners of the mountain annually."

- White Mountain Republic (Littleton, NH) - Sat, Sep 7, 1889

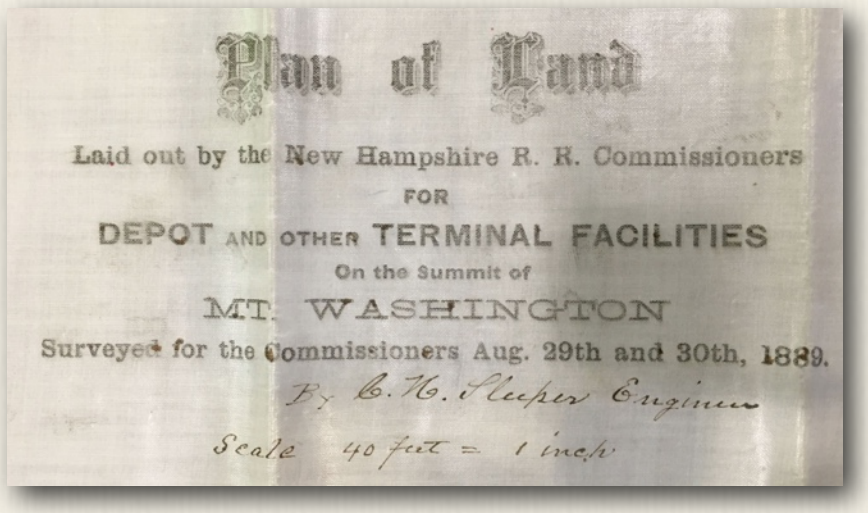
September 9th

Closing Days: "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. Passengers up the Mount Washington Railway on Friday forenoon *(9/6)* had a beautiful view in the ascent, but judge of their astonishment on reaching the Gulf of Mexico to find themselves enveloped in a dense cloud. 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. 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."

- Among the Clouds - Mon, Sep 9, 1889

September 11th

Railroad Commissioners' Plot Filed: "Location of lands on Summit - Mt. Washington Railway Company 1889. Received Secretary's Office, State of New Hampshire - Sept. 11, 1889"


Plan of Land

Laid out by the New Hampshire R. R. Commissioners

FOR

DEPOT AND OTHER TERMINAL FACILITIES

On the Summit of

MT. WASHINGTON

Surveyed for the Commissioners Aug. 29th and 30th, 1889.

By C. M. Sleeper Engineer

Scale 40 feet = 1 inch

1889

September 23rd

Patrons & Frost Work: "The Mr. Washington train was handsomely patronized on Monday *(9/23)* last; the display of frost works at the summit delighted every eye."

- White Mountain Republic-Journal (Littleton, NH) - Sat, Sep 27, 1889

October 8th

Commissioners Grant Claim: ***"***The railroad commissioner have awarded the Mt. Washington railway 1 1-10 acres of land on Mt. Washington for terminal facilities. The land owners claimed $75.000, as one acre was worth as much as the whole mountain. The commission awarded them $2750. The State of New Hampshire originally received $500 for Mt. Washington. It was bought by Orrin M. Chase of Corham for that sum, and resold to the Pingree estate, the present owners, for $2900. The Mt. Washington railroad has already paid $46,000 in rent for its terminal facilities, $3,000 per year and one third of the taxes, about $40."

- Augusta (ME) Daily Kennebec journal - Wed, Oct 9, 1889 pg. 2

October 11th

Summit Taking: News of the Week item: "The (N.H.) railroad commissioners have awarded the Mt. Washington railroad 11-10th acres of land on the summit for terminal facilities. The land owners wanted $75,000 an acre and the commission has given them $2750. The state sold the whole mountain for $5000, and the railroad company has already paid out $46,000 for terminal facilities, $8,000 per year and one-third of the taxes, about $40. Land on the top of Mt. Washington is high."

- Hollis (NH) Times - Fri, Oct 11, 1889 pg. 4 / The Caledonian - Thursday, October 24th, 1889

Maine Mountain Railway: "**Green Mountain Railway**. ***1889 Season*** - Total income: $2,154.10 - Total expense: $5,182.56 - Deficit: $12,434.20 - Passengers: 1,305 - Employees: 7"

- Maine Railroad Commissioners' Annual Report 1890



4215. The Mountain Climbers, Mt Washington.

1890

Winter

Highest of Winds: "The summit of Mount Washington seemed determined, sometime during the past winter, to give a demonstration that would allow no one to deny its pre-eminence as the windiest place in the world. Perhaps its reputation had been diminished since the Signal Station has been closed for the winter, and no longer a daily report sent to the whole country of the wind's terrific force at its highest velocity, and to leave a record of last winter's worst storm where there was no anemometer to trace its story, the wind adopted a plan all its own which effectually informs us of its velocity. There is a lean-to constructed of heavy timbers built against the Mount Washington Railway's engine house, and when the mountain was abandoned in October last this lean-to had a roof intact. When the first venturesome climbers visited the summit and extended the greetings of 1890, the roof was gone, not a vestige of shingle, rafter, or plate left on the structure. But on the roof of the Summit House were seen the first tracks of the blown-away-roof. A hole in the gable and, the corner of the hotel roof raised about a foot above the beams to which it was fastened. Shingles scraped from their fastenings here and there were the foot prints that traced the lean-to's roof as it whirled through the air in the storm's embrace. However, the storm found it had more than it could carry and so it dropped a beam, that it first thought it wanted, on the dormer windows of the hotel, or else left it there to tell its mute story of violence. The beam was eight inches square and twenty feet long, and this contained over 10 cubic feet of water, soaked pine timber, which at a low estimate must have weighted 320 pound, and this was moved by presenting a square surface to the wind on the side having its largest superficial area exposed, of 16 square feet, or received a pressure of over 20 pounds to the square foot. This would be sufficient to propel it against its own inertia, but would not overcome the force of gravity, or the beam's fastenings to the roof. It is needless to say that it would require more than the "gentle winds that in dalliance played," to lift this stick of timber and carry it the distance it did. Just how high a velocity the wind reached it is difficult to say, but it surely could not have been much less than two hundred miles an hour when we take into consideration that the air here is of but four-fifths the density of air at sea level. Let it be hereby recorded that the winter of 1889-90 gave an exhibition of wind power never, if ever, equalled on Mount Washington or the world. - J. W. Bauer"

- Among the Clouds - Jul 12, 1890

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1889 Season*** - Total income: $26,678.28 - Total expense (including taxes): $19,611.17 - Dividends declared (7 per cent): $9,065 - Special note: The treasurer *(Edward D. Harlow)* has no account of passengers and mileage; no freight carried. Just over 21 tons of steel rails laid to replace iron track. 694 cords of wood was used by the engines. However, the report does detail the end of the New Hampshire railroad wars in a section called "Compromise and Consolidation: The contest between the Concord and Boston & Maine corporations for the possession of the roads included in the Northern and Boston, Concord & Montreal systems, which began soon after the passage of the Colby act in 1883, and culminated in the demoralizing and disgraceful struggle over the Hazen bill in 1887, terminated soon after the meeting of the Legislature in June, 1889, in a compromise which was arranged by the managers of the contending corporations and was placed upon the statute book without serious opposition. These and previous consolidations have placed the rail roads of New Hampshire in groups or systems, each of which is practically one road, No road in this State was ever before so much improved in two seasons as the old Boston, Concord & Montreal from Concord to Fabyan's has been, and while there is still need of heavy expenditures for stations, yards, sidings, bridges, and culverts upon the main line, and for nearly everything that constitutes a railroad upon the old branches, what has been done may be accepted as proof that as soon as can be reasonably expected the new managers of this road will put it in such condition that it will compare favorably with any other. The narrow gauge roads *(like the Cog Railway)* are nearly perfect."

February 12th

Horne Considering Pike's Peak: "John Horne, of Lake Village, master mechanic of the Mt. Washington R. R., is now considering a proposition from the management of a similar R. R. from the base to the summit of Pike's Peak in Colorado, proposing to take charge of the business. If he accepts the situation, he will leave for that locality in a few days."

- Littleton Courier - Wed, Feb 12, 1890

1890

February 20th

Horne to Pike's Peak?: "John Horne of Lake Village, N.H., master mechanic of the Mount Washington Railway, has been appointed manager of a similar line *(previous page)* up Pike's Peak, Colorado." While that story appeared in the *Morrisville News and Citizen* in 1890, Beth Davis, archivist of the Broadmoor Resort and Manitou & Pike's Peak Railway was unable to find in 2017 "that John Horne was manager during any of that time" in Colorado. However, Davis did find two letters from Pike's Peak railroad president Hiram Cable written to John Horne in Lake Village, New Hampshire. The first on April 25, 1890 dealt with railroad operations. *"Dear Sir; Will you kindly advise me of the kind of oil you use in lubricating your rack rail and what the cost of it is. Also how often do you oil the track. Did you not tell me that before you commenced oiling your rail your cog wheels showed much more wear in a given length of time than they have now?"* The second on December 5, 1890 dealt with photographs. *"Dear Sir: I beg to acknowledge receipt of and thank you for the interesting photos you sent of your engines. I have today sent you in return a few views of ours which excepting two are not well taken or do not give a good view of the machinery. Trusting you will review them all right. I am yours truly, H.S. Cable."*

- Morrisville (VT) News and Citizen - Thu, Feb 20, 1890 pg. 2



All Aboard for Pike's Peak - note slideboard in front on spur track (1894)
- Robert N. Dennis Collection

April 30th

Horne Back to Mt. Washington: "John Horne of Lake Village, the superintendent of the railroad up Mt. Washington, made his first trip of the season up as far as the base of the mountain on the 30th of April."

- Littleton Courier - Wed, May 14, 1890

May 10th

Horne on Mt. Washington: "John Horne arrived here (in Fabyan) with a gang of men, and repairs on theMt. Washington railway will begin at once."

- Littleton Courier - Wed, May 14, 1890

May 11th

MWR Annual Meeting: "The annual meeting of the Mount Washington railway was held at Phenix Hotel, at 3 o'clock on the afternoon of Wednesday the 11th of May, President Aiken in the chair. The following directors were chosen; Walter Aiken, Frederick Smyth, John H. Pearson, James T. Furber, Nathaniel White, Jr., John P. George, George A. Fernald. At the subsequent meeting of the directors, the board organized by the choice of Walter Aiken, as president, Frank E. Brown, clerk, and Edward D. Harlow, treasurer."

- Portland (ME) Daily Press - Sat, Ma 17, 1890 pg. 2 / Littleton Courier - Wed, May 21, 1890

June 11th

State News: "Walter Aiken pays the highest individual tax in Franklin, $1651.50."

- Littleton Courier - Wed, Jun 11, 1890

June 14th

New Timber on the Hill: "Mount Washington is still streaked with strips of snow, lying in ravines and in places not much in the direct rays of the sun. The Mount Washington Railway is being put in thorough repair for summer business. Fully $2,000 worth of new timber are put each year into the trestle-work, and the best of care is taken of it that accidents may be prevented. Some of the former workmen connected with the mechanical part of the road have gone to Pike's Peak to help operate the road *(previous page)* that is now building to the summit. The cog railroad of that road is to be built on an improved plant with cut gears instead of the pin and rack arrangement on Mount Washington, thus enabling the road to be operated more quietly with greater speed, but it will not be possible to make it more secure than our pioneer line, which was not only the first, but has stood the test of time. In more than twenty years of operation not a single passenger has received the slightest injury, and fully a quarter of a million people have passed up and down the road since it was built."

- New York Evening Post dispatch reprinted in Among the Clouds - Sat Jul 19, 1890

June 24th

Jersey Press Association: "The Jersey Press Association of 250 members arrived here Tuesday from Montreal, and a special train was run for the summit of Mt. Washington to accommodate them. Their headquarters were at the Mt. Pleasant House."

- Littleton Courier - Wed, Jun 25, 1890

June 29th

Horne's Pike's Peak February Gambit Payoff?: "Thomas Robie, who was in charge of the Concord (and Montreal)'s business at Weirs last year, will be the conductor of the train between Fabyans and the base of Mt. Washington. John H. Horne will have the supervision of the Mt. Washington railway and its trains through the season." *- Boston Globe - Sun, Jun 29, 1890 pg. 2*

July 3rd

Tempting for the Tourist: "Mount Washington Summit House, another of the great hostelries managed by Barron & Merrill, is a comfortably arranged house, well calculated to tempt the tourist to remain over night to witness the glorious sun set or sun rising. It stands, as the name indicates, on the top of the loftiest mountain of the whole range. The old Tip Top House is now used as a printing office for the bright little paper called *Among the Clouds. (Ed note: Incorrect - ATC has its own building)* Having made the journey up by the Mount Washington Railroad (a cog-wheel road) we will go down the other side of the mountain by the carriage drive, a ride which is grand and magnificent beyond description."

- The Chicago Inter Ocean - Fri, Jul 11, 1890 pg. 12

July 6th

No Sunday Mid-Day Service: "Thomas Robie is conductor of the trains between the Fabyan House and the base of Mt. Washington, having been stationed at Weirs during the last two seasons. John H. Horne is the conductor on the Mt. Washington railway, having succeeded last year Edwin Judkins, the old conductor who died a few months before. The trains of the Mt. Washington railway will be run on the same time of last year. The Sunday morning train will leave the summit at 8 o'clock, and returning will leave Fabyans at 4.35. The mid-day Sunday train will not be run. There is great need of better station accommodations at this place, and it is hoped that before another season comes around that the Concord and the Main Central will join in building an improved house."

- Boston Globe - Sun, Jul 6, 1890 pg. 10

July 9th

Cold Weather: "The remarkably high temperature of yesterday has been followed by very cold weather on Mount Washington. The temperature has gone down this evening to 27 degrees and ice has formed on all exposed places. The wind is blowing a stiff gale from the northwest."

- Detroit Free Press - Thu Jul 10, 1890 pg. 2

July 12th

Summit House Management & Spur Line Conductor: "Mr. E. W. Powers, who has a large legal practice in New York, returned again this season, to take the management of the Summit House, this being his fourth season here. He has gained an extensive acquaintance and reputation as a hotel manager. Miss Mattie A.

Clark, who has been connected with the Summit House for the past six years, in charge of the view stand and as housekeeper, has returned again this season. For the past two years she has been in charge of the housekeeping department of Hotel Ormond at Ormond, Fla. She is ably assisted here by Miss Stout. Mr. Thomas Robie, for several seasons conductor between Fabyan's and the base of Mt. Washington, and for the last two summers stationed at Weirs, has returned to his former position."

- Among the Clouds - Sat, Jul 12, 1890

July 14th

Stage to Tables: "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."

Observatory Double-Locked: "The owners of the land on Mount Washington, outside of railroad limits, have closed the observatory which has hitherto been opened to the public in connection with the Summit House. Each party has a lock on the door and each holds his own key. The contest over the land taken by the railroad for railroad purposes which was granted by the railroad commissioners, has not yet been terminated, but is still in the courts, the owners having appealed from the award to the supreme court."

- Among the Clouds - Mon, Jul 14, 1890

July 15th

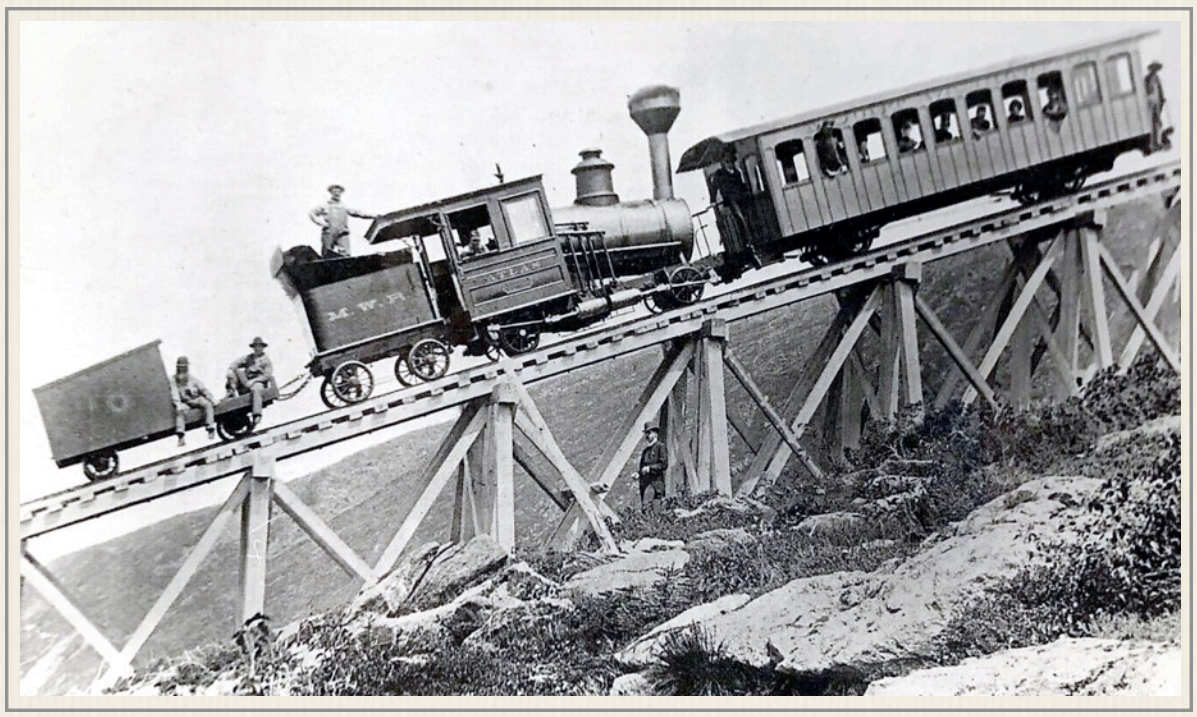
The Base Relocation of a Slideboard Operation: "David Martin, an employee of the hotel, while trying, on Tuesday *(7/15)*, to see how quickly he could go from the Summit House to a place below the first water tank on a slide board, was thrown from his board and his left shoulder dislocated, besides being otherwise bruised. He was taken to the Base yesterday *(7/16)* and put under the influence of chloroform and the dislocated bone put in place. Dr. H. L. Miller of the Summit House, Dr. J. F. Frisbie of Newton, Mass., and Dr. Gove of Whitefield, and medical student, R. S. York, reduced the dislocation, which was a very serious one. It was not thought prudent to administer chloroform at this elevation, and at the suggestion of Dr. Frisbie, the patient was taken to the Base. The operation was successfully performed and Martin was brought back to the Summit last evening. Hereafter no one will be permitted to use the slide boards except the railroad workmen, who understand how to manage them."

- Among the Clouds - Thu, Jul 17, 1890

July 18th

Wood versus Coal: "The Mount Washington Railway, which has hitherto burned wood in its locomotives, is about to make an experiment with coal. A trial was made in 1876-1877 without success. The engine *Atlas* has been converted into a coal burner *(below)*, and some new features adopted, and it is expected that this will prove successful. If this engine proves a success it will make a considerable saving, as the wood prepared for use costs nearly $5 a cord. The engine will be ready in a few days to make its first trip. The changes, we believe, have been made at the suggestion and under the supervision of Mr. John Horne, the master mechanic and conductor of its trains."

- Among the Clouds - Fri, Jul 18, 1890



Wood vs. Coal - Boston version: "The Mt. Washington railway has used wood in its locomotives since the road opened, upwards of 20 years. Good wood costs prepared for the locomotive about $5 a cord,

notwithstanding it is cut within three miles of where it is used, and each trip up the mountain requires nearly a cord. About 15 years ago it made an experiment with coal as a fuel but it did not prove satisfactory. Under the suggestion and supervision of John Horne, the master mechanic of the road and now also conductor of its trains, the engine *Atlas* has been changed to a coal burner, and it will make its first trip within a few days. If this proves satisfactory it will make a great saving to the company. Mr. Horne has adopted some new features in the changes he has made, and he is of the opinion that they will prove successful."

- Boston Globe - Sun, Jul 20, 1890 pg. 8

July 26th

Summit House Orchestra: "The Summit House orchestra was augmented Saturday by the arrival of Mr. Arthur Poole, a well-known violinist of Boston. Miss Downer, pianist, has already become a general favorite by her skillful manipulation of the keys."

- Among the Clouds - Mon, Jul 28, 1890

Atlas Climbs Well with Coal: "The engine, *Atlas,* on the Mount Washington railway, which has been converted from a wood to coal burner, has been tested with very satisfactory results. It made the trip from Base to Summit, Saturday *(7/26)*, and return, without any difficulty. So far it works with entire satisfaction. The coal is being weighted to ascertain how much is used on each trip and in this way the difference in cost of the two kinds of fuel will be determined."

- Among the Clouds - Tu, Jul 29, 1890

August 1st

Music & Mammals: "The concerts given by the Summit House trio are greatly appreciated by the guests. A new program is provided every evening, introducing some superb selections and performed by the well known artists, Miss Jessie Downer, Mr. Fred Poole, and Mr. Emanuel Vasquez of Boston, Mass. Tracks of deer have been frequently seen this summer on the railroad between the Base and Fabyan's, and not long since a passenger on the train saw one take to the woods. A hedgehog was seen coming to the Summit Wednesday *(7/30)*, but no one ventured to interfere with his inclination to ascend to the lofty region."

- Among the Clouds - Fri, Aug 1, 1890

August 3rd

Greely Visit & Mountain Mutts: "Gen. A. W. Greely, the chief signal officer of the U.S. army and the hero of Arctic fame, visited the Summit, Saturday *(8/2)*, coming on the morning train and returning in the afternoon. He spent his time principally at the Signal station and also inspected the device of Mr. Marvin on the observatory. He attracted, unconsciously, a great deal of attention from those who learned of his presence among us. His visit was informal and simply expressed his interest in the Summit station. He was over to Mount Killington a few days ago. Gen. Greely's informal inspection of the station was very satisfactory both to himself and to the observer in charge. The two great dogs at the Summit House attract much admiration, and a few facts about them may prove interesting. The great St. Bernard is named "Medford." He has a slight Newfoundland trace, and combines the wonderful qualities of both breeds. He has been at the Summit six years. He was sold last season to a Capt. White of Roxbury, Mass. To supply his place the thoroughbred mastiff pup, now ten months old, was bought. His name is "Summit," and is a very valuable animal. Greatly to the gratification of the management of house, Capt. White has loaned "Medford" to them for this season, and so this magnificent pair stalk and lie about as if they owned the place - lords of the soil."

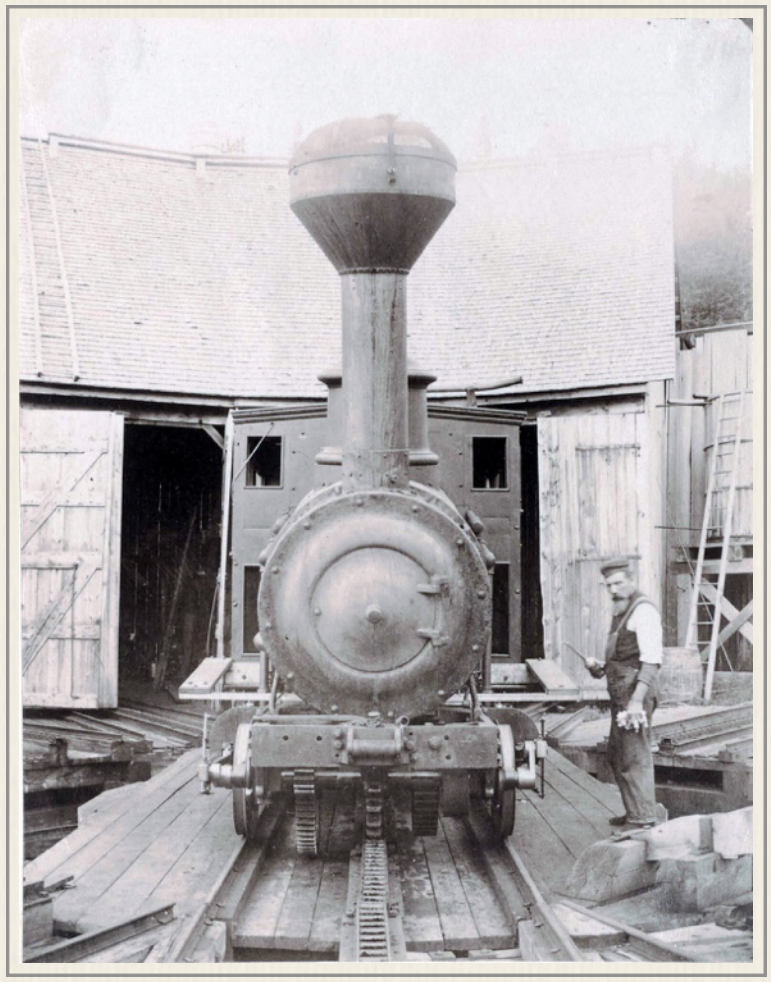
- Among the Clouds - Mon, Aug 4, 1890

August 7th

Locomotive Test: "By the kind consent of Mr. Walter Aiken, one of the Mount Washington locomotives *(the Cloud next page)* has been placed at the disposal of Messrs. Chas. W. Aiken, Robert S. Hall and F. A. Cole, of the Massachusetts Institute of Technology, for the purpose of making upon it a combined boiler and engine test. The tests, of which there were five, were made under the various running conditions. The work expended by the engine was determined by indicators, while the consumption of water and wood was found by measurement. A calorimeter was also used, together with an instrument for determining the grade. Mr. Horne, the master mechanic, permitted them to run the engine with the regular trains, thus affording them an opportunity of testing it under the usual conditions. With an average load of passengers the consumption of wood on the round trip was 2000 pounds, or roughly half a cord; this was sufficient to evaporate 6053 pounds or 757 gallons

(15 barrels) of water, developing on the steepest grade an indicated horse power of 92. Indicator cards were taken coming down, using air in the cylinders, and it was found that though the mean effective pressure was of course less than when was used, yet the maximum pressure was the same in both cases. They had favorable weather while making the tests, which were completed satisfactorily." *(Ed note: the resulting 1892 thesis with diagrams and additional photos can be found in Jitney Years Appendix - 1892 Aiken's Thesis)*

- Among the Clouds - Thu, Aug 7, 1890 pg. 4



Cloud test engine with side seats for testers to monitor tests (1890)
- Massachusetts Institute of Technology archives

August 22nd

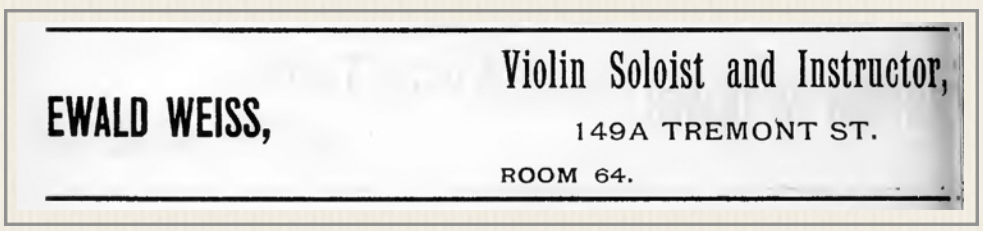
Keep Off The Track: "The Mount Washington Railway authorities want it distinctly understood that they will hereafter prosecute any person caught walking on the track. This is a matter of great importance for the safety of passengers and employees. Reckless and evil-disposed persons have nearly ruined the shelters which have been erected near the track for the use of the railway men, and the railway people feel that their patience has been abused long enough."

- Among the Clouds - Fri, Aug 22, 1890

August 24th

Virtuoso Disappearance: "Mr. Ewald Weiss of New Haven, Conn., who has for the past few weeks filled the position of violinist at the Summit House, left the latter place at about 9 o'clock Sunday *(8/24)* morning for a walk over Mount Clay and Mount Jefferson to Mount Adams and return. The day was cloudy and stormy, and one on which a man seldom attempts such a journey in the mountain region. Although he carried with him a compass and ample provisions for the day, and was somewhat acquainted with the locality, it is believed that, after arriving on Mount Jefferson he did not bear far enough to the east to reach the summit of Mount Adams, and as a result went down in the valley or upon the western slope of Mount Adams. A rescuing party, under the leadership of Professor Charles F. Marvin of the United States Signal Service, and consisting of Arthur L. Poole, David Martin, John A. Shaw, Carl Moore and James E. Dolan, employees on the Summit, started at eight o'clock Monday morning on what afterwards proved a fruitless and tiring search, over the course that it was supposed Weiss had taken. A salt-shaker and two boiled eggs were found on Mount Jefferson, which were put up in Weiss' lunch, and further on the party were encouraged by discovering footprints, pointing towards Mount Washington, Which, they supposed, were made by Weiss on his return, having passed them in dense fog; but failing to find any further traces of him, and arriving at the Summit at about half past two, weary, exhausted and disheartened, and finding that no news of him was received, they concluded that he had either perished in the storm or is at present aimlessly wandering on the mountains or through the woods. Messages have been sent to the Glen and other places where it is though he may have wandered, but up to time of going to press no word has been received of his arrival. Mr. Charles E. Lowe, the well-known guide of Randolph, has been telegraphed to start from that place and walk toward the Summit, coming over such places as he thinks a man would naturally take on a cloudy day." *(Ed note: There would be several other searches for Weiss but despite reports of "a strong stench... and a large number of blow flies hovering" in an area on the west slope of Mt. Adams on a hot September day, and the use of a clairvoyant from Concord, the summer season of 1890 would end with no trace of this missing musician.)*

- Among the Clouds - Tue, Aug 26, 1890



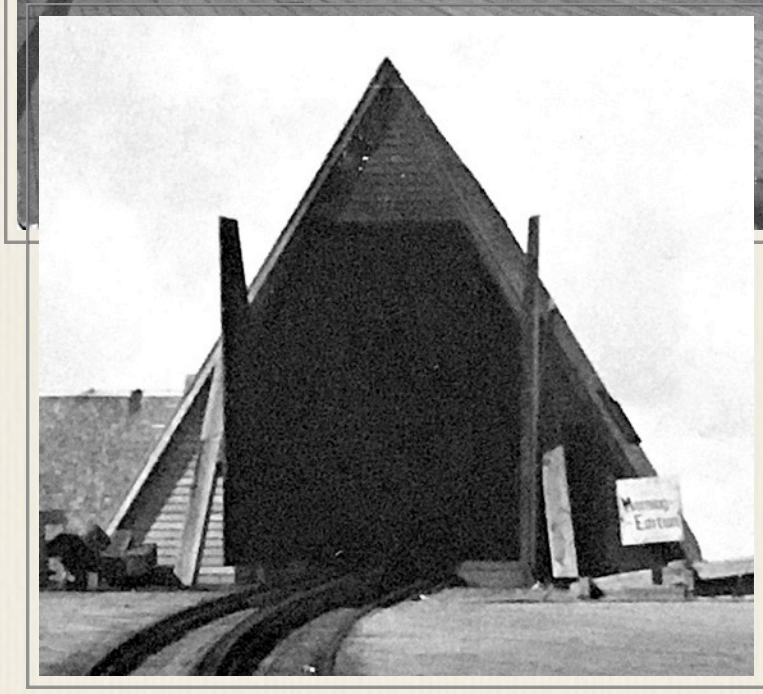
Ad placed on last page of the Boston Symphony Orchestra's program for their eleventh concert of their ninth season of 1889-90 on Dec. 27-28th at the Boston Music Hall

September 5th

New Summit Engine House: "The Mount Washington Railway has begun the erection of a new engine house *(below)* at the Summit. It will be 130 feet long, standing south of the old one, and extending nearly to the Signal Station. It has been impossible to operate the turn-table in frosty and windy weather, and this will be so located that trains can run directly into it. Only the foundation will be put in this fall. Next spring the track will be swung slightly to the east of the Summit House and the engine house will be completed before summer business opens. Hitherto the trains arriving here at night have stood in the open air. The old engine house will henceforth be used in case there is any necessity for making repairs to cars or engines."

- Among the Clouds - Fri, Sep 5, 1890





A rare image of the 130-foot long engine house built in 1890 stands ready with doors open to receive engines & cars to overnight at the Summit while their passengers enjoy the accommodations at the Summit House (right). This image taken after the turntable was mothballed and old engine house removed. Sign at right of doors appears to announce that the "Morning Edition" of Among the Clouds is available for sale. The buildings would be consumed in the 1908 fire

- Bencosky-Desjardins Collection

September 10th

Car Shed Construction & Horne's Winter Plans: "Work is progressing rapidly on the new car shed of the Mount Washington Railway, at the Summit *(above)*. Mr. John Horne, the efficient master-mechanic of the Mount Washington Railway, contemplates a trip to the far west during the coming winter. His wife will accompany him." The Summit House will remain open until October 1st and trains of the Mount Washington Railway will run to the first as well.

- Among the Clouds - Wed, Sep 10, 1890 pg. 4

September 26th

Colorado Mountain Summer: "A letter of Sept. 15 informs us that at that date the Manitou & Pike's Peak Railroad (described in the *Railroad Gazette* April 4, 1890) was completed to within 10,000 ft. of the summit, and it was hoped that it would be finished early in October. There have been many unforeseen delays, partly

from delays in delivering the material and partly from the difficulty in getting workmen, as not all men can stand it to work in that high altitude. Four loads a day are taken up, by two engines, each load consisting of 210 ft. of complete track. The round trip to the front, about 7 miles each way, with the construction car, weighing about 45,000 lbs., is made in from four to four and one-half hours, including all stops for water, unloading, meals, etc. The passenger cars are said to be a great success in comfort and elegance, and the engines do all that they were expected to do. The road was opened for passenger traffic as far as the Half-Way House Aug. 15, but traffic stopped again Sept. 1, as the trains delayed somewhat the work of construction and were hardly remunerative." *- The Railroad Gazette - Fri, Sep 26, 1890 pg. 670*

October 3rd

Summit House Closes: "The Summit House on Mt. Washington closed Friday *(10/3)*. The morning trains up the mountain will be continued about a week longer."

- Littleton Courier - Wed, Oct 8, 1890

October 10th

Wood Use: "The Mount Washington railway has used wood in its locomotives since the road was opened, upward of twenty years. Good wood costs, prepared for the locomotive, about $5 a cord, notwithstanding it is cut within three miles of where it is used, and each trip up the mountain requires nearly a cord."

*- Lawrence (KN) Daily Journal - Fri, Oct 10, 1890 pg. 4*October 20th

Pike's Peak Complete: "The first locomotive of the Manitou and Pike's Peake cog railway reached the summit of Pike's Peak Sunday *(10/19)* and the last spike was driven this morning. The track laying was commenced June 10. The track is securely anchored to the mountain every 200 or 300 feet. The line will have its formal opening early next summer."

- Burlington Free Press - Tue, Oct 21, 1890 pg. 1

Maine Mountain Railway: "**Green Mountain Railway**. ***1890 Season*** - Total income: $2,306.20 - Total expense: $3,819.07 - Deficit: $14,049.57"

- Maine Railroad Commissioners' Annual Report 1891

SUMMER RESORTS OF NEW HAMPSHIRE.

Proprietor or Landlord.	Name of House.	Post-office Address.	No. of Guests.	Board per Day.	Board per Week.
CANDIA.—*Continued.*					
George F. Patten		Candia			
George A. Clark		Candia Village			
Charles H. Turner		Candia			
Mrs. Mary Smith		East Candia			
CANTERBURY.					
George W. Fletcher	Hancock House	Canterbury	30	$1.00	$4.00-$6.00
O. W. Dow	Pippo House	East Canterbury	7		5.00
John H. Batchelder		Uplands	6	1.00	4.00- 6.00
A. B. Lovering	Lovering	"	20	$0.75-1 00	4.00- 6.00
Edwin B. Peverly	Peverly Farm	"	20	.75	4.00- 6.00
Leone I. Chase	Osgood House	"	25	1.00	5.00- 7.00
Jonathan C. Greenough	Picturesque Retreat	"	15	1.00	5.00- 6.00
Myron C. Foster	Hillside Farm	"	10	1.00	5.00
Joseph K. Hancock	Canterbury House	"	40	1.00	4.00- 6 00
J. P. Dearborn	Elm Cottage	Canterbury	10	1.00	5.00
George H. Gale		"	25	1.00	5.00- 7.00
William W. Wheeler		Uplands			
E. M. Lyford		"			
CARROLL.					
Barron & Merrill	Crawford Hotel	Crawford Hotel	323	4 50	
W. A. Barron	Twin Mountain Hotel	Twin Mountain Hotel	300		15.00-25 00
Barron & Merrill	Fabyan Hotel	Fabyan's	400	4.50	17 50-28.00
Barron & Merrill	Mount Pleasant Hotel	Mount Pleasant Hotel	250	3.00	10 50-21.00
S. W. Kelley	Mount Martha	Twin Mountain House	25	1.00	6.00- 7.00
Charles S. Miles	Pleasant View	" "	20	1.00	5.00- 7.00
Mrs. J. A. Mulleavey	Maple Cottage	" "	25	1.00	6 00
R. D. Rounsevel	White Mountain House	Fabyan's	150	2.50	10 50
Barron & Merrill	Summit House	Mount Washington	250	5 00	21.00-28 00
H. E. Jenness	Elmwood Hall	Twin Mountains	30	2.00	7.00-10.00
Duncan McMillan	McMillan House	"			
F. B. Rosebrook	Rosebrook Inn	"			
CENTRE HARBOR.					
J. L. Huntress & Son	Senter House	Centre Harbor	150	4.00	17 50-28.00
S. F. Emery	Moulton House	" "	75	2.50	10.00-14.00

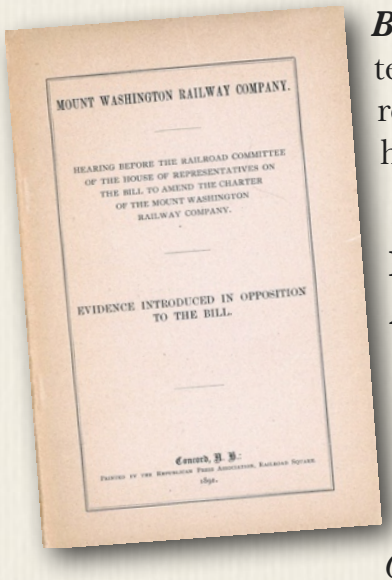
- NH Then & Now (1890)

1891

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad Company. ***1890 Season*** - Total earnings: $28,597.75 - Total expenses: $12,479.29 - Dividends declared (6 per cent): $12,950 - Total passengers: 9,592 - Three tons of coal for U.S. Signal Service Station, comprises freight business. Just over 21 tons of steel rails laid to replace iron track.

January 21st

New Hampshire Senate Backs MWR Charter Change - Take 1: Senate bill No. 1 "An act in amendment of the charter of the Mount Washington Railway Company" was first introduced by Senator Dudley of District 1 on Wednesday, January 21, then endorsed by the Committee on Railroads and moved for passage five hours late on the same day under a rules suspension proposed by Senator Sinclair. The Senate passed and sent the measure to the New Hampshire House. Senate bill No. 1 was referred to the House Committee on Railroads on Thursday, January 22nd. There the charter change started to run into opposition.


MOUNT WASHINGTON RAILWAY COMPANY.

HEARING BEFORE THE RAILROAD COMMITTEE OF THE HOUSE OF REPRESENTATIVES ON THE BILL TO AMEND THE CHARTER OF THE MOUNT WASHINGTON RAILWAY COMPANY.

EVIDENCE INTRODUCED IN OPPOSITION TO THE BILL.

Concord, N. H.:

Boston Coverage: "The Senate railroad committee reported a bill amending the charter of the Mt. Washington railway by authorizing the corporation to purchase and hold real estate at the summit and around the base of Mt. Washington upon which to erect hotels, stations, or other buildings. The bill passed under a suspension of the rules."

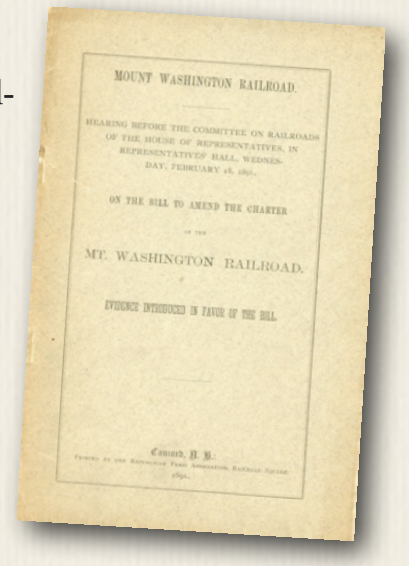
- Boston Globe - Thu, Jan 22, 1891 pg. 2

February 2nd

Aiken Nephew Summits: "Charles W. Aiken, a nephew of Walter Aiken of the Mt. Washington Railway, and R. L. Mahon of Franklin have been doing the mountains the past week on snowshoes, making headquarters at Thayer's Hotel (in Littleton). They were on the Summit of Mt. Washington on Monday *(2/2)* and report the snow from six to seven feet deep and the Signal House nearly covered with snow and ice. The scenery at present, so they say, far surpasses that of the summer season." *(Ed. note: Charles would conduct experiments on the railway for a thesis for his studies at MIT. See Appendix 1892 Aiken's Thesis)*

- Littleton Courier - Wed, Feb 4, 1891

February 18th


MOUNT WASHINGTON RAILROAD.

HEARING BEFORE THE COMMITTEE ON RAILROADS OF THE HOUSE OF REPRESENTATIVES, IN REPRESENTATIVES' HALL, WEDNESDAY, FEBRUARY 18, 1891.

ON THE BILL TO AMEND THE CHARTER OF THE MT. WASHINGTON RAILROAD.

EVIDENCE INTRODUCED IN FAVOR OF THE BILL.

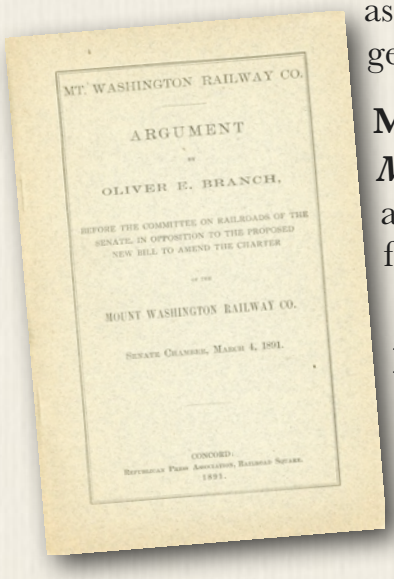
Concord, N. H.

MWR Charter Change Testimony: Harry G. Sargent argues against a bill amending the charter of the Mount Washington Railway Company along with a closing argument by Oliver E. Branch at a hearing before the Railroad Committee of the New Hampshire House of Representatives in Concord.

- Paul Forbes posting of document scans on Cog Railway: We Were There FB page

February 24th

Senate issues a MWR Charter Change Recall: The New Hampshire Senate sends the House a request to return Senate bill No. 1 - An act to amend the charter of the Mt. Washington Railway Company because they have learned that "said bill affects important and valuable rights of individuals who were not given an opportunity to be heard by the Senate Committee on Railroads" and "serious questions have been raised as to the constitutionality, as well as the expediency of said bill." On motion of Mr. Gallinger of Concord, the House sends the bill back to the Senate.


MT. WASHINGTON RAILWAY CO.

ARGUMENT

OF

OLIVER E. BRANCH,

BEFORE THE COMMITTEE ON RAILROADS OF THE SENATE, IN OPPOSITION TO THE PROPOSED NEW BILL TO AMEND THE CHARTER

OF THE

MOUNT WASHINGTON RAILWAY CO.

SENATE CHAMBER, MARCH 4, 1891.

CONCORD:

March 4th

MWR Charter Change Testimony: Oliver E. Branch argues in the Senate Chamber against the proposed new bill to amend the charter of Mt Washington Railway Co. before the Senate Railroads Committee in Concord, New Hampshire

- Paul Forbes posting of document scans on Cog Railway: We Were There FB page

March 18th

New Hampshire Senate Backs MWR Charter Change - Take 2: Senate bill No. 1 "An act in amendment of the charter of the Mount Washington Railway Company" returns as a special order of business for 10am on this day after a second review by the

Committee on Railroads. The committee had tinkered with the language and had the backing of Senators George W. Pierce, George A Cummins, J. B. Whittemore, and M. B. Sullivan for passage into law. Senator C. S. Collins moved a Minority Report seeking indefinite postponement because the new draft contained the same problems as the bill passed back on January 21st. The Minority Report says the re-write "contains the essential features of the original - it gives to the railway company the right to engage in the hotel business on the summit, and to condemn and use for that purpose all the land of which it has obtained possession, which embraces, in fact, the entire available summit of the mountain... In intention and in effect, the bill undertakes to confer upon the railway company a monopoly in operating hotels upon the summit of Mount Washington, a monopoly which it is at perfect liberty to farm out to its friends, with the right to condemn the land for the enjoyment of this enforced and unnatural monopoly by resorting to the extraordinary right of eminent domain.

"It was shown in evidence and in the arguments that the bill is unconstitutional, because the business of an innkeeper is not such as a railway company may be authorized to engage in, and that if it may do so at all, it must obtain the land which it devotes to that purpose by purchase from the owner, and not by condemning it; that in this case no necessity whatever exists for permitting the railway company to furnish hotel accommodations to the traveling public, as from the beginning of travel to the summit adequate accommodations have been supplied by individuals, while since the opening of the railway private parties have been willing to pay large sums for the privilege of keeping a public house on the summit. "The bill has been pronounced unconstitutional by two former judges of the supreme court. It attempts to confer upon a railway corporation special privileges never before granted in this State. No public interest demands its passage or excuses its flagrant assault upon private rights. It is the last step in an attempt by the Mount Washington Railway Company to drive a competitor out of business and the owners of the summit away from their property." Substitution of the Minority Report with indefinite postponement of the bill failed on a 6-17 roll call. The Majority Report was then adopted on a 16-7 roll call. Minority Report backer Senator Baker then proposed an amendment directing the governor and council to "take all necessary action to secure the immediate condemnation of the entire Presidential range of the White Mountains to the distance of one half mile on each side of the top of each mountain and the necessary approaches and connections with the highways (so the land) taken shall be and forever remain a public park for the use of the people." Baker's amendment died on 6-16 roll call vote. Rules were suspended and the re-written Senate Bill No. 1 went back to the House.

March 31st

House Considers MWR Charter Change - Part 1: "Pending discussion of the special order *(dealing with the relaying of rails between North Weare and Henniker)* the Senate bill amending the charter of the Mt. Washington railway was called for. Mr. Heath of Manchester moved to indefinitely postpone the bill. A lengthy debate followed. Messrs. Heath & Briggs advocated the motion; Messrs. Sanborn of Franklin, Nash of Conway and Greene of Hopkinton opposed it. A roll call was taken and resulted 122 to 99, but as less than two-thirds of those who voted did not vote in the affirmative, under the rules the motion *(to indefinitely postpone)* was lost. Adjourned."

- Boston Globe - Tue, Mar 31, 1891 pg. 7



New Hampshire Statehouse, Concord - 1875

April 7th

House Considers MWR Charter Change - Part 2: The New Hampshire House of Representatives takes up the Senate-passed Bill No. 1 as a special order on Tuesday morning, April 7th. Mr. Heath of Manchester moves to indefinitely postpone the bill. The motion failed on a 102-131 roll call vote as "less than two thirds of the members having voted, and less than two thirds of those voting having voted

in the affirmative or negative, no valid action was had." Mr. Heath of Manchester asks the bill be made a special order for Tuesday afternoon at 3pm. The House agreed and returned to the chamber at mid-afternoon for further debate on the question to indefinitely postpone consideration of an act to amend the charter of the Mount Washington Railway Company. A roll call vote is taken. 97 vote to postpone - 119 vote against - "and less than two thirds of the members having voted, and less than two thirds of those voting having voted in the affirmative or negative, the motion did not prevail, and no valid action was had." Following the vote, the House took a ten minute recess, returned and adjourned for the day.

April 9th

House Considers MWR Charter Change - Part 3: Bill No. 1 - An act in amendment of the charter of the Mount Washington Railway Company is taken up as a special order on Thursday, April 9th. The chamber votes again on Rep. Heath's motion to indefinitely postpone the bill. 170 vote in favor - 110 against postponement - "The affirmative prevailed, and the bill was indefinitely postponed."

Meanwhile in the Senate - MWR Charter Change: "Senator Sulloway promised the Senate yesterday when be urged the passage of the Boston & Maine's North Weare bill that the House would pas it in the afternoon. It did not, however; why, nobody knows. Sometime during the small hours of the night the Concord delegation "got together" and vowed a solemn vow. The oath was devised and administered by George Page and was warranted to hold. They agreed that no railroad legislation should be permitted until the bill authorizing the relaying of the Candia & Suncook rails was passed. In this they were joined by the forces of the Concord & Montreal and the allies proceeded, early in the morning, to put in operation their diplomacy of force. They jumped on the Mt. Washington Railway bill with both feet. And, ob, bow large and heavy those feet were! sixty majority was the figure. Then Mr. Wagner of Manchester thought the time auspicious for getting the nuisance act on its feet again. The House didn't think so 153 to 117." The next day, a message was read in the New Hampshire Senate, "Mr. President: The House of Representatives have refused to concur in the passage of the following entitled bill, sent down from the honorable Senate: An act in amendment of the charter of the Mount Washington Railway Company."

- Keene (NH) Sentinel - Wed, Apr 15, 1891 pg. 6

May 6th

Horne Reviews Road: "John Horne, superintendent of the Mt. Washington railway, was in town one day last week, looking over the road. Repairs will be commenced on the same the 6th of May."

- Littleton Courier - Wed, May 6, 1891

May 14th

Railroad news item: "Jacob's ladder, the world-famous trestle on the Mt. Washington railroad, will be entirely rebuilt this summer."

- The St. Johnsbury Caledonian - May 14, 1891

May 20th

Cummings Appointed: "G, E, Cummings has been appointed assistant superintendent of the Concord and Montreal railroad North of Concord. Extensive repairs are to be made this Spring upon the Mt. Washington Railway, that portion of the trestle covering Jacob's Ladder to be entirely reconstructed."

- Keene New Hampshire Sentinel - We, May 20, 1891 pg. 6

May 22nd

Railroad news item: "The annual repairs on the Mt. Washington R. R. have commenced, with John Horne and his crew at the head. We imagine they will have cold fingers and noses, as even down here people are thinking of re-banking their houses, and putting on double windows."

- White Mountain Republic-Journal (Littleton, NH) - Fri, May 22, 1891

June 5th

Frozen Ears: "A workman while blasting stone on top of Mt. Washington, June 5th, froze both his ears."

- Littleton Courier - Wed, Jun 17, 1891

1891

June 22nd

Night Watchman Reports: "Karl Brummer (of Lisbon, NH) went to the Summit House on Mt. Washington on Monday *(6/22)*, where he will work the coming summer as night watchman. Carl Moore went also as steward."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Jun 26, 1891

July 6th

Summit House Opens: "The Summit House on Mt. Washington opened Monday *(7/6)*"

- Littleton Courier - Wed, Jul 8, 1891

July 10th

Opening of the Season: "The Summit House opens with as good prospects as in past seasons. Mr. E. W. Powers, who has become popular with the traveling public, continues as manager, the position that he has held for the last four seasons. R. S. York, who was head waiter at the Summit House last year, has returned and will most acceptibly fill that position this season. The Mount Washington Railway has been put in thorough order for summer travel. Three more engines have been changed from wood to coal burners, and thus far they have given good satisfaction. It is thought there will be a saving of expense and much hard work in preparing the wood for use. The track has been changed at the Summit, having been placed farther from the hotel, curving outward at the north end of the platform and thence to the west at the south end, so as to run on the new trestle running out toward the Signal Station. This saves using the turn-table which was always worked with great difficulty during a high wind. The six trains can now stand in a line and completely fill the track when they are all here. The report current last winter that the body of Ewald Weiss, who was lost on Mount Adams on the 24th of August of last year, has been found, proves to incorrect. Search was continued at various times until late in September, but without discovering his fate."

- Among the Clouds - Fri, July 10, 1891 & Springfield (MA) Republican - Sun, Jul 19, 1891 pg. 2

July 11th

A Bright White Line / Missing Medford: "This lofty summit has not been exactly a worldly paradise to well in since the month came in. Rain and cloud, gentle zephyrs and terrific gales have been the order from the opening to the present time. The temperature has been nearly down to the freezing point most of the time, but with the opening of Thursday there came a glean of hope. Travel has been correspondingly light. When the weather becomes settled another attempt will be made to find the body of Ewald Weiss, who perished last August on or near Mt. Adams. It was expected that the Appalachian Club would take some interest in making the route over the Northern peaks more clear to those passing from Mt. Washington to Randolph, but no move was made, probably owing to the lateness of the season, when the last of the many mountain tragedies occurred. The guests of the Ravine House, near the northern base of Mt. Adams, subscribed at sufficient sum to mark the route. They hired Mr. M. L. Watson, proprietor of the Ravine House, to do the work. Early this spring he and Mr. Charles E. Lowe, the veteran guide on the north side of the great range, went about the work, and they have painted a line on the rocks from the summit of Adams to the Mt. Washington railway, a distance of four and a half miles. they used white paint, and who ever crosses the northern peaks henceforth will run no risk of getting lost, whatever the condition of the weather. The line bears to the west of Mt. Clay, and then over Jefferson to the summit of Adams. The walk over these peaks is by far the most interesting that can be made in the vicinity of Mt. Washington, and now that the line has been so well defined there will be a large number of pedestrians who will cross these mountain summits. The absence from the summit of that splendid St. Bernard dog, known to a host of people who have been here, is noticeable. Last fall he went to Boston to reside with his new owner, Capt. White, and instead of being the proud monarch of this lofty summit, he has become a common-place Boston dog. Hundreds here mourn his departure. He was one of the finest animals ever known here and the pet of every one. Summit, an English mastiff, has taken his place, but he is too sad eyed crea-



"Medford" - the St. Bernard in repose from 1902 Souvenir Among the Clouds

ture to win the warm affections of those who so much admired Medford."

- Boston Globe - Sun, Jul 12, 1891 pg. 12

July 17th

24 Years of the Republic: "Twenty-four years ago the present summer the writer first visited the town of Littleton, coming to consult the leading Democrats with reference to the establishment of a Democratic newspaper - the *White Mountain Republic* - whose publication was commenced the first of October following. The development and progress of Northern New Hampshire, in general business, and in reference to the summer boarding interest, during the last quarter of a century, is most strikingly presented in comparing the situation at that time with the present. Littleton was then the railroad terminus. One train each way ran daily between here and Concord. The running time between the two points was full six hours, and the idea that the route would ever be cover ed in four hours, as is now done, would have been considered as preposterous. The Mt. Washington railway, then a fact only in the brain of Sylvester Marsh, has come into existence, and a branch from the main line has met it at the base of the mountain."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Jul 17, 1891

July 18th

Save the Old Tip-Top House: "The historic old Tip-Top House, which crowns the summit of Mount Washington, is fast going to decay. It was built 38 years ago, the year following the old Summit House, which was torn down a few years ago, to give place to needed improvements. The two houses were united the second year after the Tip-Top was built, under one management, and it became the principal building in use. It has sheltered thousands from all parts of the country, and among them some of the most distinguished people in every business and profession. Since (the new summit house was built) it has been going to decay. Visitors who came to Mount Washington when it was in use as a hotel and are now repeating their visits, exceedingly regret that it is going into such a dilapidated condition. Steps should certainly be taken to restore it to its former condition, and kept it as a relic of the past. It stands for a great deal... Will not something be done to prevent this ancient structure from being entirely obliterated?"

- Among the Clouds - Sat Jul 18, 1891

July 21st

Passing The Hat?: "Mr. Albert S. Randall of the Mount Washington Railway brought to the Summit, last evening *(7/21)*, from Mr. Frank Daniell, postmaster at Franklin Falls, an old and badly tattered soft felt hat, which is at present going the rounds of the post-offices of the country. Its color, which is now somewhat doubtful, was at one time, we are led to believe, of a light drab shade. Its outer surface is now nearly covered with post-office marks and various writings, while around the edge are fastened tags bearing signature, many quaint sayings, and a small tin horn. The first tag to greet the eye bears upon one side the inscribing: "I was found in mail at Leadville, Col., on the fourteenth day of June, 1891, at 10 a.m., by J. R. Forrest, mailing clerk. Send me around the circle and return in one year from the above date to Leadville, Col," An inscription from Eastport, Me., the most eastern point of the United States, bears a conspicuous position on the crown, and beneath this is a postmark of San Francisco, Cal. From Mount Washington it will go to New York, and besides bearing the Mount Washington post-office mark will have attached to the edge a ticket to the observatory tower on the Summit." *- Among the Clouds - Wed, Jul 22, 1891*

July 23rd

The Stowell Special: "All Aboard!" proclaimed Conductor Smith on Thursday *(7/23)* morning; Engineer Page caught the signal to move on, and the *Sortwell* began to stretch himself for his morning run to Wells River *(from Montpelier, Vt)*. His puff seemed to have an added energy, and his iron sides to expand with a larger sense of responsibility on that particular occasion, as he pulled the train out from the station. Behind him was a special car. In it, by invitation of Miss Kate Stowell, the youngest daughter of Superintendent W. A. Stowell of the Montpelier & Wells River road and the B.C.&M. division of Boston & Maine, was a battalion of "Barre street girls," destined for the White Mountains and a tour of its noted places. *(Total of 18 in the party)* Conductor Rand chivalrously maintained against all intruders the privacy of the conveyance provided for the battalion. That "The Barre Street Girls" were aboard and in for a good time, and bound to have it, was made apparent all along the line. In the course of human events the sedate company arrived at Fabyan's, and received a hearty welcome from Mr. and Mrs. Barron, the presiding genii of that mountain resort. Supper and a hop ended the



festivities of the first day. Friday morning opened with pouring skies, and the spirits of the party were on the ebb. The resources of Mrs. Barron were equal to the emergency. At the suggestion of a "candy pull," spirits recovered their buoyancy. Ascent of Mt. Washington had been on the programme for Friday, but the unpropitious weather compelled a postponement. Saturday morning, however, the start was made for this achievement – the cap-sheaf of a regal entertainment. The ascent was made through every variety of weather – sunshine, cloud and rain, above the thunderstorms of the lower realms. On the summit the clouds now and then parted, affording glimpses of the wide-spreading panorama and the sea of neighboring mountain-tops. A visit to the United State Signal Station, and the office of Among the Clouds, the Mountain House and a "perfectly-elegant" dinner, were among the things here that engaged the party's interest. The "girls" were duly honored in the columns of Among the Cloud. "All the party are in the best of spirits," said the local reporter. All things must have an end, and the declining sun of Saturday afternoon marked the twilight of as handsome and delightful a compliment as any girl could design for her friends. The descent was made, Fabyan's was again reached, the trip homeward safely accomplished, and the refrain, "Rah, hu-rah, Mont-pel-yah! We are Barret Streets, yes we are!" announced that the "girls" were again within their native precincts. Words of high and kindly appreciation are spoken of the polite and unwearying attentions of Conductors Robie and Horn – the latter of the Mt. Washington railway, the former extending his route from Fabyan's to the Summit, to render any needed kindness or service. Through life each participant in this royal entertainment will remember very kindly the winsome maiden to whom they are indebted for so much rare enjoyment."

- Montpelier Vermont Watchman - Wed, Jul 29, 1891 pg. 6

July 26th

Weiss Watch Found: "The watch belonging to Ewald Weiss, the Mount Washington violinist, who was lost last summer while walking from the Summit House... has been found by two young men, in a crevice on the southeast slope of Mount Adams. No trace of the unfortunate man's remains were discovered."

- Scranton (PA) Republican - Mon, Jul 27, 1891

July 27th

Large Parties: "A large number of visitors were present at the Summit yesterday *(7/27)*, over 100 coming on the noon train. In the evening another large party arrived, and, as is the usual good fortune of the Raymond parties, they had the pleasure of viewing a good sunset from the Summit."

- Among the Clouds - Tue, Jul 28, 1891

July 30th

Observatory Opens: "The carriage road company have opened the observatory *(previous page)* in rear of the Summit House." *- Among the Clouds - Thu, Jul 30, 1891*

August 1st

New Car House at Summit: "Another new building has been added to the collection now on the summit of Mt. Washington. The Mt. Washington railway has completed its car house, which has become a conspicuous object of interest for 20 miles around. Telescopes and field glasses have been turned toward the summit, and every one asks, "What can it all mean?" It has been mistaken for a new hotel building, erected in the interest of the owners of the land outside of the railroad limits. The observatory, which has been closed to visitors this season, owing to some dispute concerning ownership at the summit, has been opened. The proprietors of the carriage road have unlocked its doors, and the public can now for 10 cents go to the top and take in the magnificent view at one sweep of the eye. It was formerly built for geodetic and coast survey uses, but of late years has been for the convenience of the public." *- Boston Globe - Sun, Aug 2, 1891 pg. 9*

Green Mountain Railway Not Opened: "The Green Mountain railway is not yet in operation this year, but the carriage road (up Mt. Desert) is doing a good business. People generally prefer the carriage drive up the mountain to the ascent by rail." *- Chicago Daily Tribune - Sat, Aug 1, 1891 pg. 2*

August 31st

Honesty First: "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)* 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." *- Among the Clouds - Tue, Sep 1, 1891*

September 3rd

Mountain Railway Roundup: "The completion of the mountain railway up Pike's Peak the other day, the latest of the railroads climbing mountains, calls attention to the fact that the first mountain railroad was the one that ascends Mt. Washington and was finished in 1868 (1869 actually). The next one was built up the Rigi, int eh Als, and was open to travel in 1871. Since then a railroad has been built up Mt. Vesuvius. It is gratifying to Americans to be able to point to the Mt. Washington railway as having taken the lead in all these efforts to do what seemed to be impossible. After the Mt. Washington railway had been constructed, it only needed capital and skill to repeat the experiment." *- Boston Herald - Thu, Sep 3, 1891 pg. 4*

September 4th

Meade Returns: "Mr. J. Russell Meade, who was clerk at the Summit House for several seasons *(1885-86)*, and for eight seasons at the Hamilton Hotel at Bermuda, was among the arrivals here Friday noon *(9/4)*. 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 - Sat, Sep 5, 1891*

September 12th

At the Hop: "The annual hop at the Summit House was held last Saturday *(9/12)* evening and was a grand success. Mr. R. S. York, the genial and popular head-waiter, was general manager and prompter and the music was furnished by Mr. R. Kuehn, Mr. Arthur L. Poole and Mr. Pick of the Summit House orchestra."
- Among the Clouds - Mon, Sep 14, 1891

September 15th

Reduced Rates on the Cog: "Cheap rates on the Mount Washington Railway go into effect today *(9/15)*. The fare from Fabyan to the Summit and return will be but $3.00. The rates from Boston to Fabyan will also be reduced to $4.00 for the round trip." *- Among the Clouds - Tue, Sep 15, 1891*

September 18th

200 for Lunch: "Nearly 200 people came to Mount Washington by way of the railroad yesterday *(9/18)* noon. The excursion rates from Boston and vicinity are bringing a large number of people into the mountains. The Mount Washington Railway, which has also reduced its rates, is coming in for a goodly share of patronage

from the excursionists. During yesterday forenoon it was very cloudy at the Summit, but toward noon it cleared the large number of excursionists who arrived on the noon train were rewarded with a good view."

- Among the Clouds - Sat, Sep 19, 1891

September 19th

Farewell to future Dr. York: "Mr. R. S. York, the head-waiter at the Summit House, takes his farewell of Mount Washington this morning. Mr. York has for the past two seasons filled his position as head-waiter at this house in a very creditable and gentlemanly manner, and has won for himself hosts of friends. Previous to his connection with the Summit House he was for three years the Mount Washington agent for the Glen stage line, and here he won an enviable record. During his five seasons on Mount Washington he has been very popular, both with the traveling public and with the employees, and his departure will be regretted by one and all. During the winter months Mr. York has been studying medicine, and, finishing his course next winter - takes with him the best wishes of the large circle of friends he has on Mount Washington for his success and prosperity in his chosen profession."

- Among the Clouds - Sat, Sep 19, 1891

September 20th

Special Sunday Train: "A special train from Fabyans yesterday noon brought 60 people to the Summit, and they had a fine view."

- Among the Clouds - Mon, Sep 21, 1891

September 26th

Last Issue / Winter Caretaker: "With the present issue *Among the Clouds* closes publication for the season of 1891. The Summit House will remain open until Saturday of next week. The Mount Washington Railway will continue to make two daily trips during the next week, and if there should be a demand for special trains after that date it will accommodate those who may desire to visit the Summit, if the weather should remain favorable. Such a September in point of unexceptionably good weather, and the large number of visitors has seldom been experienced. The season as a whole with few exceptions has been free of severe storms. Sam Gingras is to remain at the Base during the winter, in charge of the property of the Mount Washington railway. Last winter, he made the ascent of Mount Washington several times, and conducted parties to the Summit."

- Among the Clouds - Sat, Sep 26, 1891

October 7th

Summit House Closes: "The Summit House closed last week after a most successful season."

- Littleton Courier - Wed, Oct 7, 1891

December

Rough Seas for Miss Clarke: "The hotels (in Ormond, FL) have but few guests at present, but after New Year's the busy season will begin. The steamer *Yemassee* arrived in Jacksonville this week after a very rough passage. Among the passengers were Miss Mattie Clarke the well-known house-keeper of the Summit House, Mt. Washington, who will have the same position here at Hotel Ormand; also, Mr. John Anderson, so well and favorably known throughout the White Mountains, and who is equally popular in this part of Florida. There are a good many northern people spending the winter in the South this year."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Jan 15, 1892

December 2nd

No Trains to the Summit?: "That is so! *The Union* says: "There are still some people living who have but little idea of what the White Mountains are at this season of the year. This was shown in Boston last week when a committee from an association, then in session in that city, went to Assistant Passenger Agent Storer of the Concord & Montreal R. R., and tried to arrange for a special train to the summit of Mount Washington. They were somewhat amazed to learn from Mr. Storer that such a thing would be impossible at this time of the year."

- Littleton Courier - Wed, Dec 2, 1891



1892

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1891 Season*** - Total earnings: $29,474.25 - Total expenses: $13,626.82 - Dividends declared (10 per cent): $12,950 - Total passengers: 9,920 - Two tons of coal for U.S. Signal Service Station comprises freight business. Just over 21 tons of steel rails laid to replace iron track.

Locomotive #8 built - Initially *Pilgrim,* eventually *Tip Top* - *(Ed Note: Among the Clouds* reports initial run occurs in 1893 so this may reference when order was placed)

- L. Stewart Trombley 7/25/1958 letter to Gordon Chase

Jan 29th

Bright Mountain Light for Picnic Parties: "Mt. Washington is to be capped with the largest electric search-light ever made, and the highest beam of artificial light in the world. It can be easily seen from Portland, and, under proper conditions, it can probably be seen even from Boston. The company which is to be organized to carry out the scheme will be made up of prominent railroad and hotel men interested in the further development of New Hampshire, and things look as if the man who conceived the idea will have the gratification of seeing the project a success. It is believed that this light on the summit of Mt. Washington will be

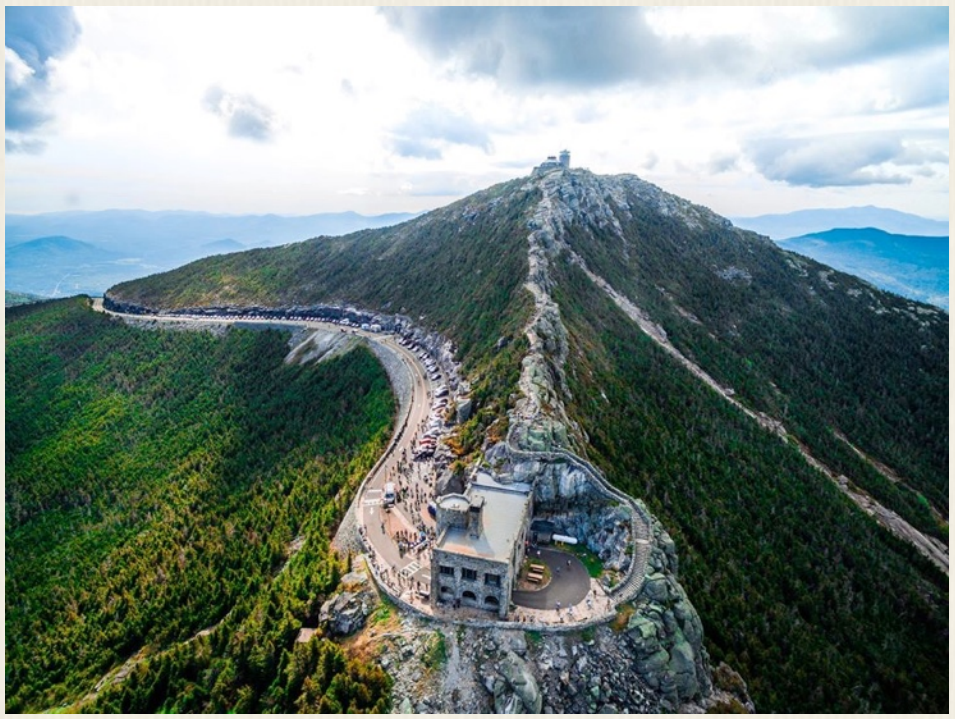


The Great Search Light, Summit, Mt. Washington (1892)
- Keystone-Mast Collection

such a novel and beautiful spectacle that it will benefit the State of New Hampshire, simply viewed as an advertisement. The summit of Mt. Washington will have as much, if not more attractiveness at night than in daytime. The Mt. Washington Railway Company will be compelled to run more cars, or make one or two extra trips to the summit. Cloudy nights will only add to the beauty of the sight from the summit. It will be worth a trip across the continent to be above the clouds on an inky-black night, with possibly a storm forming and be able to illuminate at will any given spot around the entire horizon. During clear or partly cloudy nights this light can be thrown on Woodsville, 25 miles away: the next instant on Bethlehem, the next on Lancaster, and then on North Conway, as straight as a beam of light can be, and as intense and white as sunlight. From such a height, and shining through the intense surrounding darkness, this great white arm will present. for the surrounding towns and mountain resorts, the grandest spectacle of the kind in the world. The Mt. Washington Search Light Company will be able to furnish moonlight to any of the surrounding towns or hotels. They will be able to put up over their door, if they wish, the oddest sign ever printed: "Moonlight for sale on short notice. Picnic parties or hotels will be furnished with the finest quality of moonlight within a radius of 25 miles on reasonable terms."

- Boston Herald - Thu, Jan 28, 1892 pg. 6 / Portland (ME) Daily Advertiser article in Boston Globe - Sat, Jan 30, 1892 pg. 5

Whiteface Mountain Railway?: Clinton County author Lawrence Gooley told the tale of the proposed New York mountain railroad in an October 2010 posting in the *Adirondack Almanac*: "The idea for a rail line to the top of Whiteface surfaced regularly in the 1890s, when the famed hostelries of Lake Placid (N.Y.) catered to a growing clientele. Attractions were needed to ensure that visitors would return, and an easy view from atop Whiteface would be a great amenity for the growing tourist industry. The idea gained momentum in 1892 when a group of New York City financiers, led by Mirror Lake Hotel manager Charles Martin, purchased the summit of Whiteface. In the following year, Albert Putnam, a member of the syndicate, confirmed... a railroad would be built to the summit from the Lake Placid side. The goal was to match the success of Mount Washington cog railway, the only such line east of the Rockies. Construction was set for spring 1894, but an economic depression (the Panic of 1893) ended the ambitious, expensive venture. In 1898, upper management of the Delaware & Hudson prepared a cost estimate for running a cog railway up the Lake Placid side of the mountain, a much steeper grade than the motor road that exists today *(right)*. The plans called for a small hotel at the summit; terminal depots at the mountain's base and at Lake Placid village five and half miles away; and two steamers on the lake for carrying passengers from the village dock to the mountain-base terminal. The total cost for the special line was estimated at $100,000 *($2.7 million in 2010)*. The scheme never got beyond the planning stage, however, and was subsequently abandoned. In 1901, the resurgent economy brought renewed interest in the project, but with revisions. Instead of focusing solely on visitors already in the area, the new idea was to develop a regional transportation system beginning on the shores of Lake Champlain. A trolley was planned from Port Kent to Lake Placid, with a second line leading to the top of Whiteface. Leases were secured on the mountain, providing a circuitous four-mile route to the summit for the cog-wheel road. The cost was again estimated at $100,000. But problems (arose). Not all of the mountain's owners were enthusiastic about a rail line to Lake Champlain, instead favoring local connections between Lake Placid village and the mountain's summit. (T)he proposed trolley line (to Lake Champlain) ran into unforeseen difficulties. Electricity was needed to operate it, and planners were unable to secure waterpower rights through the Ausable Valley. After several efforts, that part of the plan was scrapped. The mountain's owners still envisioned a rail line up Whiteface, but the plan that was halted by financial conditions in the 1890s now fell victim to time and technology. though the railroad idea was frequently revisited, the growing popularity of automobiles suggested an alternative plan better aligned with the future. Through the 1920s, the rail concept gradually morphed into a paved-highway initiative, culminating in the memorial highway to the summit. The Whiteface



Whiteface Mountain (2017)
- Wilmington N.Y. Town Facebook page

Mountain Veterans Memorial Highway was completed in 1935 - named in honor of America's veterans of the so-called "Great War" (World War I)."

https://www.adirondackalmanack.com/2010/10/the-whiteface-mountain-cog-railway.html

February 1st

Jacob's On the To-Do List: "John Horne of Lakeport, who is conductor on the Mt. Washington Railroad, was in Fabyan's Monday. He states that "Jacob's Ladder" will be all rebuilt in the spring."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Feb 5, 1892

February 5th

Search Light Proposal: "Mt. Washington is to be capped with the largest electric search light ever made and the highest beam of light in the world, says the *Boston Herald* in a recent issue. Under proper conditions it can probably be seen even from Boston. The company which is to be organized to carry out the scheme will be made up of prominent railroad and hotel men interested in the further development of New Hampshire, and things looks as if Mr. L. H. Rogers of the Thomson-Houston company, who conceived the idea, will have the gratification of seeing the project a success. It is hoped this project will be carried out for it is something in which the people of this section will be largely interested."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Feb 5, 1892

March 25th

Summit Appeal Decision: "The case of Coe and Pingree against the Mount Washington railroad and other railroads and parties, which was carried before the United States circuit court of appeals on an appeal from the findings of Judge Nelson, sitting in the circuit court has been decided adversely to Coe and Pingree. They prayed for a writ of mandamus to compel Judge Nelson to allow the appeal, which he had refused to do, and this is what has been denied. Judge Nelson had ordered the cause back to the courts of this state, and it was from this they tried in vain to appeal. The court holds that under the judiciary act of August, 1888, no appeal lies from a decision of the circuit court, remanding causes back to the state courts for trial."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Mar 25, 1892

July 11th

New Railway Station at Fabyan's: "The Concord and Montreal and the Maine Central Railroads have built a new passenger station at the Fabyan House. The platform has been lowered, lengthened, and made wider. Both roads have joint ownership and each maintains a separate ticket office. These improvements have long been needed, and the station building is not only conveniently arranged but well adapted to the wants of the place. A new iron bridge is being built over the Ammonoosuc River east of the station which will be used by the Maine Central, the Concord road taking the present bridge as soon as the new one is finished."

Jacob's Rebuilt: "The trestle work at Jacob's Ladder on the Mount Washington Railway has been entirely rebuilt this season. The road has been thoroughly repaired and put in good condition for the summer season."

Summit Personnel Changes: "An important change has been made this year in the management of the Summit House. Mr. E. W. Powers, who was here five summers, has retired from the hotel business. 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. Mr. Ben Pettingill, the chef of the establishment, is also steward. Miss Mattie A. Clarke, 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. Mr. D. A. Wright is book keeper and Miss Altna Morse postmistress. Neatness and efficiency will characterize the management of the Summit House this season. The pastry cook at the Summit House for several years, who took her departure as Miss Fitzgerald last autumn returned this season as Mrs. 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."

- Among the Clouds - Mon, Jul 11 & Tue, Jul 12, 1892

July 14th

Water - Station - Dog: "Notwithstanding the constant rains in June, the water supply on Mount Washington is getting low. The springs near the Summit are nearly exhausted. The new railway station at Fabyan's is now occupied, although it is not quite finished. Work on the iron bridge over the Ammonoosuc is progressing

rather slowly, but surely. Medford, the fine specimen of a St. Bernard, has returned to his old home on Mount Washington. He treads his almost native health as majestically as when he spent both summer and winter here. He is now owned in Boston, and has been sent up here to spend the hot season."

Hawk Eyes: "The amateur photographer was abroad yesterday *(7/14)* on Mount Washington. Kodaks and hawk eyes flitted across this mountain top in the hands of enthusiastic picture lovers in quick succession. Medford, the celebrated St. Bernard, posed no less than ten times and never once considered it a bore to have his picture taken." *(Ed note: Henry Burt, the enterprising editor of Among the Clouds, opened a darkroom for amateur photographers to develop their film at the Summit in the summer of 1890)*

- Among the Clouds - Thu, Jul 14 & Jul 15, 1892

July 18th

Summit House Orchestra - Chill: "The Summit House orchestra for the season *(1892)* 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 - Mon, Jul 18, 1892

July 28th

Fog Horn Desired: "An old salt who paced the platform of the Summit House yesterday *(7/28)* in the fog, wanted to know why we didn't blow the fog whistle. He imagined that he was crossing the Atlantic."

- Among the Clouds - Fri, Jul 29, 1892

August 1st

Observatory Extension: "Work on the Mount Washington observatory, in which the electric search light is to be located, is going forward, but there is still much to be done before it can be ready for use. The frame for the extension was raised yesterday *(8/1)*."

- Among the Clouds - Tue, Aug 2, 1892

August 2nd

Cog Parts Run: "Mr. C. A. Green, an old and trusty employee of the Mount Washington Railway, returned yesterday *(8/2)* from Manchester, where he had been sent to get mechanical supplies for the road. The frame work of the Mount Washington observatory is going up rapidly and it will be closed in within a few days. The view from the top will be exceedingly fine as the upper observation point will be upwards of 65 feet above the platform."

- Among the Clouds - Wed, Aug 3, 1892

August 9th

Mt. Washington Search Light: "The electric search light to be placed on the summit of Mount Washington, of which frequent mention has been made, is approaching the necessary conditions for placing it in full operation. There have been many delays incident upon the introduction of any new principle, but it is now expected that within a few days the light will be turned on and seen from every hotel and village within sight of Mount Washington. It is expected that every hotel within 15 or 20 miles of Mount Washington can be illuminated at night from the Summit, when the beam is thrown upon them. It is claimed that the light will be see on clear nights from 100 to 150 miles from Mount Washington. Just what the result will be no one can tell until the Mount Washington light is in full operation."

- Among the Clouds - Tue, Aug 9, 1892

August 10th

Mr. Rogers' Neighborhood Nightlight: "The *Boston Herald* says: "The first attempt to establish an electric search light on any mountain in the world is now being made on the summit of Mt. Washington. It is a Boston man, Mr. Louis H. Rogers, who has been the promoter of this undertaking, and, if he is able to carry out his

plans, he will have the light in successful operation in about a week. An addition of about fifteen feet has been made to the old observatory in the rear of the Summit House, and at this elevation it is possible to turn the light in any direction and obtain a complete command of all the hotels that can be seen from Mt. Washington within a range of twenty miles. The electric power is to be generated from a steam engine which will be located in the basement of the observatory. Much curiosity will be felt in regard to the success of the experiment, and as to its practical value in the mountain region. It will be on of the greatest attractions at the summit for the rest of the season." *- Littleton Courier - Wed, Aug 10, 1892*

August 11th

Woodwork on Deadline: "The carpenter work on the electric search light tower was driven with a great deal of force yesterday *(8/11)*, notwithstanding the fog and wind. The outside work on the tower will be finished this week, unless there is more delay by unfavorable conditions of the weather. The mechanical work goes forward, and it is expected that the electrical current will be turned on within a short time. When the guests of the hotels below begin to notice a strange and unusual light, they can know that Professor Lowd is at the helm, about 6400 feet above sea level. Descriptions of the light, as seen from below, may be sent to *Among the Clouds*, and will be printed soon afterward."

- Among the Clouds - Fri, Aug 12, 1892



The Instrument, Summit, Mt. Washington (1892)
- Ron Walters Collection via Dan Szczesny FB

August 12th

Power to the Lamp: "About half-past 10 last evening *(8/12)* the electric current was turned on by Mrs. Archibald W. Ives for the first time to the lamp of the search light, which has been installed on Mount Washington. This was simply a preliminary trial and the parties in interest claim that the conditions were not favorable for show it to advantage. A more thorough test will be made as soon as possible. The machinery for propelling the dynamo is not yet in perfect condition."

August 13th

Big Beam / Big Catch: "The electric current of the search light on Mont Washington was turned on Saturday *(8/13)* evening under very favorable conditions. After 9 o'clock the weather was all that could be desired and seldom is the atmosphere any clearer. The light, as seen from the Summit, resembled a long beam of white light which projected into the air about 100 yards and was then very abruptly cut off. When the light was thrown on any buildings or mountain peaks surrounding the Summit, however, they would be lighted up and made visible from Mount Washington. The full current of the light was not turned on Saturday evening, only about 75 amperes out of a possible 90 being used. Mr. A. R. Rice of the Summit House and Mr. *(Pat)* Camden of the Mount Washington Railway captured 150 of the finny tribe in Clay Brook recently." *- Among the Clouds - Mon, Aug 15, 1892*

August 15th & 17th

Nautical Sighting?: "A possible explanation of the curious lights seen in the sky at sea by Captain Findlay, of the steamship Missouri, has been offered. On the evening of Aug. 15, between 9 and 10 o'clock, the ship was in latitude 45 degs. 57 min., longitude 52 degs. 52 min., when there appeared a bright patch in the sky at about 15 degs. altitude, appearing and disappearing at intervals of about thirty seconds, and bearing east half south from the ship. In character it resembled closely the northern lights, and later in the evening the same phenomenon appeared in the west southwest. On Aug. 17th, the phenomenon was again seen in the northwest at an altitude of about 80 degs. and remained visible from 10:50 until 11:15pm. Lewis H. Roberts of Boston, gives the following interesting explanation of the lights: There is a large search light on Mount Washington, which was started up on the night of Aug 18. The nights of Aug. 15 and 17 were clear, and the light was running and being flashed around the heavens between 8 and 11:30 o'clock. There is an attachment to the apparatus by which the beam of light is shut off and on at will, thus enabling the operator to make long and short flashes of light, by which method the Morse or any other understood alphabet is produced. On the night of Aug. 17 we had the light pointed about 45 degs. over Portland for some time. The words "Congratulations," "Mount Washington,"

"Good night" were flashed and read by an operator on the top of a building in Portland, Me. He was not in line of vision with the light, and the beam was far over his head. This beam of light would continue eastward almost indefinitely until it struck some cloud or mist in the heavens. Thus the light, of the reflection of the light, might have at different times appeared to the east, south or north of observer on the ocean. To my mind, therefore, it is an almost assured fact that the light seen by Captain Findlay, of the steamship *Missouri*, emanated from the search light projector, thirty inches in diameter, located on the top of the tower on the summit of Mount Washington. If so it was visible at sea more than eight hundred miles distant."

- via Philadelphia Press in Orleans County Monitor (Barton, VT) - Mon, Oct 24, 1892 pg. 7

August 20th

New Search Light a Nuisance: "The search light *(right)*, which has been installed on Mt. Washington is proving successful so far as being able to throw a beam of light a long distance, but already it is an unmitigated nuisance to those at the summit during the night. The glare of light is injurious to the eyesight, and the noise of the engine keeps up a constant disturbance until late in the evening, much to the annoyance of guests. Over 500 hand cameras have been brought to Mt. Washington this summer. Amateur photography appears to be adding a new interest to those who go out to spend several weeks in the country each summer. Some of the amateurs have become experts and their work is admired by all. Leisure and wealth appear to promote interest in this new and pleasant pastime. The Mt. Washington railway has been relaid with new steel this summer, and was never in such thorough repair as at present. The new track is heavier than the old one. About 70 passengers arrived on Mt. Washington Friday noon, making an arrival for the week of about 1500. This is by far the best week of the season." *- Boston Sunday Globe - Sun, Aug 21, 1892 pg. 9*



The Instrument & Operator, Summit, Mt. Washington (1892)
- Ron Walters Collection via Dan Szczesny FB

August 24th

Light Round the Mountain: "The new search light on Mt. Washington which has been put in operation the past week has added greatly to the enjoyment of the guests *(at the Glen House)*. Until one has seen the huge beam of light pierce the inky blackness of night and throw in bold relief the picturesque outlines of the Glen House, he has missed the finest sight in the world. *- Portland (ME) Daily Press - Wed, Aug 24, 1892 pg. 3*

August 27th - 28th

Some Weekend Encores: "Mr. John Horne entertained the guests of the Summit House last evening *(8/28)* with some finely rendered flute solos. Mr. P. S. Clarke, of Lyndonville, Vt., who was telegraph operator at the Summit in 1889, arrived here Saturday evening *(8/27)*. He is now in the train dispatcher's office at Lyndonville. The Mount Washington search light projected its beam of light under the most favorable circumstances last evening, after having had a three days' furlough on account of the inclement weather."

- Among the Clouds - Mon, Aug 29, 1892

September 12th

Rosina Returns Home: "Miss Rosina Kickham, the accomplished pianist of the Summit House orchestra, returns to her home in Boston, today. Her remarkably fine expression was a very noticeable feature of her playing." *- Among the Clouds - Mon, Sep 12, 1892*

Summit Lawsuit Hearing: "A preliminary hearing was held at the Summit House last evening *(9/12)* between the Mount Washington Railway and Messrs. Coe & Pingree - the parties in interest in the suit now before court as to the right of use of land on the summit of Mount Washington. A view of the territory in question will be taken this morning *(9/13)*, and undoubtedly another hearing held. The following gentlemen were present at last night's hearing: Judge Edgar Aldrich of the United States Circuit Court Mr. Walter Aiken, manager of the

Mount Washington Railway; E. H. S. Sanborn, Esq., and Frank S. Streeter, Esq., counsel for the Mount Washington Railway; Mr. David Pingree and his counsel, Messrs. Harry G. Sargent, O. E. Branch and Henry Heywood; Mr. Adams T. Pierce, United States Marshal, and Mr. F. E. Shortleff, clerk of the United State Circuit Court." *- Among the Clouds - Tue, Sep 13, 1892*

September 13th

Lost Hat / Lost Lawyer: "Mr. D. A. Wright, the popular clerk at the Summit House, mourns the loss of his brown derby hat, which was blown away by the high wind as he was alighting from the train last evening. Anyone finding the same will please return to the Summit House. Mr. E. W. Powers, formerly manager of the Summit House, has decided to abandon the practice of law, and will enter the hotel business. He has secured the lease of a family hotel of about 140 rooms in Brooklyn, N. Y., and will take possession the first of next month." *- Among the Clouds - Wed, Sep 14, 1892*

September 15th

Rich Life / Great Loss: "Among the 65 arrivals at the Summit yesterday *(9/15)* noon was a party of two gentlemen whose combined wealth is estimated at not less than $10,000,000. 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 in the freight office of the Concord & Montreal Railroad at Manchester. Mr. A. S. Randall, for many years one of the efficient corps of engineers of the Mount Washington Railway, has the heartfelt sympathy of a large circle of friends on Mount Washington in his recent bereavement, caused by the death of his beloved wife, Nellie, which occurred at her home in Franklin Falls, yesterday *(9/15)*. Mrs. Randall has been a patient sufferer from heart trouble for some months, but has now been called to her home eternal."

- Among the Clouds - Fri, Sep 16, 1892

September 18th

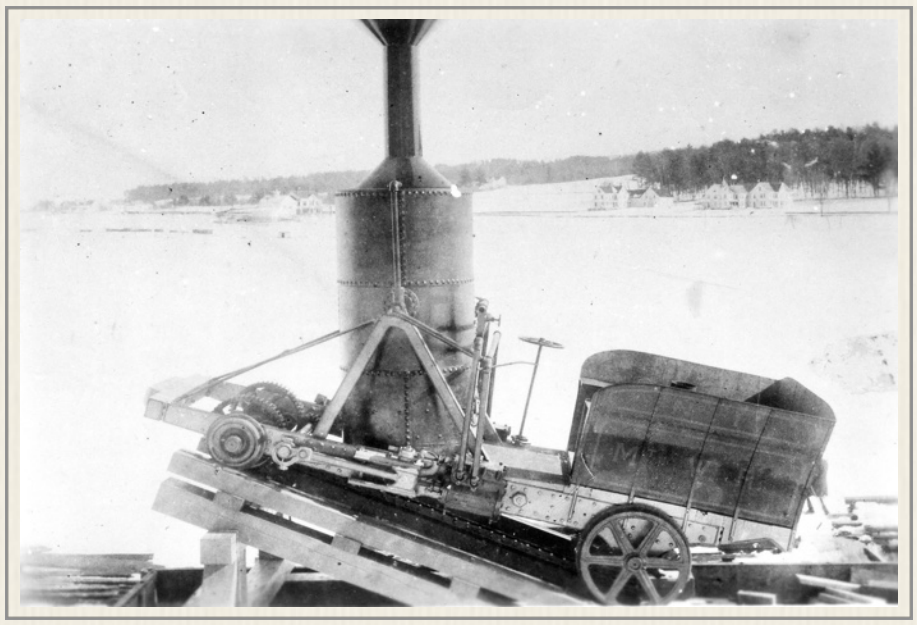
Special Sunday View: "The Mount Washington Railway brought a party of 78 to the summit yesterday *(9/18)* on special trains. They only remained an hour but had a remarkably fine view."

- Among the Clouds - Mon, Sep 19, 1892

September 27th

Snow Suspension: "The trains were discontinued on Mt. Washington on Tuesday *(9/27)* on account of the snow and ice, but if the weather moderates they will run today."

- Littleton Courier - Wed, Sep 28, 1892



A refurbished Peppersass ready for her trip to Chicago. (~1893)
- Courtesy Boston & Maine Railroad Historical Society

October 22nd

Locomotive #1 - *Old Peppersass* is to be ***exhibited at the World's Columbian Exposition*** in Chicago as part of the Baltimore & Ohio Railroad exhibit. The Exposition opens with a grand parade on October 22, 1892, but the fair does not actually open until May 1, 1893. *Peppersass* stays in the Field Museum on the Fair Grounds until 1904. Then it goes to the Louisiana Purchase Exposition in St. Louis. After that it wound up in the hands of the B&O Railroad.

- Story of Mt Washington / Official Souvenir Program - World's Columbian Exposition

November 14th

Aiken - On Destruction of Forests: "The interest in preserving the forests of the White mountains is rapidly spreading in every direction. Yesterday *(11/13)* the *New York Times* had a long editorial in review of this subject in all its bearings, and blaming especially th railroead managers for helping on the destruction of the forests in order to increase their volume of business. On the other hand, Mr. Walter Aiken, who is not only a New Hampshire manufacturer, but the owner

of the Mt. Washington railway, writes to us a long letter *(5/10)*, showing that he has a full knowledge of the devastation of the mountain forests now going on, and more than confirming what the herald says about the dangers to which the White Mountain scenery and the New Hampshire manufacturing interests are exposed. Mr. Harrisons adds his earnest words about the danger which threatens the mill owners along the Merrimac. To The Editor of the *Herald*: I have been much interested in reading your articles on the destruction of the forests in the White mountain region of New Hampshire. You have sounded the note of alarm none too soon, if these noble forests that contribute so much to the wealth and prosperity of the state are to remain. Some years since I was talking with the late John Leavitt, and asked him how long he had been lumbering in the White mountain region, and he replied: "Forty years." I said: "You ought to be pretty well off by this time." "On the contrary," he said, "I am no better off than when I commenced." I said, 'you ought to feel proud of your life work,' with nothing to show for 40 years' hard work spent in the destruction of these noble woods. I was lately at Zealand, near Fabyans, and found Henry & Son taking down their buildings, steam saw mill, and taking up the rails of their railroad, preparatory to moving them around to the east branch of the Pemigewassett. This means the denuding of that valley of its wood and timber. You say in yesterday's *Herald* that you understand that the intention is to cut out only the large timber and leave the rest. Judging the future by the past, this statement must be taken with many grains of allowance. Henry & Son have heretofore cut the forest clean, as a general thing, so far as they as they have gone. What would not go into lumber has gone into coal kilns. For proof of this,see the huge coal kilns at Zealand and between Fabyan's and Crawford's. What once used to be a beautiful country in that section is now almost a desolation. I hear that the section of the country between the Flume and Mt. Liberty has been sold to lumbering party, and they propose at once to strip it of its wood and timber. Of course, these people owning the land have an undoubted right to do so, but the damage to the state in many ways cannot be counted in dollars and cents. If the people of New Hampshire allow this noble heritage of theirs to pass from the hands in this way, they are blind indeed to their own interests. The mountain region should be taken by the state, under the right of eminent domain, and kept for the people forever. The destruction of the forests is not to injure this state alone. Some find summer's morning the mill owners in Lowell and Lawrence will find the Merrimac river so low that their wheels will refuse to turn, and they will ask: "Who's ben letting the water out of reservoir in the mountains; Who's been wringing our sponge up there?" and upon examination they will find the reservoir is gone, and the sponge as well. It behooves the people of New Hampshire to put their shoulders to the wheel and go to the next Legislature determined to be heard in this matter, and, with voice of no uncertain sound, demand that this grand inheritance of theirs (what is left of it) be left along. Inclosed please find check $50 to aid Mr. Harrison in his missionary work. Walter Aiken - Franklin Falls, N.H., Nov. 10, 1892"

- Boston Herald - Mon, Nov 14, 1892 pg. 4

November 20th

Aiken - "King of Bermuda?": "Bermuda still enjoys the distinction of having one of the best kept and most comfortable hotels in the world. Every year Bermuda is becoming more modernized, with its frequent steamers and its Atlantic cable; and even Mr. Walter Aiken, who is the uncrowned king of the Somers Isles, cannot retard the march of improvement that is wiping out the rare old relics of past centuries. But he keeps the Hamilton Hotel in the lead of all progress, and however much he may regret to see old-time manners and customs disappearing he is always the first to suggest and take hold a modern improvement."

- New York Times - Sun, Nov 20, 1892 pg. 12

1893

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1892 Season*** - Total earnings: $28,549 - Total expenses: $16,915.90 - Dividends declared (9 per cent): $11,655 - Total passengers: 9,917 - Two tons of coal to summit comprises freight business - Over 53 tons of steel rails laid to replace iron track. In addition, the "Concord & Montreal has continued and nearly completed the rebuilding of its road above Concord, which was begun soon after the system was formed by the consolidation of the Concord and Boston, Concord & Montreal in 1889. the following, charged to Operating Expenses: Two pairs of abutments and large box culvert built of stone, replacing timber, on Mt. Washington Branch. Since 1883 there has not been a railway accident in New Hampshire in which a passenger has been killed or seriously injured in a passenger car. The victims in fatal accidents are either employee's, trespassers, or persons who attempt to drive over crossings in front of trains."



February 1st

Peppersass Overhaul: "The first locomotive used on the Mt. Washington railroad is now at the Lakeport car shops, being prepared for transportation *(previous page)* to Chicago to be exhibited at the World's Fair *(above)*. This locomotive is familiarly called *Peppersass* by the men, and was a crude affair, having neither pump nor tender. Afterwards, the pump and tender being added, it was used for some time. It was not only the first engine to climb the Mt. Washington but the first to climb any mountain in the world. The engines now in use were built from designs by Hon. Walter Aiken at Franklin. They are really double engines, having four cylinders and two axles."

- Littleton Courier - Wed, Feb 1, 1893

February 14th

"A Rare Relic": "The Concord & Montreal railroad have forwarded to the Baltimore & Ohio railroad, to be placed in their exhibit of "railway Equipment and Appliances" at the World's Fair in Chicago, the first engine that ascended Mount Washington. This locomotive has been contributed to the exhibit by Walter Aiken of Franklin, N.H., president of the Mt. Washington Railway. The engine, *Peppersass*, was built in 1885; was the first locomotive to ascend Mt. Washington, and the first mountain-climbing locomotive in the world. It is a rare relic, and has been thoroughly overhauled by the Concord & Montreal railroad at is Lakeport shops for such preparation as was necessary to show it in complete original form at the exposition. With it was forwarded a section of trestle with track complete, so that when seen it will be position as when ascending the Jacob's ladder" of the mountain railway."

- Fall River (MA) Daily Evening New 0 Tue, Feb 14, 1893 pg. 2

March 3rd

Trestle to Chicago, Too: "As nearly everyone knows, *Peppersass*, the first locomotive that ever went up Mt. Washington has been overhauled and repaired at Lakeport, so as to best show its original working, and shipped to the World's Fair. With it goes a section of trestle, so that when in position *(next page)* at the big show, it will be ascending Jacob's Ladder."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Mar 3, 1893

1893

April 19th

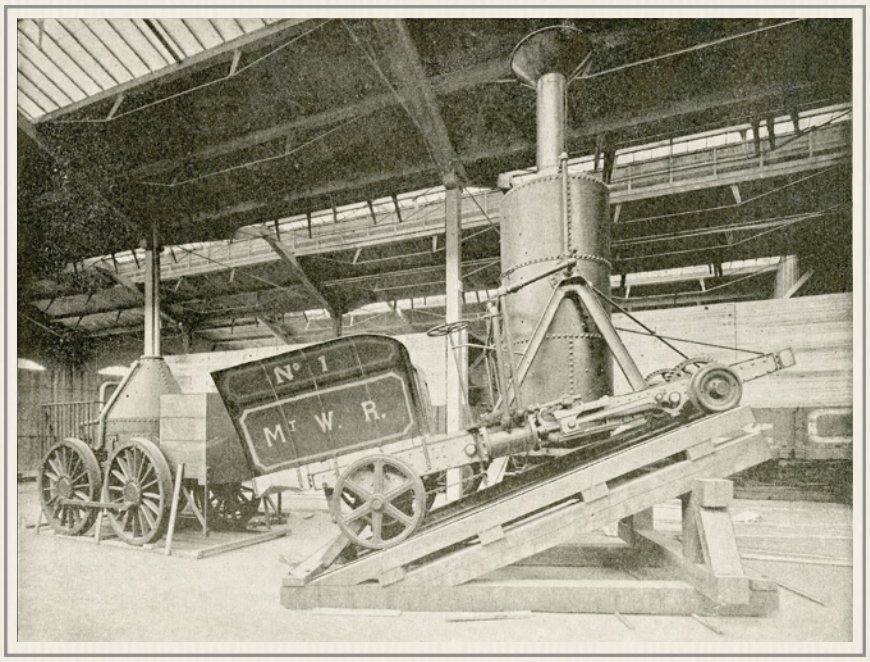
Mt. Agassiz Railroad?: "It is reported that parties are in (Bethlehem) in the interest of the railroad which is to be built to the summit of Mt. Agassiz."

- Littleton Courier - Wed, Apr 19, 1893

May 10th

Corporate Meeting: "At a meeting of the stockholders of the Mt. Washington Railway Corporation held here (in Concord, NH) this afternoon the following directors were elected: Walter Aiken, Franklin; John H. Pearson, Concord; George Fernald, Boson; John P. George, Concord; Frederick Smith, Manchester; John W. Sanborn, Wakefield; Nathaniel White, Jr., Concord."

- Boston Herald - Thu, May 11, 1893 pg. 7



Baltimore & Ohio Railway's historical exhibit deserves special mention. This is the oldest railway in the world, having been opened to general traffic, from Baltimore to Ellicott's Mills, a distance of 14 miles. May 24, 1827 - The "Peppersass," the first of mountain-climbing engines, is also here.
- from the Rand McNally tour guide "A Week at the Fair" (1893)

May 27th

Base Depot Repairs: "Charles Charlton has commenced his season's work at Mt. Washington. The depot at the Base is being repaired, and quite a large crew is already there."

- The Republic-Journal (Littleton, NH) - Sat, May 27, 1893

July 7th

The "Old Bug Woman" Collecting on Mt. Washington: "I (*Annie Trumbull Slosson -next page in 1913*) went up the mountain the mountain for the first time this season in the afternoon of July 7th *(1893)*. The day had been not and still below and there had been little wind. As soon as we left the cars I went at once to my old hunting ground, the warm wooden front of the Summit House. This is painted white, and on a clear day has the sunshine upon it from morning till late afternoon. And on the warm white surface, insects of all orders collect, setting and remaining and easily taken. I felt sure of good catch now, and was not disappointed. There were so many insects either in full view or hidden away under the projecting clapboards that I was kept busy for some minutes, and literally had my hands full. I was not without aid however. I had with me a quick-eyes and quick-fingered friends, and a stranger seeing us at work offered his assistance, and proved a useful ally. Of course he proved to be a naturalist, a botanist from Boston, an enthusiast as to his own specialty, and a sympathizing listener to the riders of other hobby horses. In less than half an hour we had taken fifty-nine insects… We went into supper, hungry and happy, bottles were filled with rarities and our heart's with hope. There is no night collecting on the summit. I have been there a great many times in all sorts of weather, but have never seen an insect fly after dark, though I have watched the lights and windows faithfully. But our evenings at the Summit House are very pleasant ones, especially when, as happened this time, there are several of congenial tastes and pursuits. By a happy chance there were six of us this time, all enthusiasts in our lines. Two were botanists, the Boston one who aided me, on my arrival, in what might be called my house hunting, and another also from Massachusetts, and just now devoted to the *Sphagnaceæ*. This last, for lack of a better title, we styled the "spahgnostic." Then there were two zoologists at this time looking up certain small rodents with unpronounceable names These last scattered their little wire traps all over the grand old mountain, and so we dubbed them the "trappists." The weather was favorable through most of the week. Of course there was some fog, some wind, and a little rain. But we had intervals of sunshine and clear skies and made use of them. And in that one week, from Friday to Friday, I took about six hundred insects. This far surpasses any record I have ever made here hitherto. But the season had been exceptional, with much warm weather and much less wind than is usual, so I was told. Then I was aided in my collecting by so many willing hands. Everyone contributed something. The "trappists" never went out to set or examine their traps without bringing back some entomological treasure, and the botanists shook out from their tin cases live beetles and bugs they had captured while gathering alpine plants. All the good people of the hotel interested themselves in the matter, and added to my collection. From the managers to the youngest bell-boy all contributed, and even old Med *(Medford)*, the grand St. Bernard, sniffed at every fly that buzzed around his massive head and seemed to question its desirability as a specimen.

Nearly all my own personal collecting was done upon the very summit, quite near the house. I went once down as far as the "Alpine Garden," but general spent my day in hunting nearer home. Under stones all over the cone were three or four species of Carabidæ in great numbers. Of course the butterfly *Chionobas semidea* was there in numbers, flying about among the rocks, darting down into dark crevices when pursued, or resting on some gray, lichen-covered stone so like in prevailing tint to its own mottled wings, as to defy detection.

Some years ago as I was going up the mountain by rail a young man connected with the Summit House spoke to me and said he hoped I could tell them up there the name of a red bug infesting the house. On my arrival I was told that there had been much complaint from guests because of the supposed presence of that unpleasant little creature, *Acanthia lectularia*. But the "red bug" proved to be that pretty little Chrysomelid, *Galerucella cavicollis*. It was there in great numbers, covering the windows, lighting on the walls, crawling on the floors. This season *(1883)* I saw very few of that species, but *Galerucella decora* seemed to have taken its place. I took scores of these, and they were brought to me daily by friends. The two "lady bugs," *Coccinell trifasciata* and *C. transversoguttata*, were also very common. The former, at least, breeds not far below the summit, for I found one specimen just emerging from the pupa skin which hung on one of the Alpine sedges growing not two hundred feet below the top of the mountain. The larvæ can probably find plenty of food, as there aphides even on the summit. Water beetles of a few species were not uncommon in the little pools between the rocks near the summit and at the side of Carriage road. Some of these same species were also brought me by the "trappists" from the Lake of the Clouds, and the "sphagnostic" found crawling out from the sphagnum he gathered in that same water many specimens of a tine *Hydroporus*, species yet un-ascertained. One species… of the family popularly called water-boatmen or water-skaters, was also very plentiful in the pools and on the lake. These little pools are also good hunting ground for other than aquatic insects. Beetles, bugs, ichneumons and small moths are blown from the sedges or rocks into the water, and I have taken many such, struggling on the surface or floating there lifeless.



Annie Trumbull Slosson
(1838 - 1926)
American author-entomologist.
After the 1871 death of her husband, Slosson supported herself financially through her writing and later through the sale of certain entomological specimens. She resided in New York City with her relatives, although she traveled frequently for her endeavors in writing and entomology. Late in her life, Slosson was at times referred to as "the old bug woman." Slosson is noted for identifying previously unknown species and for popularizing entomological aspects of natural history. (1913)
- Synopsis & photo via Wikipedia

Of course, anyone seen carrying a butterfly net or poison bottle about the rocky top of Mt. Washington meets many a scoff and jeer from the ordinary tourist – "Catching mosquitoes?" asks one, sarcastically; "going fishing," calls out another, while the more sober minded ones ask seriously if I really expect to find any insects in such an unlikely spot. It is certainly wonderful how many forms of animal life exist in this bleak, barren, frigid region. At times the very air seems alive with minute insects, dancing like motes in the sunshine. You can scarcely turn over a single one of the stones which lie so strangely scattered over the whole cone or summit without finding under it many and various insects, beetles, larvæ, flies, mites, speeders and ants, some so minute as to be scarcely visible to the unassisted eye. The grass and sedge growing between the rocks are alive with small leaf-hoppers… And there are always a great many flies… I have never seen a day so cold or stormy that there were not some… bluebottles buzzing about the rocks or bumping against the *(Summit)* house or barns. The stones themselves are resting places for flies and other insects, while several species of spiders crawl over them by hundreds. It is out of place in an entomological journal, I suppose, to say much of other forms of animal life, but I may just hint at such. There are chipmunks here; one of them became very tame last Summer *(1882)*, and came daily to be fed, taking nuts or grain from those he knew or trusted. And all this Summer he came again every day, accepting favors as gracefully as ever from his Summit benefactors. While I was there in July a woodchuck was shot by one of our party, one the side of cone, quite near the hotel, and mice, shrews and moles are not uncommon, as daily visits to the wire traps, with which the mountain bristled during our stay proved. Snowbirds (Junco) fly about and dart in and out among the rocks just around the Base. I made a great mistake I

suppose in not examining the trapped and shot animals for parasites. One must not be too fastidious in the choice of hunting grounds on the summit. One of our favorite insect mines there was the soft-soap barrel near the kitchen door. This sapanaceous bait proved very taking, and we captured there some of our rarest species. Even Medford's shaggy coat proved remunerative, and I took off it, as the grand old dog lay in the sunshine one warm noon, a fine specimen of *Chrysobothris trinervia* which flew and lighted there as I looked on. Several specimens of this Buprestid were taken on the summit. Dr. Packard, in his *Forest Insects*, speaks of it as occurring in the pine forests of Colorado, and it is probably that it bores in pine trees, as do so many of its congeners. Some, perhaps many, of these wood-boring beetles found on the summit are brought up in the wood piled near the Base for fuel. I have taken *Upis ceamboides*, *Iphthimus opacus* and *Scotobates calcaratus* on these logs in former years and have seen ants running in and out of holes and tunnels here. I came down the mountain on the 14th *(of July)*, after a week's stay. On August 22nd I again went up, hoping to find *Argynnis montinus*. I had been waiting at the Crawford House nearly a week for favorable weather. It had been cold and foggy, with much rain and wind all that time. The 22nd was cold and bright, with a fair prospect of settled good weather. I had planned for only two days on the mountain this time. The forenoon of the 23rd was bright and pleasant, though not very warm, and did some fair collection. Six specimens of *Argynnis montinus* were taken, but the week of storm had somewhat dimmed their beauty, and some of them were quite shabby. In the Alpine Garden, near the head of Tuckerman's Ravine, the golden-rod was in fine bloom… I had seen, when on the mountain in July, under stones near the house, a large reddish mite. This was very common, and I could have taken a hundred. But I knew nothing of the Acarinæ and had no correspondent interested in the family, but at this later visit, having a little vial of alcohol with me, I preserved one specimen; This Mr. Nathan Banks pronounces a new species. I also collected, running on the rocks a Phalangid (daddy long-legs), which Mr. Banks writes me is new… This is no place for a meteorological article, so will not dwell upon the terrible storm of August 24th *(see Timeline entry)*. It has already become a matter of history. Those of us who watched through the hours of that long night of wild tumult and tempest will not soon forget the experience. There was no collecting that day, and on the next, when the storm was subsiding, I came down the mountain. I expect to print a complete list of the insects captured during my two visits to the Summit. They have been identified by Mr. Liebeck, Mr. W. J. Fox, Mr. G. C. Davis, Mr. Van Duzee and others. And I am deeply indebted to them all for their assistance. The heaviest burden has devolved upon Mr. Liebeck, as the number of Coleoptera far exceeded that of any other order, amounting to about one hundred and twenty species." *- Entomological News – Academy of Natural Sciences, Philadelphia – Oct 1893 Vol. IV No. 8 pg 8 & Nov 1893 Vol. IV No. 9 pg. 287-292*

July 17th

Season Opening Notes: "No new hotels have been built in the White Mountains this season. It was generally supposed that the World's Fair at Chicago would detract from the summer business and hotel proprietors have been careful about making unnecessary expenditures. There is a good deal of inquiry concerning the proprietor of the Mount Washington search light, who was to operate it on the summit of Mount Washington for five years. The last heard from him he had gone west to grow up with the country, and no electrical rays beam forth from the top of this mountain peak. The Summit House on Mount Washington has been put in good condition for the summer business, and is still under the excellent management of last year. 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, and Miss Mattie A. Clarke, of the departments which she has managed with so much ability for several seasons. Mr. A. D. Wright of Manchester succeeds Mr. Asa Barron Rice as clerk and book-keeper at the Summit House. 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. The stay of mountain travelers will be made pleasant while they remain here to look down upon all New England. Game is reported to be quite plentiful in the mountain region this season. Passengers on the trains running from Fabyan's to the Base occasionally see full grown deer on the track, about two miles from the Mount Pleasant House. Bear was also found during the spring months."

- Among the Clouds - Mon, Jul 17; Tue, July 18 & Wed, July 19, 1893

July 18th

Tip-Top House: "It is forty years since the old Tip-Top House was opened to the public, it being a year younger than the first house built on the summit of Mount Washington... The old Summit House disappeared many years ago, and the Tip-Top remains as the only landmark of former days. It is to be regretted that steps



have not been taken to prevent its going to ruin. The roof is fast going to decay, and it should be repaired to prevent its falling in. It is a possible death-trap as it now is to every one going through the old building. The doors should be fastened up, if the building is not repaired to save a possible accident. Will not something be done to save the old building, and help make this summit of interest to coming visitors? Another season should not be allowed to pass before something is done to preserve the old historic structure."

- Among the Clouds - Tue, July 18, 1893

July 19th

Welcome Pilgrim: "The new locomotive, *Pilgrim,* of the Mount Washington Railway reached the Base Station yesterday *(7/19)* from the Manchester Locomotive Works. It is built upon the same general principle as the other locomotives, but has several minor improvements. It is constructed to use coal as fuel and will make its initial trip in a few days."

- Among the Clouds - Thu, July 20, 1893

July 25th

Mountain Shrinkage: "Knocking Down Mt. Washington: This Summit Cut Down Ten Feet by the Government Geodetic Survey - Every survey has changed the supposed altitude of Mount Washington. Some of the first discoverers had exaggerated opinions as to its height... Since those days many survey have been made, and different figures given as to the altitude of this king of mountains. In the early geographies it was placed at 6,288 feet. More recent surveys have placed it at 6,291 feet, and a still later one at 6,293. A few years ago, a Washington gentleman... claimed that a mistake had been made in leveling along the Grand Trunk Railway from Portland to Gorham, and that the corrected survey would show Mount Washington to be 6,300 feet. Considering his information to be based on substantial grounds, *Among the Clouds* adopted his conclusions, and has since held to that view. Now comes another and apparently good authority, claiming that Mount Washington is really only 6,290 feet above sea level. We do not like being humbled in this way. The United State Coast and Geodetic Survey is responsible for this last depression, and it has put forth a map to sustain its latest theory."

- Among the Clouds - Tue, Jul 25, 1893

July 27th

Medford in Decline: "Medford, that once noble animal which delighted visitors to Mount Washington, lacks the sprightliness of former days, and old age is fast creeping over his spirits. Rheumatism has shaken his once powerful frame."

- Among the Clouds - Thu, Jul 27, 1893

1893

July 28th

Horne's Annual Visit: "Mrs. John Horne *(wife of railway master mechanic John)* and Daughter, Miss Violetta Horne, of Lakeport, are making their annual visit to Mount Washington. They came up on last evening's train and were in time to enjoy the most beautiful evening."

- Among the Clouds - Sat, Jul 29, 1893 pg. 4

Erwin Rescue: "Mr. J. L. Porter and Mr. Charles Erwin of Philadelphia, who are stopping at the White Mountain House, had a rather novel and dangerous experience at mountain tramping last Friday *(7/28)*. They left the White Mountain House on the noon train for Crawfords, and then took the bridle path for a walk to Mount Washington. A telegram was received at the Summit House from Crawfords stating that they had started at about 2 o'clock, and it was expected that they would reach here not later than 7 in the evening. Miss Sutton, a niece of Mr. Erwin's, came to the Summit on the evening train and was much surprised and worried when, as the evening hours passed by, the missing men did not put in appearance. Shortly before 9 o'clock, however, Mr. Porter arrived at the Summit House in an exhausted and nervous condition, and informed anxious enquirers that his comrade had become wholly exhausted and that he was obliged to abandon him and come on to the Summit for assistance. A party of five of the employees at the Summit were soon on their way to the rescue, and succeeded in finding Mr. Erwin at the base of Mount Monroe, near the path leading to the Summit. When found he was in a helpless and dangerous condition. Stimulants were given the unfortunate man, and his limbs restored to their normal condition. As soon as he had sufficiently revived, he was brought to the Summit by E. J. Mehan of the office of *Among the Clouds*, Wm. Boyce of the Mount Washington Railway, and Otto Rittner of the Summit House, where they arrived at about 1 o'clock Saturday morning. James Freanor and James Abbott, returned to the Summit as soon as Mr. Erwin was found and thus relieved the anxiety of his friends here. Messrs. Potter and Erwin remained at the Summit House Saturday forenoon, and then departed via the Mount Washington Railway, sadder yet wiser men, from their recent experience."

- Among the Clouds - Mon, Jul 31, 1893 pg. 4



August 2nd

Pilgrim to the Mount: "The new locomotive *Pilgrim* of the Mount Washington Railway, made its initial trip to the Summit yesterday *(8/2)*. Mr. John Horne, master mechanic of the road, stood at the throttle, and Mr. Wm. Boyce was fireman."

- Among the Clouds - Thu, Aug 3, 1893

August 10th

Trial Date Set / Fares Reduced Early: "The trial of the celebrated Mount Washington Railway case, which involves the title to the summit of Mount Washington, will begin before Judge Putnam in the United States circuit court, at Portsmouth, on August 25. Assistant General Passenger Agent George W. Storer of the Concord & Montreal Railroad... announces that the rates between Fabyans and the summit of Mount Washington will be reduced on Monday, the 14th, from six dollars to four dollars for the round trip, and that these rates will be maintained through the remainder of the season. The Summit House will reduce its charges to correspond with other first-class houses through out the mountain region. They will be $4.50 for a full day, or $3.50

for supper, lodging and breakfast. Mr. Storer, who has been active in bringing about this reduction, favors making these rates permanent, as he is convinced the time has come to make such reduction as will tend to increase travel to the summit of Mount Washington. He says that while travel, excepting this season, has largely increased to the White mountains within the last ten years, there has been little or no increase between Fabyans and Mount Washington and this, he says, is because the fare has been too high."

- Among the Clouds - Thu, Aug 10 & Fri,, Aug 11, 1893

August 24th

Most Severe Mid-Summer Gale in 17 Years: "The severe and unprecedented storm which swept down the New England coast on Thursday *(8/24)*, doing an immense amount of damage, touched Mount Washington in its wild career with greater severity than any other mid-summer storm that has prevailed here for at least seventeen seasons. The Summit was enveloped in clouds and those who came up by train were not only glad to reach the hotel, but to escape from the fury of the winds which swept over the railroad track near the Lizzie Bourne monument. The car was almost lifted from the track by the wind, but there was no serious difficulty in the way of making the ascent. After the arrival of the train Conductor *(John)* Horne concluded that it was not safe to attempt to make the usual downward trip at 2 o'clock, and the passengers and the trainmen remained at the Summit. All the afternoon the wind continued to increase and for a greater part of the time it must have exceeded a velocity of one hundred miles an hour, while the rain came down in torrents. Every building on the Summit felt the severity of the gale, and the top of a chimney of the Summit House was blown over, doing however, little damage, but for a short time making considerable noise, as the loosened bricks went sliding down the roof to the rocks in rear of the hotel. Of course some of the inmates of the hotel felt that they had been treated to something unusual, but maintained their courage, and with the coming of daylight the storm had begun to slacken. At the usual time for the departure of the morning train there was a decided change and the usual downward trip was made. While for a time there were many lively incidents, there was really no danger, as the hotel is securely bolted, and even a velocity of 186 miles in a winter month of several years ago, made no impression upon it. Friday brought such a change that only a few hours after the great storm no one could realize what had occurred only a few hours before." *- Among the Clouds - Sat, Aug 26, 1893 pg. 4*

August 25th

U.S. Circuit Court at Portsmouth, New Hampshire convenes to hear ***case involving*** the ***title to the summit*** of Mt. Washington to be heard by Judge William L. Putnam of Portland. Coe and Pingree want the decision of the railroad commissioners on the location of land for railway use in 1889 (terminal building) be set aside, and the railway company be barred from providing any place of entertainment for passengers such as lodging and food. Trial expected to last two days. *- Boston Daily Globe - August 26, 1893 pg. 5*

August 26th

Judge Putnam rendered a ***decision*** Saturday in the celebrated case of Coe & Pingree, trustees, against Walter Aiken, the Mt. Washington railway company and the Concord and Montreal railroad, involving the title to the Mt. Washington and the ownership of the Summit House. Judge Putnam decided in favor of the plaintiffs, ***holding*** that the ***defendants could not dispute the title*** to the summit of Mt. Washington held by the plaintiffs, and that they were entitled to a conveyance of the Summit House from the defendants. He further ordered defendants to account to plaintiffs for the rents and profits of the Summit House received by them since 1889. The court will appoint a master to adjust the details of the decree.

– Vermont Phoenix Fri, Sept 1, 1893 pg. 2

August 29th

No Trains Today: "For the first time in many years, the Summit House register showed not a single arrival yesterday *(8/29)*. It was the only time since the publication of *Among the Clouds* began that the railway was obliged to omit both trips to the Summit." "On Mt. Washington the wind blew so hard that no trains went to the summit." *- Among the Clouds - Wed, Aug 30, 1893 / St. Johnsbury Caledonian - Thu, Aug 31, 1893 pg. 4*

September 7th

A Taking Undone: "An interesting decision just made in the New Hampshire courts involves the title to Mt. Washington and the Summit House. It holds that the property belongs to Coe & Pingree as trustees, and not to Walter Aiken, the Mt Washington railway company and the Concord & Montreal. The three last named

parties are ordered to account to the plaintiff for rents and profits since 1889."

- The St. Johnsbury Caledonian Sept 7, 1893

September 8th

Impending Closings: "Although the proprietors of the Fabyan House thought it best for their interest to close their house yesterday *(9/7)*, yet the Mt. Pleasant House, near the Fabyan and equally as good, as well as the grand old Crawford House, are to remain open until October 1st, and the Mt. Washington Summit House will remain open until the trains of the Mt. Washington railway are discontinued. The foliage through the Notch is just commencing to change, and that, together with the fact that the summits of the higher mountains are now covered with snow, makes a trip to the mountains exceedingly interesting; and no doubt many people will avail themselves of the low excursion rates which will be offered next Sunday and all of the present month after Monday next." *- Portland (ME) Daily Press - Fri, Sep 8, 1893 pg. 9*

September

"***Aggie Man" at the Mountain:*** The Mount Washington Railway became part of student life at the Massachusetts Agricultural College in Amherst when "Aggie Man" contributed the following excerpted article to the *Aggie Life* publication: "It was a bright cold morning in early fall, when looking out upon the crispness and fresh brilliancy of the autumnal scenery, that the writer, that is the "Aggie man," as the reporter on a metropolitan journal would say, made up his mind that it was just the day on which to see sights from the altitudes of that hoary old monarch of the Eastern mountains, Mt. Washington. The rush of the summer was over some time since. The morning had been perfectly clear and cool with the suggestions of a winter that was coming on apace. But the rising sun so tempered the upper stratum of air that soon mists began to form and then clouds, and when the courageous passengers were let off at the (Fabyan) terminal of the Mt. Washington railway it was with fear and trembling that they gazed far up into the gray masses of threatening cloud where the giant peak lay or had lain the last time it was visible. For the further encouragement of the shivering little multitude the receipt of a telegram from the summit house was just then announced. "Seventeen above zero. A fine day above the clouds." In a summer suit, with only a light overcoat at command the "Aggie man" talked red and looked blue, spoke of the delightfulness of the crisp autumnal air and shivered clear down to the nails in his shoes... The lower end of the queer little cog wheel track was reached. There was a rush for the best seats in the "cars for the tiptop." Tiptop cars they were too, for they had sides and tightly-closed windows. They were welcomed for their apparent warmth. The start was soon made. And with "chug-chugging" and thumping and a queer little jarring push, the strange looking, tipped up little engine stoutly insisted that the small cars should "keep a moving." The dizzy tumbling waters of the Upper Ammonusuc [sic] rushed giddily under the little bridge and the climb was "on." Soon the car was tilted up like the pitch of a roof and then the seats were seen to be just the level that was comfortable. When the track led out upon the open heights of the wind ravaged hills and the frost began to be not away up, and overhead, but right at one's feet... The water tanks even on that bright September morning were shielded in ice and bayoneted with icicles. A chill icy blast swept over the barren hill tops and anon scattered a shower of icy particles over the way, and then the summit burst into view. First the tower, just the top of it, then the old tiptop house, now moldy with age and exposure to the wintry blasts, then the Summit house, the Lizzie Bourne monument and with a final tug and shove the little locomotive gave up its Herculean task and the car rolled along the level in front of the Summit House platform. Even with that magnificent view around them the visitors were not slow to take advantage of the warm fires within the staunch old house, content to believe that the scenery would wait. Every one had a good appetite. Even the old man who was celebrating his eighty-second birthday by making the trip ate heartily and laughed and joked as lustily as though the day and time existed for him alone. At last, and greatly to the regret of most of the party the close little cars,—they had grown to seem so under the inspiration of the mountain's free air, - were boarded again. The engines worked as hard apparently to let the cars go down as they had a few hours previous to make them go up. The timid people who had stuck close to the house while on the summit, content with visions from car windows and sheltered nooks, wanted all the doors and windows of the car shut tight to keep out the air. The others who had warmed their blood by a run around the rugged ledges wanted more air, and so with good natured chaffing the trip down was begun, and the passengers made what shift they could to keep from sliding off the inclined seats which had tipped backwards when the car was at the summit but now threatened to start their occupants on a slide independent of rails or steam. The splendid visions of cloud and mist and mountain were soon things of the past and in the darkening twilight the weary travelers rode home. - Aggie Man"

- Aggie Life - Dec 13, 1893 pg. 74

September 26th

Know-It-All Bell Boys: "Two bell boys of the Mt. Pleasant house very nearly perished in making the ascent of Mt. Washington on foot on Saturday *(9/26)*, contrary to the advice of those who knew better. They "knew it all." They are being cared for at the Summit House in a critical condition."

- Littleton Courier - Wed, Sep 20, 1893 / Republic-Journal - Fri, Sep 22, 1893

October 4th

Railroad Taxes Challenged: Walter Aiken posts the following letter *(right)* to the Chairman of the State Board of Equalization: "Dear Sir - I desire to enter protest against the massive tax levied on the Mt. Washington Railroad for the Year 1893. Our earnings this year are only $12,458, as against $29,000 in 1892. We have not earned enough this year to pay our expenses into several thousand dollars. You value our road at $150,000 whereas the Capital Stock is only $139,500, and to day it would be hard work to sell it at par. Yours Respectfully, Walter Aiken." *- Conrad Ekstrom Jr. Collection*



November 8th

Shot While Duck Gunning: "In response to two urgent telegrams from her husband in Maryland, Mrs. Walter Aiken of Franklin started for that state to-day. Mr. Aiken left his home a few days ago for a duck-hunting trip on Chesapeake bay, where he and a number of wealthy gentlemen of Philadelphia have leased a large tract of country for sporting purposes. Mr. Aiken telegraphed that he had received an injury to one of his feet, but his son says that he does not believe his father would have sent the urgent telegrams unless he had been seriously injured. Mr. Aiken is one of the best-known business men of New England, being largely engaged in the manufacture of knitting machines and connected with various important enterprises."

- Wilmington, Delaware Morning News - Thu, Nov 9, 1893 pg. 2

December 9th

No Dividend: "The Mount Washington railway has passed its usual dividend, owing to hard times and the diversion of travel caused by the Columbian exposition. Last August the road carried only 200 people, while for that month in previous years it has carried on an average 1,100. Summer railroads as well as summer hotels, have found the past season a very discouraging one."

- Windsor Vermont Journal - Sat, Dec 9, 1893 pg. 1

December 12th

Walter Aiken Dies: "Walter Aiken, sixty-two years old, president of the Mount Washington Railroad and proprietor of Hotel Hamilton, Bermuda, died at Havre de Grace on Tuesday night *(12/12)*, of pneumonia. Mr. Aiken was accidentally shot in the foot while hunting about a month ago. Mr. Aiken had come to Havre de Grace for a few days' ducking. He was in a sinkbox and was reaching for his gun, and in so doing it was discharged, the load entering his foot. His remains were sent to his former home yesterday *(12/14)*. His wife has been with him since the accident, on November 6."

- The Baltimore Maryland Sun - Fri, Dec 15, 1893 pg. 7



Aiken's headstone, Franklin, N.H.
- Find-A-Grave.com

December 14th

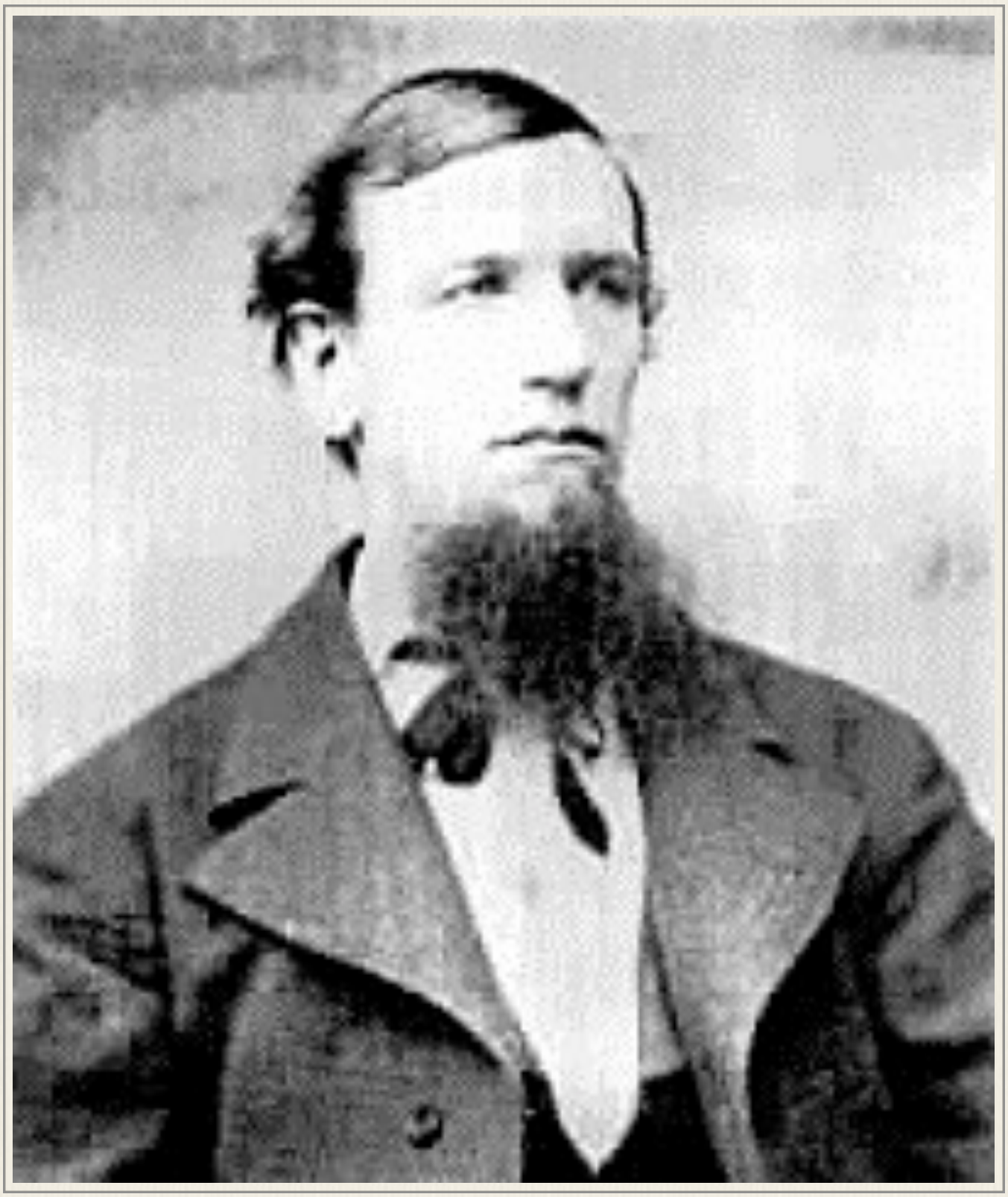
Aiken Obituary: "Walter Aiken of Franklin, (NH) whose death was announced this morning, was born in Dracut, Mass, Oct 5, 1831, and moved with his father (Herrick) to Franklin in 1838. He was educated in Gilmanton and New Hampton academies, and at the age of 22 years started in business for himself and invented and built one of the first knitting machines in the coun-

try. With the late Sylvester Marsh he carried out the idea of building a railroad to the summit of Mt. Washington, and designed the locomotive in use on that road. he built the Summit house in 1872. He has taken out a great number of patents, and has manufactured hosiery extensively at Franklin for many ears. He was a director in the Franklin banks, a prominent Mason and Odd Fellow and a man of wide influence. He has served several terms as a member of the legislature, and was known and esteemed throughout the state."

- Boston Globe - Thu, Dec 14, 1893 pg. 1

December 14th

Walter Aiken Funeral: "B. W. Kilburn was in Franklin, NH last Saturday *(12/16)*, called there by the death of Walter Aiken, and acting as one of the bearers." - *- Littleton Courier - Wed, Dec 20, 1893*



Walter S. Aiken

1831 - 1893

Concord & Montreal 1894 - 1895

1894

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1893 Season*** - Total earnings: $12,356.70 - Total expenses: $14,233.88 - Total passengers: 3,779

January 10th

Aiken's Will: "The will left by the late Walter Aiken bequeaths his property as follows: The homestead, land and personal property connected therewith and the sum of $60,000 is left to the widow; $5,000 to each of the grandchildren when they reach the age of 21 years; $1,000 to the New Hampshire Orphans' Home; $1,000 to Chas. W. Aiken, nephew; $1,000 to Parker C. Hancock. The balance of the property, which includes the mill, goes to the sons, James and Fred Aiken. The estate is estimated at $500,000. Parker C. Hancock, B. W. Kilburn of Littleton, and Prof. C. R. Brown of Newton Centre, Mass., are named as executors, to serve without bonds." *- Littleton Courier - Wed, Jan 10, 1894*

February 9th

Mt. Moosilauke Railroad?: "The matter of building the railroad to the summit of Mount Moosilauke in Warren, another summer, is again being discussed, but it is extremely improbably that the project will materialize for some years to come."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Feb 9, 1894

March 23rd

Aiken Appraisal: "The return of the appraisers of the estate of the late Walter Aiken is as follows; Personal property, $407,959.41; real state, $86,000; Bermuda property, $65,000. The Mount Washington property is not included on the list."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Mar 23, 1894

Mt. Moosilauke Electric Railroad?: "The project to construct a railroad from Warren village to the summit of Mount Moosilauke has taken on a new phase. It is now proposed to construct an electric road, taking the power from a point near the Breezy Point house, where an excellent head of water exists on Baker river. This head of water is unsurpassed by any in the his section of the state, being situated high up the river and within easy access of highway and the location of the path of the survey for the proposed road. With a railroad to Mt. Moosilauke the tourist could leave Boston in the morning and arrive on the mountain the same afternoon without change of cars, with the exception of one change at Warren Junction, ten miles from their destination. Through Pullman and dining car will accommodate the traveling public and tourist during the summer season, and the distance of ten miles from warren to the Tip Top house (on Moosilauke) can easily be made in an hour." *- White Mountain Republic-Journal (Littleton, NH) - Fri, Mar 23, 1894*

Spur Line Plowed: "Superintendent G. E. Cummings of the Concord & Montreal railroad, with a gang of men, recently succeeded in running a snowplow to the base of Mount Washington from Fabyans. This section of the track is very seldom plowed out before the middle of April, but the men found the snow thawed down to the rails."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Mar 23, 1894

Putnam Decision Analyzed: "The decree is not wholly in favor of the plaintiffs *(Coe & Pingree)*, as at first stated, but is for the defendants *(MWR)* upon one branch of the case and for the plaintiffs upon another point. The plaintiffs... asked for the enforcement of the provision in the lease of the land at the Summit whereby the plaintiffs were to have the right to buy the Summit house at a price to be fixed by three appraisers at the termination of the lease. They also asked that the location made by the railroad commissioners in 1889, giving the

railroad company additional land at the Summit for railroad purposes, be set aside. On the last point the decision was in favor of the defendants, the court declining to interfere with the decree of the railroad commissioners. As to the Summit House the court orders the execution of the contract and directs that the hotel be conveyed to plaintiffs *(Coe & Pingree)*, and that the railroad account to the plaintiffs for rents and profits since 1889, the time when the railroad stopped paying rent. At the expiration of five years the Summit House must be removed from the railroad land. The court will appoint a master to adjust the details of the decree."

- Among the Clouds - Sat, Jul 14, 1894

April 6th

Top of Mt. Washington Bought for $56,000: "A Concord, N.H., dispatch says: The fight for the ownership of the summit of Mt. Washington is practically ended. This has been the most celebrated case of litigation that New Hampshire has had for a long time, extending over many years. Under the terms of the settlement, the Hon. Eben S. Coe of Bangor, Me., and the Pingree heirs of Salem, Mass., will relinquish for the sum of $56,000, to be paid by the Mt. Washington Railroad company, all their claims to the ownership of the mountain. Their first figures were $65,000. These negotiations have brought out the fact that the Summit House has proved a bonanza in profits. In ten years Walter Aiken of Franklin Falls, who died recently, cleared $100,000 from that source, while the railroad's share was a much larger sum." "The Concord and Montreal Railroad is behind the deal. This corporation has purchased from the Walter Aiken estate 185 shares of the Mt. Washington Railroad stock at $140 a share, which gives the former a controlling interest in the latter. As the Concord & Montreal owns the line to the base of the mountain the great advantage of this new acquisition can be readily seen. A meeting of the stockholders of the Mount Washington road will be held at an early date for the purpose of enlarging its capital stock."

- Vermont Phoenix (Brattleboro, VT) - Fri, Apr 6, 1894 pg. 1/The Sun (New York City) - Thu, Apr 5, 1894 pg. 1/Littleton Courier - Wed, Apr 11, 1894

Agreement between Railway Co. and Pingree estate ***in re: Summit Ownership*** - 49 acre circular area with a radius of 825 feet from iron pin in rock near northeast corner of Stage Office is conveyed to cog railway for $56,000. Included is the land and a 99-foot right of way centering on the railway from Summit to Base.

- Story of Mt Washington

ATC Explains Summit Top Financial Settlement: "The Pingree Estate has deeded to the Mount Washington Railway a radius of fifty rods, from the stage office, near the hotel, receiving as compensation $56,000. The award of the New Hampshire railroad commissioners, amounting to $2,750, and some other expenses incurred by the owners, bring the entire cost to the company *(MWR)* nearly up to $60,000, besides the legal expenses incident to the suit that had been pending for several years. The railway company has also bought the interest of the late Walter Aiken in the Summit House, and now the hotel and all the real estate comes under one ownership, and there is reason to believe that this arrangement will bring much desired improvements, and add to the attractiveness of Mount Washington as a place to visit. Mr. Aiken's interest in the Mount Washington Railway was purchased by the Concord & Montreal Railroad and they now hold the controlling stock."

- Among the Clouds - Sat, Jul 21, 1894

April 10th

Special MWR Directors Meeting: "At a meeting of the directors of the Mt. Washington railroad it was voted to purchase the interest of Coe & Pingree for the sum of $56,000, and to increase the capital stock of the railroad at the same amount. It was further voted to purchase the Summit House, and the other buildings of the Concord & Montreal road, and of the Aiken estate, for $26,508, and to pay for the same in stock at par. John H. Pearson was elected president in the place of Walter Aiken, deceased, and John M. Mitchell as director in Mr. Aiken's place."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Apr 13, 1894 / Littleton Courier - Wed, Apr 25, 1894

April 13th

Master's Mountain Report: "The Hon. J. S. H. Frink of Portsmouth, as master of state rents and profits, in the suit of Coe & Pingree vs. the Mt. Washington and Concord & Montreal railroads, has been filed in the United States circuit Court. The report finds plaintiff entitled to $28,000 net profits during the past four years."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Apr 13, 1894

May 9th

MWR Annual Meeting: "The annual meeting of the stockholders of the Mount Washington railway was held in Concord Wednesday *(5/9)*. The old board of directors was re-elected with the exception of Walter Aiken, deceased, whose place was filled by the choice of John M. Mitchell of Concord. John H. Pearson was chosen president."

- White Mountain Republic-Journal (Littleton, NH) - Fri, May 11, 1894

June 30th

Summit House Opens: "The Fabyan and Twin Mountain houses will open for the season June 23. The Summit and Crawford Houses open June 30."

- White Mountain Republic-Journal (Littleton, NH) - Fri, Jun 1, 1894

July 16th

Season Opening Notes: "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. Mr. G. T. C. Holden, for the past two seasons manager of the Summit House, contemplates the erection of a hotel at Hudson, Mass., where he now resides. The Summit House this season is under the able management of Miss Mattie Clark, who has been at the Summit House and The Ormond Fla., for several years past, and has acquired the experience which fully enables her to maintain the reputation of the hostelry on Mount Washington. The summer business on Mount Washington has had an unusually favorable opening this season. The Summit House had hardly opened its doors before 115 members of the Appalachian Mountain Club were domiciled here for a week... Last week the number of arrivals were more than double those of the corresponding period of last year, many having taken advantage of the opportunity of visiting the Summit while in attendance at the Institute held at Bethlehem."

- Among the Clouds - Mon, Jul 16, 1894

July 20th

Supt. Horne Overnights: "Mr. John Horne, a tariff reform writer on the *Laconia Democrat,* was among those who visited Mount Washington last evening." *(Ed note: With Walter Aiken's death, John Horne because superintendent of the Mount Washington Railway and his name begins appearing in the railroad's advertisements placed in Among the Clouds.)*

- Among the Clouds - Sat, Jul 21, 1894 pg. 4

July 21st

Improvements Coming Post-Settlement?: "It was announced last winter that the long legal strife over the summit of Mount Washington had been brought to a close and satisfactory settlement made between the Mount Washington Railway Company and the Pingree Estate, which owned the entire mountain, excepting tat portion occupied by the railway. The Pingree Estate has deeded to the Mount Washington Railway a radius of fifty rods, from the stage office, near the hotel, receiving as compensation $56,000. The award of the New Hampshire railroad commissioners, amounting to $2,750, and some other expenses incurred by the owners, bring the entire cost to the company nearly up to $60,000, besides the legal expenses incident to the suit that had been pending for several years. The railway company has also bought the interest of the late Walter Aiken in the Summit House, and now the hotel and all the real estate comes under one ownership, and there is reason to believe that this arrangement will bring much desired improvements, and add to the attractiveness of Mount Washington as a place to visit Mr. Aiken's interest in the Mount Washington Railway was purchased by the Concord & Montreal Railroad and they now hold the controlling stock.

Railway Promotions: "Mr. W. Keniston has succeeded the late Thomas Robie as conductor of the trains between Fabyan's and the Base. It is a somewhat ominous fact that three of the four conductors on this branch road, since it was opened, are now dead. The deceased are *(Joseph S.)* Prescott *(1876)*, *(A. W.)* Woodman *(1878-1879)* and *(Thomas)* Robie *(1880-1887)*. Mr. *(S. W.)* Parkhurst *(1888-1889)*, the fourth, is still living and is employed on the St. Johnsbury and Lake Champlain road. *(Ed note: The ATC article omits the service of John H. Priest who was spur line conductor in 1877 and died of typhoid fever in 1878)*. 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



Three Cog trains at the Summit House & two ladies with carriages at the Stage line barn (~1894)
- Mount Washington Auto Road Collection

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."

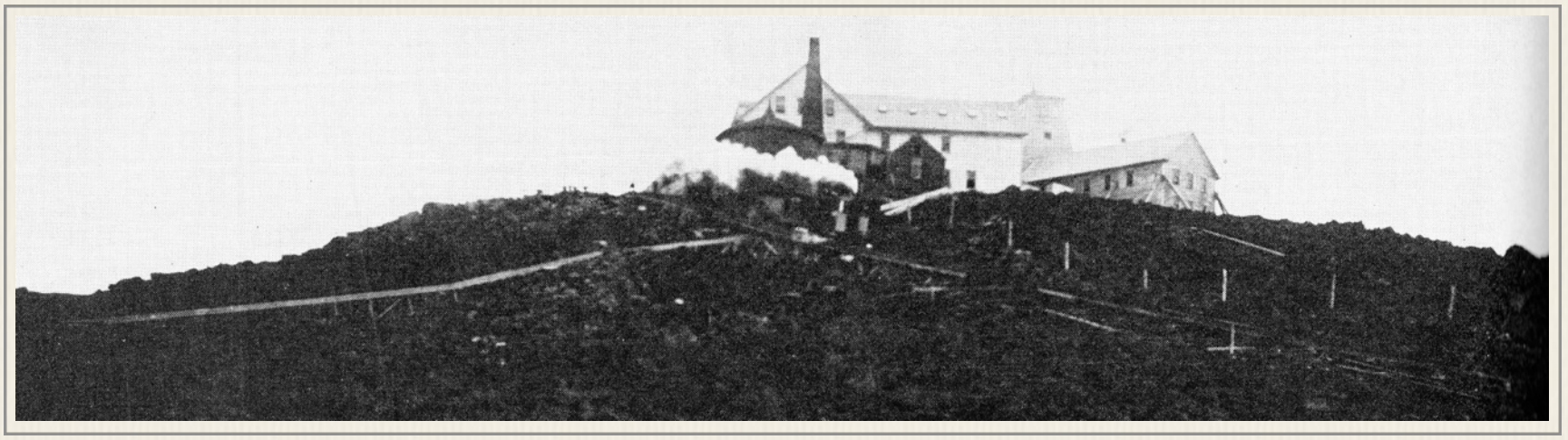
Aiken & Robie Remembered: "Mr. Walter Aiken, manager of the Mount Washington Railway... did much to promote the building of the railway to the Summit, and was the chief promoter in the building of the Summit House, in connection with the late John E. Lyon. He was a man of positive opinions, and held firmly to his convictions - a good friend to those who had his confidence, and an unflinching opponent to those he did not like. *(Ed note: This article omits any mention of Aiken's contention that his father, Herrick Aiken was the originator of the world's first mountain-climbing railway.)* Mr. Thomas Robie, conductor of the Concord & Montreal Railroad... was one of the longest connected with the old Boston, Concord & Montreal Railroad and was held as one of the best men in the service. His pleasant face will be much missed by travelers to and from the Summit."

New Summit Broom: "The old saying that a new broom sweeps clean, has been well illustrated this season on Mount Washington. The new ownership has entirely cleared the Summit of all the loose and decaying lumber that has been scattered over the rocks in every direction, and something of the primitive condition that existed here years ago has returned. It is to be hoped that the visitors, too, will now take some trouble to put their left-over lunches and wrapping paper where they will not be an offense to good taste. Something should be done to restore the Old Tip-Top House and save it from destruction. It is an historical relic that should be saved." *- Among the Clouds - Sat, Jul 21, 1894*

August 6th

Keep the Summit Clean: "The railroad company has spent considerable time and money this summer to clean up the Summit, burning all the waste material that has been accumulating, and we would suggest to the visitors who bring lunches here that they, too, should take some pains not to make a litter with the paper and boxes and uneaten lunches. Monday *(8/6)* noon, after some who here, a large quantity of refuse matter was gathered up from the platform, requiring no small amount of labor. The public expect the hotel managers to keep the Summit clean, a task which they cannot do unless those who come here exercise some cleanliness of their part."

- Among the Clouds - Wed, Aug 8, 1894



August 14th

Great Changes on Mt. Washington: "The president of the Mount Washington Railway, Mr. John H. Pearson, and all the directors except two, together with other officials of the railroad, arrived on Mount Washington yesterday *(8/14)* noon. They came here with the express purpose of looking over the property of the railway company, which was purchased last spring of the Pingree estate, and to ascertain what repairs and improvements could be made to add to the comfort of those who came here, and increase the interest of the public in Mount Washington and its surroundings. The directors held a meeting in the afternoon and chose a committee to make such repairs and improvements as may be necessary or appear to be desirable. Just what will be done has not been fully determined, but it is certain that the Summit House will be made more attractive. The sanitary conditions of the house will not be neglected, and other important changes will be made. The Old Tip-Top House, we are pleased to announce, will be preserved and kept as a relic of former times. Much work will probably be done this year in getting the material ready for use, and on the opening of next year the changes will be rapidly made... A new era has certainly dawned upon the business of Mount Washington, and the public will get the full benefit of the changes that are to be made."

- Among the Clouds - Wed, Aug 15, 1894

August 15th

Potential Banner Year: "As one of the proofs that the White Mountain business has greatly improved, we would state that the receipts of the Mount Washington Railway, from the opening of the seasons to the present time, have exceeded those in the same period of time two years ago, and up to last Saturday night, August 11, the receipts were only $3,000 less than the entire amount taken last year. There is every reason to believe that the total receipts of 1894 will come nearly up to the very best of former seasons."

Dormant Weather Station: "The Mount Washington weather station in years past was one of the principal features of interest to every visitor in the White Mountains. It is safe to say that the public became more familiar with the duties of the observers by visiting this station than all others in the country. It was visited each summer by over 10,000 people, many of whom were of high scientific attainment, who considered the record kept here of the greatest importance. Immediate steps should be taken to have this station reopened and maintained in a manner that would reflect credit upon the service. It is a significant fact that at the very time when all European countries were extending the weather service and taking pains to establish stations at high elevations, the authorities at the head of this department at Washington saw fit to abolish this station and give to the public the impression that it was of no value."

- Among the Clouds - Wed, Aug 15, 1894

August 20th

Tip Top Closed / New Base Station Planned: "The old Tip Top House has been closed to visitors, preparatory to beginning repairs. When completed the old house will be well worth seeing, as it is the most interesting place, in connection with former times, at the Summit. The Mount Washington Railway will, before the opening of another season, put in an entire new plant at the junction of its road with the Concord & Montreal Railroad at the Base, which will include depot facilities, machine shop, engine and car houses. The present buildings at the crossing of the Ammonoosuc will be taken down and the place cleared of all that is unsightly, thus making that region much more attractive. These changes and what is to be done at the Summit, will add much

to the attractiveness of the mountain and its approaches."

- Among the Clouds - Mon, Aug 20,1894

September 7th

Improvements & Wish List?: "The officials of the Mount Washington Railway came to the Base station yesterday *(9/7)* to consider the necessity of making changes at the terminus of the branch of the Concord & Montreal Railroad from Fabyan's and the beginning of the Mount Washington Railway. Important alterations will be made before the opening of another season and the accommodations for going up and down Mount Washington will be better than ever before. These changes and those to be made at the Summit in connection with the Summit House will be begun early next spring and completed before the opening of travel. A new order of things has come - long needed and soon to be accomplished. Both the interior and exterior of the hotel should be made as attractive as possible, and it will be good news to thousands of visitors that much is to be done before another season opens to increase the comfort and attractiveness at the Summit." Newspaper editor Henry Burt had some other ideas for improvement on the same page. "Efforts should be made before another season to have the Mount Washington weather station reopened. If the subject is brought to the attention of the New Hampshire senators and representatives it would seem that sufficient influence might be exerted to have the service restored. Under the management of a scientific observer this station would soon become the most valuable and the most interesting in the country. The way to get it is to ask for it... There is great need of a large telescope on the summit of Mount Washington. In fact, more people of scientific attainments more surprise of this neglect than of any other one feature. There is no place in New England where there is such an extensive view as from the summit of Mount Washington. There is no place where the heavens could be studied so well as from this altitude. What Mount Washington has been, is not what it should be in the future. Something greater than mere curiosity should be satisfied and appealed to, to make this summit known the world over. It is probable that the number of visitors coming here in a single season ranges between twelve and fifteen thousand. It could easily be made to exceed a hundred thousand, by making such improvements and additions as will make the summit of Mount Washington better known."

- Among the Clouds - Sat, Sep 8, 1894

September 29th

Summit Closing Delayed: "The Fabyan House closes Oct. 6th. The Summit House did not close Saturday *(9/29)* as expected as it could hardly shut its doors in the face of a hundred and fifty guests."

- Littleton Courier - Wed, Oct 3, 1894



1895

January 2nd

Ice Harvest: "The ice gatherers for the various Barron hotels will handle about 30,000 cakes. This includes Twin, Fabyan, Mt. Pleasant, Crawford and Summit houses, also what they cut for the Concord & Montreal railroad ice house."

- Littleton Courier - Wed, Jan 2, 1895

February 26th

MWR Charter Amendment & Summit Electrification: "Be it enacted by the Senate and House of Representatives in General Court convened: The charter of the Mount Washington Railway Company... and all acts amendatory thereof... are hereby amended as follows: The corporate name... shall be the Mount Washington Railway Company and its financial place of business... shall be considered as being in Concord. Said corporation is hereby granted the right and authority to use electricity for lighting the Summit House, conducting water thereto for use therein and as motive power in the operation of its road, and for that purpose it may purchase land, water power, and such other property as may be necessary to secure and establish the requisite plant therefor and for the purpose of securing the requisite capital to defray the expense of such electrical plant and its equipment, said corporation may, by a vote of the stockholders from time to time as the same is needed increase its capital stock therefor to the extent necessary to secure the same, but not exceeding in all fifty thousand dollars."

April 3rd

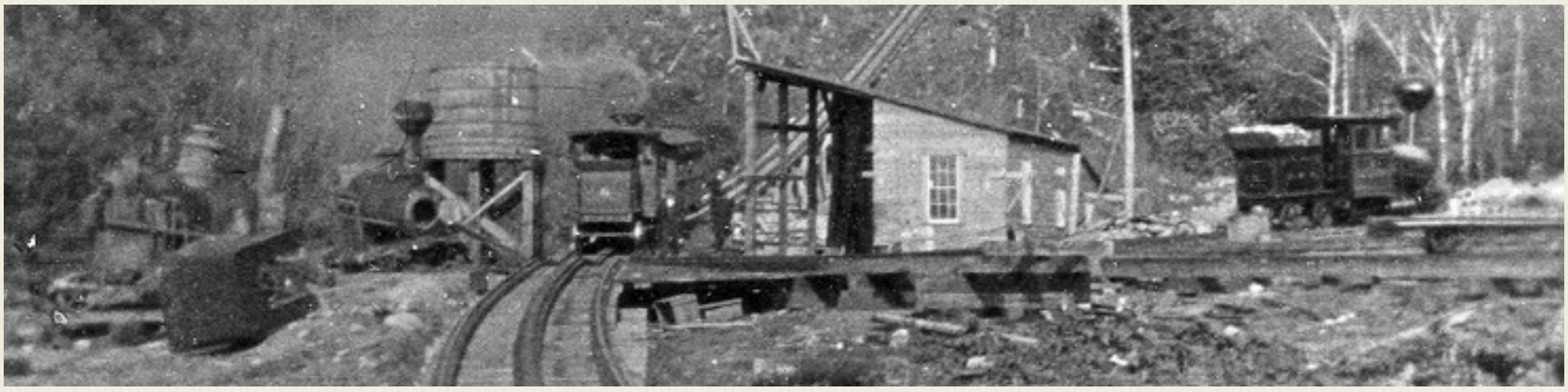
Wood Cut: "Brown's Lumber Co. have set in a horse powered mill at Twin rivers to saw wood for the Mt. Washington railroad company."

- Littleton Courier - Wed, Apr 3, 1895

May 23rd

Mt. Washington Cars Burned: A fire at the base of Mt. Washington this afternoon destroyed three engines, three passenger cars, car house, engine house, water tank, machine shop and station of the Mt. Washington railway. Loss, $30,000. *($975-thousand today)*The fire was first seen on the roof of the station. Cause unknown. The only structures left at the base are the Marshfield House and woodshed. It will be difficult to replace the engines and cars before summer travel begins. Four engines and three cars were saved."

- Boston Post - Fri, May 24, 1895 pg. 4 / Boston Journal - Fri, May 24, 1895 pg. 5

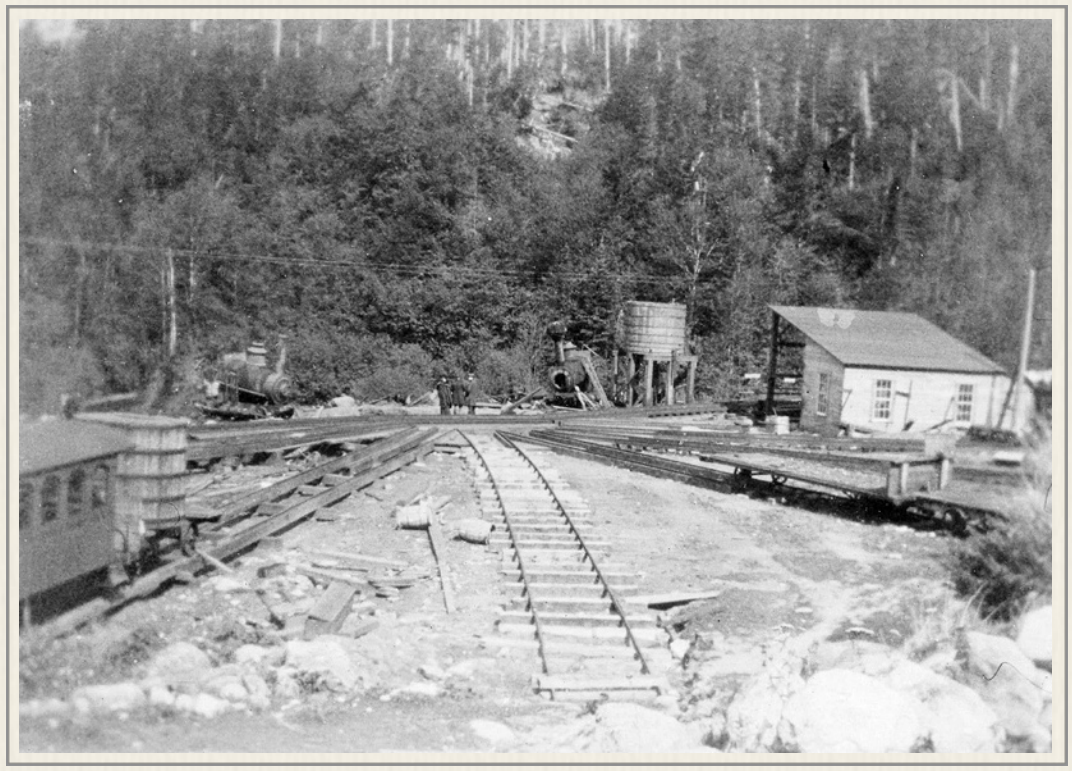


- Post Base fire photos this page & next: Paul Forbes Collection

"The depot buildings, including machine and car shops, of the Mt. Washington railroad will be rebuilt lower down the mountain, at the transfer station, on a larger and improved scale. Travel to the summit of the mountain will not be impeded at the opening of the season. The company has three cars and engines left, and those burned will be immediately replaced before there is need of them. It was the intention of the company to take down the old buildings this season and put up new ones before the season opened, and the fire will facilitate rather than hinder the company in its contemplated improvements. Supt. Horne, with a force of workmen, began repairs on the road and on the machinery last week, and they will be put in thorough condition before the first of July, when the summer time table goes into effect. The loss on engines, cars and shops was fully covered by insurance."

- Littleton Courier - Wednesday, May 29, 1895

1895



"***Twin Mountain:*** Much alarm is felt in regard to the fires raging in the vicinity of Fabyans. Goods in large hotels and smaller houses have been packed for several days ready to leave if necessary. The frightful fire at the Base destroying so much railroad property is indeed a serious and very inconvenient loss at this time of year. The handsome locomotives *Falcon*, *Tip-Top* and *Pilgrim* are ruined." *- Littleton Courier - Wednesday, May 29, 1895*

"The fire which destroyed the buildings and much rolling stock belonging to the Mount Washington Railway at the Base on the 23rd of May is thought to have been caused by the forest fire which originated at Zealand and extended to Mount Dartmouth. The latter is fully three miles distant, but the wind was blowing very hard from that direction at the time. When the fire was first observed the roof of the old depot was burning in several places. Two engines, and all but three of the workmen connected with the road were up the mountain, part at the Summit and the others looking after the fire that was burning near the railway. One engine, which was fired up, in addition to the two that were up the road, was saved. The old depot, engine and car houses, machine shop and the laundry, were all burned. The engines burned were the *Eagle*, *Atlas*, *Cloud* and *Falcon*. Some of the workmen lost their clothing and considerable sums of money. The company's loss was much larger than the insurance upon the property. Two engines that were made for the abandoned railway up Green Mountain at Bar Harbor, have been purchased and a new one is being built at Manchester which will be delivered within a short time. Two new passenger cars and a baggage car have been built to take the place of those burned."

- F. Allen Burt transcript from Among the Clouds, 1895, July 13 - Vol.19 No.1 located at Dartmouth College.

"Fire at the foot of Mt. Washington last Thursday night destroyed three engines, three passenger cars, the car house, engine house, water tank, machine shop and station of the Mt. Washington railway, and left nothing standing in the vicinity but the Marshfield house and a woodshed. The loss is $30,000. The fire was seen in the roof of the station, and though it is believed to have been incendiary there is no clue whatever to its cause. Nothing was saved but four engines and three cars, just enough to prevent the railroad from being entirely crippled."

- Montpelier (VT) Argus & Patriot - Wed, May 29,1895 pg. 1

"On May 23, 1895, a devastating fire swept through many of the buildings at the Mount Washington Railway's base station at Marshfield. Two of the railroad's seven locomotives were so badly damaged they had to be scrapped. Two others were salvageable, but required extensive, time-consuming rebuilding - A pair of passenger cars, a baggage car, and a freight car were also destroyed. The loss placed the railway's owners - since 1889, the Concord & Montreal Railroad Company (C&M) - in an uncomfortable predicament. With the summer season little more than a month away, the firm needed replacement rolling stock in a hurry if it were going to operate on a full schedule. Word soon reached C&M that the two Green Mountain Railway locomotives were languishing at the foot of Green Mountain. Within ten days, the company had purchased the idle "iron horses" and arranged to have them partially dismantled, to facilitate their shipment via the Maine Central Railroad from neighboring Mount Desert Ferry to Mount Washington. Although extensively rebuilt over the years, to the extent that few, if any, original parts remain, the two former Green Mountain Railway locomotives are still operating on Mount Washington. No. 1 *(Mount Desert)* was renumbered "4" and now goes under the name *Chocorua.* GMR No. 2 was first designated "5," renumbered "3" in 1934, and in 1995-96 dubbed *Agiocochook.*"

- Steam to the Summit: The Green Mountain Railway - Bar Harbor's Remarkable Cog Railroad by Peter Dow Bachelder

June

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1894 Season*** - Total earnings: $22,444,19 - Total expenses: $11,898.60 -

Dividends declared (6 percent): $12,690 - Total passengers: 7,383 - Rent of Mount Washington Summit House and property: $7,152.22. In addition, "The important events in the New Hampshire railroad history for 1895 *(includes)* the lease of the Concord & Montreal railroad with all its branches and leased lines to the Boston & Maine for a period of 91 years from April, 1895, completes the consolidation which was contemplated when the Colby act was passed in 1883 and which it was the purpose of the supporters of the Hazen bill of 1887 to bring about. (T)his union has taken the roads out of politics and put an end to the strife which has confused and corrupted parties, furnished opportunity to blackmailers, debauched primaries, perverted elections, and ravished legislatures, for which all good citizens should be thankful. (A)s soon as the lease was executed the Boston & Maine proceeded at once to inaugurate extensive improvements upon the combined roads in New Hampshire, which will represent an outlay before the end of the present year, of more than a million dollars. (T)he erection of necessary buildings and the construction of a yard at the base of Mount Washington, all of which have been nearly completed.

June 23rd

First Excursion: "The first excursion of the season to the summit of Mt. Washington was run Sunday, the 23d, numbering nearly 200, mostly members of the American Society of Civil Engineers."

- Littleton Courier - Wed, Jun 26, 1895



June 29th

B&M Acquires Cog: "The last act in the railway drama which has raged in New Hampshire for many years, has at last taken place. On the 29th of June the Concord & Montreal railroad was leased to the Boston & Maine for ninety-nine years. The Boston & Maine are to pay seven per cent, and to have the right to issue $1,200,000 in new stock. Mr. J. H. Pearson of Concord who fought the battle against leasing years ago, single handed and alone, still held out and voted against the lease. It has been thought that greater interest would be maintained in the developing the White Mountain region were the two companies to continue in the field. It is to be hoped that the company which now controls nearly all the railway mileage in the State will continue to be as active as they were when they had a competitor. If they do no harm will come and in some respects the public will be the gainer."

- Among the Clouds - Sat, Jul 13, 1895

July 1st

Ready for a Rush: "The Mt. Washington railway has replaced nearly all the rolling stock that was burned in May. Two engines and the new passenger cars were brought into service this week. Within a few days another engine, now building in Manchester, will be received, and then the equipment will be sufficient for any unusual demand upon the road. The travel to the summit this wee has been made up largely of Christian Endeavors , who were on their way to Boston. On Tuesday and Wednesday there will be a large number here who are extending their visit to the White Mountain on their way home. Among the arrivals this week were the Japanese minister, Kuirno... and Edwin Faxon of Boston. The latter made his first visit to t Mt. Washington, forty-nine years ago, and during the last few years has been here several times each season while collecting rare botanical specimens. On Tuesday the temperature fell to the freezing point, but since that time it has been from ten to fifteen degrees higher. There is great need of rain, not only in this immediate vicinity, but throughout the northern part of the state. The streams are unusually low. Nearly all the water used at the Summit House has to be brought from Cold spring, near the base of the mountain."

- Portland (ME) Daily Press - Mon, Jul 15, 1895 pg. 2





- Paul Forbes Collection

July 6th

Replacement Engines in Service: The recent loss by fire of some of the rolling stock of the Mount Washington Railroad, has led the Concord & Montreal Railroad company to purchase two locomotives from the Green Mountain Railroad at Mount Desert, Me. These engines *(above)*, which are the of the same pattern as those used on the Mount Washington line, have since purchased, been placed in thorough repair, and now complete the service of the mountain railroad, thus making it ready to meet all requirements.

- The White Mountain Echo - July 6, 1895

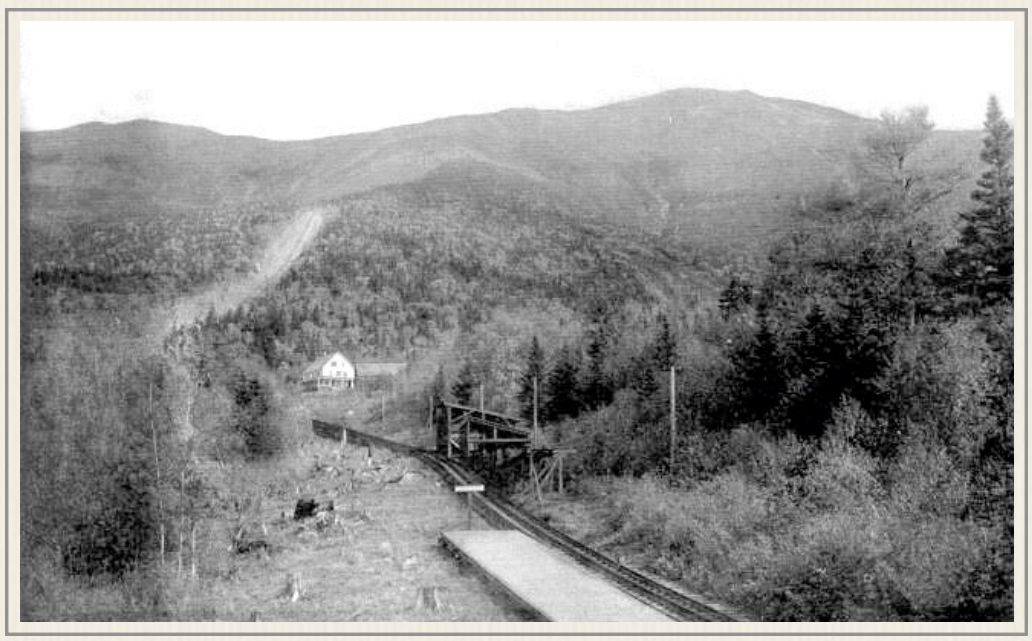
"Fire in the B&M's Lyndonville Shop in Vermont destroys several locomotives. It was the practice of the B&M to move the Cog engines there for service" http://www.cog-railway.com/03timeline.htm *(Editor's note: Research in 2015 did not yield any reference to a Lyndonville Shop fire in 1895. An 1899 trade magazine mentions a Lyndonville shop fire occurring "recently." A history of Lyndon, Meadows And Mansions does say the Lyndonville Railroad Shops were built after fire destroyed the railroad's shops in St. Johnsbury in 1866. The first brick of the new repair shops in Lyndonville was laid on August 1st, 1866.)*

July 15th

Season Opening Notes: "George Judkins, for many years connected with the Mount Washington railway, is the passenger conductor this season. The important improvements in the Summit House which were begun early in the spring, are approaching completion. The hotel has been throughly repaired and made much more comfortable than it has been for several years." *- Among the Clouds - Mon, Jul 15, 1895*

July 17th

A White Lamb / Damaged Buildings: "A small patch of snow is still visible on the westerly side of Mount Clay in the Grand Gulf. From the carriage road it has the appearance of a white lamb, in peaceful repose. The old building known as the United State Signal station, long since abandoned by the government, is fast going to ruin. It is really a misfortune to the many thousands of visitors that this station was not kept up. No one can realize what a damage even a little fire can do till it



Post-fire view of Marshfield House from soon to be site of new Base Station (1895)



comes. The old buildings at the Base, belonging to the Mount Washington railway which were burned, seemed of little value, but now that they are gone, in the midst of an opening season, they have become almost priceless. It will take time and much money to replace them, and make the working of the road as complete as it was before."

- Among the Clouds - Wed, Jul 17, 1895

July 18th

New Passenger Cars: "The two new passenger cars of the Mount Washington Railway, made at Laconia to take the place of those burned last May, are great improvements over the old ones and will be appreciated by those coming to the Summit."

- Among the Clouds - Thu, Jul 18, 1895

July 20th

Regular Summer Travel Begins: "The regular summer travel thus far has been light, not only here *(at Mt. Washington)* but through the whole mountain region. It has begun to increase, and will reach the usual magnitude during next week. The weather most of the time has been delightful, 60 degrees being the highest point that has been reached, and that at noon today *(7/20)*. The Mt. Washington Railway has had some heavy trains, but, notwithstanding that it has been short of its usual number of engines, it has been able to carry all passengers without delay. The new engine will probably be received next week, and during the month of August the road will have its full equipment." *- Boston Herald - Sun, Jul 21, 1895 pg. 8*

July 24th

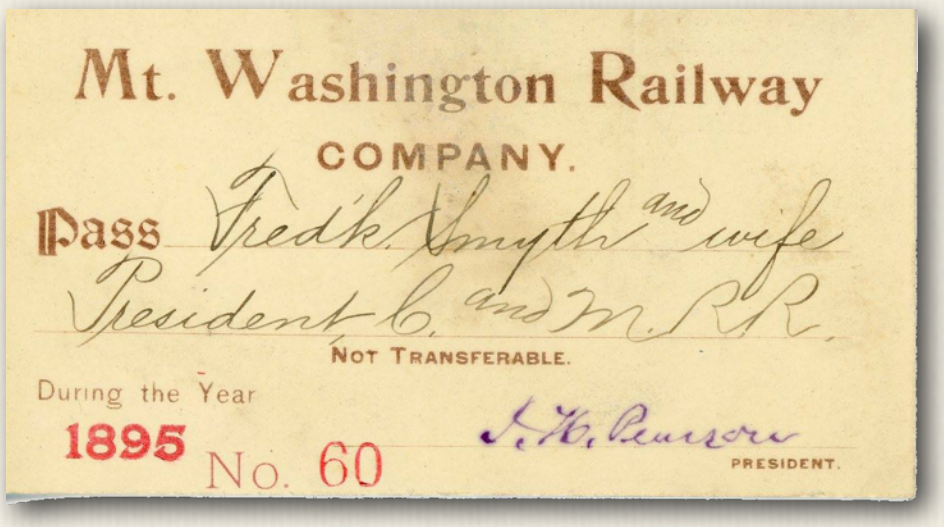
Signal Station Observed: "Mr. J. B. Dillon of Portland, Me., in charge of the weather station at that place, and district observer, arrived here last evening for the purpose of inspecting the property at the Mount Washington Station. He is instructed to ship all the property belonging to the government at Washington and to permanently close the Station. When Greeley was the chief officer of the Weather Bureau he, for the sake of economy, closed all the higher stations for winter observation in the country, and when Prof. Harrington was appointed to his place, he cut off the summer observations at the same stations. We hope that the present chief will not attempt to abolish the mountain altogether.

- Among the Clouds - Wed, Jul 24, 1895

July 25th

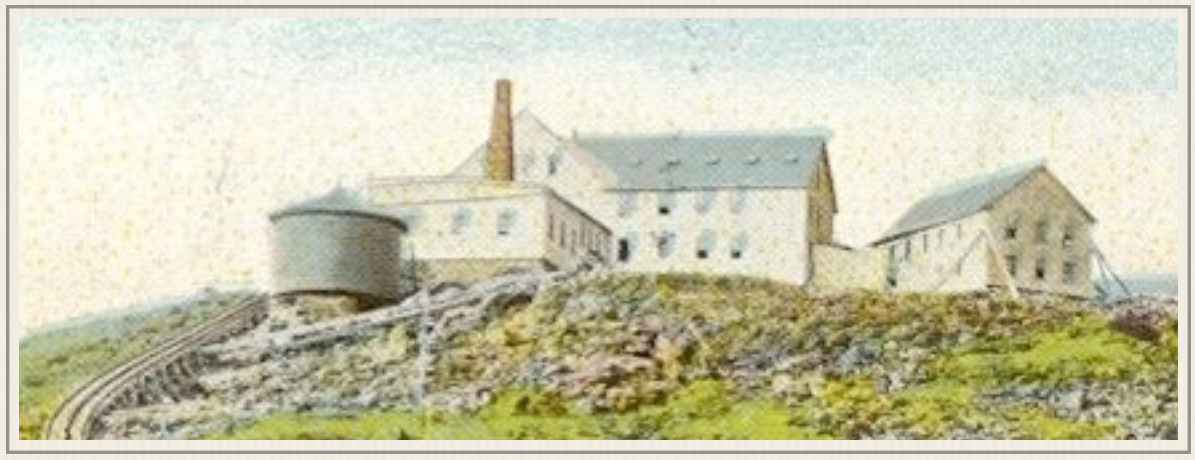
Missing Items: "J. B. Dillon, the weather observer sent here to pack up the moveable property at the weather station is still on the hunt for more. Relic hunters appear to have taken away about everything in reach."

New Water Tank: "A water tank, sixteen feet high and thirty-six feet in diameter is being constructed to hold water for the Summit House. It will hold 56,000 gallons. Spouts are to be placed under the eaves of all the buildings at the Summit, and after the tank is once filled it is hoped that much of the water needed here will be thus secured. If not it will be brought up on the


Mt. Washington Railway
COMPANY.
Pass Fredk. Smyth and wife
President C. and M. R.R.
NOT TRANSFERABLE.
During the Year
1895 No. 60
PRESIDENT.

- Paul Forbes Collection

railway trains. New closets are being put into the hotel, and the sanitary arrangements greatly improved, a condition having existed here for many years that should have been changed long since." *- Among the Clouds - Thu, July 25, 1895*



Summit House postcard with new water tank. Image after 1902 demolition of observatory tower.

July 27th

Packed & Departed: "Mr. J. B. Dillon, who came here from the Portland station to close the Mount Washington weather station, left on Saturday *(7/27)* for home. This ends all weather observations by government officials on Mount Washington, thus taking away what has hitherto, when in operation, been one of the chief attractions to visitors. It would seem that New Hampshire people should have sufficient influence to have observations made here during the summer months. Can it not be done?"

Summit Sanitary Conditions: "It cannot be too often repeated that the sanitary conditions of the Summit House have been entirely changed and very much improved. Complaints relative to the conditions that have existed have been made by many of the visitors for several years. It has been held as impossible to provide a remedy, on account of the lack of water. The new owners of the Summit of Mount Washington have found a way and have not been slow to make the needed improvement, at the present time all the water used here is brought up by the trains, but every building on the Summit is to be provided with eave-spouts, and it is expected that the larger share used will be saved in that way. Whether it is or not, the Mount Washington railway company have resolved to spare no expense to make the Summit House what it should be, and what every patron in these times has a right to expect."

Ornamental Midwestern Water Tank: "The new water tank placed near the railway track at the north end of the Summit House *(above)*, is larger than any tank on the line of the Concord & Montreal railroad, and it is probably larger than any other in New Hampshire. Its capacity is 56,000 gallons, and the size is 16 feet deep and 26 feet in diameter. It is being covered and when completed it will be ornamental, rather than a disfigurement as some previous structures have been. Going from New Hampshire to a treeless country for water tanks is one of the curious incidents that occur in business transactions. This tank was made at Batavia, Ill., probably out of Michigan pine. Water tanks are one of the necessities of western railroading, and hence the big factory devoted to this specialty in the Prairie State."

Puppy Mishap: "Colonel," the fine St. Bernard pup belonging to Col. O. B. Barron met with a mishap on the railroad track in front of the Summit House yesterday *(7/28)* by catching his foot in an open space between the planking and the cog-rail. In trying to extricate himself he dislocated the second joint of his right fore leg. He was promptly treated and will doubtless soon be about again as well and as playful as ever."

- Among the Clouds - Mon, Jul 29, 1895



Tip-Top on Jacob's Ladder (1895)
- by H. G. Peabody, Boston - Library of Congress

July 31st

Electric Cog Trains on the Horizon?: "Running trains to the summit of Mount Washington by electricity is

among the possibilities of the future. There are still several problems to overcome, the most important of which is to make the descent with entire safety. There would be not trouble about going up - the getting down might not always be safe unless some new appliances are invented. The trains now make the descent by using compressed air instead of steam and there are no uncertainties to overcome."

- Among the Clouds - Wed, Jul 31, 1895

August 2nd

Tank Fill: "The work of filling the great tank lately erected by the Mount Washington Railway Company at the easterly end of the Summit House was begun yesterday *(8/2)*, when 4,000 gallons of water were brought from the base and conducted through a pipe to the interior. It is expected that today 10,000 gallons more will be added, when the tank will be one-fourth full. It is hoped that this, together with the amount of rain water to be saved, will be sufficient for present uses. The tank appears to be first class in every respect, no leak of any consequence having yet been discovered."

- Among the Clouds - Sat, Aug 3, 1895

August 4th

New Engine - Old Engineer: "The Mount Washington railway has received its new engine and it will shortly go into service. 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)*."

- Among the Clouds - Mon, Aug 4, 1895

August 7th

Turnpike Road Rebuilt: "The old turnpike road to the base of Mt. Washington from Fabyan's has been completely rebuilt, and is now one of the finest drives in the White mountains. The cost of this great improvement has been borne jointly by the management of the Crawford, Fabyan and Mt. Pleasant houses, and the Boston & Maine and Maine Central railroads. The road follows the course of the wild Ammonoosuc river, close upon its bank. On this drive are the upper falls of the Ammonoosuc and Base station, from which the trains start for the summit of Mt. Washington."

- Boston Herald – Wed, Aug 7, 1895 pg. 10



August 9th

No. 7 Shakedown Cruise: "The new engine, No. 7, of the Mount Washington railway *(left)*, came to the Summit yesterday *(8/9)* afternoon, making its first trip. Alexander Cusick was the engineer, and Charles E. Pike the firemen. It worked very satisfactorily and is evidently a first class machine in every particular." *- Among the Clouds - Sat, Aug 10, 1895*

August 18th

Tuning the New Engine: "As between the voice of the new engine, when the machine gives utterance, and that of the imposing Summit mastiff "Fabyan," when he hears it, it is the general opinion that the dog sings a little nearest to the correct pitch."

August 24th

Sir Knights on Top: "Today has been one of the busiest of the season with the Mt. Washington railway and with the summit. About 500 western sir knights have ascended the mountain, some only to be enveloped in a cloud, while others, the late comers, enjoyed some very find views, the weather being so changeable that the novelty of cloud formation under their very eyes was witnessed by hundreds, and though the colors were generally of a sombre character, the sun shone brightly at times and produced some brilliant effects upon the masses of cumulus clouds that lay like massive sentinels all around in the distance. The atmosphere was hazy, but as frequently happens, the height of the distant mountains was apparently increased, so that Kearsage and Mts. Passaconoway and Lafayette seemed to over Washington. Grand master Roberts of New Hampshire and grand

Secretary Cleaves had remained at the Summit House over night and were ready to welcome visitors at any hour in the morning.. Unfortunately the pleasures of the visit were marred by the mist which encircled the summit, but in spite of this the sir knights and ladies enjoyed all the novelties presented during their short stay of half an hour. Detroit commandery delighted its brethren and other spectators with an exhibition drill, and just before its departure a very pleasant episode occurred in the parlor of the Summit House before the assembled sir knights. Grand Commander Roberts, in his remarks of welcome, stated that the local brethren were keeping watch and ward on the highest point of land in New England, and that they were glad to greet their comrades from the West. M.E. Sir McCurdy, in his response, was equally happy, assuring his brethren that they were much gratified at being welcomed by knights of such high social standing, fitly measured by the altitude at which they then stood, more than 6000 feet above the sea. Col. Thomas E. Rose, who planned the escape from the famous Libby prison and was the first to escape, is a member of Pittsburg commandery. Those bodies left the base station in five special trains, arriving at the summit soon after 2 p.m., and remained about 40 minutes. They were fortunate in being able to enjoy some fine views. The last company to arrive was Corinthian Chasseur commandery of Philadelphia, which came up about 6 o'clock, 20 strong.... they arrived and departed amid wind and rain, but their spirits were high, and they left the summit in good humor. During the day several extra editions of Among the clouds were printed for the benefit of the sir knights and their lady friends."

- The Boston Sunday Herald - Sun, Aug 25, 1895 pg. 26

August 28th

Horne's Masonic Demonstration: "Superintendent John Horne of the Mount Washington Railway returned from Boston where he had been to take part in the great Masonic demonstration, on Wednesday *(8/28)*, having marched in the procession with Pilgrim Commandery of Laconia, of which he is a member. He reports that the accounts of the demonstration as given in the newspapers are by no means exaggerated statements. Had all the members of the brotherhood who were present marched in line the impression given would have been much grander. As it was, many fell out in order to become spectators rather than participants. It is unnecessary to state that the Mr. Horne was among those who marched. Mrs. Horne and their daughter Violetta accompanied and returned with him from Boston."

- Among the Clouds - Fri, Aug 30, 1895 pg. 4

September 8th

Turnpike Rebuilt: "The Mount Washington turnpike between Fabyan's and the Base has been rebuilt and put in thorough condition. This will make another pleasant drive from Fabyan's and the Mount Pleasant that is much needed, and an easy way to reach Ammonoosuc Falls. Mr. Stickney's new road across the meadow in front of the Mount Pleasant House, enters the turnpike and greatly shortens the distance to the guests of that house." *- Among the Clouds - Mon, Sep 9, 1895*

October 5th

Delightful Tie Hike: "Florence Swett (of South Whitefield), with two other ladies and gentleman from Twin Mountain made the ascent of Mt. Washington on foot up the railroad track on Saturday *(10/5)*. The view was all that could be desired."

- White Mountain Republic-Journal - Fri, Oct 11, 1895

November 1st

Lyndonville item: "Four engines from the Mt. Washington Railway are in the shops and will be repaired this winter."

- The St. Johnsbury Caledonian - Nov 1, 1895 pg. 5



"Taken during the month of September, 1895. This water station of the Mt. Washington Railway is called the "Gulf Tank"; it is situated one mile below the summit, in which mile there is but 800 feet rise, the steepest part of the ascent having been accomplished. There is always frost about the Gulf Tank even while below, at Fabyans, guests may be luxuriating in linens. It is above the line of vegetation and nothing is to be seen save gray and frost. splintered rocks, with dull mosses and a hardy Alpine flower called sandwort, much resembling the innocence of the valleys."

- CatskillArchive.com

November 8th

B&M Work Underway: "The Boston & Maine railroad is pushing work in this section of their territory in a very satisfactory manner. At the base of Mt. Washington work is now in progress, and includes a new engine house, car house, station, machine shop and boarding house all of which, save the latter, are to be finished this season, and it is announced that before another season the equipment at that point is to be increased by the addition of two new engines and several more cars. At Woodsville, also, work is to commence at once upon the construction of a new railroad yard nearly a mile south of the village at an estimated expense of $90,000."
- White Mountain Republic-Journal - Fri, Nov 8, 1895



"A frosty day... from a very unusual viewpoint behind the Tip Top House. The tower was improved in 1892" (1895-96)
- From a Morris Viewbook - Ron Walters Collection

Boston & Maine 1896 - 1930

1896

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1895 Season*** - Total earnings: $28,931.75 - Total expenses: $17,495.18 - Dividends declared (6 percent): $12,690 - Total passengers: 9,807 - Rent of Mount Washington Summit House and property: $7,128 - "Grading and masonry, at Base, Mount Washington Passenger and freight stations, woodsheds and water stations, engine-houses, car-sheds and turn-tables, at Base Station, Mount Washington: $6,825.51 - Locomotives, 3: $9,513.50 - Passenger, mail, and baggage cars, 2: $2,400 - Received for insurance on like property destroyed by fire: $6,450 - "One frame car house, at Base station, one engine house and repair shop, at Base station, one transfer table, Base station, one wood, coal, and ice shed, Base station, erected in part. Repairs and Improvements Summit House $7,659.91 for a total of $14,483.42" In addition, Mt. Washington turnpike (Base road) has been rebuilt at a cost of $4,200.

Late May

The Devil's Lifeboat?: "Napoleon Gingras, Stephen Vallier and a companion, all of Laconia, indulged in some dangerous sport and got themselves into trouble one day last week, up on Mt. Washington. They were up on the tip-top of the mountain and for a lark they built a raft out of railroad ties and rigged it so that it would slide down the Mt. Washington railroad track. It was a heavy machine and when the boys got aboard, and started down the mountain they soon lost control of the raft and jumped off, leaving the mass of timber to go rushing down the track. Down below on the side of the mountain, a gang of Italians were at work on the rails and a locomotive stood on the track. The raft from above came crashing down into the the train just as it reached them and no one was injured although more or less damage was done by the wreck. The raft just missed striking the clutch of the locomotive or the machine with its engineer and fireman would have been sent flying down the track with no means of stopping. The three men who started the raft escaped but Supt. John Horne knew them and communicated with City Marshall Scott. Vallier was arrested at Ashland Monday *(6/1)* night and brought here (to Littleton), but was taken back to Whitefield for trial on Tuesday. At last accounts the other two men had not been found. Vallier claims that he was not one of the party who constructed the raft but admits that he assisted the other men to escape from the officers after the affair took place."

- The Littleton Courier - Wed, Jun 3, 1896

June 29th

Fare Reduction: "Commencing on Monday, June 29th, the Boston & Maine railroad and Mt. Washington railway will make a great reduction in their rates to the Summit of Mt. Washington and return. The rate, which has formerly been $6.00 from Fabyans to the Summit of Mt. Washington and return, will be reduced to $4.00. This reduction will be highly appreciated by the fifteen thousand people who annually visit the Summit of Mt. Washington. / The Mt. Washington railway has been completely overhauled this spring and put in excellent condition for business. The station buildings at the base, which were burned a year ago,have been rebuilt and changes have been made in the location of the track near the station, to better facilitate travel.'

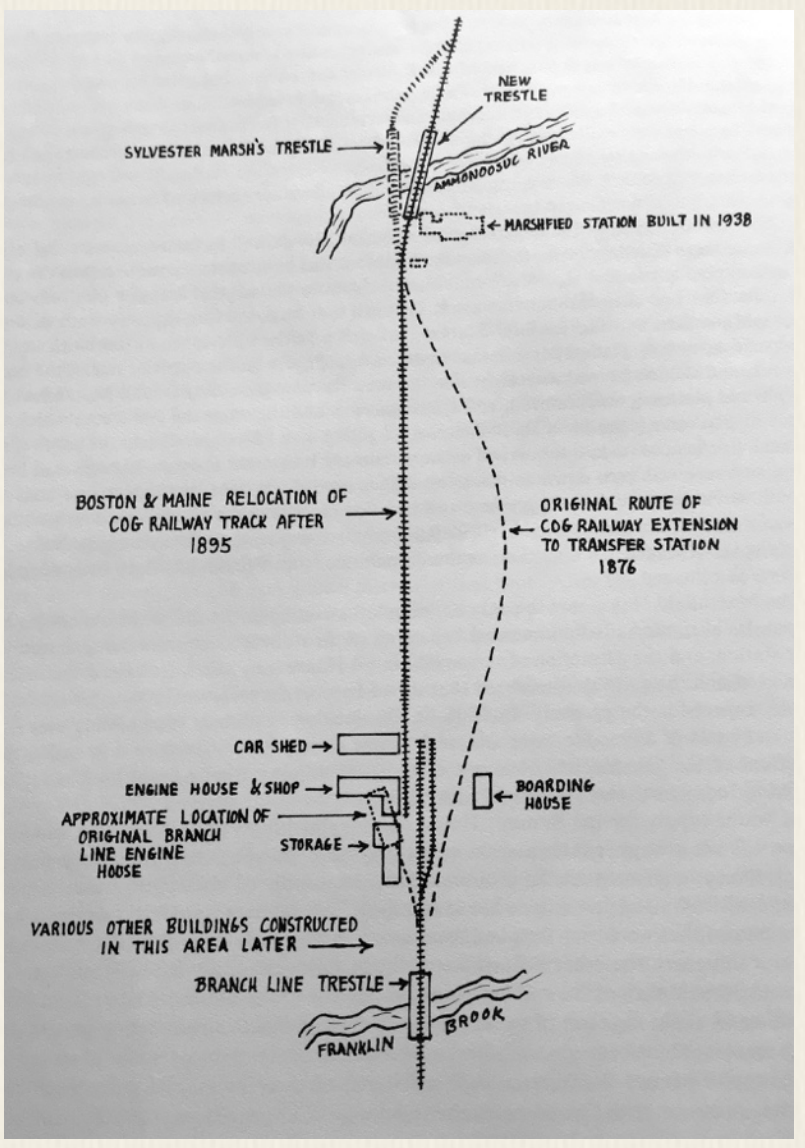
- Burlington (VT) Free Press - Mon, Jun 29, 1896 pg. 5 / Littleton Courier - Wed, Jul 1, 1896 / Boston Herald - sun, Jun 28, 1896 pg. 30

July 10th

Opening Notes: "The public will be glad to meet Mr. G. T. C. Holden on the summit of Mount Washington, who has been made manager of the Summit House. 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 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. With the large reduction in railway rates to and from Mount Washington, and a like reduction in the charges for

entertainment at the Summit House, there ought to be a greatly increased business here this season. The railway rates between Fabyan's and Mount Washington have been reduced from $6 to $4 for the round trip. The Summit House has also made a reduction to its guests. Hereafter it will charge $4.50 for a whole day; $3.50 for over night, which includes supper, lodging and breakfast; dinner, $1.25. These rates are now no higher than those at all the first class houses in the mountains, and with the excellent accommodations and good fare, ought to insure a largely increased patronage. The reduction on the railway, considering the investment which has been made to accommodate the public, is certainly very liberal. There is only one Mount Washington, and while there is so much to be seen from its summit, the cost of enjoying the finest mountain view in this country, can no longer stand in the way of anyone coming here."

- Among the Clouds - Fri, Jul 10, 1896



Historian Donald Bray's map of changes made at base in 1895-1896
- They Said It Couldn't Be Done (1984)

July 14th

New Railway Buildings at the Base: "The Mount Washington Railway began last fall to make improvements at the Base Station, which were made necessary by the burning of the railway shops the previous spring. Five acres of forest have been cleared near the old transfer station, and machine shops, engine and car houses, woodsheds and ice houses, have been already built, while work is going on in the erection of a large boarding house, which is to be 60 feet long, 36 feet wide, and three stories high. The track from the Ammonoosuc to the transfer station has been moved to the north *(right)*, thus straightening the line. Water has been brought down from the Ammonoosuc in pipes, which provides power to the machine shops. The arrangements are very convenient for doing the repairs and necessary work of the railway, and is an improvement that was very much needed. These changes will necessitate a very large outlay in money, but they will greatly facilitate transaction of the business of the road. The engine and car house have each eight stalls."

- Among the Clouds - Tue, Jul 14, 1896

July 21st

SQUIRREL !!!! Part 2: "Animal life on Mount Washington is not so prolific as to attract the attention of the casual visitor or even the resident for the season. This year it happens that the quadruped most constantly in evidence, except of course the noble canines, is a saucy little red squirrel, which flits around the buildings on the Summit, and seems to be perfectly at home. How he came here is a mystery, but it is probable that his curiosity was excited by the railroad track and the cars going up and down from the Base, and he determined to travel up and see what it all amounted to. On arriving, he found things so roomy and grand that he concluded to stay. Whatever caused him to leave home, domestic disagreement or disappointment in love, cannot be known; but what he will do for his winter store of nuts most exercises those interested in his welfare. Perhaps, however, he has come up to pass the summer months only, and he knows where to find a warm winter home down at the Base." *- Among the Clouds - Tue, Jul 21, 1896*

July 22nd

New Base Station Taking Shape: "A number of members of the Appalachian Mountain Club are gathered in the vicinity of Mount Washington. The changes on the Mt. Washington railway at Base station where the shops were burned last year, are going on rapidly. Car and engine house, a machine shop and other buildings have been erected since the close of last year's business. Five acres of heavily wooded forest have been

cleared, and a large boarding house for the employees is being built."
- The Philadelphia Times Wed, July 22, 1896 pg. 7

Summit Train House Shingles: "It must have been a terrific southeaster last winter that skinned the strip of shingles next to the ridgepole off the roof of the new train house of the Mount Washington Railway. They were very firmly and closely laid and secured, as well as the best workmanship could devise, and still for the space of 50 feet the shingles are stripped off clear, in patches varying from one to six feet, and covering most of the distance. It must have taken a velocity of wind equalling the highest ever recorded, 186 miles per hour on Mount Washington, to have accomplished this work of destruction."

Signal Station Open?: "The old Mount Washington Signal Station is again open to the public. Last summer Mr. J. H. Dillon, the officer then in charge of the Portland station, came to the Summit, removed all the apparatus and material that had not already been carried away, locked the doors as tightly as possible, leaving the famous old building to the mercies of the wind and storm. Before the first of July this year the door was broken open, and now swings on its rusty hinges. The interior is damp and uncanny, and visitors feel inclined to only a casual inspection of it. The future of the notable structure is in the keeping of the government, and what they will do with it cannot be surmised till after election." *- Among the Clouds - Wed, Jul 22, 1896*



July 28th

Practically A New Hotel: "Last year the house was thoroughly overhauled and renovated, the most approved modern sanitary appliances were introduced, and all the accessories for promoting health and enjoyment are thus at hand. The Summit House of to-day is practically a new hotel, and it is conducted with all the care and intelligence as to details that are necessary to make it so. A word as to the management of the Summit House. The present head is G. T. C. Holden, who possesses in the highest degree the personal and business qualities necessary to conduct a large first-class hotel. He is ably assisted by Mr. Allie Wright as room clerk, and Miss Mattie A. Clark, who has been connected with the Summit House for 12 seasons, in several of which she acted as manager. A large number of persons make their homes at the Summit every summer, and none appreciate better than they the benefits derived from their stay and experiences here." *- Among the Cloud - Tue, July 28, 1896*

August 4th

Summit House Tunes: "The management of the Summit House have arranged to greet their guests with music on their arrival and when they depart from the hotel. Mr. Arthur Pohle (Poole), the violinist, has been at the Summit for several seasons, and was an associate of the musician, Ewald Weiss, who was lost on Mount Adams in August 1890. Mr. Pettingill, the pianist, is a student of Tufts College, and is a fine performer and very promising young musician. The evenings at the Summit will be enlivened by the welcome new acquisition. The Summit House orchestra appeared for the first time during the of 1896 before a large and appreciative audience, on Tuesday *(8/4)* noon. Most of the auditors had arrived by the mid-day trains. Attracted by the sweet sounds that issued from the spacious parlor, they entered and listened to the inspiring strains evoked from the piano and violin by Messrs. Pohle and Pettingill. Music, it said, hath charms to soothe the savage breast. If there is anything on earth to make a certain class of people savage, it is to gaze for two or three days upon the Summit of Washington, clear-cut and towering in the sunlight, and then start up to enjoy the view, only to be caught in a cloud which refuses to budget until the two hours and a half allotted for their stay on the Summit has passed. At such a time music hath charms in deed, and its soothing and enlivening influence is felt and appreciated; for it is a time when words along add fuel to the smother indignation of the cloud-bound and disappointed visitor. The Summit House orchestra has a mission before it, and its members will saw and drum away to a purpose, for they will not only add pleasure to a most unique and fascinating experience, but will prevent the use of many anathemas by that large and cynical class of beings who always hold the railroad company and the landlord responsible for the state of the weather on Mount Washington."
- Among the Clouds - Tue, Aug 4 & Wed, Aug 5, 1896

August 6th

New Concord Shops: A dispatch from Boston says: "Contracts which call for the expenditure of $300,000 for repair shops at Concord, N.H., were made yesterday by the Boston & Maine railroad. The shops will be used for the northern division of the road. Ten new buildings will be erected."

- The Pittsburgh Press Fri, Aug 7, 1896

August 16th

The Burned Deuce Returns: "Engine No. 2 of the Mount Washington Railway arrived at the Summit yesterday *(8/16)* on her trial trip in charge of Superintendent John Horne under whose direction she has been rebuilt, since the fire at the Base in June, 1895. She fulfilled all expectations, and the company is now provided with eight fine machines, and is fully equipped for all emergencies. A party of railroad men on a visit to the Base were invited by Mr. Horne to make the trip with him. They were; F. P. Quimby, paymaster B&M Railroad; Geo. L. Shepard and G. D. Waldron, assistants; M. T. Donovan, general freight agent, Boston; T. A. Dugan, chief clerk freight department, Fitchburg Railroad; F. E. Titus, conductor; G. H. Quimby, engineer; C. W. Sanborn, brakeman; A. A. Reed, porter; A. C. Whitcomb fireman; and Mr. Nathan Eisemann, Boston."

- Among the Clouds - Wed, Aug 19, 1896

August 18th

Six Trains / Summer Snowstorm: "Six trains were required to bring the large number of passengers over the Mount Washington Railway to the Summit yesterday *(8/18)*. Tuesday, Aug. 18, 1896, makes a record as one of the most remarkable days on Mount Washington known to the present generation. A snow storm was but one of the series of surprises that greeted the fortunate visitor and resident from hour to hour, from sunrise to sunset. During the day there was mist, sunshine, rain, snow, hail, and thunder and lightning. For variety of weather in the middle of August, it is doubtful if this record can be matched on this or any other continent. Only an element or two was lacking to make complete the astonishing pranks of the weather fiend,- a gale of wind and Arctic temperature, to leave everything frozen up solid."

- Among the Clouds - Wed, Aug 19, 1896

August 21st

Dog Day Strategy: "Col. Oscar G. Barron's dog "Nip" has lately been creating considerable comment and more or less disturbance at the Summit by his un-doglike actions. One morning three weeks ago, he appeared at the Summit and renewed his acquaintance, made last winter, at Fabyan's, with the mastiff "Fabyan" and the young St. Bernard, "Colonel," who are summering here. How he got here, no one knew, and he was sent back again by train. Twice again he came back, always arriving in the morning. He came as far as the Base in the afternoon stayed over night and walked up the track in the morning in defiance of the painted signs, "Walking on this track strictly forbidden." Bound to get here he was and did, and was also determined not to go back; and so, as the time for the down train arrived he disappeared, and did not reappear until it had gone. He knew the time without consulting the clock. Finally it was suggested in his presence that he be tied up for an hour, so as to make sure of him when the train started, but "Nip" heard the suggestion and immediately disappeared down the steps to the stage office. His whole body was not again seen until after the train had gone; but a pair of ears could at times be detected working nervously over the top of the rocks down toward Tuckerman's Ravine, and a pair of gleaming eyes noted every movement at the Summit Railroad Station. No general ever more thoroughly reconnoitered the enemy's position. He won the fight, that day, and the next morning disappeared as usual at train time. But the cunning chap never did the thing twice in the same way. For instance, he disappeared under the steps in front of the stage office one afternoon. The next morning he disappeared in the same place, and Mr. Holden went down to capture him. He wanted to do the thing himself so as to make sure. But "Nip" wasn't there. When the train had departed, however, he appeared from the door of the kitchen, which is at the other end of the platform, fully a dozen rods away, cool and unconcerned, not even giving a wag of the tail to indicate that anything unusual had occurred, and that by a masterly flank movement around the back of the house he had fouled fully a dozen men. That was the end. He had captured the enemy's camp, and was permitted to enjoy the freedom of the Summit, and everybody was delighted - he was such a "cute" good natured dog. He was contented and apparently delighted, but always disappeared at morning and evening train time. There is a sad sequel to this story, however, and the general conclusion here is that "Nip" is by nature gay and reckless, and that he prefers variety and the excitement of different summer resorts to his home at Fabyan's or the Summit. In short he has fallen from grace. While all was going well, he suddenly disappeared, and the "Colonel" with

him. He had enticed the latter away, and after several days they turned up in Jackson "20 miles away." They fell into good honest hands, however, and are again safe at the Summit. The future of "Nip" is in doubt. It is evident that his influence over "Colonel" is for evil rather than good. He wants to see the world, and is bound to have his friend go with him. It is a problem now what to do with "Nip." Is it better to kill the fatted calf in honor of the prodigal's return, or to kill the prodigal himself?"

- Among the Clouds - Fri, Aug 21, 1896

August 24th

Engine Builder / Friendly Reminder: "Mr. L. C. Todd, master mechanic of the Passumpsic division of the Boston & Maine Railroad, paid his first visit to the Summit last evening *(8/24)*. He had charge of the construction of the engines used on the Mount Washington Railway, and this visit has given him the first opportunity to see them in practical operation. The first blossoming heliotrope that probably ever was seen on Mount Washington, now holds the place of honor in the Summit House bazaar. It was sent to Miss Mattie A. Clarke by Mr. B. W. Kilbourn of Littleton, whose early work in making the magnificent scenery of the White Mountains known to the world through photography and the stereopticon, is widely recognized. Mr. Kilbourn is now enjoying life at his house in Littleton. His delicate remembrance of former friends, in the beautiful and appropriate flowering plant which he sent, was a welcome reminder of the pleasant incidents that marked his frequent visits here in years gone by."

- Among the Clouds - Tue, Aug 25, 1896

August 26th

Hogg on the Summit: "Ex-Governor James S. Hogg of Texas came to the Summit, Wednesday *(8/26)* evening, on a special train, accompanied by Asa C. Russell and Chas J. Glidden of Lowell, Mass., and Frederick A. Farrar and Chas. P. Cummings of Boston. The ladies of the party are Mrs. Glidden, and Mrs. E. P. Johnson of Manchester. The party came from the Isles of Shoals, where they have spent a few days. They remained over night at the Summit, and leave at noon, Thursday, for a coaching tour through the White and Franconia notches. Governor Hogg expressed himself as highly pleased with the scenery of the Granite State, and was much interested in the Mount Washington railway. The details regarding the construction and operation were explained by General Superintendent *(John)* Horne, who came up on the train with the party."

- Among the Clouds - Thu, Aug 27, 1896 pg. 4

August 27th

Making an Appointment: "The Mount Washington Railway is not noted for the fast time it makes, but some of its officials are not bothered for means to "get there," when the necessity arises. For instance, General Manager Mackinnon of the Boston & Maine arrived at the Base yesterday *(8/27)*, while Superintendent Horne was at the Summit. In answer to a telegraphic dispatch, the latter donned a pair of overalls, mounted a slide-board, and disappeared in a cloud down the track. He probably got there about the time an answering dispatch would have been delivered."

- Among the Clouds - Fri, Aug 28, 1896 pg. 4

August 28th

Dog Day Strategy II: "Nip," Col. Barron's incorrigible canine whose antics on Mount Washington have caused so much comment, again appeared at the Summit a day or two since, having undoubtedly escaped from the confinement at Fabyan's, to which his mischievous deeds had consigned him. He exhibited every evidence of delight at getting back, and one of this first acts was to coax the "Colonel," his special dog friend, down the carriage road, evidently bent on another tramp to Jackson or elsewhere. But, mindful of his former experience, "Colonel" refused to go further than for a short walk, and brought "Nip" back to the Summit House. The former's firmness in refusing to become a roving tramp entitles him to the highest commendation. "Nip" was seized and tied when the two returned, but he untied himself and hid until one train had gone down. He somehow missed his reckoning, however, and ran right into the jaws of danger a few hours later. He is now safely lodged at Fabyan's, but his return to the Summit in the near future is almost a certainty."

August 30th

Pike's Peak Cog Accident: "The first accident on the Pike's Peak cog wheel railroad since it was opened five years ago occurred Sunday *(8/31)* and but for the safety breaks used on all the cars of this line a train load

of passengers would have been hurled down the mountain to destruction. Coming down the mountain, the sidebars of the driving wheels on both sides of the engine broke apart, rendering the compressed air brakes on the engine useless. *(Ed note: Another article blamed a single connecting rod and said the accident occurred on Monday not Sunday)* Conductor Guyman applied the automatic brakes in the passenger coach and soon stopped that. The engineer and fireman were compelled to abandon the engine, which was beyond control, and it went down the 25 per cent grade at a terrific speed for nearly half a mile, when it struck a curve, jumped the track and shot through the air for fully 150 feet, going clear over a boulder fifteen feet high upon the mountain side above the track. It plowed immense holes in the mountain and the tender and engine separated just as the engine exploded, hurling iron and steel in all directions. *(The other article said the engine went 100 feet into a ravine "and was split in twain.")* The train was a special, carrying General Manager Frederick Harrison and party of the London and Northwestern railway and Major S. K. Hooper of the Denver and Rio grande road."

- Topeka (KS) Daily Capital - Wed, Sep 2, 1896 pg. 3 & Mount Carmel (PA) Daily News - Tue, Sep 1, 1896 pg. 3

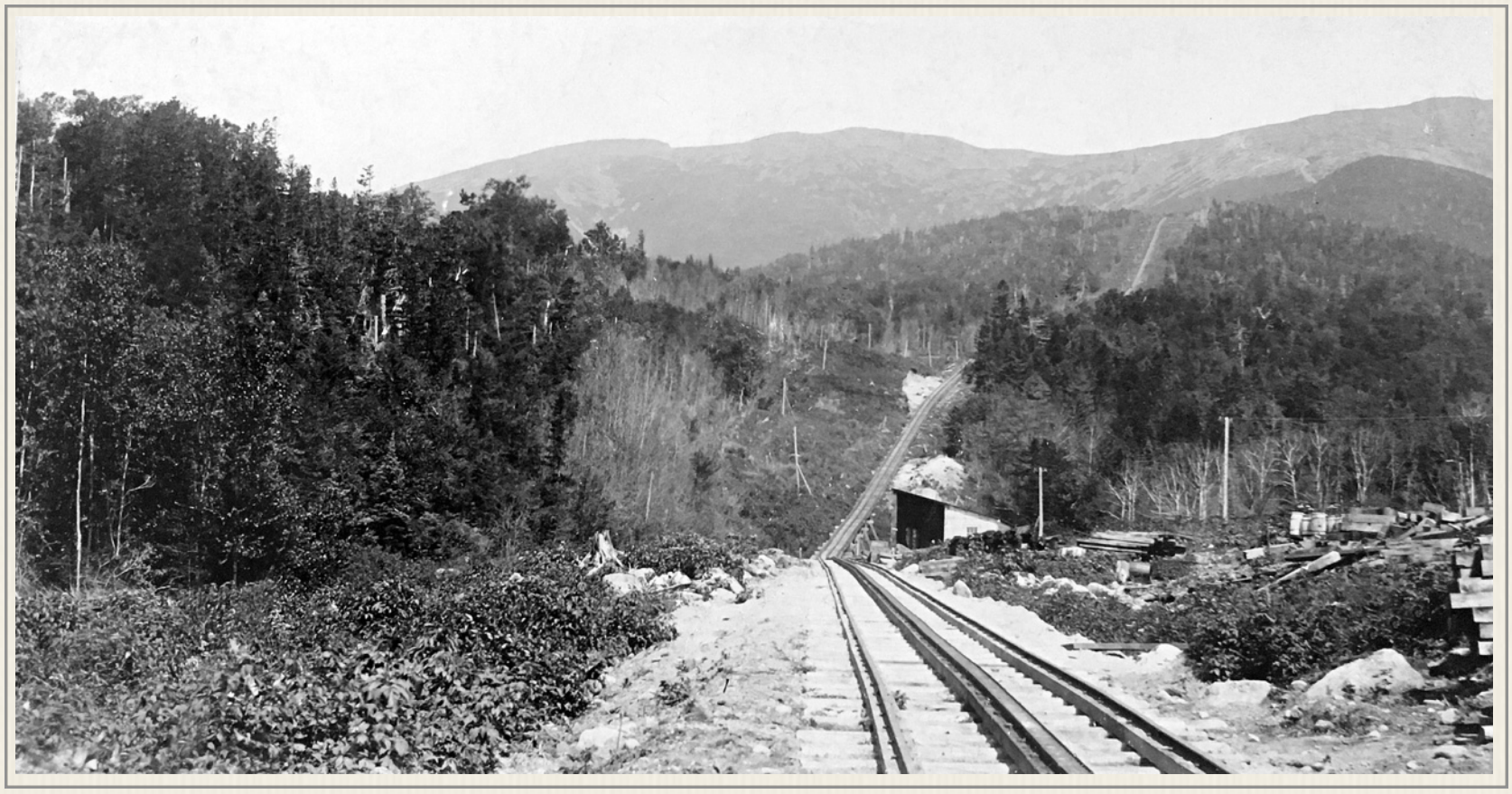
September 9th

Monkey Wrench Genesis / California Bound: "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 implement 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. Mr. G. T. C. Holden, who has added to his already well established reputation as a hotel manager, by the excellent manner in which he has conducted the Summit House during the present season, will have charge of the Westminster Hotel, at Los Angles, Cal., during the coming winter. Mr. Holden has had a long experience in the hotel business in both New England and California, and possesses the qualifications necessary for a popular and successful host. His numerous friends in all sections of the country, whom he has made during his long career, will wish him the fullest measure of success in his future undertakings."

- Among the Clouds - Fri, Sep 4, 1896

September 14th

Daughters of New Hampshire: "Four days ago *(9/10)* there started from the Union statin, Boston, on the Mt. Washington rain, a Raymond excursion party, comprising 21 persons, all the female members of which were members of the Society of the Daughters of New Hampshire. It was their first visit to the White mountains - not the first visit of individual members, but as members of a club. The Society of the Daughters of New Hampshire was organized in May, 1894, and no numbers 500 persons, all of whom are women, many of whom are persons of distinction and character, who are widely known all over New England. This writer, feeling that to go to the White Mountains and not see the summit of Mt. Washington would be like the play of *Hamlet* with the character of Hamlet left out, obtained permission of the party to make the excursion alone to the summit, but had his labor for his pains in climbing up the by cog railway, arriving at the hotel when it was dark, and leaving the next morning in a fog so dense that there was nothing to be seen. Mr. Henry M. Burt, still at the summit, has just completed a successful seasons with his paper, *Among the Clouds*, by issuing two souvenir editions, chiefly made of half-tone illustrations of notable places in the mountains, and whose book of the *Pictures of the White Mountains* is perhaps the most attractive souvenir that has yet been published. Another friend was a Miss Mattie A. Clarke of Nashua, N.H., who is this year *(1896)* completing her 20th year on the summit of Mt. Washington. Coming here as a young girl, she has won her way by her courtesy, her fidelity, and her noble sense of womanhood, to a position of the highest trust and usefulness. She has had for two or three seasons practically the charge of the Summit House, and her unfailing tact has met with well-deserved success. If the clouds forbade the pleasures which I had anticipated at the summit, the ride on the Mt. Washington railway was a convincing proof of the wisdom of its managers in keeping it up to that point of repair where it is safe and able to maintain its unique reputation, that no serious accident has ever happened on its course. When one thinks of the enormous strain that is brought to bear upon a single flange of iron in the ascent and descent of a train, and the fearful risk which is encountered at the height to which the trestle work is carried, one's head well nigh swims with fear; but in an hour and half the ascent is made, without danger, and one feels as if, on a fair day, the kingdoms of the world and the glory of them were spread on; more and more as the ascent increases. It is rarely the case that one can go up Mt. Washington and obtain a full view of the whole region. Saturday was one of the three hottest days of the summer on the mountain and the next morning the inevitable mist shut



Newly straighter track installed. Water tank, burned engines removed, likely turntable, too. Wood storage building remains at old Depot spot (~1896)
- Bencosky-Desjardins files

in everything from view. - J.H.W."

- Boston Herald - Sun, Sep 20, 1896 pg. 26

September 16th

A Good Month to Travel: "The month of September affords rare days for a trip up Mt. Washington and travelers to the mountains at this season should not fail to make the trip. Aside from the grandeur of the views, the ride upon the cog rail, the cog rail itself and the equipment are matters of curiosity and special interest. The expense is moderate and especially so this season in view of the reduction of the fare between Fabyans and the Summit. The Mt. Washington railway, during its existence, has carried thousands of passengers, many of whom have gone again and again, finding each time in sunshine and rain, in beautiful cloud views, and in sunset and sunrise new beauties and renewed interest and enjoyment."

- Littleton Courier - Wed, Sep 16, 1896

September 21st

Fine Day - Five Trains: "Five trains went up Mt. Washington on Monday *(9/21)* which was one of the finest days for a long while."

- White Mountain Republic-Journal, Fri, Sep 25, 1896

September 25th

Mr. H. L. Raymond of 2 Blanche Street, Boston is given a ride down Mt. Washington on a slideboard. Mr. Raymond knew some of the railway officials and was given the front seat for a three-minute descent. He describes the ride in *Boston Post*. Cutline to illustration says the ride occurred the week prior.

- Boston Post, Sunday, October 4, 1896 - See Appendix Sec. 8

September 30th

High Winds in the White Mountains: "A severe gale from the southeast prevailed since midnight. The wind reached a velocity of 90 miles an hour at 7 o'clock and the morning train down Mount Washington railway was omitted. A hard rain storm prevails through the mountain region."

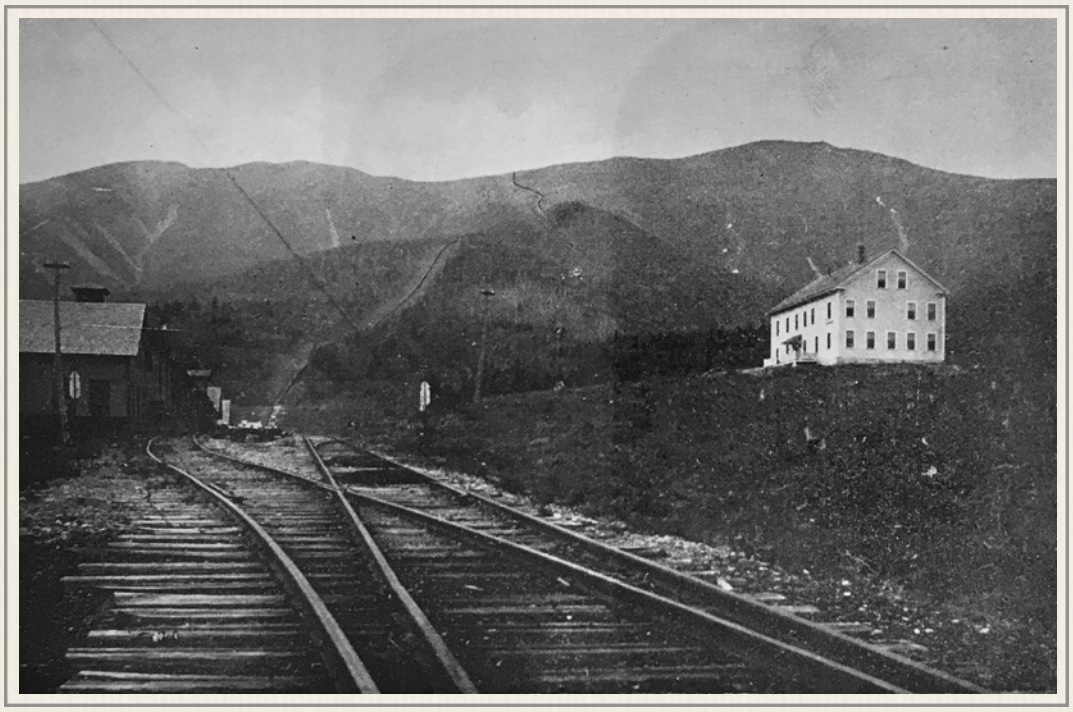
- Burlington (VT) Free Press - Thu, Oct 1, 1896 pg. 2 / St. Albans (VT) Messenger - Wed, Sep 30, 1896 pg. 1

1897

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1896 Season*** - Total earnings: $20,231.25 - Total expenses: $15,982.13 - Total passengers: 7,096 - Rent of Mount Washington Summit House and property: $7,600 - Total property account charges: $15,117.32 - Base station for change of location, New buildings at base Mt. Washington. Buildings completed during the year ending June 30, 1897 - New shops, engine house, and transfer tables; New coal and wood sheds; New ice house. Buildings constructed during year ending June 30, 1897 - New boarding house; New waiting station; New water fixtures - all are at base station, Mt. Washington, and cost $8,933.55

January 13th

Ice for Houses: "Thirty-six carloads of ice have been packed by the Barron's this season for their respective houses, Crawford, Fabyan, Summit and Twin." *- Littleton Courier - Wed, Jan 13, 1897*



"A new engine house, a car shed, a transform platform, a fuel shed and a boardinghouse *(right)* for railway employees were built."

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

May 24th

Teague back to Maine from Dartmouth: "(Henry N.) Teague, '00, left (Dartmouth) College Monday *(5/24)* to accept a position in a store at Bar Harbor, Me." *- The Dartmouth (Hanover, N.H.) - Fri, May 28, 1897 pg. 18:413*

July 8th

Heat Disables Railway: "Owing to the heat on Mount Washington, the railway tracks expanded to such an extent as to suspend travel to the summit."

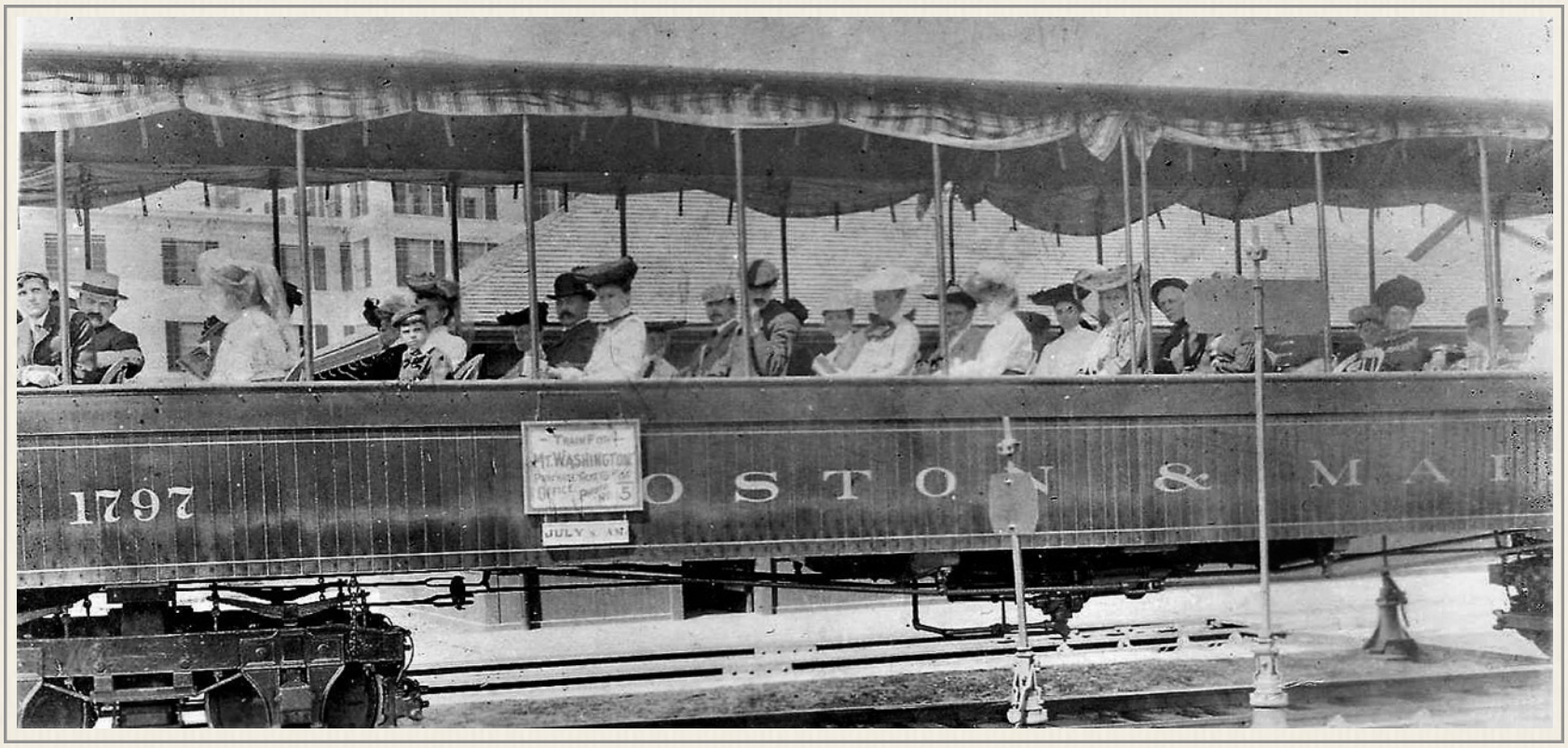
- Scranton (PA) Tribune - Fri, Jul 9, 1897 pg. 1

July 14th

Falcon's Last Flight: "Last Wednesday *(7/14)* morning an engine and car were run out of the engine house on Mt. Washington to the front of the Tip Top house, waiting for passengers to leave at 7 a.m. While the engineer was temporarily absent a gust of wind started the train down the track at fearful speed. When two hundred feet below the Lizzie Bourne monument, where there is a sharp curve, the engine left the track and was converted into a heap of iron. The car followed the track about a mile, when it leaped into space and landed some distance from the road, a total wreck. No passenger trains were run Wednesday on account of the mishap, but Thursday the road was open for travel as usual. This is the first accident of any importance since the road was built, twenty-eight years ago. It was a very fortunate circumstance there were no passengers on the train." *- Littleton Courier - Wed, Jul 21, 1897 - See Appendix - Falcon Takes Flight*

July 15th

Falcon's Last Flight - Take 2: "End Over End: "A serious accident occurred on the Mt. Washington summit railway Thursday *(7/15)*. It appears that the wind was blowing in the morning in gusts, which at times reached the rate of 30 miles an hour and again as high as 60 miles an hour. The car and engine of the morning train down, due to leave the summit at 7 o'clock, drew out from the station to the platform in front of the Summit House at the usual hour. While waiting for the starting time a sudden gale struck the train, and it started down the deep descent. No one was aboard, not even the engineer and fireman. Had either of them been there no accident would have happened. At the first curve the engine jumped the rail, turning end over end and tearing up about 50 feet of the trestle. The engine was completely wrecked. The passenger coach kept the rail for a much greater distance, but finally left the track, and was smashed into kindling wood. Work on re-



Tourists ready to ride to the Cog from Fabyan on July 4, 1897
- Peter Eddy photo / Conrad Ekstrom Jr. Collection

pairing the trestle was commenced at once, and trains were running as usual next day. No accident has ever happened on the Mt. Washington railroad whereby a passenger was injured, and this accident would not have occurred except for the high wind and the fact that the trainmen were not at their post."

- White Mount Republic-Journal - Fri, Jul 23, 1897

July 14th & 15th

A Storm and Its Results: "Wednesday *(7/14)* and Thursday *(7/15)* of last week were hard days for railroads in this section of the country, and travel was seriously interfered with. The heavy rains caused numerous washouts and landslides. Culverts were carried away, roadbed demolished for considerable distances, and trains left on veritable islands, unable to move either way. The St. J. & L. C. division of the Boston & Maine suffers extensively. The carriage road near Fabyan station was four feet under water, owing to the overflow of the Ammonoosuc. The road between Crawford's and Mt. Pleasant was under water and one bridge was carried away. All is reported safe on Mt. Washington, but a heavy slide occurred in one of the ravines on the western slope of the mountain.

- St. Johnsbury (VT) Republican - Wed, Jul 21, 1897 pg. 6

July 19th

The Sale of Mount Washington: "The sale of the entire interest of the estate of David Pingree in Mt. Washington and vicinity, which was sold early this season to the Bartlett Lumber company, was the largest transfer of real estate that has been made in recent years in New Hampshire. The tract which was purchased covers more than ten thousand acres of land and rocks, mostly the latter. It included all of Mount Washington, excepting a radius of 50 rods from the Summit, which was sold two years ago to the Mount Washington Railway, and Mounts Clay, Jefferson, and Adams, besides many acres of timber lands skirting the base of these mountains. The purchase was made to get control of the valuable spruce timber on the Southern and Eastern sides of the tract, some of which is exceedingly valuable and easily reached from the mills at Bartlett. It has been reported that the company paid one hundred thousand dollars, but the price has not been made public. The Mount Washington carriage road from the Glen to the Summit was also included, but of late years that has not been a valuable property, the tolls not having been sufficient to meet the expense of keeping the road in repair."

- Among the Clouds - Mon, Jul 19,1897 pg. 4

Brother Horne's Visit: "Mr. W. H. Horne of Keighley, England, who has carried on an extensive business in the manufacture of weaving machinery, has been on a visit to his brother, Supt. John Horne, of the Mount Washington Railway, and spent several days on Mount Washington. He was favored while here with some splendid weather, grand views, and about the worst storm that was ever known in New England. He went as far west

as Chicago, where he took in the sights of that great city, but on the whole he was quite as much pleased with New Hampshire and its grand mountains. he sailed for home on the *Campania* on Saturday *(7/17)*, having been absent over four months."

- Among the Clouds - Mon Jul 19, 1897 pg. 4

July 24th

Hedgehog Buffet: "The hedgehogs are fond of the southern pine which they find in the Mount Washington railway, and are feasting on the timbers that are full of pitch. They are much more destructive than the tooth of time."

- Among the Clouds - Sat, Jul 24, 1897

August 3rd

Summit Telephone: "Barron, Merrill & Barron are constructing a telephone line down the carriage road from the Summit to the Darby Field Cottage in Pinkham Notch, where the stage teams are kept. Mr. M. F. Libbey of Whitefield is in charge of the work. The line is to be put on the poles of the Western Union telegraph company down to the new carriage road, where it is to follow that to the foot of the mountain. The line will be completed in about a week."

- Among the Clouds - Tue, Aug 3, 1897

The Six Overhauled: "Engine No. 6 of the Mount Washington Railway, which has been thoroughly overhauled in the shops at the Base, made its trial trip yesterday *(8/3)*. Mr. Horne takes pardonable pride in saying that all the repairs of the road since his connection with it, have been done at the company's shops, except when the shops were destroyed by fire in 1895."

- Among the Clouds - Wed, Aug 4, 1897 pg. 4

August 6th

Don't Defile Mount Washington: "Remarks have sometimes been made, and with reason, concerning the appearance of the rocks and surroundings of the summit of Mount Washington, which are frequently covered with unsightly rubbish. It has been the endeavor of the present management to keep the Summit as attractive as possible, but there are many things that they cannot control - for instance, the habit that some visitors have of leaving lunches, wrapping paper, and even boxes, scattered from one side of the Summit to the other. Cleanliness is said to be next to godliness, and those who come to Mount Washington should not forget that they are much bound to maintain good habits here as in their own homes. Yesterday *(8/5)* the rocks and the walks were strewn with chicken bones, pieces of meat, bread, paper, boxes, and almost everything conceivable, sufficient to make the Summit unsightly after the noon visitors had disappeared. Some one must clean up such rubbish, or those who follow the next day will be offended. Every one coming to Mount Washington is bound by all the rules of decency to do nothing to make the place unsightly. Let every one treat the Summit and its surroundings just as they would like to have their own yards at home treated. That sentiment which loves the beautiful is robbed of its enjoyments by this unsightly litter, and, we might almost say, filth, which a thoughtless crowd sometimes strews over the rocks and walks near the Summit House. This practice has come from a thoughtless disregard for others, and the time for reform is at hand. We repeat. Don't defile the summit of Mount Washington."

- Among the Clouds - Fri, Aug 6, 1897



Summit of Mt. Washington (1897)
- Photograph by Dr. William Taylor of Philadelphia - N.H. Historical Society

1897

August 10th

Landslide Ascent: "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."

- Among the Clouds - Tue, Aug 10, 1897

Effects of a Mountain Storm: "The big slide that occurred on Mt. Clay during the recent storm is an object of interest to old guests who notice it as a new wrinkle that has appeared upon the face of the old mountain. It is nearly a mile long, extending from near the top of the ravine down into the depth of Clay gulf. It is probably the largest avalanche that took place in the White mountains during the recent floods. Another large slide appears upon Mt. Washington, a little above Base statin, and others can be seen on Mounts Pleasant and Clinton. All can be viewed with the naked eye from the verandah of the Mt. Pleasant house.

- Essex County (VT) Herald - Fri, Aug 13, 1897 pg. 1

August 17th

Can You Hear Me Now?: "The telephone line from the Summit to Darby Field Cottage, in Pinkham Notch, has been completed. A line has also been put into the Halfway house on the carriage road, and hereafter those desiring to know the state of the atmosphere at the Summit can now ascertain the fact before making the ascent. The stage line is now in excellent condition and those desiring to make the circuit of Mount Washington can do so without any hindrance."

- Among the Clouds - Tue, Aug 17, 1897

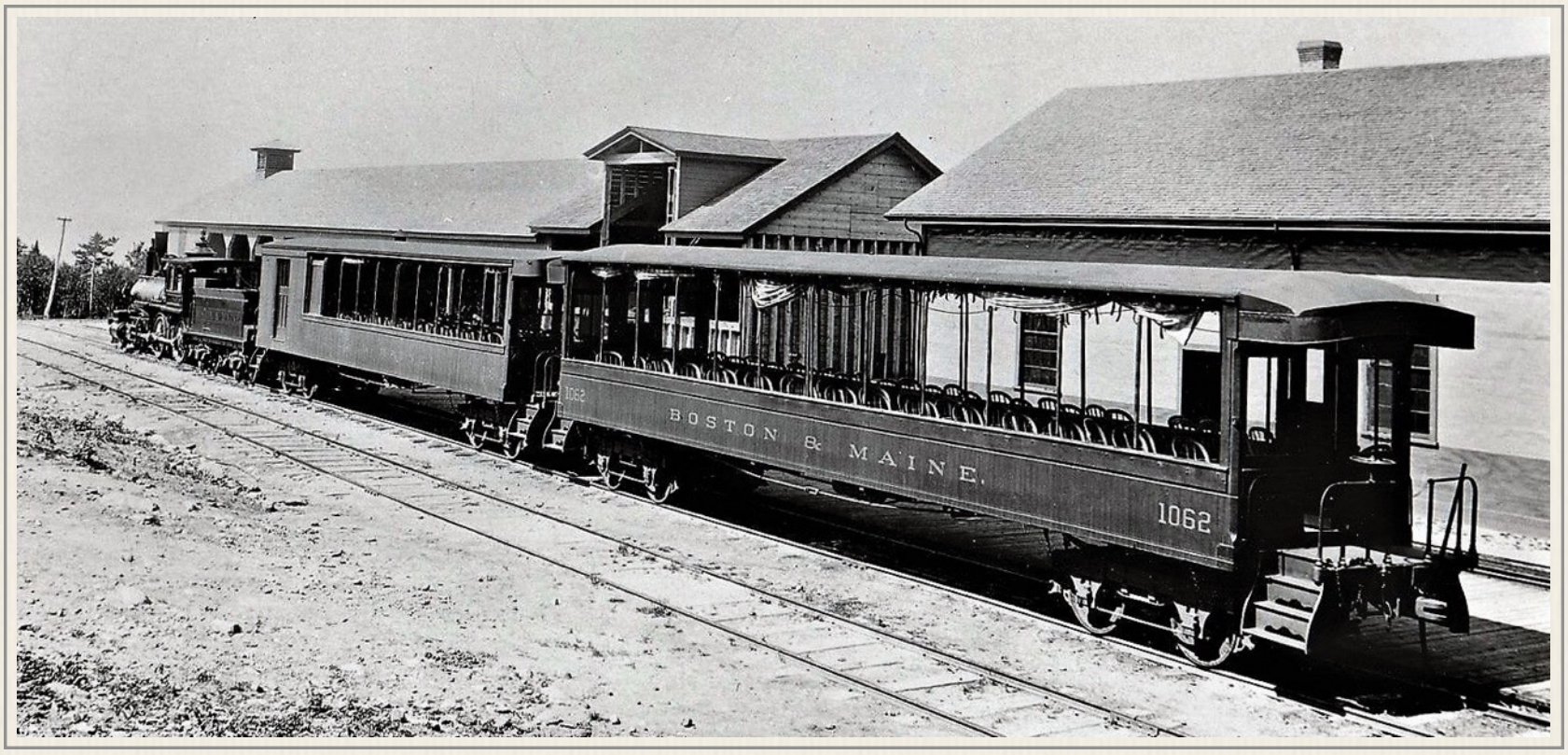
August 18th

Great Day on the Mountain: "Largest Arrival of the Season - Four Hundred People at the Summit: Wednesday *(8/18)* was a great day on Mount Washington in number of people who made the ascent, and in the fine views that were had in every direction. The long storm came to an end Tuesday *(8/17)* afternoon, but it was not till Wednesday that the clouds which had enveloped the Summit so long, passed away and opened a grand view. Early in the forenoon the mountain climbers began to arrive from every direction... about half past eleven the first of the five trains over the Mount Washington Railway began to unload its passengers, and soon the Summit assumed a busy scene, - the most active group of people that have been here this summer. At noon the Mount Washington railway brought up 263 passengers, and 21 more at night. (T)here were about 60 up the carriage road, and not less than 50 came over the various paths... the hundreds who came were delighted with their experience. At the close of the day there was a fine sunset."

- Among the Clouds - Thu, Aug 19, 1897

August 20th

Up and Down Mt Washington "I had been cautioned that in two hours after I left the valley I would encounter a fall of 40 degrees in temperature. I longed for the first ten or fifteen of the degrees, but how about the last ten? I had a light summer overcoat, but no gloves. An evening and morning above the frost line is a little chilly in prospect. I ought to have brought a sweater. It occurred to me that I might use my bathing suit as a substitute, and retiring into a secluded place I put it on under my clothes. As I shook with cold two hours later on the summit I wondered, with Chimmie Fadden what t'ell I'd'a' done without it. The train from Fabyan's to Base station consisted of a heavy six-wheel locomotive and a light observation car *(below)*. Running along the valley of the Ammonoosuc the sharp grade up is soon reached. You are visibly approaching the great mountain, and its lofty slopes and towering summit become the whole landscape and command the undivided attention. There is a curious illusion about this part of the ride. The eye refuses (my one eye refused) to believe that so towering and vast a mass can have so steep a slope. and so as you approach it up a grade of more than two hundred feet to the mile - you know this because the conductor tells you so, and because you hear the big locomotive puffing with all its might and see that you are going only a little faster than you could walk - you really feel that you are being slowly let down a sharp decline to the foot of the mountain, and that all the labor of the engine is ex-



pended in keeping you from rushing with destructive speed. At Base station is a long, level platform where you change to the cog railroad. We who were going up were seven, an unusually small number. There were two old maids from Maryland, a young man and his sister from New Mexico, a young army officer from Florida, the Bostonian (a young man with glasses who helped remove a cinder from the eye of the author) and I. The young lady had black eyes that sparkled a suggestion of Spanish blood. The lieutenant seemed to be traveling with the young man, whose name was Tom, and I thought I detected that he was even more attentive to the sister than brother Tom was. Before you start up the incline the conductor punches your ticket and hopes you will have a good time; but like a wise physician he declines to take his own medicine and remains below. I went up the cog railway. I said I wouldn't come down it and I didn't."

- L.P.H. in The (Gouverneur, New York) Northern Tribune, Wed, Sept 1, 1897 pg. 3

Making the Rounds Precisely: "The Summit House is provided with the Eco Magnetic Clock which registers the movements of the night watchman once an hour, and holds him to a faithful performance of his duty. This is but one of the safe-guards adopted by the managers to ensure the safety of their guests, for the house is strictly and faithfully patrolled at all times. During the electric storm of Sunday *(8/15)* the wires were damaged so that the machine would not work satisfactorily, but the evil was speedily remedied; within a day the representative of the company, Mr. G. I. Downing, came from Boston, and put the clock in perfect working order."

- Among the Clouds - Fri, Aug 20, 1897

September 1st

Moving off the Mountain: "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. He will be succeeded by Mr. L. P. Adams, 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.

September 2nd

Of Mice and Women: "An incident occurred on Mount Washington, yesterday *(9/2)*, that probably was never duplicated since the invention of steam. A railroad train was chased by a mouse. When one of the noon trains reached the vicinity of the first tank just below the Summit, an attaché of this office says what he called a "little brown mouse with a short tail" emerge from a hole under a rock and run along by the side of the car. He pursued it for several rods, undismayed by the groans of the engine and the clanking of the machinery, neither

gaining nor losing ground. After he had had sufficient exercise he suddenly disappeared. Horse and dogs often try conclusion with moving trains below, and there a mouse would stand but slight show of winning in a race. Whether the little rodent up here started out to take his regular daily exercise or to show his contempt for the speed developed on the Mount Washington railway will never be known. The incident was a peculiar one, and in justice to Mr. Mouse's prowess, a record is made of it. The train to the Summit last evening brought ten passengers, all women - an incident hitherto unknown in the history of the Mount Washington Railway."

- Among the Clouds - Fri, Sep 3, 1897

September 3rd

Tip Top Preservation: "A few years ago, when the Mount Washington Railway came into possession of the Old Tip-Top House, it went to the expense of putting a new roof on this ancient structure, and thus far did all that seemed necessary to preserve it from destruction. The interior has remained as it has been for many years. Those who are not here through the season can realize how much interest there is show on the part of the visitors in this, the oldest building on the Summit. It should be put in better condition, and made a museum of natural history, where different specimens of rocks and of the flora of the region be exhibited to the interest of every one. Then, too, it could be made to serve the public in a more practical way. The western end might be converted into a magnificent observatory, with large glass windows, where the sunsets could be watched without the visitors being exposed to the cold winds. What is it but sentiment that brings thousands to the summit of Mount Washington It is wholesome sentiment that desires to have the Old Tip-Top preserved."

- Among the Clouds - Fri, Sep 3, 1897

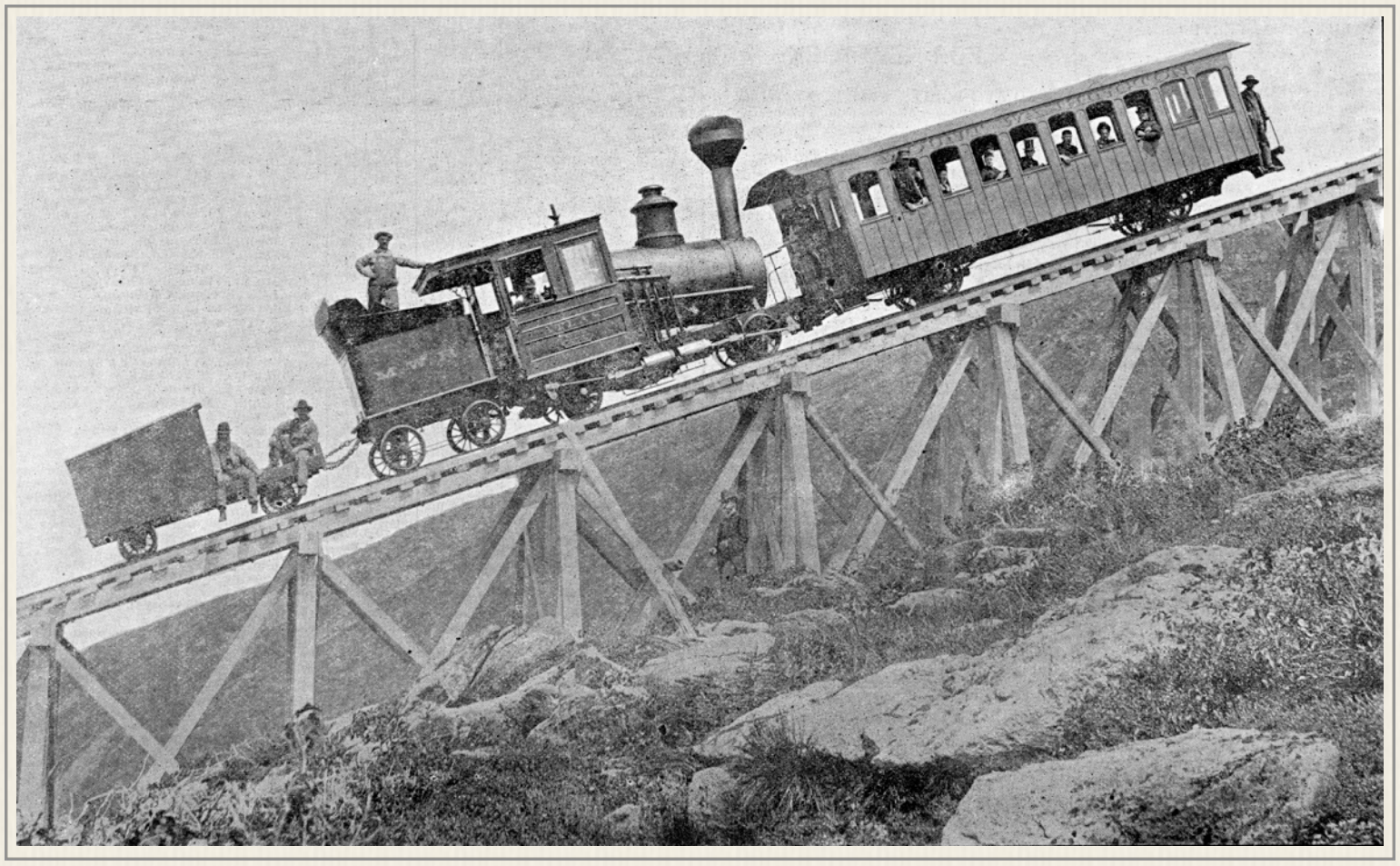
Telephone to the Glen: "M. F. Libbey, of Whitefield, has just put in a telephone line, eight miles long, for Barron, Merrill & Barron. The line connects the summit of Mt. Washington and Darby Field cottage, headquarters of W. K. Quimby, manager of the Mt. Washington stage line. There is also an office at the Half-way House on the stage road to the summit." *- White Mountain Republic-Journal - Fri, Sep 3, 1897*

A "Walk" Over the Presidential Range: "Miss Annie S. Peck is a young American woman who distinguished herself in 1895 by climbing the Matterhorn, and in 1897 performed the even more difficult feat of climbing Mount Orizaba, in Mexico. This pluck young woman's experiences on the Matterhorn and on Orizaba have been talked of among all mountain climbers. Last autumn, however, she performed a feat which can be appreciated more readily by hundreds of persons who have never seen either Switzerland or Mexico. Everybody knows the Presidential Range. A good many persons have climbed one or more of its peaks. A few have lost their lives in similar attempts. But miss Peck is the first woman who ever "went over the range," as it is called, climbing every one of the nine peaks in a single day. Miss Peck… is a slender woman, not a stalwart man. Furthermore, she made the entire trip alone, and when she was recovering from a slight illness. It was the 3rd of September when she went over the range… this shows that she is not troubled with superstitions, (it) was a Friday. "I was called at 4 o'clock," she said, "had a breakfast of steak, potatoes and coffee – which I do not usually drink – and left the hotel at 5:10 A.M. I wore my Matterhorn suit – a serge shirt waist, knickerbockers of canvas duck, and my hobnailed shoes. I had a linen skirt, but as no one was up at the hotel, I simply rolled the skirt into a bundle and hung it from my belt. On the other side I hung a small chateline bag, containing a sandwich, some pieces of chocolate, a few raisins and a small bottle of brandy. Every ounce of weight count. My skirt weighed about two pounds, and really made quite a good deal of difference. In my hands I had only my alpenstock. The only things I feared were bears and accidents… I got to the summit of Madison in two hours and twenty minutes. I rested a few minutes… on top of Madison and ate a piece of chocolate. It was cold and windy. When I started from Madison to Adams I made a mistake which cost me three-quarters of an hour in time and a great expenditure of strength…" Peck had been told to cut around to the south of John Quincy rather than follow the trail to the north. "Very foolishly, I tried to do this. There wa not trail, the rocks were very large and rough, and I finally got into a lot of 'scrub' which was hopeless… At last I concluded to strike right straight up the col, or neck, of the mountain, and I assure you I did harder climbing right there than I did on the Matterhorn. I… reached the summit of Adams one hour and twenty minutes from the time I hit Madison… so that little experiment was a costly one in time and energy. I think that, without doubt, it was on this part of the range that the violinist who disappeared from the Summit House several years ago (Ewald Weiss) was lost. I thought of him and hoped I wouldn't run across his remains. I think I ate a sandwich while I rested on top of Mount Adams. I was up in the clouds now, but I ep. I went on over Jefferson and Clay. After I had gone over Clay, I truck the railroad about a mile from the summit of Mount Washington, and I finished

that climb on the tie. At first it seemed a great relief to walk on anything so smooth, but after a while it became almost unendurable. I was obliged to take steps which were too short and to keep constant watch lest I overstep. It was the most nervous, wearing feature of the whole day, and when I reached the Summit House, I felt a good deal like collapsing. It was 12:45 when I got there, and that was three-quarters of an hour later than I had planned and that I would have been there if I had not tried the new route – which was no route at all. I felt pretty well used up, and it was largely owing to worry over my being late. The days were getting shorter… and I knew it would be dark early, especially in the thick wood which I must go through before reaching the Crawford House. But I rested and ate a good dinner, and then rested some more. I should have started at 2 o'clock, but it was twenty-five minute later when I finally set out. I had worn my skirt while I was at the Summit House, but a soon as I left there, I took it off and rolled it up. I followed the trail until I got into the side of Monroe… I went up one side and down the other, finding the rail all right, and going on to Franklin, then to Pleasant and finally to Clinton… the trail runs comparatively near the summit, so it wasn't a great undertaking. But it all took time. When I started down Clinton, however, and realized the real thing I set out to do wase practically accomplished, why, I scarcely felt tired at all. The trail was bad, though. It was full of loose rocks… and had holes into which I had to be careful not to put either my foot or my stock. The forest is dense there, too, and it grew dark early. But it I easier to keep a trail in the thick woods than in those which are more open…. I reached the Crawford House at 7:15, ten minutes less than five hours form the time I had left the Summit House. The entire distance I covered was about twenty miles. There are not many men who would be up to the trip, and no other woman has done it." Miss Peck has the advantage of height, being 5 feet 6 ½ inches tall. She is slender and does not look particularly strong, but she certainly is an indefatigable climber. She says that she would like to climb some of the Canadian Rockies, but does not know just what her next mountain feat will be." *- New York Sun article in White Mountain Echo – Sat, Jul 2, 1898 pg. 20*

September 9th

Weather Station Coming Back: "The Mount Washington Railway Company has leased to the United States Government the ground on which the old Signal Station is situated, and it is understood to be the intention of the Government to resume observations here another season. After seventeen years of service, both winter and summer, the winter service was abandoned, and a few years later the summer service was entirely cut off, since which there have been no observations made here. The Mount Washington station has been exceedingly valuable as a public educator, in the direction of the weather service. More people visited this station, when in operation, than all the other stations in the country, and from it they have gained more knowledge of



This image of the Atlas, its crew & passengers pausing and posing on Jacob's Ladder appeared on September 11, 1897
- Stephen Allen scan of White Mountain Echo / Bethlehem Historical Society Collection

the service than from any other source. Thousands of the old visitors will rejoice to know that the station is again to be opened. The old building is now in a state of decay and it is presumed that a new building will be erected in its place. If not, the present structure will have to be greatly improved and made more comfortable for the observers." *- Among the Clouds - Thu, Sep 9, 1897 pg. 1*

November

Sheehe-Seymour Nuptials : "Mr. and Mrs. E. M. Sheehe have just returned from their tour to Sherbrook, Montreal and Quebec, and will reside on Pleasant street *(Littleton)* for the winter. Mrs. Sheehe, who was formerly Mrs. M. A. Seymour of Twin Mountain, for the last two years has successfully managed the Marshfield House at the base of Mt. Washington. Mr. Sheehe has been in the employ of the Boston & Maine and Mt. Washington railroads for the past seven years and is highly respected. The many friends of Mr. and Mrs. Sheehe wish them success and happiness in the future."

- White Mountain Republic-Journal - Fri, Nov 5, 1897

December 10th

Stockholder Present: "The Mt. Washington Railway Company has declared an annual dividend of 4 per cent, payable Dec. 15, to stock of record Dec. 8. The net earnings of the calendar year were between 5 and 6 per cent on capital stock. Nothing was paid in 1896, as the money was expended upon unusual expenses, but 6 per cent, was paid in 1895."

- Boston Herald - Fri, Dec 10, 1897 pg. 5 / Portland (ME) Daily Express - Sat, Dec 11, 1897 pg. 7

December 25th

Xmas Ice?: "The Barron firm are busy gathering their large crop of ice. Quite a large crew worked all day Saturday getting in the supply for the Base as that was the only day they could have the train."

- Littleton Courier - Wed, Dec 29, 1897



1898

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1897 Season*** - Total earnings: $19,148.20 - Total expenses: $12,583.80 - Dividends declared (4 per cent): $8,460 - Total passengers: 5,949 - Charged off for rolling stock destroyed on mountain: One locomotive: $4,000; One passenger car: $1,000

January 8th

Whiteface Cog Cost Estimate: "J. Hubert Stevens of the Stevens Hotel corporation and vice-chairman of the Whiteface Mountain Memorial Highway Commission was searching *(in the fall of 1929)* through documents and papers belonging to his father, the late George A. Stevens, who was also greatly interested in a road up the mountain, ran across an estimate of the cost of railway up Whiteface Mountain from Lake Placid. The estimate was prepared by J. N. Stowel, general manager of the Delaware & Hudson company for R. M. Olyphant, president of the Delaware & Hudson Canal company, New York, on January 8, 1898. Due to the fact that the automobile or the horseless carriage as the automobile was known in those days was still an experiment, it was figured by engineers that a railway up the mountain would be the ideal way to make it possible for tourists visiting this section to get to the top and take advantage of the view afforded from the summit. (T)he road would start in Lake Placid. Two steamers were to have been placed on Lake Placid to convey the passengers across to the starting point somewhere near where the present foot trail is located. The present *(1929 auto)* road is to start at Wilmington (NY). The estimated cost of building a railway up Whiteface, according to the paper found by Commissioner Stevens, including provisions for two steamers, depots and buildings and small hotel on the top of the mountain, would be $100,000. ""But," continues the estimate, "without having made any surveys or going over the ground, this estimate of the cost of the roadbed must be considered as only approximate." Mr. Stowel figured that it would cost $59,100 for three and one-half miles of roadbed below the ties. This figure would also include trestling and grading, railroad ties, spikes, bolts, 300 tons of rails and 18,500 feet of cog rail. The three and one-half miles of roadbed would cost $31.500, according to the *(1898)* estimate. The equipment needed, according to the estimate, would be two locomotives at $4,000 each; two coaches at $1500 each; two baggage cars at $1,000 and tools costing $500. The depots, it was figured, would cost $3500, while the two steamers on the lake needed to convey passengers to the starting point, would cost $10,000. A small hotel on the top of the mountain would cost $15,000, according to the estimate. "It seems probably," the estimate says, "that a trolley motor operating the cog gear on each end of each car would be found to be the most economical method of operating a road up Whiteface." Mr. Stowel writing Mr. Olyphant said: "In compliance with your request for information in regard to the building of a railway up Whiteface Mountain from lake Placid, I have asked Mr. Solomon Le Fevre to get some data that would furnish a reliable basis for an approximate estimate of cost, etc. He finds that the conditions are quite similar to those at Mt. Washington, N.H., and present the following facts in regard to the Mt. Washington railway, obtained chiefly from Mr. John Horne, superintendent of the road, together with a comparison of the conditions at Mt. Washington and at Whiteface and an approximate estimate of the cost of a road up Whiteface Mountain." Several pages of the estimate is devoted to the advantages of the railway up Mt. Washington. It must be remembered that the estimate was prepared in the days when the automobile or horseless carriage, as the automobile was known in those days, was still in the proposal stage."

- Au Sable Forks (NY) Record-Post – Thu, Nov 14, 1929

April 25th

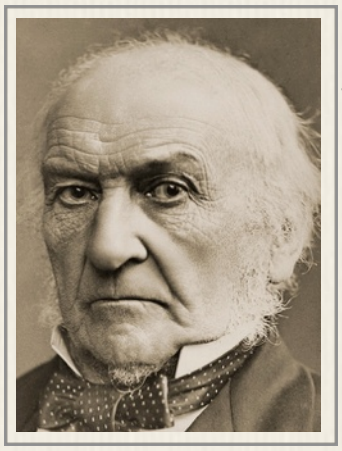
Spanish-American War begins - Battleship Maine sank in Havana Harbor, Cuba on Feb 15, 1898. Spain declares war on the US April 24th. US declaration approved April 25th but made retroactive to April 21st. George Dewey defeats Spanish fleet anchored in Manilla Bay, Philippines on May 1st. Last major conflict in Cuba July 17th - Treaty of Paris signed Dec 10. 1898. Dartmouth student Henry N. Teague volunteers but is only a private and becomes sick at training camp in Virginia

http://www.history.com/topics/spanish-american-war

~May 15th

MWR Annual Meeting: "At the meeting of stockholders of the Mount Washington railroad, held at Concord last week, the following directors were chosen: John H. Pearson, B. A. Kimball, John M. Mitchell, John W. Sanborn, George A. Fernald, T. A. McKinnon and Nathaniel White, Jr. The board organized by the choice of

John Pearson as president, T. A. McKinnon as vice-president, Frank E. Brown as clerk, and John F. Webster as treasurer." *- White Mountain Republic-Journal - Fri, May 20, 1898*



William E. Gladstone

May 20th

John Horne, superintendent of the Mt. Washington railway, made an ascent of Mt. Washington on Friday, May 20th, and found the snow fourteen feet deep on the platform of the depot at the summit. Mr. Horne, who is an Englishman, and formerly of this city *(Portsmouth, N.H.)*, ***raised a (British) flag at half-mast*** over the Summit house, as a tribute William E. Gladstone. *(Gladstone, a British statesman and four-time prime minister of the United Kingdom had died four days earlier at the age of 88.)*

– Portsmouth Herald Tue, May 24, 1898 pg. 2

July 2nd

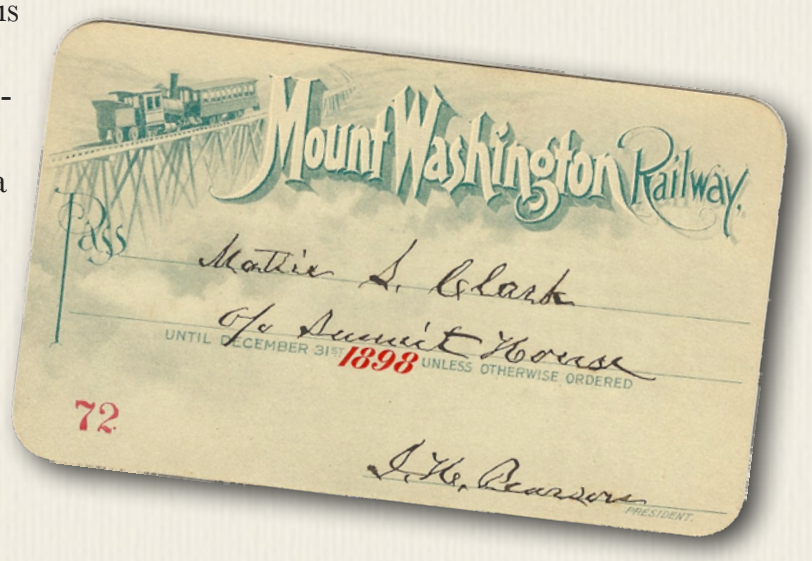
A Regal Offering Advertisement: "Mount Washington - the crown of the monarch of the hills is the Mecca to which all true believers in t he beauty of White Mountain scenery invariably direct their steps. The marvelous cog railroad, here first applied to the scaling of precipitous heights, and the fine carriage-way which climbs the opposite mountain side, are so well known, and have been so often described that it needless to give any description of them here; while it is impossible for either pen or pencil to properly portray the extent and grandeur o fthe sight revealed tot he eye from the lofty summit of the towering peak. On thee top is a small hamlet, consisting of the Summit House, Observatory, etc., and in summer it is quite a busy lace, through the crowd of tourists brought to it by thee railroad from Fabyans on the west side, and by the carriage road from Jackson and the Glen on thee east. The places of interest within a short distance form the summit are the Alpine Garden, Bigelow's Lawn, Lakes of the Clouds, Tuckerman's Ravine with its snow arch, etc. *Summit House*, Barron, Merrill & Barron, proprietors, accommodates 200 guests, the rates being $4.50 per day; supper, lodging and breakfast $3.50; and dinner $1.25; contains all the conveniences of a first-class hotel, and has post-office, telegraph station, etc."

- White Mountain Echo - Sat, Jul 2, 1898 pg. 5

July 24th

Summit Hotel History: "Mount Washington has witnessed the building of no less than three hotels on her summit, the old original Summit House, built in 1852, the Tip Top House, built in 1853, and the present Summit House, which was erected in 1872. The old Summit House was torn down in 1884 to admit of the building of a wooden frame house called "the cottage," which is used as sleeping apartments for the employees of the present Summit House. It was built of the stone which is found at the summit, and for a long time after the building of the Tip Top House was used as a sort of annex to that hotel. The Tip Top House still stands, but in a very dilapidated condition. In 1877, when Henry M. Burt, of Springfield, Mass., commenced the publication of *Among the Clouds*, he secured it for his publication office. A queer printing office it made, but it was the only building on the summit available. The paper was moved into its present office in the autumn of 1884. Since 1884 the Tip Top House has been vacant. No care whatever has been taken of it. The windows have all been broken, the doors that have not been taken off their hinges and broken are left open, allowing the rain and snow to beat in, and the structure is rapidly going to ruin. It is built of the stone found on the summit, with a wooden roof and thin board partitions. It is too bad that it could not be restored and maintained as a relic of early times on Mount Washington. The present Summit House is a large two and a half story wooden building. It will accommodate about 200 guests, and is conducted in a first class manner. If a man who visited Mount Washington in 1852 could visit the summit today, he would see a vast difference in the surroundings."

- Gorham Mountaineer article reprinted in White Mountain Journal-Republic - Fri, Jun 24, 1898



July 18th

Opening Notes: "*Among the Clouds*, the oldest summer resort newspaper in this country, begins its twenty-second year today *(7/18)* with a Mergenthaler Linotype machine with all its latest improvements, which does the typesetting for the paper, at an astonishingly rapid rate, - doing as much work in an hour as five of the swiftest compositors can do in the same time in the old way. This is the first time that type was ever set by machinery at an elevation of nearly a mile and a quarter above sea-level. This machine is the greatest invention of the 19th century, and every visitor to the White Mountains should come to the Summit and see this most wonderful achievement of human ingenuity, doing in the most complete manner what has for years been pronounced to be an impossibility.

July 30th

"***Reports of my Death...":*** "Mr. Henry N. Teague, who is a private in the First N.H. Regiment was reported dead this week, but there is no truth in the rumor. His regiment is stationed in Chickamauga Park. Mr. Frank Shaw is receipted of a letter under date of July 23d, in which he stated that he was in good health. Mr. Teague was a student of Dartmouth college when the war broke out. He is a native of Southwest Harbor (ME)." While greatly exaggerated, Henry Teague, a future Mt. Washington Railway owner, would fall sick in camp and go home before seeing any action in Cuba.

- Lewiston (ME) Sun-Journal - Sat, Jul 30, 1898 pg. 23

August

George Crawford's Cab Ride: "Spectacular; that's the word to describe it, not picturesque. Picturesque fits all right when the scene is viewed from te car window, but spectacular it becomes when your viewpoint is in the cab of a locomotive. The connecting link between Fabyans and the summit of Mt. Washington, is a train of three open observation cars which, three times a day, appears upon the platform... It is a happy and expectant party that climbs aboard; every third person carries a camera and enough plate are exposed during a season in the ascent of Mt. Washington form a descent sized mountain of themselves. The railway ascent should be made in the morning or towards evening. It is then that the sides of the Presidential range are seen, not as bare ridges and unfathomable ravines, but in the blow of varied color and under the happiest sky. At the Base station change is made to the cog railway and peculiar slanting locomotive , made expressly to climb the hills, begins to push its burden up the mountain. The pace is slow, so slow that the conductor will off-times step from his train at the front and catch on again as the rear end passes him, thus saving the exertion of a walk through the train, which, by the way, consists of but one car placed ahead of the locomotive. The locomotive works continually in a quick, jerky exhaust, for the cylinders are very small and the stroke is short. The Mt. Washington road has vien the cue to all, and it still mainains its lead in stupendous achievement. for the several cog-railways of note existing today the following is the detail: George Crawford."

- Narragansett Pier (RI) Herald - Sat, Aug, 13, 1898 pg. 9

August 4th

Angry Storm: "Conductor Kenniston of the Mount Washington Railway, who was in a position to see to the best advantage, reports that the thunder cloud of Thursday *(8/4)* evening which approached Mount Washington through the Ammonoosuc valley was the angriest, blackest and most threatening in appearance that he ever witnessed among the mountains. The flashes of forked lightning that incessantly played over and around it, presented a terrible but wildly fascinating picture."

- Among the Clouds - Sat, Aug 6, 1898

August 9th

Full Tanks: "The recent rains have filled the tanks at the Summit and on the line of the Mount Washington Railway, and the music of rippling streams is heard again up and down the mountain. It is hoped that the water famine of 1898 is over."

- Among the Clouds - Tue, Aug 9, 1898

August 11th

A Mountain Railway Test - Spring 1876: "A prominent official of the Mount Washington Railway Company *(Ed note: Most likely, John Horne, who arrived in 1873 and was railway superintendent in 1898)* gives the following description of an interesting test in applying power on steep grades, made here a few years ago. In the fall of 1875 some of the

officials of the Rigi railway were here looking over the Mount Washington Railway, and requested us to make some experiments as to the propelling and holding back power of our locomotives, and the writer *(Horne)* made a number of tests the following spring, but only one is here given, as to enumerate all would savor too much of a repetition. The steepest grades were not taken, as they are on trestle-work varying in height from 12 to 23 feet, and as it was necessary to get off and on the engines frequently, places on the track were taken as near the ground as possible, but from data here given any grade can be computed. ***The results sought were:*** First, the lowest steam pressure at which the engines would run after they were in motion; second, the lowest pressure at which they start when at rest; third, the lowest air pressure required to hold them when coming down; fourth, the distance run to pump up that pressure. ***The tests were made as follows:*** The engine was started with full pressure, 110 lbs per square inch, a valve being arranged so that steam could be liberated from the boiler and kept open until the engine stopped. The valve was then closed and steam generated and the engine moved again. During all the experiments with steam and air the main throttle was open all the time. Now for a non-mechanic to understand the method of coming down with air, it is necessary to give a few words of explanation: By a series of valves in the cab the cylinders can be connected either with the boiler or the atmosphere. We connect them with the atmosphere, gravity causing the gears and crank shafts to revolve, they in turn reciprocating the pistons in the cylinders and making them to all intents and purposes an air pump. After a few revolutions of the gears enough air is compressed to hold the train at rest and a valve controlled by the engineer lets the proper amount escape to give the desired speed. The grade on which this test was made is 1 in 3800 or 1391 feet rise in 1 mile, ***three tests being made*** on each grade to ensure accuracy. As before stated the engine was started with full pressure, the valve open to let steam escape from the boiler, and when it fell to 32 lbs, the engine stopped. The escape valve was then closed, steam generated, but the engine did not move until a power of 47 lbs was raised, and one of 60 lbs was required to keep a steady motion. Friction brakes were then applied, steam again reduced to 15 lbs, brakes released, the engine started back a distance of 13 feet and pumped an air pressure of 25 lbs, and then stopped. The question arises why should it stop at 25 lbs coming down and 32 going up."

- Among the Clouds - Thu, Aug 11, 1898

CRAWFORD HOUSE,
FABYAN HOUSE,
TWIN MT. HOUSE,
SUMMIT HOUSE.

FINEST DAY'S TRIP IN AMERICA.

Up Mount Washington by Railway; Down the Mountain in Wagons; Through Pinkham Notch in Tally-ho; Return via Rail Through Crawford Notch. Leaving after breakfast; return in time for supper.

Carriages with experienced drivers for the drive through the famous Crawford Notch, the ascent of Mount Willard, and other points of interest, may be obtained from the excellent stables attached to the hotels.

BARRON, MERRILL & BARRON, Managers. O. G. BARRON, C. H. MERRILL, W. A. BARRON.

- Advertisement in White Mountain Echo - Sat, Aug 20, 1898 pg. 25

September 6th

Engineer Cusick Honored: "On Tuesday *(9/6)* evening the friends of Mr. Alexander T. Cusick, the engineer longest employed on the Mount Washington Railway, took occasion, at the Base station, to present him with several mementoes of their good will. These consisted of a handsome watch chain, a unique and beautiful cup and saucer, and others. *(Ed note: This sounds like it might have occurred at a Cog Party)* Superintendent Horne made an apt and felicitous presentation speech, but there was no response, as Mr. Cusick was more surprised than he could be by any of the remarkable views and spectacles which so often greet him on Mount Washington. Mr. Cusick is faithful and efficient in his labors and popular with his friends, and the compliment was well deserved."

- Among the Clouds - Thu, Sep 8, 1898

Cusick's Birthday: "On Tuesday 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 Horne 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. Mr. Cusick has been in the employe of the Mt. Washington railroad company for the last

twenty-three years and for sixteen years as engineer whose clear brain and steady hand has guided No. 8 and carried thousands of passengers up the grand old mountain. Mr. Cusick is faithful and efficient and the compliment was deserved. Hope he will see many returns of the day are the wishes of his many friends at the Base of Mt. Washington."

- Littleton Courier - Wed, Sep 21, 1898

1899

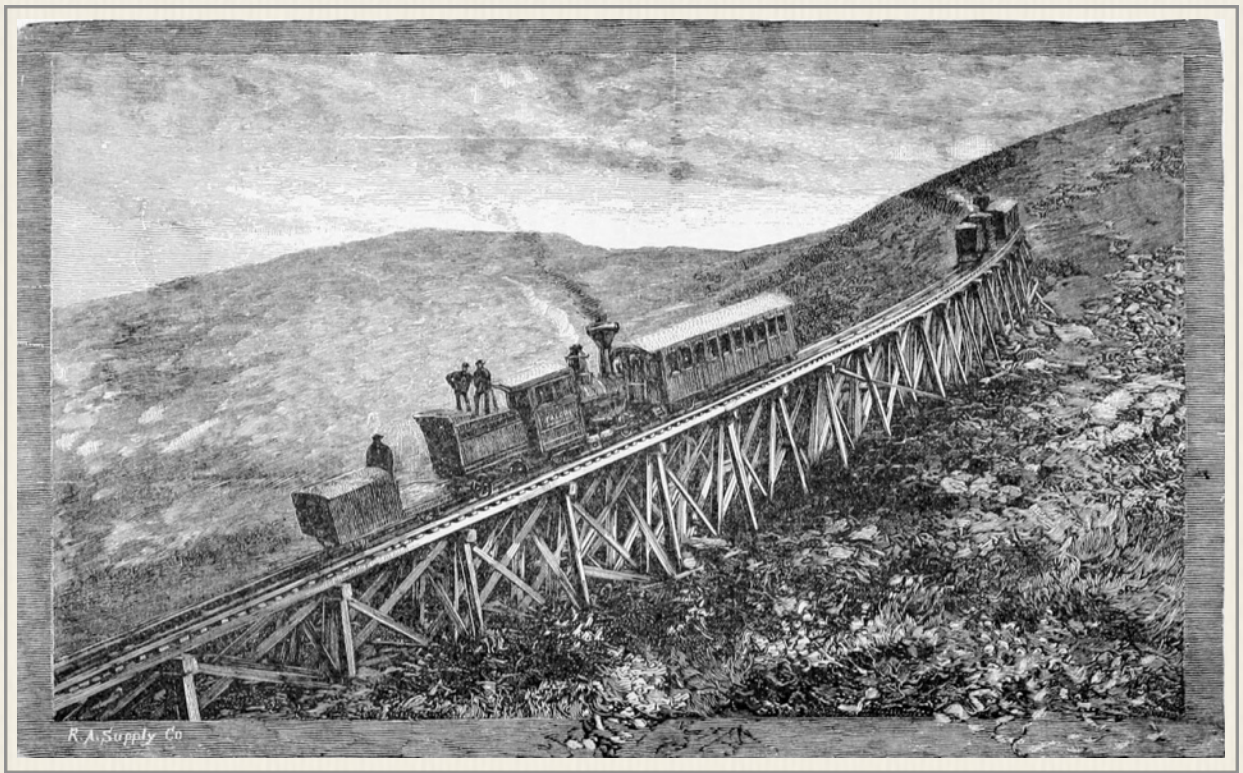
New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1898 Season*** - Total earnings: $18,725.54 - Total expenses: $12,588.53 - Dividends declared (3 per cent): $6,345 - Total passengers: 6,299

Jan 13th

Road to the Summit: "Governor Rollins of New Hampshire wants to have a state highway built from the Massachusetts line to the top of Mt. Washington. We cannot bear to think of Hon. Cy Sulloway coasting with all his length of leg from Mr. Washington. He would bring up somewhere in Long Island sound and submerge two or three states with his displacement." *- New York Sun reprinted White Mountain Republic-Journal - Fri, Jan 13, 1899*

March 7th

Publisher Burt Dies: "Henry Martyn Burt, the founder of *Among the Clouds* and its editor and publisher for twenty-two years, was born at Otisco, Onondaga County, N. Y., September 13, 1831, and died at Springfield, Mass., March 7, 1899, aged sixty-seven. In 1847, when fifteen years of age, he went to Northampton to become an apprentice in the office of the *Hampshire Gazette*. This was the beginning of what was to be a career of fifty-two years as printer, publisher and editor. Mr. Burt was married, January 9, 1861, to Miss Frances Ann Hunt, daughter of Seth Hunt of Northampton, for many years treasurer of the Connecticut River Railroad Company. From 1869 his home was in Springfield, except for a brief residence in Newton. Mr. Burt's attention was first drawn to the White Mountain by the reading of "The White Hills," by Thomas Starr King, whose writings appealed strongly to his sense of the beautiful and sublime. His first ascent of Mount Washington was made on horseback from the Crawford House upon his birthday, September 13, 1867. A few years later *(1874)*, being stormbound one day in the Summit House, the absence of reading material suggested to his keen journalistic intellect the publication of paper on the mountain. The idea slumbered for three years, but in 1877 it took definite shape. The late Walter Aiken, then manager of the Mount Washington Railway, afforded all needed transportation facilities and placed the old Tip-Top House at Mr. Burt's disposal for a printing office. Mr. Burt originated summer resort journalism, a field in which many have followed his footsteps... The *Springfield Republican* says: "He came to be the host of Mount Washington, the man to whom all visitors went for expert and enthusiastic rehearsal of its history and the points of view." He was seized with illness and on the 23rd of February *(1899)* he took to his bed, never to leave it. Pneumonia developed within a few days, and he passed away in the early morning of Tuesday, March 7. No one ever loved the White Mountains with a stronger affection than Mr. Burt, and no one ever did more to advance the material interests of the dwellers



Etching of Falcon on Jacobs with Burt's Ravine beyond (1899)
- Here and There in New England

among them. His enthusiasm for the mountains arose from his love for the grand in nature and from the great benefits which the annual sojourn at the Summit imparted to his health." *(Henry's son, Frank H. Burt would continue publishing the newspaper as Editor and Business Manager)* Colleague Robert C. Dunham wrote, "When he felt sure he was right, no earthly power could turn him from his opinion. But whenever convinced that he was mistaken, no one could drop a disputed subject with greater ease and grace than he. As a journalist his style of writing was the pure, terse, expressive English, with few adjectives, but always aptly elucidating the point in discussion. Once in riding up the mountain with Mr. Burt the writer asked him the name of the vast gorge between Mount Clay and Mount Washington, on the edge of which the tracks of the Mount Washington Railway are placed. The ravine is one of the largest and most profoundly impressive among the White Mountains. "It has no name," was (Burt's) answer to my question. (Later after his death) I found myself in the mountain railway car, among a few friends, looking down into the great gorge, when the same question as to its name was asked and answered. "Why not call it Burt's Ravine?" suggested one who knew the deceased editor well. "The very thing!" responded another, and the name was then and there adopted, subject to the approval of the competent authorities."

- Among the Clouds - Fri, Jul 14, 1899 pg. 1



Henry M. Burt (1831-1899)
In 2018, "the Academy of New England Journalists awarded its historic figure Yankee Quill to Henry Martyn Burt, the founder, publisher and editor of the 19th century newspaper Among the Clouds, published at the summit of Mount Washington. Burt was once jailed by a sheriff for criminal libel for accusing the proprietor of a popular mountain hotel of overcharging to remove the body of a young boy killed in the collapse of a snow arch. Burt also founded the Massachusetts-based New England Homestead, an important farm newspaper, and the Northampton Free Press, a champion of the anti-slavery movement. The Yankee Quill is presented annually by the Academy of New England Journalists through the auspices of the New England Society of News Editors. It is considered the highest individual honor awarded by fellow journalists in the region. Selection for the award is not based on any single achievement but rather on the broad influence for good in serving the public welfare over the course of a career."

April 21st

Base Visit: "Superintendent John Horne made his first visit to the base of Mount Washington this year on April 21. He came in on snowshoes and found nearly ten feet of snow on the platform at Base Station. This seems a little remarkable to those who pass by the place during the summer months."

- Among the Clouds - Tue, Aug 1, 1899

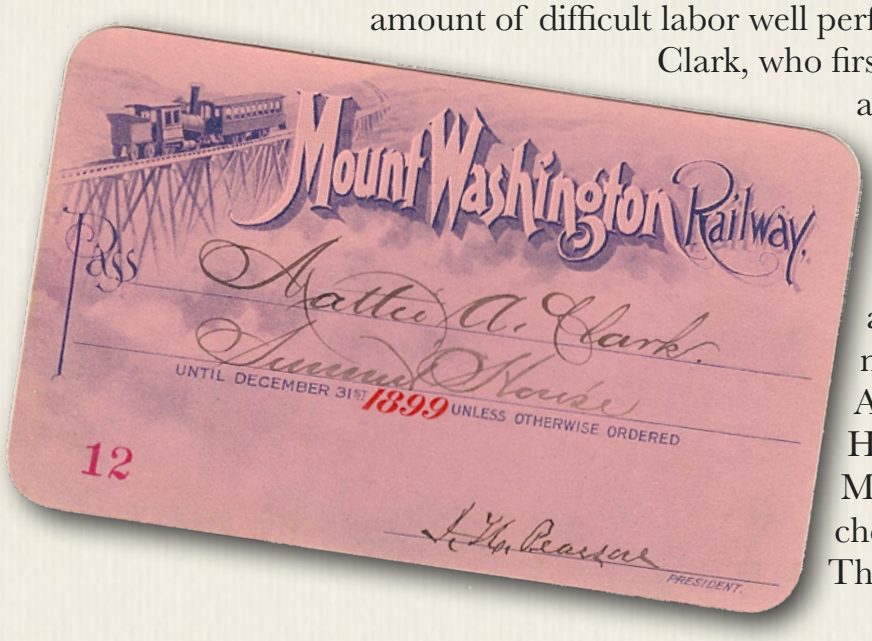
June

Railway Master Mechanic Vol. 23 No.1 out of Chicago reports on page 251 (books.google.com edition) that "The Boston & Maine round-house at Lyndonville, Vt., was destroyed by fire recently, and of the eight locomotives in the house at the time, six were badly damaged by flames. The loss on the building is estimated at $15,000, on locomotives $15,000."

- Railway Master Mechanic - Google Books

June 26th

The Summit House: "The season at the Summit House began on June 26, with the arrival of a goodly company of guests, and the number of visitors has been fully up to the average, to the present. The wintry elements play havoc with the exterior as well as interior appointments of the hotel, and it is no easy matter to put the house in proper shape... New carpets, new furniture and pleasant surroundings on all sides indicate the amount of difficult labor well performed by the small army of attaches. Miss Mattie A. Clark, 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 Clark has made a most enviable reputation, and is known as one of the most capable woman hotel managers in the country. Mr. A. Frank Curtis, so long connected with the Quincy House, Boston, has charge of the office. Mr. Thomas McGovern, who was at the Plaza Hotel, Boston, acts as chef, and the cuisine receives the highest praise from guests. This is Mrs. Howland's ninth year as pastry cook, and in



this line she is unsurpassed. Mr. Albion Bucknam, who is attending the School of Technology at Worcester, has charge of the dining-room." *- Among the Clouds - Sat, Jul 15, 1899*

July 15th

You Ought To Be in Pictures: "If good old Sylvester Marsh, who invented the Mount Washington Railway, could have stood on the platform at the Summit on Saturday last and witnessed the unloading of a later invention, which had been brought up on a special car for the purpose of portraying trains in motion, and other things, he would probably have exhibited as much astonishment as did the hundred or more tourists and residents on the mountain-top.... About noon on Saturday Superintendent John Horne arrived on top of the mountain, accompanied by Mr. M. J. Keating, the gentleman who secures lots of publicity for Keith's Boston theatre, and Mr. G. W. Bitzer, an expert operator of the American Mutoscope and Biograph Company. The brought along with them a complete biograph outfit for making of motion pictures, comprising a camera and electric motor, weighing about 265 pounds, five storage batteries, weighing 200 pounds each, and a large trunk containing films, lenses, cable and other paraphernalia. The total weight of the outfit is 1700 pounds. Mr. Bitzer... exhibited and explained the working of the camera to an interested knot of people... the pictures, which are 2x2¼ inches in size (when projected magnified to 26, 30 feet), are taken on a continuous film at the rate of from 32 to 40 per second. A half-minute film is 160 feet in length and contains 1200 photographs, between each of which there is a well defined stop of the three-hundredth part of a second. A longer film, 320 feet, requires one minute to run through the machine, and contains 2,400 photographs. "While there are various so-called motion picture machines in use in this country," said Mr. Keating, "the biograph is acknowledgedly the best of them all... This camera has been loaned to Mr. Keith... and Mr. Bitzer is engaged in making pictures throughout New England for exhibition in our theatres in New York, Philadelphia, Providence and Boston, where we have exclusive rights. Afterward they will be shown in all the other large cities in this country, and in the capitals of Europe and the advertising value to the sections visited cannot be estimated in dollars and cents. The present tip has been undertaken with the co-operation of the Boston & Maine, Maine Central and Mount Washington railroad companies, and is also being helped along by the hotel men... On Mount Washington we intend to make pictures of a train crossing 'Jacob's Ladder,' the workmen (half a dozen of them) sliding down the track on their boards, the departure of the stage coach, and a panoramic view showing all the buildings on the mountain-top." The biograph will probably be on the mountain until Wednesday, as the weather since Saturday has precluded the possibility of any work being done."


KEITH'S, "The Model Playhouse of the Country.

FREDERIC BRYTON

—AND—

GRACE FILKINS.

In a New and Charming Sketch by Augustus Thomas, author of "Alabama," etc.

GREAT VARIETY PROGRAMME.

New Inaugural and Other Views in the only perfect motion-picture invention, the American Biograph.

- Among the Clouds - Mon, Jul 17, 1899 pg. 1

Miss Stout at the Pleasant: "Miss Stout, who has for many years been connected with the Bazaar at the Summit House, Mount Washington, and in receent summers has been at the Mount Pleasant House, is again in charge of thee Bazaar at the Mount Pleasant. Miss Stout spent the winter in the South as usual."

- White Mountain Echo - Sat, Jul 15, 1899 pg. 5

July 20th

Lighting Camera Action!: "The American Mutoscope and Biograph Company's operator, under the direction of Press Agent Keating of Keith's Boston Theatre, took advantage of the fine weather yesterday *(7/20)*, after several days of waiting, and secured four motion pictures of scenes on Mount Washington. On arrival of the trains 11:15 o'clock, (a second) picture was made. In this case the operator revolved the camera, showing the last train just as it came over the rise to the platform, the Summit House, the old Tip-top House, the office of *Among the Clouds*, and the hundred or more tourists moving about the platform. This picture is made up of 1,200 photographs, and will be full of life and movement. In the afternoon the apparatus was transferred on a special train down to "Jacob's Ladder," where a picture was made of a train crossing that noted stretch of trestle work, after which the camera was taken to the base of the mountain and a fourth picture made of workmen coming down the railway track on slideboards. The departing coach and the railway train on "Jacob's Ladder," and

above all, the sensational flight of the slideboards at a mile a minute will be among the most talked of objects presented before the patrons of the Keith theatres, and it does not need a prophet to foretell that many who will see the thrilling pictures will come to witness the still more marvelous reality. It is not risking too much to assert that no single enterprise ever promised such great results to the White Mountains region as this Biograph expedition." *- Among the Clouds - Fr, Jul 21, 1899 pg. 1*

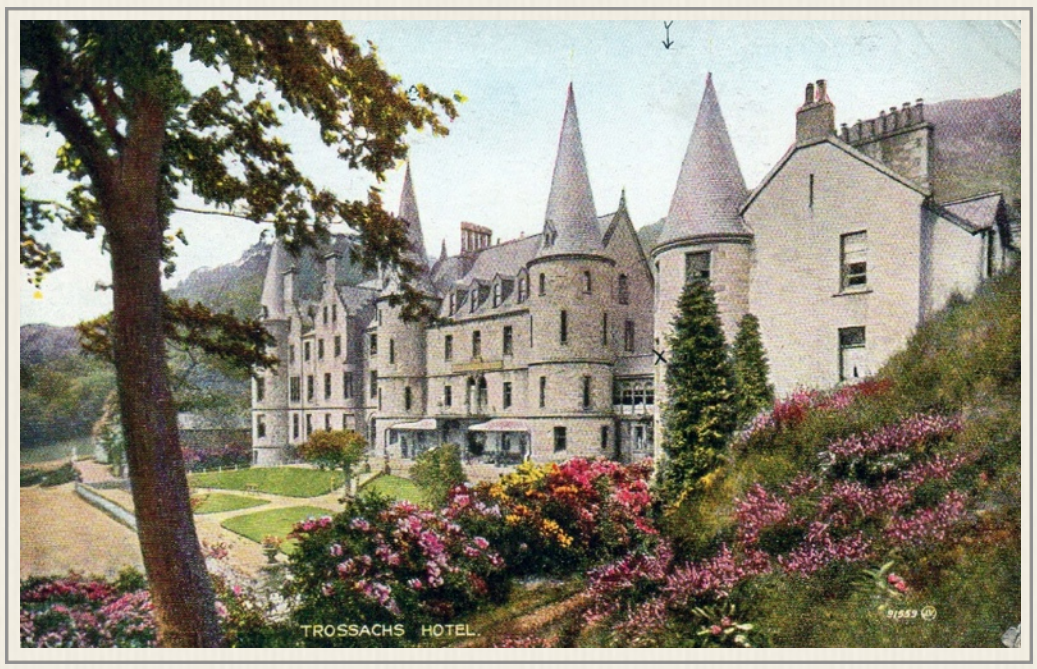
July 21st

Spare Makes the Climb / Red Fire Greetings: "Engine No. 4, Mount Washington Railway, came up the mountain Friday *(7/21)* with the noon train, this being its first trip in three years. It has been kept of late as a spare engine. Conductor Myron P. Browley of the Mount Washington railway 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 at the Summit House and is a welcome addition to the social circles of this aerial settlement."

- Among the Clouds - Sat, Jul 22, 1899

July 23rd

Cog Kid "Little Jessie" Writes Memories from Scotland: "You may think I have dropped all modesty and womanly reserve in writing to a stranger, but after reading my letter (from Dundee) you will see I have a good excuse for so doing. I am almost an American myself, as my parents moved from Aberdeen to Quincy, Mass., in 1861, and father was engaged as foreman in one of the granite quarries there. He afterwards went to Concord, N.H., and it was in that city I was born. Finally he drifted to the White Mountain region and assisted in building the Mount Washington Railway and the Summit House. I am spending a few days with my children at the Trossachs Hotel *(right)* in the Highlands... and there is a party of American tourists domiciled here. We were soon on the best of terms and one of them had been on Mount Washington only four days before sailing from New York for Glasgow. She had a copy of *Among the Clouds,* Which she loaned to me. It was the opening edition for this season *(1899)* and contained a picture of the late Henry M. Burt. I remembered his features very well, though I was but 12 years old when we returned to Scotland. After reading the paper I went to my room and... I had a good cry. I looked out the window... and my thoughts wandered to the grand old White Mountains of my youth. I also recall some of the men I had known. One was a Mr. Judkins, conductor of the train, who would go with me and fill my bowl with raspberries, and then would climb to the logs in the sawmill yard to get me a piece of spruce gum. A kinder or more generous man I have never met, a man whom children could not fail to love. There was also an old man called "Jim," who drove a stage from the Base to, I think, the Crawford House. I can see him now, a short rotund man with a large scar on his neck, and as honest a face as ever the sun shone on. Many a time has he made me sit beside him and take me along till we met the incoming coach and transfer me to the other driver, who would take me back to the Base. When he came back next day he would have some dainty for me, a bunch of grapes, or an orange or something that children like. When Jim exerted himself, he used to make a very peculiar wheezy noise that attracted my attention, which I would compare with the sound that came from a leak in the bellows in the blacksmith shop. Sometimes I thought it came from the scar and I would put up my hand but could discover nothing, then I would think it was his breathing. I do not speak of this in a sarcastic or humorous vein, but as it used to strike my childish fancy. Other names I remember are Dodge, Hitchcock, Aiken, Horne, Uncle John and Randall. Then there were the French-Canadians, rough in garb, but with hearts as big as the mountains themselves. How often after their day's work



Postcard of Trossachs Hotel, Scotland (1900)
- Dennis Hyndman / Callander Before and after FB

was done, have they taken a slideboard on their shoulders, holding on to my hand, and we would walk up the track a short distance and with childish glee I would sit in their laps and slide down to the Base. I have heard father relate some amusing stories about Mount Washington but I am not in a frivolous mood just now and will not repeat them. How many of these men have passed to the great beyond I have no means of knowing; but it is only natural that the Great Reaper has been among them and cut some down; but if any of those who are spared should ever visit Auld Scotia, there would be no greater earthly pleasure than to grasp their hands and welcome them for "Auld lang Syne." Perhaps some of your readers may remember "Little Jessie." - Mrs. Archibald Maclaren." *- Among the Clouds - Mon, Aug 7, 1899*

(Ed note to self: new time frame guess for Little Jessie's birth 1872-1873 and there for addition in 1884)

July 29th

Timid People: "In making the descent the engine runs down by compressed air used in the cylinders instead of steam. Many people are very timid in making the first ascent, anticipating something terrible to happen The road has carried hundreds of thousands of passengers and not a single one has been hurt. It requires about one hour and a half to make the ascent and the speed in the descent is the same."

- Letter from Israel Waterhouse printed in The Statesville (N.C.) Record and Landmark - Tue, Aug 8, 1899 pg. 1

July 30th

Tuckerman's Picnic: "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. The drift is about 175 feet long and ten feet high. A perfect arch is formed by the gushing waters."

- Among the Clouds - Tue, Aug 1, 1899

July 31st

FAQs Mount Washington Engine: "Interesting facts and data furnished by Mr. John Horne, Superintendent of the Mount Washington Railway: So many questions have been asked in the office of *Among the Clouds* about the working of the locomotives on the Mount Washington Railway, that by request of the publishers I give a brief description. The first engine *(Peppersass)* had the upright type of boiler, suspended on trunnions a little more than half way up, as it was thought it must be vertical, but owing to the changes in grades it would oscillate and form a dangerous opening in the footboard. It was not supplied with any device for feeding water to the boiler, so the train crew would fill it up before starting, go as far as they could with safety, let the steam down and then fill up again with pails or hose. It was a very crude affair, but demonstrated the fact that a mountain climbing engine was practical. This engine was loaned to the Baltimore & Ohio railroad and exhibited by them at the world's Fair in Chicago, along with their collection of transportation machinery, and at the close of the fair was presented to Field's Museum though in my estimation it should be in the possession of the New Hampshire Historical Society. The next four engines were built on practically the same lines with some improvements. All those engines had but one driving shaft and gear and were amply strong to do the work but to eliminate all danger our present engines have double the gears and shafts. The engines now in use have the ordinary type of locomotive boiler but are somewhat shorter owing to the steepness of the track. The boilers are sent in the frame with the front end 18 inches lower than the back so as to strike a medium between the flat and sharp grades.

To give a mechanical description would make too long an article for your paper, but I will try to make it clear. I will not describe injectors, valves, steam gauges, etc. as they can be seen on any well equipped steam plant. On each locomotive are two pairs of cylinders 8 inches in diameter and 12 inches stroke, called respectively the back and forward pair. Each pair is connected together by a toughened steel crankshaft on which is a steel pinion of 12 teeth that engages with a phosphor bronze axle. On this axle is the main cog-wheel which meshes in the cog rail in the centre of the track. This wheel has 19 teeth, 4 inches from the centre to centre, and at each revolution the engine is propelled 6 feet and 4 inches, but the cranks have made 5⅓ revolutions and have sacrificed speed for power. Most people do not realize the work our engines perform, and I will give this as an illustration: Imagine a building 3,700 feet high and block of granite on the ground that weighs 18 tons. to life this block to the top of the building in 70-minutes would be called a great feat. This is practically what we do every trip. speaking mechanically, there is no difference how a thing is accomplished, whether it is pulled up by a rope, jacked by a screw, hauled by cars on a long and easy grade, or pushed up a short and steep grade, the power required is just the same if done inthe same time. In coming down the mountain no steam whatever is

used, gravity alone doing the work and the machinery holding back. As soon as the gears commence to revolve each of the cylinders is alternately open to the atmosphere. At the end of the stroke the openings are automatically closed and as the cylinders are filled with air unless there is a chance for ti to escape the engine would remain stationary, but with suitable valves under the control of the engineer the air is released and the speed regulated. There is a very fine stream of water admitted to the cylinders as a lubricant, and as compressing air generates heat, this water coming in contact with the hot walls of the cylinder flashes into steam and gives one the impression that steam is used. A recent test of one of the engines on a 1,980 feet rise to the mile the horsepower transmitted to both cog-wheels was 517. - John Horne"

- Among the Clouds - Mon, Jul 31, 1899 pg. 1

August 3rd

Higher - Not Better: "From far-away Spokane, in the state of Washington, Mr. O. G. Laberee, an owner of large mining properties, paid a visit to Mount Washington on Thursday *(8/3)* night, and was much delighted with the scenery. Living in a state which abounds in high mountains, he found nothing remarkable in the altitude of Mount Washington, but in its favorable position for views it seemed to him unsurpassed. "I think I can say truthfully that in none of these places (where he owns mines) have we the view that I saw tonight coming up the Mount Washington Railway. This mountain overlooks the other hills, which look to me like a sea of mountains, and I have never seen anything like it in British Columbia, where there are mounts much higher."

- Among the Clouds - Fri, Aug 4, 1899

August 5th

Hotel Notes: "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. 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 - Mon, Aug 7, 1899

Cog-Wheel Inventor(?) Dies: "With the announcement that another Swiss Alpine railway is about to be constructed by a British syndicate comes the news of the death *(Jul 25, 1899)* of the inventor of the cog-wheel railway, which is the principle unanimously adopted on the Swiss mountains. *(Niklaus)* Riggenbach was born in Alsace in 1817 *(5/21)*. His father was ruined by the fall of Napoleon, and died of a broken heart, but his mother, a stout-hearted lady, settled at Beale, and established a prosperous grocery business. But the soul of the son was not to be fettered to a grocer's counter. He desired to become an engineer, and, having gone through some of the principal locomotive shops in Germany and Switzerland, he went to America, where he hit on the idea of the cog-wheel railway *(Ed note: by closely observing Sylvester Marsh's Mt. Washington Railway)*, and very speedily attained both fame and fortune."

- Nottinghamshire (England) Guardian - Sat, Aug 5, 1899 pg. 4

August 7th

Mountain Premiere: "The views recently taken on Mount Washington and elsewhere in the mountains were selected with great care and taken under favorable conditions, and the first one to be shown was exhibited on Monday *(8/7)* at Keith's Theatre in Boston, being the view of the train crossing Jacob's Ladder. The picture made a great hit, which is sure to be the case with those that are to succeed it in the course of the next few weeks. The view of the coach descending the carriage road, the train arriving at the Summit, the train crossing Frankenstein Trestle, and other views of interest, are to be shown in succession, and will be repeated in the fall, after the visitors have all returned from the mountains. Through the medium of these living pictures a vivid portrayal of some of the most interesting scenes in the White Mountains will be placed before the eyes of thousands who have never been here to see for themselves, and an interest will be aroused which cannot fail to be felt in greater travel to New Hampshire's hills another season."

- Among the Clouds - Wed, Aug 9, 1899

Big Day: "The largest company for the season visited the Summit yesterday *(8/7)*, over 200 coming by train and between 75 and 100 by the other routes. The Around the Mountain stage line had full fares."

- Among the Clouds - Tue, Aug 8, 1899

August 9th

New Summit Souvenirs: "Miss Clarke of the Summit House has lately received from Europe some finely colored photographs of White Mountain scenery, which were sent there for artistic treatment. They form a choice addition to the attractive list of novelties and beautiful pictures and illustrations always to be found at the souvenir counter of the Summit House. It is rare that even Mount Washington can show such a record for arctic climate as has been the case this summer. There have been more cold snaps and frost than are ordinarily knowns, both in July and for the few days that have gone by of August. At the hour of writing there have been two days of almost continuous freezing weather and ice and frost are forming as we go to press."

- Among the Clouds - Wed, Aug 9, 1899

Remembering "Little Jessie" & The Summit Windmill: "Portland, Maine - Aug 9, 1899. To the Editor: I read the letter of Mrs. Maclaren in Monday's edition *(8/9)* with a great deal of interest. I remember "Little Jessie" very distinctly and her father also. I was employed on the Summit House as a carpenter when the addition was being built, and of course saw a great deal of them, and a brighter or happier girl would be hard to find. She was the pet of all the men and her every wish was granted, as none could resist her pleading eyes and winning ways. She writes of her father relating humorous stories which brings to my mind one that I was an eye witness to. Mr. Aiken had a horizontal windmill built at his shop in Franklin, N. H. to be used for pumping water from the tank near Lizzie Bourne's monument to the Summit House. It was brought to the Base where the frame was made in which it was to run, and then loaded on to a flat car. Now the frame being so much wider than the car it was necessary that some one should ride on the top, so as to signal the engineer in case it was liable to hit any rocks on one side or telegraph poles on the other. This man who was on the lookout was (I guess I won't give him away as he is still with the Mount Washington Railway and might not like it) standing on top of the windmill, and when crossing Jacob's Ladder a gust of wind struck it, and it commenced to revolve with amazing rapidity. You have probably seen a squirrel in a revolving cage, but it could not begin to beat time as this man did. It was Hobson's choice with him, either walk or fly off on a tangent, and the way he sprinted was a sight to behold. The mill eventually was put in position at the tank, and then came the piping, and as it was in the height of the season this had to be done when the business of the road would admit of it. Sunday was the day chosen, but the proprietor of the hotel being of a pious turn of mind objected to breaking the Sabbath and hoped it would prove a failure, and as a matter of fact there was not wind enough on the summit to blow out a match for twelve days. I recollect the remark made by one of the men that if putting up a windmill on Sunday kept the wind from blowing for two weeks, if we got six more they would insure calm weather all summer. - S. H. M." *(Editor's note: A Windmill Tank at 6,000 feet elevation is mentioned in a Signal Station observer's journal report in September 1884. This might be the windmill described in this reminiscence placing the Portland, Maine writer S.H.M. on the Cog payroll before that date. The first Summit House was dismantled in 1884 to make way for an addition leading credence to the fact "Little Jessie" was there in 1884.)*

- Among the Clouds - Sat, Aug 12, 1899

August 15th

Big Push / Hard Pine: "Still greater was the rush to Mount Washington yesterday *(8/15)* than on Monday *(8/14)*. From all around the mountains they came, thronging the station at Fabyan's and filling four cars, which took two engines to push them to the Base Station. There were 270 that came up the mountain, and something like 80 more arrived at night, besides many coming up by team and on foot. It was by far the busiest day of this summer. The Mount Washington Railway is replacing worn-out ties with Georgia hard pine, which curiously enough, can be delivered here at a less cost than the native spruce, to say nothing of its greater durability. The hard pine timber is considered good for twenty years when used in the track and trestles."

Special Notice: "The Mount Washington Railway Company will give one hundred dollars for the arrest and conviction of the person or persons who put a plank on the track on Tuesday afternoon, August 15, whereby one of the employees was seriously injured, and notice is hereby given that any person walking on the track will be arrested and dealt with according to the laws of New Hampshire unless provided with a written permission from the Superintendent - John Horne, Superintendent"

Hoodlumism: "The reckless folly of some unknown person caused a serious accident on Tuesday *(8/15)* to Ernest Oulds of the Summit House. He was walking down the track, 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. The Railway Company have offered a reward of one hundred dollars for the detection of the perpetrator of the offense, and propose to enforce vigorously the law forbidding walking on railway tracks, so far as their road is concerned. Any person walking on the track without a written permit from the superintendent will be prosecuted. This incident, which so narrowly missed roving a fatality, is the most serious outbreak of the spirit of hoodlumism which pervades a certain class of mountain traveler. A disposition to recklessly commit acts of mischief is altogether too common. Visitors were known last year to pry the nails out of a dog's collar and carry them away for souvenirs. The other day somebody stole a pair of nutcrackers from the Summit House dining room. Last summer some one abstracted the tin sign "Parlor," from the parlor door of the Summit House, and the management are looking for him to come back for the door this year. The remains of lunches are scattered with a willful disregard of the personal comfort of other visitors. Lunches are eaten in the Tip Top House observatory and banana peels, egg shells and surplus sandwiches are left on the floor. These are only a few of the offenses against good taste and against the rights of others that have been committed here. To all who belong in the class referred to it is respectfully submitted that the people engaged in entertaining the traveling public on Mount Washington as well as elsewhere in the White Mountains are entitled to the same respect and consideration which the travelers themselves look for. Life on Mount Washington and especially the carrying on of the railroad and the hotel, involves a great many inconveniences and much hard work, but all these are of little consequence compared with the annoyance occasioned by the thoughtless or willful acts of alleged human beings, whose conduct better fits them to be called by the name of hogs."

- Among the Clouds - Thu, Aug 17 & Sat, Aug 19, 1899

August 16th

Another Letter from "Little Jessie": "Dundee, Scotland. August 16, 1899 - To the Editor: Some one kindly sent me a copy of *Among the Clouds* of August 7th for which I return many thanks. It gave me great pleasure, mingled with sorrow to read of the grand old mountains and to look at the half-tone pictures of scenes connected with them and my heart years to look once more on them. I think I read every word, even all the advertisements, and... I see a hotel at Jefferson Highlands, the E. A. Crawford House. I wonder if that is the same E. A. Crawford, who used to stay in the log cabin at the Base in the winter, getting out the wood and lumber for the Mount Washington Railway. How sorry I felt for him and how I pitied his poor horses when one morning he discovered that during the night some miscreant had entered the barn and cut off their manes and tails. I was very young at the time, but I boiled over with indignation. The perpetrator was not known, and it was well for him that such was the case, as severe and just punishment would have surely followed. There is also the name of John Horne in the advertisement of the Railway, and I felt sure that he is the same person who had charge of the engines at the Base. How many times I have watched him working at the lathe in the shop or doing some repairs in the engine house, and when the engines were ready to be taken out and tried he would put me on the seat in the cab and run them up and down the track. - Mrs. Archibald Maclaren"

- Among the Clouds - Fri, Aug 25, 1899

August 21st

Panoramic Biograph Premiere: "The panoramic biograph view of the top of Mount Washington, with the arriving train and the crowds on the Summit House platform, was shown on Monday *(8/21)* night at Keith's Theatre, Boston, and was received with great applause. All the biograph views taken on Mount Washington have now been exhibited and the success of Mr. Keith's plan for thus bringing mountain scenery to sea level has been fully demonstrated. Views in the Notch and elsewhere in New Hampshire are still to be displayed, and all the pictures will be repeated in the fall, after the visitors have gone home."

- Among the Clouds - Wed, Aug 23, 1899

August 25th

Jefferson Notch Road: "It is with much gratification that we have to announce that sufficient funds have been raised among the hotel-keepers most interested in the project of building a road from Twin Rivers, on the Mount Washington turnpike, to a point in Randolph near Jefferson Highlands, to pay the expenses of a survey, which is to be speedily made. The route which is contemplated starts in Randolph, not far from the Mount Adams House and E. A. Crawford's in Jefferson Highlands; it follows an old logging road of the Browns Lumber Company, passing by two of their abandoned camps, thence over the divide between Mount Jefferson and Mount Mitten, which I call Jefferson Notch, then down another old logging trail to Twin Rivers, the junction of the Ammonoosuc with one of its branches, and there intersecting with the Mount Washington turnpike. The grades are easy and the views infinitely superior to those on the old Cherry Mountain road. Then when the road is extended from the Twin River siding, parallel with the Southern Peaks of the Presidential Range, to come out at the Crawford House, it will afford a direct route for all these places to the Notch, much shorter than the old roads. Every one who loves the majestic scenery of the Northern Peaks will be glad that the project is beginning to take tangible shape and will look with interest for the further steps sure to follow."

- Among the Clouds - Fri, Aug 25, 1899



August 31st

First Horseless Carriage Arrives: "The first horseless carriage to ascend Mount Washington *(above)* pulled up in front of the stable at the Summit at twenty-five minutes of twelve yesterday *(8/31)*, and its passengers, Mr. and Mrs. F. O. Stanley of Newton, Mass., alighted to receive congratulations on being the first to climb the mountain by the power of steam over the carriage road. The Summit colony had been notified by telephone the night before the arrival... Then the wire stopped working. Mr. W. W. Jewell walked down the carriage road a mile or so early in the forenoon and brought back word that the horseless vehicle and its passengers was on the way, having made the Half-Way House in an hour and a quarter. Then all was excitement among the residents on the mountain and among the large crowd of passengers arriving by the morning train, and the northern end of the platform and the roof of the woodshed of the Summit House were thronged with watchers. About 11:30 the word, "Here they are!" was passed from lip to lip, and the little vehicle with its two passengers was seen rounding the curve by the Gulf. The amount of gasoline required to ascend the mountain was less than two gallons. It required the water tank twice full to make the ascent. Superintendent John Horne of the Mount Washington Railway came to the Summit last night to examine the locomobile and talk with its inventor, after doing which he returned on his own old and faithful automobile - otherwise slide-board - to the Base. A new chapter in Mount Washington history was written yesterday. The wonder of the last generation of mountain travelers was the Mount Washington Railway; the marvel of today, which will not detract in the least from the fame and importance of the railway, is the successful ascent by locomobile. The full success demonstrates that it is practical and economical to run motor carriages up Mount Washington. A new epoch of mountain travel begins from the present day."

- Among the Clouds - Sep 1, 1899



September 6th

Cranberry Sauce: "Mountain cranberries are ripe, and although very small are delicious in flavor. The cranberry sauce which accompanies the Summit House roast turkey is made from this native fruit, growing at a height of 5500 feet." *- Littleton Courier - Wed, Sep 6, 1899*

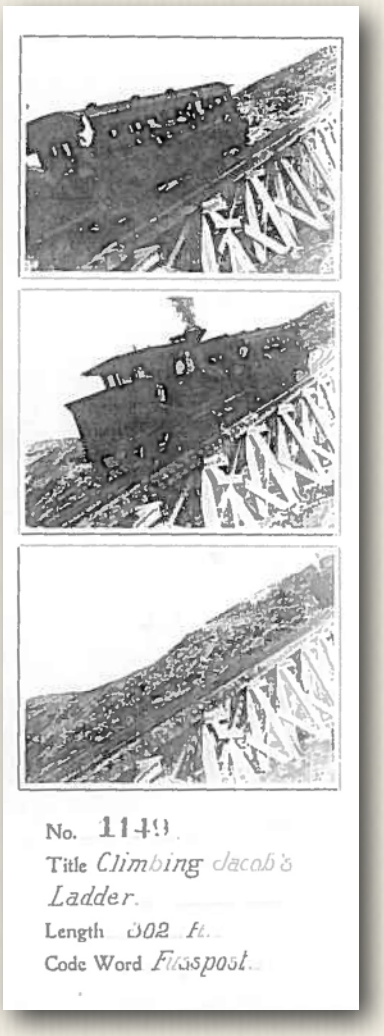
September 14th

Miss Clarke's Cranberry Sauce: "The Mount Washington cranberry is just now in delectable fruition. Parties from the Summit House find no poor pickings on the slopes of the mountains but return richly laden on every visit below. These berries make a fine accompaniment to Vermont roast turkey when converted into Mount Washington cranberry sauce and also form a tempting display in glass jars at the Summit House souvenir counter. Miss Clarke always gives the preparation of this delicious relish for Summit visitors her personal attention." *- Among the Clouds - Thu, Sep 14, 1899 pg. 4*

October 3rd

An Evening at Keith's New Theatre: "Few equally entertaining, varied and well-balanced programs have been offered at Keith's new theatre than that of the present week, few in which a larger of distinct hits were made and few better illustrating the enjoyable qualities and comprehensive scope of high class vaudeville. "A Stolen Kiss," the dramatic comedy sketch presented by Wright Huntington, assisted by Miss Adele Francis and George Farren, is quite out of the extraordinary lines... Miss Edna Bassett Marshall makes one of the best and most satisfying contributions yet seen here to the desire for novelty that characterizes vaudeville audiences, and offers one of the liveliest and most entertaining musical comedy acts Providence has seen, no small credit for the success of which is due to the trio of children who assist here... these two little girls and boy prove themselfs the most gifted, best trained and cleverest performers of their age ever seen here... Charles r. Sweet, the "gurgler pianist," is no stranger here, and received the heartiest kind of a greeting... Foy and Clark offer one of those "crazy patchwork" vaudeville sketches in which the steam is at the blowing-off point all the way through... Miss Artie Hall, in appearance, make-up, costume and manner, gives the most faithful presentation of genuine Southern "coon" signing and and dancing that vaudeville has produced in Providence. The Biograph pictures are unusually pleasing and full of interest, especially the excellent one of Admiral Dewey on the Olympia, and that of "Jacob's Ladder" *(right)* on the Mt. Washington Railway..."

- Providence (RI) News - Tue, Oct 3, 1899 pg. 6



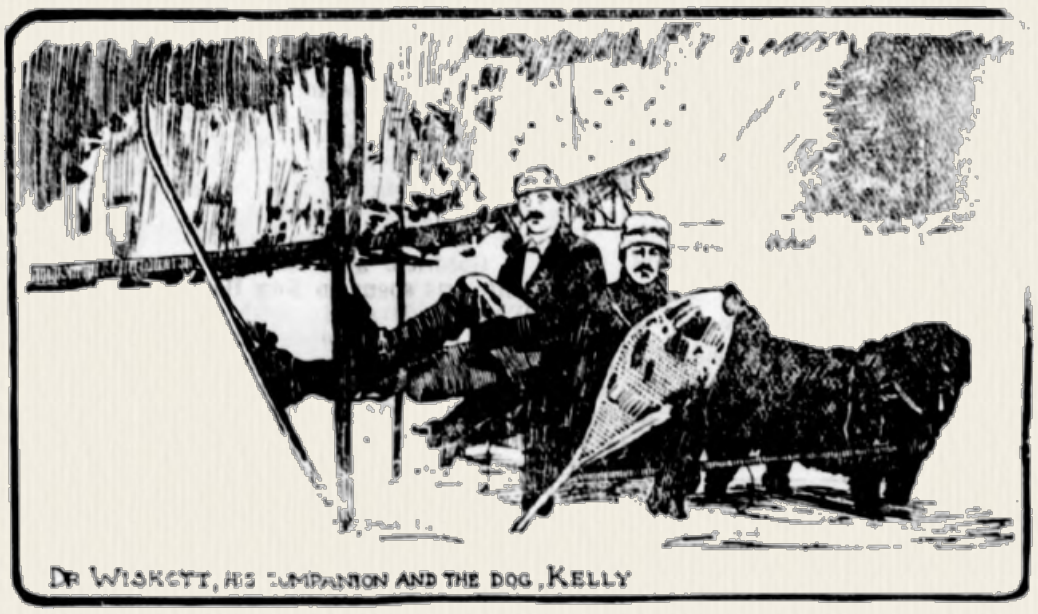
1900

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1899 Season*** - Total earnings: $20,128.24 - Total expenses: $12,839.25 - Dividends declared (3 per cent): $6,345 - Total passengers: 6,536

Late March



Winter Ascent by Famous Alpine Climber: Max Wiscott describes his trip up the west side of Mt. Washington: "One evening, a short while ago, we arrived in the neighborhood of the mountain. Early the following morning we started for the summit. After an easy march (on skis) of three hours through the snow clad winter forest we reached Ammonoosuc, a little group of houses at the foot of the mountain, situated at the place where the real ascent of the cog wheel road begins. In the loneliness there the watchman of the road, Mr. Marcot, lives throughout the winter, with a big dog his only company, the latter vying in amiability with his mater. A breakfast was quickly prepared, and then we hurried on, for the real work was now to begin, and time pressed. We started... in the company of Mr. Marcot *(Eugene Marcotte)*, whom we had engaged to carry the provisions. As the fourth member of the party, we were joined by Kelly, the dog. The steep grade at which the railroad passes the forest region was covered on skis and snowshoes. Soon, however, we used another means of progress... the railroad is raised on a wooden structure above the ground, which is highest where the railroad leaves the forest. Owing to this elevation the trestle is free of snow in most places and may be passed afoot. All the more difficult for the Indian snowshoes, however, turned out to be the sloping snow fields alongside the structure of the railroad track. The snowshoes were accordingly left behind in the forest region, and we stepped forward on the trestle. A tiring pace of work now began, less fatiguing through the bodily exercise than owing to the strained attention which we had to maintain. For the cross ties on which we walked were slippery and covered with snow, and a slip of the foot or stepping through them might have resulted in a broken leg. Kelly fared worst. Not that he would have found the ascent burdensome with his four legs, but because looking down into the white ravine made him uncomfortable. Plaintively he gazed between the ties, cried, and was only induced by pet words to climb forward. Many a time, presumably, he was asking of his dog's sense what in the world we were up to in these mountains. But for him alas the trestle came to an end, for we had reached the summit." (Wiscott & Company overnight while Marcott & Kelly return to the base. The next day with a storm approaching they descend on skiis.) "After several more or less uncomfortable falls, I arrived at the foot of the mountain, where I met Marcot, who had just come out to look for us. The good fellow, who assisted us whenever he could, was of the opinion that our late return was due to an accident, and had tied his dog to a sled and was coming up the mountain - apparently one or the other of us presented to his mental eye with broken leg lying on his sled. He was all the more happy instead the sight never seen before of a man on skis bearing down on him at full speed. Kelly also manifested his joy, in a more sentimental than regardful manner, by running over me dragging his sled behind him. After a hearty goodby to Marcot, we could now start on the last part of our trip. The night set in. The branches were bowed by the storm, above the clouds were flying in furious haste and in the deep darkness we reached Mt. Pleasant cottage just before a pouring rain. - Max Wiscott"



- Boston Sunday Herald reprinted White Mountain Republic-Journal - Fri, Apr 6, 1900

1900

May

John Horne becomes ***superintendent*** of Mt. Washington Railway (*Among the Clouds* indicates this appointment occurred earlier)

- Story of Mt Washington

June 25th



Summit House Opening: "The Mount Washington Summit House opened for the season on June 25, although a few guests were registered as early as the 19th. The house continues under the experienced management of Miss Mattie A. Clark, with Mr. A. Frank Curtis in charge of the office."

- Among the Clouds - Thu, Jul 12, 1900

July 2nd

Recovery of Curtis & Ormsbee's Bodies: - Monday morning - "The word was speedily passed around and volunteers were quickly found to bear the body *(of Allen Ormsbee, about 30)* to the Summit. It was a comparatively simple matter to bring poor Ormsbee's remains up the little distance *(within sight of and a few hundred feet below the Signal Station)* he had failed to make in his struggle with the hurricane but there remained a harder duty for Mr. *(63-year old William B.)* Curtis's body was to be born some two miles up the rock lined path, which is hard enough to traverse empty handed. Materials for making a stretcher were sent down and all the men who were equal to the task set out about 6 o'clock. Others followed after the arrival of the train and relieved the first company near the foot of the cone. There were nearly 20 in all to lend a hand, but progress was slow and it was about 8 o'clock when the Summit was reached. Those who took part in the sad duty, besides several of the (Appalachian Mountain) Club, were John Camden and John Camden, Jr., and Etienne Gilbert, employees of the Mount Washington Railway, Nathan Larrabee, driver on the stage line, Patrick Howley, caretaker on the carriage road, George O'Brien, John St. Peter and another, linemen. Howard Langill, bellboy at the Summit House, and Charles H. Carr and G. W. Smith, attaches of Among the Clouds Office. Col. O. G. Barron of the Fabyan House made all necessary arrangements below, summoning Undertakers Charles Bingham and Frank Wells from Littleton and sending them by carriage to the Base, and ordering caskets brought up on one of the evening trains. At the Summit a special train was arranged upon telephonic orders from Superintendent John Horne, and left the Summit at 8.20 p,m. bearing the bodies. On the train went Mr. Ilgen, the friend and traveling companion of Messrs. Curtis and Ormsbee, to who fell the sad duty of going with the remains to New York. The remains were taken in charge by the undertakers at the Base, and were removed to Fabyan's on Tuesday morning, where they were viewed by Dr. George S. Gove of Whitefield, who certified the cause of death to be exposure and exhaustion. There were no broken bones."

- Among the Clouds - Sat, Jul 7, 1900 pg. 8

July 6th

Genesis of Lake of the Clouds Hut?: - "For the third time in its quarter of a century of existence the Appalachian Mountain Club has selected the summit of Mount Washington the place of its principal summer meeting. Nearly one hundred of its members arrived at the Summit House on Saturday evening, June 30, after a splendid ride up over the railway through the beautiful frost decorations which Mr. Ruskin's friend, "North Wind, Esquire," had wrought on every projection or irregularity along the route. The arrival of the club was in the midst of the blizzard... *(two hikers enroute, William B. Curtis and Allen Orsmbee died in the storm)*. On Thursday *(7/6)* the group passed resolutions: "The members of the Appalachian Mountain Club desire hereby to express their appreciation and gratitude to Mr. John Horne, Supt. of the Mount WashingtonRailroad, to Mr. Oscar G. Barron of the Fabyan House and to the employees of the railroad and the Summit House for their noble generosity and splendid assistance in connection with the recent accidents on Mount Washington." President Perry called attention to the importance of speedily establishing a small permanent shelter at the base of the cone of Mount Washington, near the junction of the Crawford, Tuckerman's Ravine and Boott's Spur paths, which he believed would be the means of conserving the comfort of hundreds of climbers, if not of actually saving life, It should be designed only to accommodate a few people who were in distress, and he knew of no other way in

which the Club could so largely promote the cause which the members had so much at heart."

- Among the Clouds - Thu, Jul 12, 1900 pg. 1 & 5

July 12th

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

- Among the Clouds - Mon, Jul 16, 1900 pg. 4

July 13th

Gayety in the Clouds: "About sixty of the Summit House employees gathered in the large parlor Friday *(7/13)* to enjoy themselves. The ball was set rolling by Miss Ida Virgin, who officiated at the piano, rendering one of Sousa's famous marches, and twenty-five couples responded, led by Mr. James Abbott and Miss Annie Mahoney. After the march was over Mr. Fred Richards, as master of ceremonies, introduced Mr. John Galway of Manchester, N.H., a baritone of no mean ability, who responded with a couple of fine solos. Mr. Richards then introduced Mr. G. W. Smith of Newtown, connected with the office of *Among the Clouds*, who has a fine tenor voice, and pleased the audience so much that he was called on three times. Then came Messrs. C. H. Carr and Frank Galvin in a song and dance which was a big hit. Next were presented Miss Fannie Tewhill and Mr. Willie Wildey, who favored the audience with a duet on the piano and were voted trumps. Mr. and Mrs. Browley, our genial conductor and wife, were then introduced and kept the audience in good humor for a few minutes with their funny songs. Then came the dancing, Mr. James Abbott acting as floor director and Mr. Fred Richards as prompter. The feature of the evening was the graceful dancing of the prompter, Mr. Fred Richards. The merry dancers kept it up until midnight, when they voted Miss Clarke, the manager of the Summit House, many thanks for her kindness and all went to bed, forgetting for the time being that they were 6,300 feet above the sea level." *- Among the Clouds - Mon, Jul 16, 1900 pg. 1 & 4*

July 14th

Good Start: "Travel so far this summer has been even heavier than it was last season, which proved a record-break, and an especially large number have been carried up Mt. Washington. More than 300 tickets in advance of the number sold last year at this time assures the Mt. Washington railway people of a successful season. The stage route down the mountain and through Glen and Jackson is also steadily gaining in popularity."

- Boston Sunday Herald - Sun, Jul 15, 1900 pg. 20

July 22nd

Nine Take a Day Off: "There are not many experienced climbers who set out for a ten-mile tramp down Mount Washington and back the same day, but nine of the Summit House employees, accomplished it on Sunday *(7/22)*. Starting at 9 o'clock they descended to Tuckerman's Ravine where all of them entered the snow arch, two of the ladies going through without assistance. Keeping on down Ravine past Hermit Lake they followed the Raymond path to the carriage road, enjoying to the utmost the beautiful bits of forest scenery with which the path abounds. After reaching the carriage road there was still the six-mile climb to the Summit, but their courage and the weather were both good and they arrived at the top by 7 o'clock, thoroughly tired but delighted with the day's experience. The party consisted of



Summit House view (early 1900s)
- Patrick Morrissey Collection

Frank R. Neild, Thomas W. Cole, William C. Wildey, John F. Tice, Flora M. Manchester, Nettie R. Manchester, Olive A. Bursiel, Lillian Oulds and Rachel Cowen. Miss Nettie Manchester and Mrs. Oulds were the two who made their way through the snow arch unaided. *- Among the Clouds - Tue, Jul 24, 1900 pg. 4*

July 24th

"Little Jessie" & Mr. Shag: - "Dundee, Scotland - To the Editor: Another year has rolled around since I wrote you my last letter, and by a singular coincidence I have had the pleasure of meeting a party of American tourists at the same hotel I met a similar party last year, and what makes it doubly interesting to me is that one of them has a brother at present in the employ of the Mount Washington. You will pardon my boldness in writing to you, but anything pertaining to the White Mountains, especially Mount Washington, sends such a thrill through me as I vividly recall scenes and associations of my younger days. Nothing escaped me, even the old barn near the log cabin had its charms. How many times have I dug worms behind that same old barn, and then I, a barefooted girl, would take my fish pole and coax the pretty trout from its hiding place. It might be a childish fancy or it may be a fact, but I have never tasted trout that had the delicious flavor peculiar to them. I particularly inquired for one man whom I will call Smith that was employed on the railway during its construction. He was one of the most peculiar looking men I ever saw, not exactly a freak of nature but very near it. He was not what is termed cross-eyed, as the right eye looked outwards and the left upwards, but the most singular part was that each eyelid winked alternately, instead of together. His peculiar look was not exactly a calamity, sometimes I though it an advantage as I have seen the men sitting around the stove smoking and Smith would beg a pipeful of tobacco, when a dozen hands would dive in their pockets, each man thinking he was the one addressed, it being utterly impossible by looking at Smith's face to tell where he was looking. He was also a practical joker, as the following instance will show: - When about a mile of the railroad had been built some of the officials of the Grand Trunk came to look it over, and as Smith's duties kept him at the rear of the rest of the men he was always accosted first by sightseers. They asked him which was the manager and also his name. Smith pointed him out and gave them his hame as Mr. Shag. Now the manager, whose real name was Mr. W----, was a bluff and uncouth but whole-souled good fellow and detested the name of Shag, a nick-name given him by the boys. When the visitors approached Mr. W---- one of them said in a very suave manner, "good morning Mr. Shag." Mr. W---- looked at him with scorn and ignoring him kept about his duties. Another of the men then asked him if he was Mr. Shag, the manager, when Mr. W--- drew himself up to his full height, something over six feet and said, "I am the manager of this road, but my name ain't Shag by a durned sight." Smith was bolting on the cog rail and looking at the visitors hollered to them, "He is lying, gentlemen, his name is Shag," when one of them went to expostulate with him. Smith looked at him and he looked at Smith, but one look at Smith's face throughly nonplussed him, as he afterwards said he could not tell whether Smith was looking at the Summit or Fabyan House. - Mrs. Archibald Maclaren" *- Among the Clouds - Wed, Sep 12, 1900*

July 26th

Signal Station No More: - "The Mount Washington signal station has seen its last days of usefulness. Such was the decision reached yesterday *(7/26)* by Mr. H. E. Williams, chief clerk of the United States Weather Bureau, who arrived here at noon to inspect the building. It had been hoped, Mr. Williams, said, that the building would be found in condition so that a moderate degree of repair would make it possible to send an observer here for special work during the summer season. But a brief examination showed that it was utterly impracticable. It was shortly after dinner that Mr. Williams began the examination. Superintendent John Horne of the Mount Washington Railway, who sawed the laths for the building, accompanied him, and they were assisted in the examination by Roadmaster Patrick Camden, who framed the house 28 years ago. The shutters were taken off and the light of day admitted for the first time in eight years. It was a sorry sight. A rusted stove and stove pipe, paint peeled from the ceiling and hanging in little streamers, floors upheaved and oilcloth and carpeting rotted to rags, a rusted bedspring, broken furniture, relics of electric batteries - such were the sights that greeted the inspecting party. The attic was found to be remarkably dry, the roof and plate being in fair condition. But the chimney just below the roof was a sight. Nearly every speck of mortar was gone for quite a distance and one could look right through the chimney and see daylight beyond. The clapboards on the east side of the house seemed pretty sound, as were the boards under them. This is the least exposed side, being sheltered partly by the porch and partly by the car house. But on the unprotected west side Mr. Horne pulled off the clapboards by hand and ran his jack-knife right through the boards, while Mr. Camden's bit went three and one-half inches into rotten wood in one of the uprights. It was just the same the whole length of the building. The sill was rotted hopelessly. "What is the size of the building?" asked Mr. Williams. "I think it's 20x36," answered Mr. Camden,

"but I can tell you in a minute." "He ought to know, for he framed it," said Supt. Horne. "we'll see how good Pat's memory is," said Mr. Williams. A steel tape was quickly stretched, and the figures were found to be 20 feet 6 inches by 36 feet. The 28-year test of Mr. Camden's memory was pronounced satisfactory. In the instrument room the plastering was ready to break off at a touch. Mr. Camden's bit went into the floor and found it thoroughly rotten. The little porch was forced open. No one had entered it from within or without for eight years and the odor from it was stifling. E. J. Mehan of this office (*Among the Clouds*), who saw it nailed up in 1892, was one of the little group that saw it opened. The dampness prevailing in the old house simply cannot be described. To those present who remember the busy observers and the crowds of curious visitors whose questions they daily answered, it was the reopening of a chapter out of a long-vanished past. It hardly needed for Mr. Williams to give his conclusions. The building would not pay for repairing."

- Among the Clouds - Fri, Jul 27, 1900

July 30th

Monetary Thank You Distributed: "Superintendent Horne has received a check for $20 *(equivalent to $620 in 2020)* from Mr. Mortimer Bishop, Secretary of the Fresh Air Club, New York, of which Mr. Curtis was founder, as an acknowledgement of their appreciation of the services rendered by the Mount Washington Railway employees when the bodies of Messrs. Curtis and Ormsbee were conveyed down the mountain. The money will be distributed among the train crew and others who assisted at the base."

- Among the Clouds - Mon, Jul 30, 1900 pg. 1

August 7th

Mountain Pyrotechnics: "Red fire was burned and rockets were discharged on the Summit last evening *(8/7)* in spite of the dull and unpropitious weather, for Conductor Browley had put in a stock for use expecting to have material assistance from a company of visitors from below. But they came not, and when at 8.30 it became so clear that the lights of Mount Pleasant, Fabyans, Twin Mountain, Bethlehem, Berlin, North Conway and intermediate places were visible, the fireworks were set off. They made a brilliant showing on the Summit at least, and created much enthusiasm among guests and the sidewalk community of the Summit promenade. No response was visible from any quarter at the hour of going to press, which shows that our neighbors were out of fireworks, out of enthusiasm or out of sight."

- Among the Clouds - Wed, Aug 8, 1900

August 11th

Aldrich Bonfire: "Frank D. Aldrich of Suncook had a grand illumination and bonfire last Saturday *(8/11)* evening on the summit of Mount Washington, where he is passing the summer. Mr. Aldrich was secretary of the Pembroke Old Home week association, and he very successfully carried out Governor Rollins' desire to have a bonfire on New Hampshire's highest hilltop, 65000 feet above sea level."

- White Mountain Republic-Journal - Fri, Aug 17, 1900

August 16th

Record Day: "The Mount Washington railway on Thursday, Aug. 16 did a record breaking business, nearly two hundred persons making the ascent to the summit."

- Portsmouth (N.H.) Herald - Sat, Sep 8, 1900 pg. 5

August 28th

Engineering the Newspaper: "Mr. Eddie Sheehe, one of the engineers of the Mount Washington Railway, assisted materially in printing yesterday's *(8/28)* noon edition of *Among the Clouds*. In the absence of the 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."

- Among the Clouds - Wed, Aug 29, 1900

August 31st

Late Train: "The Quebec train was so late at Fabyan's yesterday *(8/31)* afternoon that the Mount Washington train could not wait for it, but an extra was run to the Summit to bring a dozen passengers who were planning to come to the top. The extra reached the Summit about 7.45 and the passengers had a glorious moonlight view on the way."

- Among the Clouds - Sat, Sep 1, 1900

September 3rd

Telephone Party: "A distinguished party of guests came to the Summit by the train last evening *(9/3)* and remained over night at the Summit House. They were: Mr. & Mrs. C. H. Pond, New York; Mr. & Mrs. E. T. Gilliland, New York; Mr. & Mrs. T. Frame Thompson, England; Dr. W. S. Applegate & Master Applegate, New York and Theodore N. Vail, Lyndonville, Vt. Mr. Pond is connected with the firm of J. P. Morgan & Co.; Mr. Gilliland is a well known telephone expert and capitalist, who is credited with doing as much, and in some respects more, than anyone else in its early days, to develop the telephone industry; Mr. Thomson is a leading English engineer and has an important place in directing great British enterprises in every part of the world; Dr. Applegate is a prominent physician of New York. Mr. Vail has been an almost annual visitor to the Summit for several years and is well known in many important business enterprises. An examination of a file of *Among the Clouds* 15 years old revealed the interesting fact that Mr. and Mrs. Gilliland visited the Summit August 31, 1885, with a party among whom were Thomas A. Edison and Miss Miller, the lady who is now Mrs. Edison. Still more interesting is the fact, not previously published, that the engagement of Mr. Edison and Miss Miller came about during that very journey."

- Among the Clouds - Tue, Sep 4, 1900 pg. 1

AT&T On the Mount: "T. N. Vail (President AT&T from Lyndonville) took a party of eleven to Mt. Washington Monday *(9/3)*, returning Tuesday evening *(9/4)*.

- St. Johnsbury Republican - Wed, Sep 5, 1900 pg. 5

September 7th

Cogger Murdered: "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)* 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."

- Among the Clouds - Mon, Sep 10, 1900

"Charles Bostock, an Englishman 33 years old, was shot and instantly killed at 2 o'clock this morning *(9/8)* at the house of Robert Nelson. Burns Nelson a son of Robert Nelson has been arrested on suspicion of having been the perpretrator [sic] of the dastardly act. The deed was done with a shotgun, the whole charge striking Bostock in the eye and killing him instantly. Burns Nelson and the murdered man were seen together coming from Woodsville at about midnight and it was alleged that both men had been drinking heavily. The murdered man came to this country about 8 years ago and up to 7 months ago he was employed as engine cleaner by the B&M at this place *(Wells River)*. When he left this employ he went into the fruit business here and occupied the store underneath the tenement in which he was shot. He was unmarried and lived by himself in the store doing his own cooking. Nelson is 43 years old, a painter by trade, and is considered to be a shiftless sort of an individual. He is married but does not live with his wife. She resides in Barre. He lives with his father."

- Barre Evening Telegram - Sep 8, 1900 pg. 1

September 10th

Student Waiters: "Student waiters have done efficient service at the Summit House during many years past, as in other mountain hotels and have gained in health and vigor during their vacation, while getting substantial aid toward their education. Those who have been connected with the hotel during this season are Thomas W. Cole and Frank R. Neild, students in Williston Seminary, Easthampton, Mass., who are fitting for Yale; J. Francis Tice, Waterbury (Vt.) high school, and William C. Wildey of New Boston, N.H., Kimball Union Academy, Meriden, N.H., both fitting for Dartmouth; and Miss Jennie V. Brown, Twin Mountain, N.H., Whitefield High school."

- Among the Clouds - Mon, Sep 10, 1900

September 11th

Eight at Noon: "There were only eight arrivals by the noon train yesterday *(9/11)*, and then most of the passengers wished themselves elsewhere. A delightful sunlight dance, - no, not a sunlight dance, but a rainy day dance - was held in the Summit House parlor yesterday afternoon. About 20 couples participated and Miss Ida Virgin presided acceptably at the piano. "some days must be dark and dreary" and yesterday was one of them. It rained a little and blew a good deal and the clouds stayed on the summit all the time. There was neither wind

nor rain enough to make a first-class storm, but the clouds were so black as to give an air of twilight all day."

- Among the Clouds - Wed, Sep 12, 1900

September 17th

Held for Trial: "Burns Nelson, charged with manslaughter in having caused the death of Charles Bostock at this place *(Wells River, VT)*, September 8th, was held in $3,000 for the grand jury today *(9/17)*. Bonds were furnished. Bostock was found dead in bed in Nelson's room with a gunshot would in his head, after he and Nelson had spent an evening drinking together."

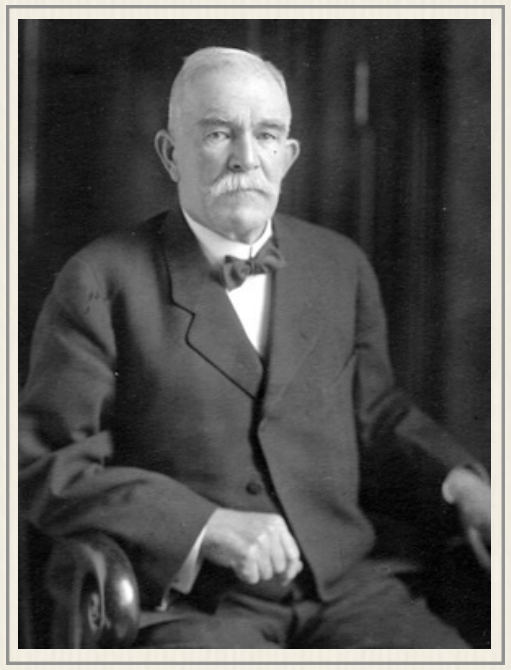
- Rochester (N.Y.) Democrat & Chronicle - Tue, Sep 19, 1900 pg. 5



Gov. Frank W. Rollins

September 20th

New Hampshire & Alabama at the Summit: "Fitting Close of Battleships Kearsarge-Alabama Celebration at Portsmouth - The Governors of New Hampshire *(left)* and Alabama were to journey to the peak of Washington. Yesterday *(9/20)* morning the guests (Alabama Gov. Joseph F. Johnston and New Hampshire Gov. Frank W. Rollins) left Portsmouth by special train for the Fabyan House. General Passenger Agent Frank E. Brown of the Mount Washington Railway escorted the party from Portsmouth to the Summit and was joined at Fabyan's by Superintendent John Horne. Coming through the White Mountain Notch the weather was fair and the scenery was much enjoyed. At the Fabyan House dinner was served and at 2.45 the train for Mount Washington was taken, Conductor Myron P. Browley in charge *(next page)*. Much to every one's disappointment rain had begun to fall and on the ride up the mountain there was little to be seen. The novelty of the trip, however, interested everybody, and it was an enthusiastic company that alighted at the Summit House about 4.45. Ample arrangements for the party had been made at the Summit House and the guests were promptly assigned to their rooms. Supper was served at 6 p.m., and at its conclusion there was brief and informal speech making. Never did the walls of the dining hall resound as they did at this time with Southern oratory and wit, while they rang again as bursts of applause and laughter responded to the words of the speakers. The evening was delightfully passed in the parlor, with music, oratory and various amusing features. Adjt. Gen. Ayling, on behalf of Gov. Rollins, presented to Gov. Johnston *(above right)* a cane made of wood from Mount Washington, which the Governor said he would preserve as long as he lived and leave it to his posterity as a relic of his visit among these "brave and hospitable people." Gov. Johnston is a man of fine presence, past middle age, but vigorous, and with the cordial voice and manner of the typical Southerner. He is almost if not quite the only one of the party who served in the Confederate army, where he received several wounds. That he is idolized by the people of his State is easy to realize on seeing and hearing him."



Gov. Joseph F. Johnston

- Among the Clouds - Fri, Sep 21, 1900

September 21st

Closing Time: "With the close of the season of 1900 Mr. John Horne, Superintendent of the Mount Washington Railway, completes nearly 30 years of service in different capacities for the road. His special mission is to see that the road is all right and that the trains run all right. That is what is required of every superintendent. Therefore Superintendent Horne has earned the gratitude of the public for many years. Can we say more? The Summit House is not an easy hotel to manage. The trouble is, the weather here is so capricious that one can scarcely tell whether they are to provide for 1 or 100 guests for 24 hours. The larder must be stocked, and it seems it should take a person with "an eye to the weather" to know how to stock it. And yet Miss Mattie A. Clarke, who has been manager of the Summit House for several years past, does not pretend to weather wisdom, but as to the knowledge that concerns the cuisine and the comfort of her guests no one of the thousands who have enjoyed the hospitality of the hotel will ever question. The present season begun with a great demand



Gov. Johnston of Alabama and Gov. Rollins of News Hampshire with their staffs and ladies at Base (1900)
- N.H. Historical Society

upon the resources of the hotel, isolated in many respects, but on the first week of opening nearly half a thousand guests were served and made comfortable in a single day, amid conditions that tested the capacity of all concerned in the transportation and entertainment of the public on and around Mount Washington. During the summer the same even conduct of affairs has been manifested under all conditions in the hotel, and it is a privilege to record the fact. Miss Clarke has the kindest wishes of all who have been guests at the Summit House, while the employees look upon her as a personal friend, many of those who have been here in years gone by having kept up a pleasant acquaintance with her."

- Among the Clouds - Fri, Sep 21, 1900

One Armed Mountain Guide Saved: "Mt. Washington came near being the scene of another fatality Friday *(9/21)* when "Burge" Bickford, the one-armed guide, who has brought so many parties up to the summit over the northern peaks from Gorham and the Ravine house, started to walk from that point up the Appalachian trail to the summit. Soon after starting a shower came up, but he pressed onward, and although the clouds that had settled over the mountain made it almost impossible for him to follow the trail, he succeeded in getting over the peaks to Mt. Clay, near to the railroad track on Mt. Washington, Where he sank down exhausted and would doubtless have perished had it not been for the fact that his cries were heard by George E. Hanscom of 12 Blackstone street, Boston, who happened to be coming up from Fabyans on the track. Mr. Hanscom succeeded, with great difficulty, in dragging Bickford to the platform beside the railway, near the great gulf, where they waited for the train which was at that house, 6.30 p.m., due, to arrive, and were taken to the Summit house. Mr. Hanscom has proven himself a hardy mountaineer, and may well feel proud of having braved the elements and save a life in one of the most terrific storms that has been seen on Mt. Washington this season. He risked his own life in leaving the trail and bringing the unfortunate guide to the trail."

- Littleton Courier - Thu, Sep 27, 1900

September 29th

Accident on Mount Washington - "Two section men employed on the Mount Washington railway had a narrow escape from death. They were descending the mountain at terrific speed on what are termed slideboards. Suddenly they sighted a train coming up the mountain, and to avoid a collision each man applied his brake. The slideboards were stopped so short as to derail both, and the machines and men went over the trestle and fell to the rocks below, a distance of 75 feet. How either escaped immediate death is a marvel. The names of the two men are H. N. Gilbert and John Camden, both of St. Agathe, Canada. Gilbert sustained a bad fracture of the skull and will not recover. *(see Vol. 4 Appendix Section 8 for more details)* He is married and is 35 years old, and has a family in Quebec. Camden has a bad scalp wound, and his system sustained a terrible shock.

He will recover. The perilous trip which Camden and Gilbert were making down Mount Washington is not a new one for men of daring to make. Many women have descended in the same way. The slideboards are a form of handcar, which runs on the cog wheel road. The "boards" are equipped with brakes, by which the speed can be regulated the same as that of railroad trains in their descent. The slideboards can be readily stopped, although the brakes are usually applied more gradually than was the case in this instance. The grade of the Mt. Washington railway at one point is 1,980 feet to the mile, and the distance from summit to base, which is three and one-half miles, is usually covered in four minutes by the slideboards."

- Montpelier (VT) Evening Argus - Mon, Oct 1, 1900 pg. 1 & St. Johnsbury Caledonian - Wed, Oct 3, 1900 pg. 5

October 1st

Last Trains: "Mt. Washington trains made their last trips on Monday *(10/1)*."

- Littleton Courier - Thu, Oct 4, 1900

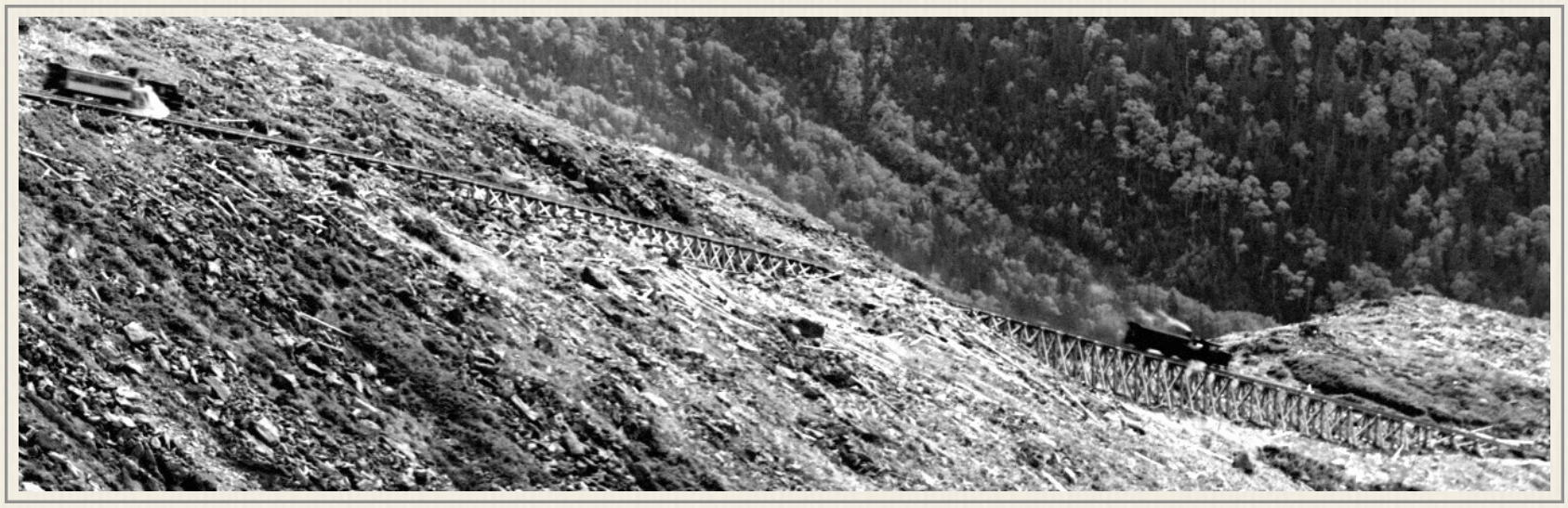
October 4th

Bickford Denies Rescue: "Burge" Bickford, the one-armed guide, denies that he was rescued in a perishing condition on Mt. Washington recently, and says that the only foundation for the story is the fact that he did board a Mt. Washington car after a hard ride in a storm."

- Littleton Courier - Thu, Oct 4, 1900



Detroit Publishing photo of Summit House (1900)
- Library of Congress



Two trains descend Long Trestle and Jacob's Ladder (1901)
- Library of Congress

1901

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1900 Season*** - Total earnings: $21,781.75 - Total expenses: $11,597.95 - Dividends declared (3 per cent): $6,345 - Total passengers: 7,076

January 2nd

Bodwell Abides: "W. H. Bodwell, the newspaper correspondent and artist, of Hyde Park, Mass., who was lost in a storm on Mount Washington, Monday *(12/31)*, was found today *(1/2)* by a searching party, safely sheltered in the stage house of the Summit house. Bodwell says that after his friends left him and did not return, he started up the mountain. It is thought that he may have passed them in the thick storm, as they were coming down, and did not see them. He was unable to catch any photographs, owing to the weather conditions, and on reaching the top of the mountain and being unable to get into the Summit house, he made himself comfortable in the building used for housing the stages. As he had taken along a quantity of provisions, he experienced little discomfort and was surprised to hear today that searching parties were out after him."

- Portsmouth (NH) Herald - Thu, Jan 3, 1901 pg. 1

January 17th

Summer Ice Supply: "About fifty carloads of ice were necessary for the Barron hotels in Twin Mountain and the Summit supply."

- Littleton Courier - Thu, Jan 17, 1901

May

Henry Teague - Dartmouth '00 ***graduates*** in the first class of ***Tuck Business School*** at Dartmouth

http://www.dartmouth.edu/~library/digital/publishing/books/broehl1999/

June 28th

Summit House Preparations: "The Summit House on Mt. Washington is being put in readiness for summer travel. The train carrying the employees went up the mountain last week."

- White Mountain Republic-Journal - Fri, Jun 28, 1901

Weekly Publishers 1st Annual Meeting: "The first annual meeting of the New Hampshire Weekly Publishers' association will be held at Littleton and vicinity, June 28, 29 and 30. After dinner on Saturday, the party will make its headquarters at the Fabyan House, where Col. O. G. Barron will entertain the newspaper men in his famous style. Sunday morning, through the courtesy of Supt. G. E. Cummings, of the Boston & Maine railroad, the company will have the benefit of a special train up Mount Washington, where dinner will be served at the Summit House."

- White Mountain Republic-Journal - Fri, Jun 21, 1901

Pleasant Publishers' Trip: "The first annual meeting of the New Hampshire Weekly Publishers' association called together a large number of pencil pushers from all parts of the state. The publishers and their ladies arrived in Littleton, Friday *(6/28)* evening and were met by Walter S. Noyes of the *Littleton Courier* who presented

each with a palm leaf fan and piloted them to carriages that were waiting to take them to the Thayer's hotel where one of their famous twelve course banquets was served. Saturday *(6/29)* morning the party was taken about the beautiful town of Littleton in carriages furnished by the Board of Trade with Daniel Remick, as pilot and guide. Saturday afternoon the party left Littleton for Profile lake and saw the "Old Man of the Mountains," who in spite of the number of years he has been in the weather has not changed. A short stop was made at Echo lake and then the party took the train for Fabyan where they made their headquarters until their departure from the mountains. Sunday *(6/30)* morning the Boston and Maine R.R. furnished a special train for a trip up Mt. Washington. The first seven miles of this distance was in observation cars drawn by an ordinary locomotive and has a grade of 1000 feet in the seven miles. From the base to the top is about three miles and requires 1200 pounds of coal for each trip up and an engine can only push one car. The time required being one hour and fifteen minutes. An excellent dinner was served at the Summit House and although it was so cold that a coal fire was necessary to keep this house warm, everyone enjoyed more or less extended trips in different parts of this mountain, which is 6,300 feet above sea level. Large lots of last winter's snow was still to be seen in the ravine. The trip down the cog railroad takes the same time as the ascent, but instead of using steam it only requires air and water which is used to hold back the speed instead of brakes, altho those are furnished and ready for immediate use should they be required. Supt. G. E. Cummings of the White Mountain Div. B&MRR was on the special car and pointed out many points of interest, one of these being the fact that one end of the thirty-three foot car was over eleven feet higher than the other when at a point near Jacob's ladder. The employees of this railroad are not obliged to walk down the mountain, they can in the absence of a train use a device called a slide-board. This is used on the center rail and has two powerful brakes. An exhibition of these was given by an employee at the request of Supt. Cummings who by the way of conversation said that he once came down the three miles in three minutes and forty seconds. The time allowed now to workman is thirty minutes."

- Hollis (NH) Times - Fri, Jul 5, 1901 pg. 1

June 30th

Cool in the Mountains: "The heat wave of last week was succeeded Sunday *(6/30)* by cooler weather and the white mountains were about the only comfortable place in the Easter states the first of the week. Intense heat continued in Boston and New York, and 600 deaths directly due to hot wether were reported in New York and Brooklyn in six days. Sunday was the hottest day of all, and in contrast to that was the fact that coats were needed on Mt. Washington and a coal fire was burning all day in the big office of the Summit house."

- Littleton Courier - Fri, Jul 5, 1901

Weekly Editors "Greatly Pleased": "Members of the (NH Weekly Publishers' association), several of whom have attended trips of much larger press associations to all parts of the United States, united in declaring that this trip was, without exception, the finest that they had ever known. Publishers from the lower part of the state were fairly carried away with the natural beauties of the mountain regions, and were likewise astonished at the enterprise manifested by the people of the North Country in its development. Sunday morning, through the courtesy of the Boston & Maine railroad, the party ascended Mount Washington by special train, enjoying one of the most perfect days of the year. Superintendent Cummings, of the White Mountain division was unable to be present, but Supt. John Horne of the Mount Washington railway did the honors on the way down. The dinner at the Summit house, one of the Barron, Merrill & Barron series of hotels, was of their usual standard of excellence."

- Littleton Courier - Fri, Jul 5, 1901

July 5th

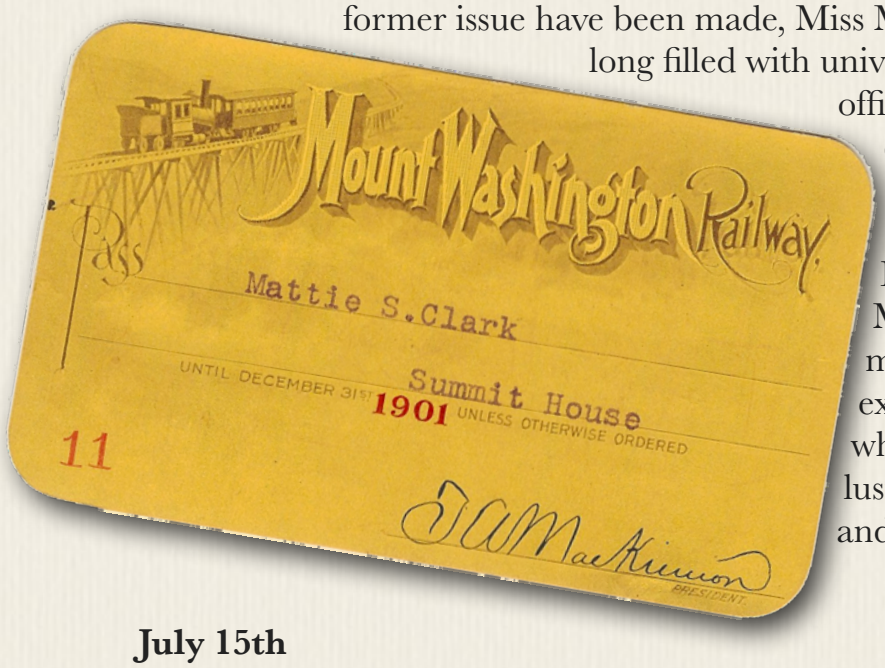
Eddy's Office: "Our townsmen *(Hollis, NH)* Peter Eddy is doing a hustling business in his line at Fabyan. He has a well arranged studio, with reception room, private office and large work room which enables him to take photographs of all trains for Mt. Washington sell finished pictures upon their return from the mountain."

- Hollis (NH) Times - Fri, Jul 5, 1901 pg. 8

July 12th

Hotel Improvements: "The addition which has replaced the old kitchen and woodshed of the Summit House is about 45 feet square and adjoins the large room which is used as pantry and serving room. 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. Two windows look from the pastry room toward the Presiden-

tial peaks, giving such a view as no other room of this class in all New England can boast. On the side toward the railway track is the kitchen, presided over by Chef McGovern. The room is 20 feet square, well lighted and ventilated by windows on the front and by a monitor roof over the range. At the northeast corner a shore flight of steps leads down to the boiler room. This runs nearly the width of the house, leaving space for an ironing room on the west. The boiler is to be covered with asbestos, so as to prevent the escape of heat. At the east end of the boiler room a large door opens under the platform, where is ample storage for wood and coal, which can be taken directly off the cars. A door from the boiler room leads to the refrigerator department, which is admirably arranged. Here are fruit closets, and separate refrigerators for butter, fish and meat, with a capacity of not less than four tons of ice. The meat refrigerator will be kept at a temperature of 36 degrees. The workrooms in this section are light and airy, with direct access to the platform for the bringing in of freight. With these improvements the conducting of the culinary department will be much easier than ever before, although, as all tourists will agree, it would be difficult to improve on the quality of food and the character of service in former years." "The Summit House has been thoroughly overhauled, and improvements besides those mentioned in a former issue have been made, Miss Mattie A. Clark is the manager, a position which she has long filled with universal satisfaction. Mr. A. Frank Curtis has charge of the office (his third year), where he has made many friends. The curio counters and rooms are filled with a rare collection of novelties which form one of the most inviting attractions at the Summit visitors." "This year Mr. Myron P. Browley begins his third season as conductor on the Mount Washington Railway. During the winter and spring months he has conducted several Raymond & Whitcomb excursions through Southern California and Mexico, for which duty he possesses exceptional tact and ability, well illustrated also in his attention to passengers as they ascend and descend Mount Washington."



- Among the Clouds - Fri, Jul 12; Mon, Jul 15 & Tue, Jul 16, 1901

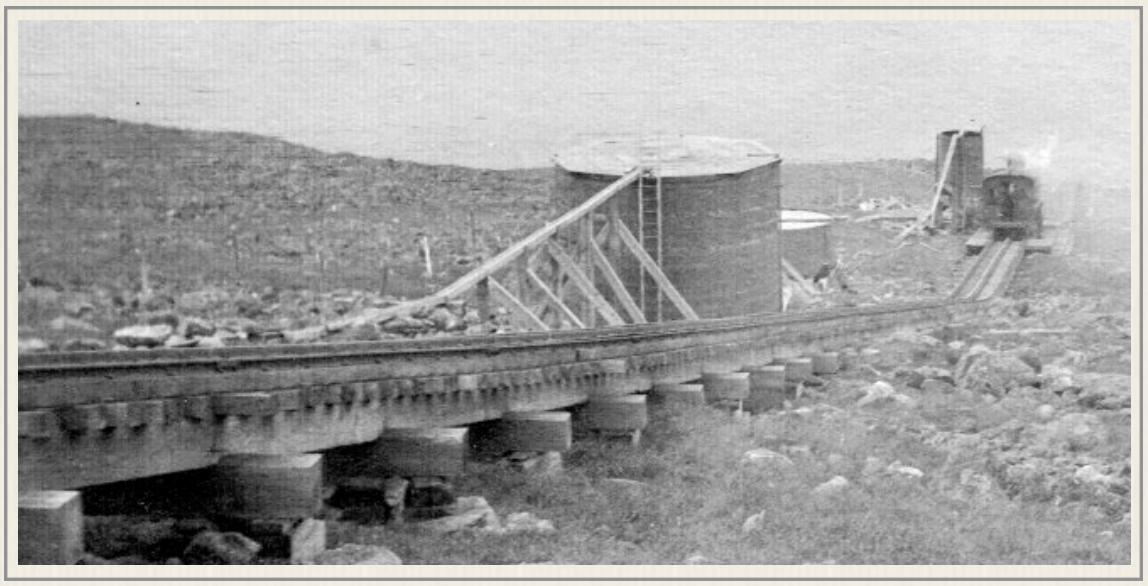
July 15th

Cogger's Killer Acquitted: "Burns Nelson, who was acquitted a few days ago by a jury at Chelsea, *(VT)* of the charge of killing Charles Bostock *(Base watchman at MWR)*, was before Justice Brock in Wells River, July 15, for intoxication. He was fined $57.65.

- St. Johnsbury Caledonian - Wed, Jul 24, 1901 pg. 7

July 16th

Railway Rulemakers / Gulf Tank Rulebreaker: "A committee on Train Rules of the American Railway Association, are holding a meeting at the Mount Pleasant House. The Association comprises those connected with the management of railroads in the United States, Canada and Mexico, operating 190,000 miles of road. Yesterday *(7/16)* they arrived at 4.10 p.m. on the Summit by special train, but remained only a short time, which was improved in visiting the principal objects of interest. (MWR) Superintendent (John) Horne came up in charge of the train and interested the party greatly in "The Hydrostatic Paradox." The upper gulf tank (called the Columbian tank, because it was built in the World's Fair year), is fed by a long trough which leads from a spring some hundreds of feet up the mountain. The last stretch of trough, from the ground to the top of the tank, appears to the eye of the passenger as if it ran sharply up hill, and he is fairly started as he rides by to see the water gaily dashing skyward in the troughs, and he is almost ready to take his oath that the law of gravitation, like the



trout law in summer, is "off." When Mr. Horne has gotten the spectator into a state of utter bewilderment he tells him that what seemed an up-grade *(previous page)* was really a drop of three feet. This is a case where seeing is not believing."

The Summit Painting & Porcupine: "Mr. W. F. Starkweather of Woodsville, who has charge of the painting on the White Mountain division of the Boston & Maine Railroad, was at the Summit Tuesday *(7/16)* noon to complete arrangements for painting the Summit House. The work is to begin next Monday *(7/22)* and the house will be repainted white, the best color for such an exposed position. "Ikey," the Mount Washington porcupine, held his first reception yesterday *(7/16)*, and his cage was surrounded by many visitors. He is still obdurate to friendly advances, and his quills take a perpendicular position whenever a sympathizer with his forlorn condition undertakes to stroke his back, and mutter, "Poor Ikey." The philanthropists at the Base kindly sent up several small trees for him to gnaw, and his larder is stocked with animal and vegetable contributions from the Summit House kitchen that any porcupine might envy."

- Among the Clouds - Wed, Jul 17, 1901

July 18th

A Serious Inconvenience:: "For nearly 40 summers a telegraph office has been maintained at the Summit and has been simply invaluable not only to the colony of summer residents but to thousands of visitors. This summer, however, the middle of July has come and no operator is yet on duty. Last year there was a like delay, though shorter, and at the time of the deaths of (two hikers) Messrs. Curtis and Ormsbee there was great inconvenience and delay in the transmission of the many messages that the sad occasion involved. As a matter of humanity the office should be open all summer. The Western Union has valuable franchises in the public highways of the White Mountains, free of cost, and in return it should meet the reasonable needs of the public. We cannot believe that its officials realize the extent of the trouble which their action causes. If the office is not to be opened there is an excellent opportunity for the introduction of the long-distance telephone."

- Among the Clouds - Thu, Jul 18, 1901

July 20th

A Promising Pet: "Ikey, the White Mountain porcupine, whose new home is in a cage in front of this office, still holds daily receptions, and is a very well-behaved pet during the day, sitting quietly on his perch and dozing, except when disturbed by the opening of the transom at the top. It is in the night time that he asserts his hedgehog nature and noses about and disturbs the furniture of his apartment. He has gnawed the bark from most of the poplar saplings furnished him, and uses cabbage, carrots, potatoes, salt fish, fir balsam and nails for dessert. His keeper is able to stroke his nose without opposition, but the rest of the human race he regards as enemies. He is a promising pet."

- Among the Clouds - Sat, Jul 20, 1901

July 23rd

Lines & Paint: "Mr. Ranno, Wester Union inspector of Wells River, Vt., paid the Summit a visit yesterday *(7/23)* on his tour of inspection of the Western Union lines. Mr. Ranno has been with the Western Union for the past 27 years and is well known throughout the White Mountains. The repainting of the Summit House began yesterday." *- Among the Clouds - Wed, Jul 24, 1901*

July 31st

Officially - Burt's Ravine: "We, the Commissioners of Coös County, - hereby name the ravine near the track on Mount Washington Burt's Ravine, in honor of Henry M. Burt, the founder of the first newspaper edited on the Summit of Mount Washington. signed: C. E. Philbrook, Henry B. Gilkey & S. R. M. Ramsey - Commissioners of Coös County. West Stewartstown, N.H., July 31, 1901. It is the third of the great gorges which indent Mount Washington to receive the name of some person prominently identified with the history of the mountain. At the southeast side is Tuckerman's Ravine named for the most eminent botanist who ever studied in this region - Prof. Edward Tuckerman of Amherst College. At the northeast is the huge chasm of Huntington's Ravine, commemorating the founder of the weather observatory, the first man to demonstrate the possibility of spend a winter on a mountain top - Prof. J. H. Huntington. And now, at the northwestern side of the mountain, a third name will be commemorated, that of the man whose genius conceived the idea of transporting to the top of the mountain a printing press... founding and carrying on for nearly a quarter of century, a successful daily newspaper - Henry M. Burt."

1901

August 2nd

Named After Newspaper Man "The great ravine which parallels the Mt. Washington railway has been officially named Burt's ravine by the county commissioners of Coös county, in memory of Henry M. Burt of Springfield, Mass., who founded and published here for 22 years the daily paper *Among the Clouds*"

- Boston Morning Journal - Sat, Aug 3, 1901 pg. 1 / Swanton (VT) Courier - Thu, Aug 8, 1901 pg 8

August 5th

Big Day: "The Mount Washington Railway ran five full cars to the Summit bringing over two hundred passengers. The trampers and visitors by the stage joined the crowd, and the whole Summit became one broad smile. The Summit House dining room was crowded with a hungry throng, and for nearly two hours appetite was satisfied with a zest and steadfastness that was gratifying to behold. Such was yesterday *(8/5)* on Mount Washington - a day waited for by hundreds, but not the only one lately enjoyed here by any means. Yesterday the sun rose clear, shown brightly through the day, and set in a clear sky. The air was cool and bracing, the temperature ranging from 38 to 48. By the evening train, by stage, and over the trails came other visitors in the afternoon and evening, and these remained over night. Many of the mid-day visitors desired to do so, but had made other arrangements. The sensible thing to do when visiting the Summit on such a day is to have no "other arrangements" pulling at the coat tails to drag one down." *- Among the Clouds - Tue, Aug 6, 1901*



Trampers at the Summit with train
- Conrad Ekstrom Jr. Collection

A Second Coat: "The painters who have been working on the Summit House, for several days, began the second coat on Monday *(8/5)*. Tuesday's storm played sad havoc with their work, washing much of the fresh paint from the end of the house and spreading it profusely along the platform. Over thirty guests at the Summit House and no train in the morning. Superintendent Horne takes no chances. While unable to work out-of-doors the painters improved their time in the office of *Among the Clouds*, and a peat slate-colored wainscot and folding-table were the result. A curious illustration of the destructive force of Mount Washington's storms was seen the other day when the wooden sign was taken down from the front of our office to be repainted. The original surface of the wood had been literally worn away by the weather, so that the black lettering stood out in relief, perhaps the thickness of heavy cardboard above the background. A like state of things may be seen in the lettering on Lizzie Bourne's monument."

- Among the Clouds - Thu, Aug 8 & Fri, Aug 9, 1901

August 7th

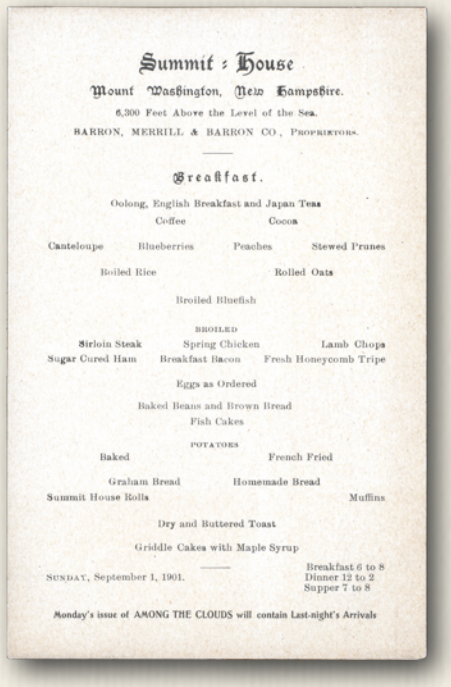
Storm Suspends Morning Train: "On account of the terrific storm which raged on Mt. Washington last week Wednesday *(8/7)*, the morning train from the summit to the base was cancelled."

- Littleton Courier - Thu, Aug 15, 1901

Why the Suspension Decision: "All night long the cone *(of Mt. Washington)* was enveloped in (the clouds) scudding, roaring, shrieking embrace, and the pelting rain struck like shot. Over thirty guests at the Summit House and no train in the morning. Superintendent Horne takes no chances. The passengers and train waited, but the wind and rain did not, until midday. Looking at the rolling carpet, tossed by the howling gale, and the dampness, one young lady suggested *(the stranded guests sing)*, "A Life on the Ocean Wave." There was no lack of creature comforts *(at the Summit House)*. The stoves sent out enticing warmth, and were encircled by the comfortable crowed, whilst good digestion after breakfast "waited on appetites" for dinner. There was no grumbling. It was a band of philosophers. They had traveled before. Some had doubtless been rocked in the cradle of the deep, but now felt safely anchored on the highest pinnacle in New England. The noon hour came, and the

sumptuous dinner must have had a most reassuring effect on the visitors, for only a few of them left on the train 1.45, while 24 stayed over to await returning sunshine and the glories that would come with it. Early in the afternoon the wind shifted through the south and around into the west. A break in the clouds about 4 o'clock revealed a little patch of blue sky, together with tossing masses of white billows below. Then came a telephone message that the world beneath was clear of cloud, and the mountain top alone was hidden. With these favorable signs the storm-bound company patiently awaited what today should bring forth. Some of them took a walk, hoping to get below the clouds. The clouds were too many for them, and they went to bed and sent their clothes to the boiler room. Eight passenger came by the night train and brought news of a rainbow at Fabyan's."

- Among the Clouds - Thu, Aug 8, 1901 pg. 4



Summit : House

Mount Washington, New Hampshire.

6,300 Feet Above the Level of the Sea.

BARRON, MERRILL & BARRON CO., PROPRIETORS.

Breakfast.

Oolong, English Breakfast and Japan Teas
Coffee Cocoa

Canteloupe Blueberries Peaches Stewed Prunes

Boiled Rice Rolled Oats

Broiled Bluefish

BROILED

Sirloin Steak Spring Chicken Lamb Chops
Sugar Cured Ham Breakfast Bacon Fresh Honeycomb Tripe

Eggs as Ordered

Baked Beans and Brown Bread
Fish Cakes

POTATOES

Baked French Fried

Graham Bread Homemade Bread
Summit House Rolls Muffins

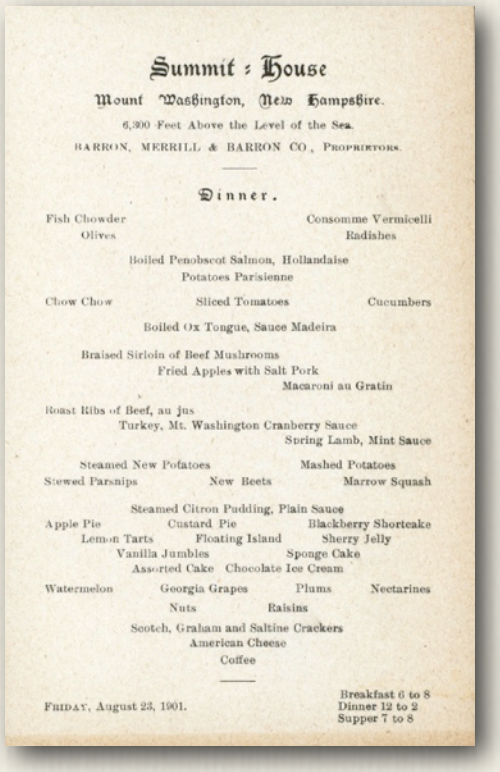
Dry and Buttered Toast

Griddle Cakes with Maple Syrup

SUNDAY, September 1, 1901.

Breakfast 6 to 8
Dinner 12 to 2
Supper 7 to 8

Monday's issue of AMONG THE CLOUDS will contain Last-night's Arrivals



Summit : House

Mount Washington, New Hampshire.

6,300 Feet Above the Level of the Sea.

BARRON, MERRILL & BARRON CO., PROPRIETORS.

Dinner.

Fish Chowder Consomme Vermicelli
Olives Radishes

Boiled Penobscot Salmon, Hollandaise
Potatoes Parisienne

Chow Chow Sliced Tomatoes Cucumbers

Boiled Ox Tongue, Sauce Madeira

Braised Sirloin of Beef Mushrooms
Fried Apples with Salt Pork
Macaroni au Gratin

Roast Ribs of Beef, au jus
Turkey, Mt. Washington Cranberry Sauce
Spring Lamb, Mint Sauce

Steamed New Potatoes Mashed Potatoes
Stewed Parsnips New Beets Marrow Squash

Steamed Citron Pudding, Plain Sauce
Apple Pie Custard Pie Blackberry Shortcake
Lemon Tarts Floating Island Sherry Jelly
Vanilla Jumbles Sponge Cake
Assorted Cake Chocolate Ice Cream

Watermelon Georgia Grapes Plums Nectarines
Nuts Raisins

Scotch, Graham and Saltine Crackers
American Cheese
Coffee

FRIDAY, August 23, 1901.

Breakfast 6 to 8
Dinner 12 to 2
Supper 7 to 8

August 13th

Sunset Special: "The journey to the Summit by last evening's *(8/13)* train was of rare interest. Crisp, cool air greeted the passengers in the observation car as they went from Fabyan's to the Base, some of them finding it a welcome change from the long day's journey from Quebec. As the train ascended and the view broadened, the landscape grew richer in color effects, softened by a mellow haze. The train was just a little late, so that the setting sun went down about as fast as the train went up, and the colors of the sky contrasted well with the glowing disk of the sun, which the passengers watched with keenest interest until they passed Lizzie Bourne's monument, where it was hidden by a turn of the track just as the last glimmer had all but disappeared behind the Green Mountains."

- Among the Clouds - Wed, Aug 14, 1901

September 4th

The Track Walker & Sylvester Marsh: "Mr. Peter Graffam of Malden, Mass., was a guest at the Summit House Wednesday *(9/4)* night. He recalled an experience here 28 years ago *(1874)*, when he was challenged by another gentleman stopping at the Crawford House to walk to the Summit by the railroad track. They reached the top all right and walked down the track the same day; but on reaching the Base Station the challenging party gave out and was obliged to stay there over night, while Mr. Graffam walked all the way back to the Crawford. A few days later Mr. Graffam made an ascent by train on the invitation of Mr. Sylvester Marsh, the projector and builder of the Mount Washington Railway."

- Among the Clouds - Thu, Sep 5, 1901

October 10th

Mt. Washington Trains Ended: "Train service between the Fabyan house and Mt. Washington is discontinued. The Mt. Pleasant house and the Fabyan house have closed for the season."

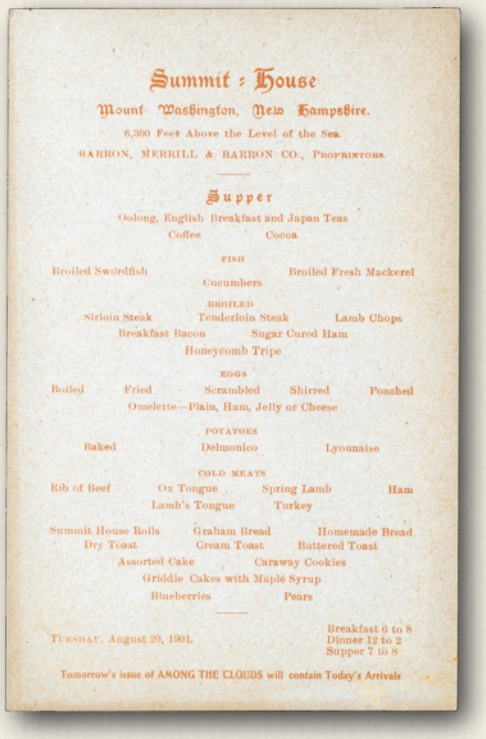
- White Mountain Republic-Journal - Thu, Oct 10, 1901

Crawford to Crawford Road Extended: "The road to extend from E. A. Crawfords to the Crawford House via the base of Mt. Washington is rapidly extending to the summit of the divide. Mr. Crawford has charge of the work."

- White Mountain Republic-Journal - Thu, Oct 10, 1901

October 17th

New Hotel Under Construction: "Great headway is being made in the construction of the new hotel at Mount Pleasant, N.H. It will probably be named Mount Washington, which would seem to be a very appropriate name on account of its close proximity to the mountain of the same name. The location is but a short distance from the base station, and the distance from the sum-



Summit : House

Mount Washington, New Hampshire.

6,300 Feet Above the Level of the Sea.

BARRON, MERRILL & BARRON CO., PROPRIETORS.

Supper

Oolong, English Breakfast and Japan Teas
Coffee Cocoa

FISH

Broiled Swordfish Broiled Fresh Mackerel
Cucumbers

BROILED

Sirloin Steak Tenderloin Steak Lamb Chops
Breakfast Bacon Sugar Cured Ham
Honeycomb Tripe

EGGS

Boiled Fried Scrambled Shirred Poached
Omelette—Plain, Ham, Jelly or Cheese

POTATOES

Baked Delmonico Lyonnaise

COLD MEATS

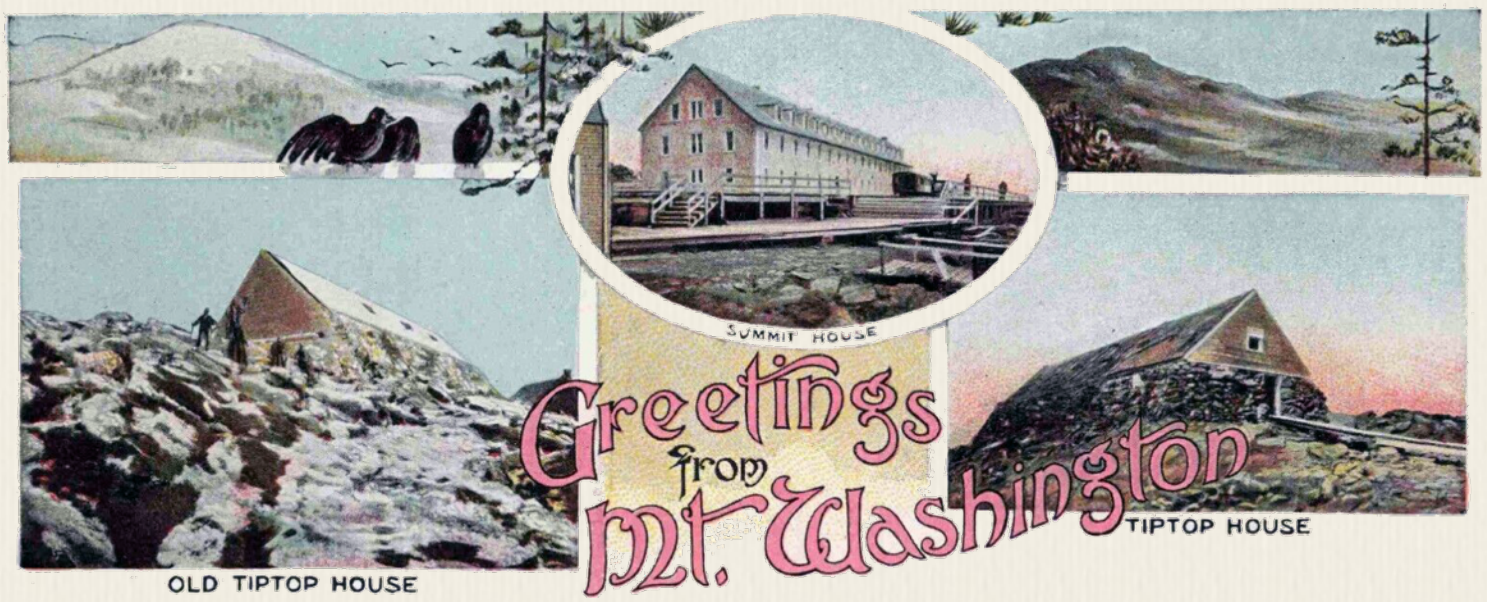
Rib of Beef Ox Tongue Spring Lamb Ham
Lamb's Tongue Turkey

Summit House Rolls Graham Bread Homemade Bread
Dry Toast Cream Toast Buttered Toast
Assorted Cake Caraway Cookies
Griddle Cakes with Maple Syrup
Blueberries Pears

TUESDAY, August 20, 1901.

Breakfast 6 to 8
Dinner 12 to 2
Supper 7 to 8

Tomorrow's issue of AMONG THE CLOUDS will contain Today's Arrivals



mit of Mount Washington to the hotel is so short that it will be possible to operate a code of flag signals from the observatory, which is to be erected at the highest point of the building, to the summit; and persons at the observatory can, with the aid of a spyglass, recognize and distinguish their friends on the top of Mount Washington. When finished this building will be one of the grandest hotel structures in the country, and will prove an additional charm to an already enchanting region."

- St. Johnsbury Caledonian - Wed, Oct 16, 1901 pg. 7 / White Mountain Republic-Journal - Thu, Oct 17, 1901

November 15th

Teague Seeks Dartmouth Decorations: "Alumni and Friends of Dartmouth College - Gentlemen: We wish to call your attention to the important place College hall is already occupying in the student life of the college as well as to some of the needs of the hall. Though the building has been in general use hardly two months, it has already fitted naturally and properly into its position as the social headquarters of the men. It is an idea lounging spot, just the place for a chat or smoke around meal-time or between recitations. The administration of the college has purchased the main part of the furnishings - window-seats, chairs and rugs. Yet there are a few things which we still need, especially bric-a-brac and pictures. At the present time the wall and mantels are chiefly conspicuous for their bareness. While decorations may not appear a necessity, it is the aim of the management to make the rooms as attractive and homelike as possible. The more comfortable the arrangements the larger service will the club render. We have a wholesome and democratic organization, one that does just to the spirit and history of the college. We want a meeting place worth of it. But to reach the point of this letter. it is not an appeal, rather call it a hint, a hint to sons and acquaintances of Dartmouth that we have unrivaled opportunities to hang pictures - but no paintings or engravings to hang. Anything in the way of interior decorations will be most gratefully received, not only by the committee, but by the whole body of undergraduates which we represent. Truly, House Committee, Henry N. Teague."

- The Dartmouth (Hanover, N.H.) - Fri, Nov 15, 1901 pg. 23:157

December 5th

The Usual 3 Percent: "The directors of the Mount Washington railway met in Concord last week and declared the usual 3 per cent dividend."

- White Mountain Republic-Journal - Thu, Dec 5, 1901

December 12th

Spur Branch to Stickney's Hotel: "At a recent meeting of the board of directors of the Concord and Montreal railroad, it was voted to lay in the spring a branch track to the new Mt. Pleasant house, now in process of construction in the White mountain region by Joseph Stickney, the New York millionaire, and which is to be ready for occupancy at the opening of the season next summer. the branch will run from the line leading to the base of Mt. Washington, will be about a mile in length and so placed as not to interfere with the plans for laying out the grounds about the structure and the golf park. Its terminus will be within a short distance of the hotel."

- Concord Patriot reprinted in Littleton Courier - Thu, Dec 12, 1901

1902

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1901 Season*** - Total earnings: $17,519 - Total expenses: $12,025.76 - Dividends declared (3 per cent): $6,345 - Total passengers: 5,673

Jan 17th

Teague Thanks Psi Upsilon: "The directors of the Dartmouth College club wish to express their gratitude for the gift of pictures from the Psi Upsilon fraternity. They also desire to extend thanks for the gift of window seats by A. S. Hardy, Ph.D., former professor at Dartmouth - H.N. Teague, Secretary"

- The Dartmouth (Hanover, N.H.) - Fri, Jan 17, 1902 pg. 23:264



Ready to cut ice on Crawford (now Saco) Lake (1920s)
- Raymond W. Evans photo

Jan 23rd

Summer Ice: "Sixty carloads of ice were cut from Crawford lake for the Barrons' four houses, Fabyan, Crawford, Twin Mountain, and Summit Mt. Washington." *- Littleton Courier - Thu, Jan 23, 1902*

May 6th

Log Break: "Frank N. Keyser was mixed up in a railroad accident near the base of Mount Washington last Thursday *(5/6)* and sustained a broken leg. He was brought to M. E. Kimball's (in North Haverhill) by special train in the evening, where he is getting on comfortably under the care of Dr. Newcomb."

- White Mountain Republic-Journal - Thu, May 13, 1902

June 7th

A Novel Colored Map – The towering peak of Mt. Washington, which rises far above the clouds and which stands forth like a giant sentinel overlooking the far off Mt. Orford in Canada and the many distant and lesser peaks which appear outlined against the sky, is now ready for the many tourists who annual wend their way to its lofty summit. For the prospective visitor or the person not able to visit this famed Elysium, the Boston & Maine's *"Bird's Eye View from Mt. Washington"* is a rare treat. It is a delightful colored map, circular in shape and printed in seven different colors showing the mountains and ravines as viewed from the summit of Mt Washington, with each section numbered and an index giving the name of the mountain or ravine. There is a graphic illustration of a train on the Mt. Washington Railway ascending the mountain, and the several buildings on the summit are clearly shown. This map *(pg. 293)* is well worth securing; it is odd, unique and handsome. "

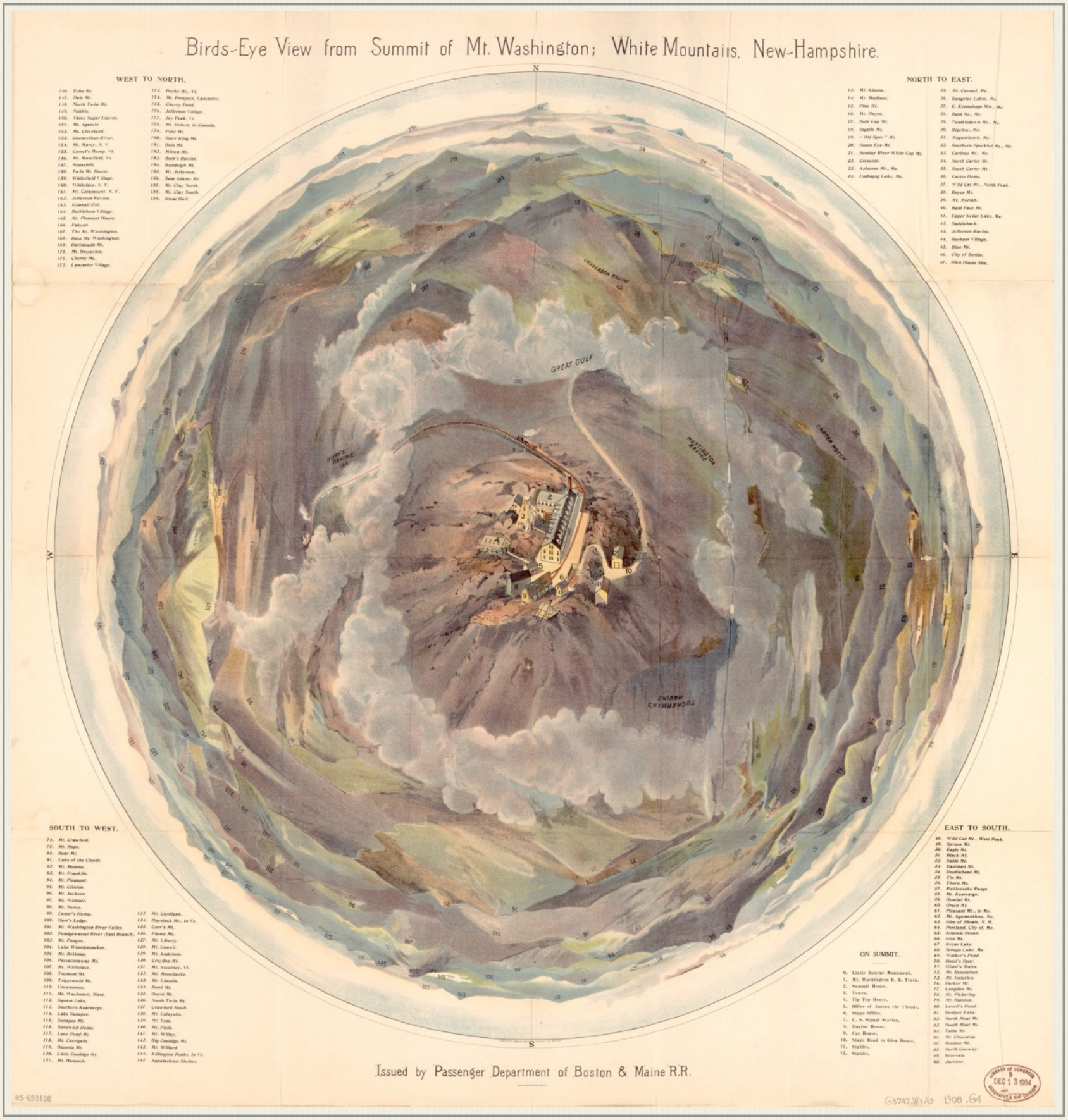


- Portsmouth Herald Sat, June 7, 1902 pg. 4

June 12th

The Bugle Takes on the Clouds: "Anderson & Price, managers of the Mt. Pleasant, and of the new Mt. Washington, the new mammoth hotel, announce that during July, August and September a daily paper *(The Bugle)* will be published in the interest of these two hotels. Telegraphic news will be a feature, so that at the breakfast table patrons may know the news, for which they would otherwise have to wait until the arrival of Manchester, Boston or New York papers later in the the day. These two hotels will accommodate 800 guests, and the management announces that the bookings already made indicate a wonderfully prosperous season."

- Littleton Courier - Thu, Jun 12, 1902

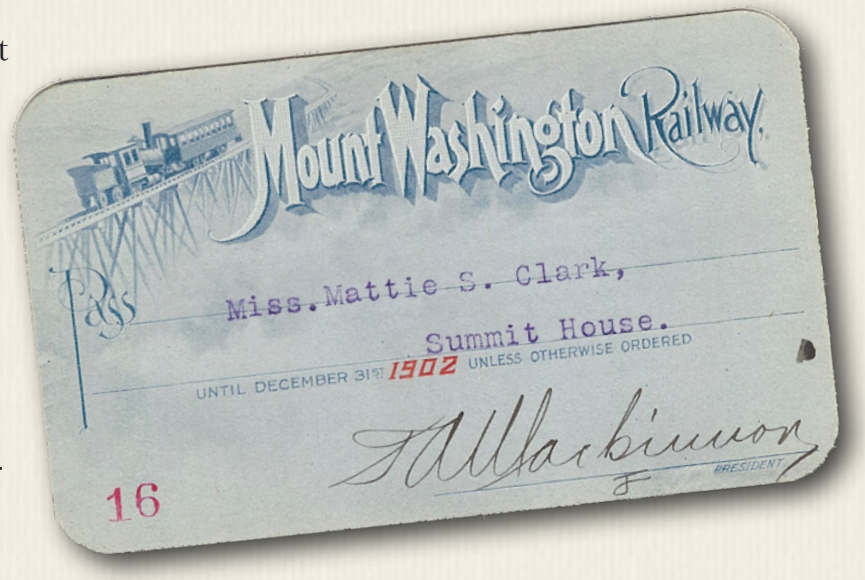


June 17th

Summit House Improvements: "Well known faces greet the returning visitor in nearly every department of the Summit House. Miss Mattie A. Clarke, the manager, having returned from her winter at Ormond, Florida arrived June 17 to begin preparations for the summer - a task the difficulty of which can be realized by only those who have seen a mountain-top hotel at the end of winter. This year the roof was off the new kitchen - indeed, it is said that part of it was found at Fabyan's, after a 10-mile flight through the air - and the inside needed extensive repairs. Then it snowed about every other day the rest of June, and the difficulties were enormous. The visitors who now enjoy the dry, steam heated rooms of the Summit House have little idea of the weeks it has taken to put them in order. Mr. A. Frank Curtis has begun his fourth summer as clerk, Capt. J. J. Ryan manages the post and telegraph offices, and Mr. Alvah G. Sleeper, who has just graduated from the Boston University Law School, is again in charge of the dining room. Miss Minnie Johonnot again assists at the souvenir stand, and Mr. Fred Richards has charge of the wine room. Mr. James Morgan, 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. Many of the help of former years are in their old positions, and the house is thoroughly organized for the summer's business."

- Among the Clouds - Sat, Jul 12, 1902



July 14th

June Brides on Board: "The record for June brides on Mount Washington must have been broken this year. Conductor Browley had two train loads, each made up of four newly wedded pairs, and in each case the double quartet were the only guests at the Summit House."

- Among the Clouds - Mon, Jul 14, 1902

Mount Washington Railway: "The 34th year since the completion of the Mount Washington Railway finds it in its usual admirable condition. Superintendent John Horne came to the Base with most of the old corps of employees early in May to prepare for the summer, while Roadmaster Patrick Camden began putting the track in order as early as the weather would allow. A long stretch of trestle below Jacob's Ladder has been rebuilt, also a section near the Summit. Conductor Browley, after a winter spent with Raymond (Tour) parties in Mexico and California, began his fourth summer on the railway at the opening of travel in June. With perfect machinery and constant inspection of the track, and above all, with the vigilant care of faithful and experienced employees, the Mount Washington Railway maintains its reputation for safety. Like a well-known steamship line, it "never lost a passenger," nor even injured one."

- Among the Clouds - Mon, Jul 14, 1902

July 15th

Snow Remains & Butterworth Returns: "Two large patches of snow still linger in the Great Gulf, the larger one near the foot of Mount Clay and the other quite a distance up the head wall. This is more than has been seen there at this time for several years. Another bank near the Alpine Garden has disappeared within a week. The crescent-shaped patch of snow so often seen on the eastern slope of Mount Jefferson, sometimes lasting until the middle of July, was not to been this year, a fact which may be attributed to a variation from the prevailing direction of the wind. One small snowbank still remains on the Gulf side of Mount Adams. Mr. Samuel B. Butterworth of Boston, who, until 1895 had long been connected with the Mount Washington Railway as engineer and as machinist is again in the machine shop of the railway at the Base."

- Among the Clouds - Tue, Jul 15, 1902

July 16th

Pillsbury at Home: "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, New Hampshire. His numerous friends presented him an elegant opal ring, watch chain and souvenir charm."

- The St. Johnsbury Caledonian July 16, 1902

July 17th

Recovering Lost Ice: "The energy of the Mount Washington railway men was tested yesterday *(7/17)* in a hunt for a valuable diamond ring, lost through the car window by a passenger just after the train started up the mountain. The owner gave up his trip to the Summit to hunt for it and offered a reward of $25 for its recovery. All the "boys" who were at liberty turned out and raked the ground over almost with a fine-tooth comb. When the down train arrived the disturbed owner left, raising the offer to $50. The search went on and before nightfall Brakeman James Boyce was lucky enough to find the missing jewel. Supt. Horne drove out with Mr. Boyce to Fabyan's, where the owner was made happy by the restoration of the treasure, and gladly paid the well earned reward. The finding of so small an object on the rough and grass-covered slopes of the mountain was a piece of more than ordinary good fortune. It may be properly be added that lost articles are safer, irrespective of reward, in the hands of the railway men, than they were in the possession of the owners; for the reputation of the employees of the road for strict integrity is unblemished. Last winter sixty carloads of ice were cut from Crawford Lake for the Barrons' four houses - Fabyan, Crawford, Twin Mountain and the Summit House."

- Among the Clouds - Fri, Jul 18, 1902

1902

July 22nd

Excess Water & Summit Ping-Pong: "Not for more than twenty-five years, according to Superintendent Horne, has so much water been visible near the summit of Mount Washington as now. As one goes down the carriage road numerous pools are to be seen where hollows only have existed before, and rills are running wherever there is an escape for the waters that trickle through the drenched soil and the fissures in the rocks. The railroad tanks are full and running over, and the large tank at the easterly end of the Summit House, the largest in New Hampshire, is even full. There is no danger of a water famine on Mount Washington for some time to come. The ping-pong outfit which had been eagerly looked for for a week or two at the Summit House arrived on Tuesday *(7/22)* night. The first game to be played on any mountain top in this country, so far as our information goes, was played by Mr. A. F. Curtis, clerk of the Summit House, and the editor of this paper *(Frank H. Burt)*. This was followed by a match between two expert players from Boston University, Messrs. George Merritt and Alden H. Speare, after which Mr. A. G. Sleeper met Mr. Curtis over the festive table. Conductor Browley took his first lesson when the train came up at noon. The game promises to be a popular one up here in the clouds, as it will afford opportunities for exercise, which is much needed on stormy days, as well as affording unlimited fun."

- Among the Clouds - Thu, Jul 24, 1902 pg. 4

July 23rd

Inspection Tour: "Mr. J. H. Fullterton of Woodsville, N.H., superintendent of bridges and buildings, White Mountain Division Boston & Maine Railroad, came to the summit yesterday *(7/23)* on a tour of inspection. He was accompanied by Superintendent Horne of the Mount Washington Railway."

- Among the Clouds - Thu, Jul 24, 1902 pg. 1

July 26th

Observatory Demolition - Hello?: "The work of demolition has begun on the observatory which has stood at the northerly side of the Summit House for 22 years. Thousands of visitors have ascended to its top where they had an unobstructed view of the surrounding country from the highest point in New England. It was the most conspicuous object on the Summit seen from a distance, and its disappearance will seem like the departure of an old friend to many whose eyes have daily rested on the noble peak. A new telephone has been installed at the Summit on the line to the Glen, giving better service than ever before enjoyed over this line. All that is now needed to make us up-to-date is the long-distance, the need of which is daily felt by the dwellers on the mountain top."

- Among the Clouds - Sat, Jul 26, 1902



July 28th

Mt Washington Hotel opens on the 50th anniversary of the first Summit House opening

- The St. Johnsbury Caledonian - Aug 13, 1902

"General Turnout": "There was a general turnout at the opening of the new Mt. Washington House Monday *(7/28)* evening. Everybody enjoyed the music, the dancing and the general brilliancy of the occasion."

- Twin Mountain notes - Littleton Courier - Thu, Jul 31, 1902

July 30th

Shadow Play: "A rare sight was witnessed from the ascending train last night, between Lizzie Bourne's monument and the Summit House. Upon a mass of cloud in the valley at the east was cast the shadow of the entire train, so perfect that even the motion of the piston rods could be seen."

- Among the Clouds - Thu, Jul 31, 1902

July 31st

Handsome Souvenir Edition: "*Among the Clouds*, the only newspaper published on the top of any mountain in the world, has just issued a handsome souvenir edition, which, besides containing a mass of interesting reading matter, is profusely illustrated with cuts of many of the most interesting places and most magnificent views. The front page has a large half-tone of four men descending the Mt. Washington railway on slide boards, and there are excellent views of St. Jacob's ladder, the Summit house, the tip-top house, and other land marks, as well as a double face panorama of the Presidential range. The edition is certainly one of which Editor Frank H. Burt may well feel proud."

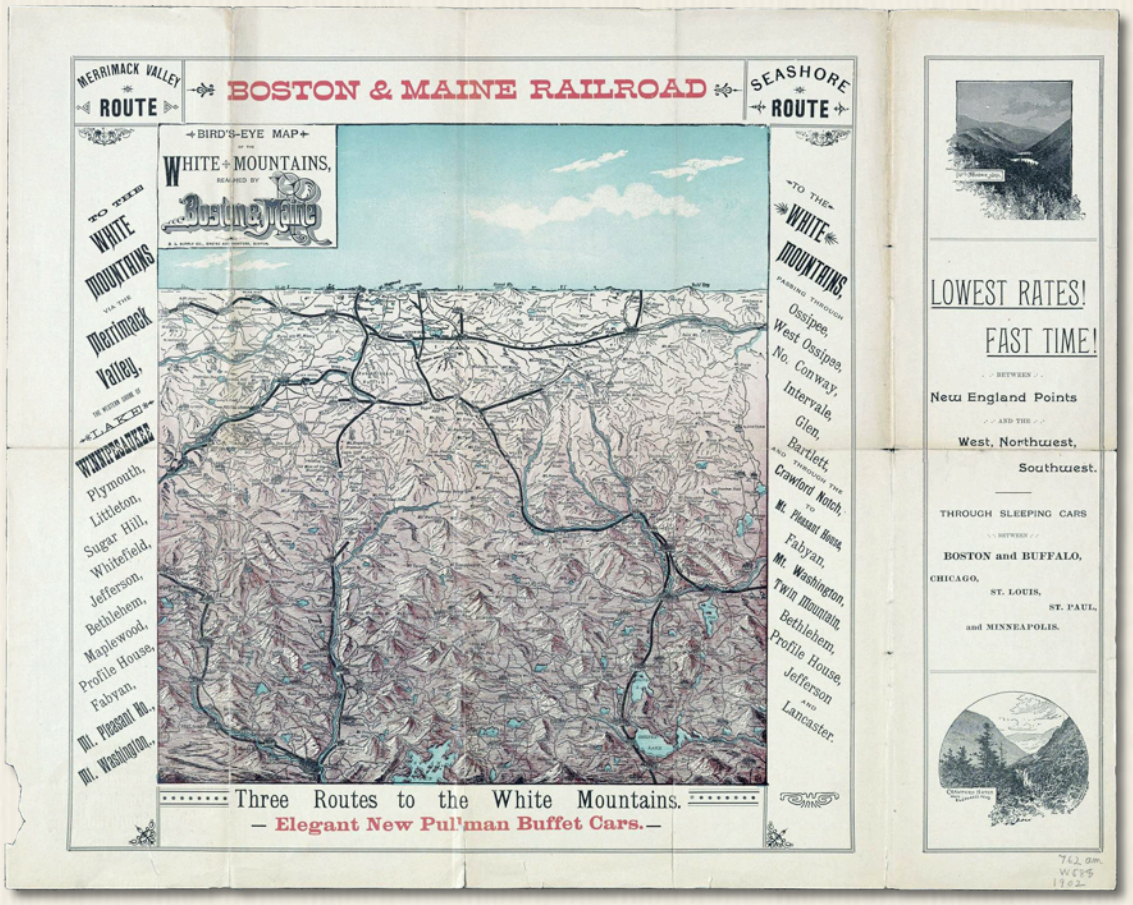
- Littleton Courier - Thu, Jul 31, 1902

Manchester Mountain Railroad?: "The preliminary survey has been made for a railroad to the summit of one of the Uncanoonuc mountains, one of the two highest peaks in New England south of the White Mountains. The road will be the balance trolley line, one car balancing another. At the foot of the mountain the road will connect with the Manchester street railway. A hotel, theater and other attractions on the summit are contemplated." *- Littleton Courier - Thu, Jul 31, 1902*

August 6th

Cog Grease (not) for the Birds: "Many years ago, in the early days of the Mount Washington Railway, Superintendent Horne tells us that the railroad men were much bothered by a peculiar kind of bird, great flocks of which would come and light on the track and eat the grease off the cog rail. So numerous and so greedy were they that it was useless to try to keep the cog rail greased; they could leave it as clean, he says, as a dog would lick a plate. At last Mr. Horne got tired of the free lunch business and asked the dealer who supplied the grease to put something in it which would destroy its appetizing qualities, so that the grease might serve its original purpose instead of furnishing a meal to the fowls of the air. The grease maker cheerfully complied and added a new ingredient to the fearfully and wonderfully made compound, giving it the peculiar smell which is detected by everyone one who makes a close examination of the center rail. The scheme worked to a charm. The birds could eat almost anything, but they drew the line at that. They unanimously voted to change their boarding place, they flew away and never came back any more. To what species they belonged none of the students of natural history then residing at the Base could guess, but they became familiarly known as "carrion birds." They were a handsome bird, of a sort of slate blue - somewhat of the color of the innocent dove, though lacking his dainty appetite. It would be a matter of interest if some student of birds could identify these strange creatures and give us an account of their habits and their dwelling place."

- Among the Clouds - Wed, Aug 6, 1902 / Springfield (MA) Sunday Republican - Sun, Oct 5, 1902 pg. 10



Boston & Maine route map brochure (1902)
- Joe Gorski Collection

1902

August 8th

Good Bye to The Tower: "To one who watched the building of the Mount Washington observatory 22 years ago, its removal has a rather melancholy interest. Its demolition has been recognized for a year or so as a necessity, for though it had withstood the fiercest winter gales, it was yielding to the slower but not less powerful influence of moisture and the skills were rotted beyond repair. It is expected that next year will see it replaced by a better and more convenient structure. "The tower," as it was always called, was the one point on the mountain from which the entire view could be seen, with no buildings to obstruct, and its erection was an event of the greatest interest to the Summit colony of 1880. Its primary purpose was not so much sight-seeing as for scientific objects. The triangulation of the state by the United States Coast and Geodetic Survey was then in progress, and the tower was built to afford a place directly above the highest point of the mountain from the angular distance between other mountains and objects could be measured. Therefore the big tripod of unpeeled spruce logs, which has been seen by thousands of visitors who had no appreciation of its use, was set up in the centre of the tower, the legs passing through each floor without touching any part of the building, and the apex being exactly over the bolt which was long ago sunk in the uppermost rock. The top of this tripod made a place on which the theodolite of the observers could be set, unaffected by the vibration of the building. As originally built the tower was three stories in height, and on top of it was a small shelter for the observers to work in, the space about which was enclosed by an iron railing for visitors to enjoy the view. In 1892, the tower was carried up one story and a searchlight of 50,000 candle power installed, with a steam engine and dynamo. A large part of the summer was spent in getting ready and the current was first turned on experimentally on Friday, August 12. The following evening the light was thrown successfully to many points in the mountains, and it was kept up on pleasant nights the rest of the season, being seen more than 100 miles away. The projector of the enterprise anticipated that the powerful light would penetrate the clouds and so afford safety for belated climbers after dark; but experiment failed to justify the idea. The searchlight apparatus never came back again, but went to Chicago the following year to be used on the building of Manufactures and Liberal Arts, and was destroyed, we believe, in the conflagration that followed the close of the fair. Since the time of the searchlight visitors have had the benefit of the large room enclosed in glass in the upper story of the tower, an excellent place to enjoy the view on a windy day, while the top floor gave the widest possible outlook. John Camden was roadmaster of the Mount Washington Railway and in charge of the men who built the tower, and it was framed by his son, Patrick Camden, the present roadmaster. At the bottom it was 30 feet square, tapering to eighteen feet square at the top. It was 27 feet high originally, and its elevation was increased by 17 feet for the searchlight. There were used in its construction 12,376 feet of lumber, and it took 15 trains to bring up the lumber and the tools of the workmen. The only men now connected with the road who were here when the tower was built are Supt. Horne, Roadmaster Patrick Camden, Alex. Cusick and Samuel B. Butterworth. "

- Among the Clouds - Fri, Aug 8, 1902

August 9th

Through Jefferson Notch: "The first trip over the northern section of the new Jefferson Notch road to carry travelers was made on August 9 when Mr. E. A. Crawford drove two horses and a three-seated buckboard with seven person from the Base Station of the Mount Washington Railway to his house in Jefferson Highlands. Mr. Crawford received a telephone message in the morning to meet three passengers at the Base on arrival of the afternoon train from the Summit and drove over with M. A. J. Frothingham of Chauncy Hall School also his son and daughter. The Base was reached in two hours and a half and Mr. Crawford was welcomed by his old Superintendent *(John)* Horne. They had not met before in seventeen years, but thanks to the new road they are now almost next door neighbors, though a dozen miles apart for there aren't more than one of two dwellings between Mr. Crawford's and the boarding house at the Base. The afternoon rain brought the expected passengers down the mountain and Mr. Crawford took his party safely home through Jefferson Notch in about three hours. The afternoon was a perfect one for the enjoyment of the trip, it being one of the clear days that have been so rare this summer. All of the party were familiar with the Jefferson end of the route through pedestrian trips to Camp Crawford in other years when there was only a corduroy logging road in all stages of ruin, but it was the first time any of the seven had gone over the whole route fromt he Base to Jefferson Highlands, and no stranger would have found more of the charm of novelty. The views disclosed on the new route were all that had been expected and more. There was special interest in seeing Mounts Clay and Jefferson from new view points, as well as the beautiful outlook over the western valleys and ranges from a clearing near the summit of the pass. There was much surprise that the grades were no steeper, taking into account the great altitude at-

tained by the road, 3,011 feet, the highest elevation on any notch road in the mountains. The road builders have finished work on the Twin Rivers end of the road and are working back toward the ridge, putting on the finishing touches. It will take a week or ten days to finish the smooth off process, but what has been done shows that this is going to be one of the finest roads in New Hampshire and will fully prove the wisdom of the outlay made by the State and the various contributors."

- Among the Clods - Tue, Aug 19, 1902 pg. 7

August 13th

Two Cold Days: "At the peak of Mt. Washington, The cold wave which developed yesterday *(8/13)* after the humidity of the preceding hours, resolved itself into freezing atmosphere At 3 a.m. the thermometer registered 28, and winter clothing was a necessity for all at the top of the mountain. The summit presented a bleak appearance, thickly coated as it was with sleet and ice, while on the long wooden walk out and about the hotel, the ice formation was such that it had to be shoveled away early this morning. A high west wind, combining itself with the cold wave, made the conditions outside the hotel somewhat uncomfortable. The indications were favorable for a cool, crisp day."

- Littleton Courier - Thu, Aug 14, 1902

August 18th

Old Towners in the Clouds: "Mr. Jacob W. Hook, one of the committee of the Old Town merchants' tour to Boston, Portland, the White Mountains and New York, telegraphed as follows to the *The Sun* last night *(8/18)* from the summit of Mount Washington, N.H.: "The members of the Old Town merchants' tour send greetings to their Baltimore friends from this towering mountain, an altitude of 6,300 feet. The party is now domiciled between mountains and clouds, and the majestic appearance of the setting sun, which can be seen in all its grandeur from this height, was thoroughly enjoyed this evening, and the resplendent beauty was commented on by all who saw it. The evening was greatly enjoyed, a number of ladies and gentlemen, members of the party, affording entertainment. Dancing was also indulged in by the younger set. Moonlight shed its silvery beams over this chain of mountains and the sight was beyond description. In the background could be seen the great Atlantic ocean, which seemed to have lashed itself into a fury for the benefit of our party. This has been a red-letter day for the touring party. We left Portland on the 8.50 o'clock A. M. train for Fabyans, where dinner was taken. At 4 o'clock we left for the Summit House, Mount Washington, and after a ride up the side of the mountain on the incline cog railway, we reached our destination about 6 o'clock this evening. The party, anticipating a beautiful sunrise, will arise about 4 o'clock tomorrow morning. We begin our tour South at 7 o'clock Tuesday morning, expecting to arrive at Baltimore on Friday next, at about 10 o'clock P. M."

- The Baltimore Sun - Tue, Aug 19, 1902

August 20th

Ewald Weiss Remembered: "By a rather remarkable coincidence, there came to the Summit Wednesday *(8/20)* by different routes two gentlemen who figured conspicuously in the events following the mysterious disappearance of Ewald Weiss, a musician of the Summit House orchestra, on Sunday, August 24th, 1890. Mr. Weiss left the Summit at 9 o'clock on that morning for a walk over Mounts Clay and Jefferson and has never been seen or heard from since. The first visitor to recall the incident to our attention was Mr. C. H. Brown of Jefferson, who... is the gentleman who, with the noted guide, Mr. Lowe of Randolph, and others, made a thorough search of the paths which Mr. Weiss might be supposed to have taken. The only traces they succeeded in finding of the missing man were a salt shaker and a little farther on, a paper bag with a rent in the bottom, through which the shaker could have fallen. Later, upon the arrival of the noon train, Mr. Arthur Pohle of Boston, a fellow musician with Mr. Weiss in the Summit House orchestra visited our office and recalled for the second time the memories of the sad event. Mr. Pohle was the organizer of a searching party... An exhausting and perilous all-day search, however, failed to lift the veil of mystery, which no doubt will ever cling to the sudden disappearance of this talented gentlemen."

- Among the Clouds - Thu, Aug 21, 1902

August 30th

Clark & Curtis: "Miss Mattie Clarke of the Summit House has spent every summer on the top of Mount Washington for many years, and has the most interesting fund of reminiscences of the many famous people who have visited here. It does one good to receive Miss Clarke's hearty welcome at the Summit House, and her

efforts to make the stay of her guests pleasant are untiring. Nothing that can be done is left undone, and Mr. Curtis, the clerk, is not to be outdone in this respect."

- White Mountain Echo - Sat, Aug 30, 1902 pg. 3

September 4th

Rain? Take the Train: "The Rev. Willis Holmes *(of Landaff)*, his two sons and brother took a trip to Mt. Washington Thursday *(9/4)*. They reached Willis camp on Mt. Jefferson just in time for shelter from a hard shower which lasted nearly an hour. Leaving Willis camp at 10 they climbed to the top of Jefferson, played a game of croquet on Monticello lawn, then proceeded over Mt. Clay to Washington. Within a mile of the Summit house they took refuge under a large overhanging rock while another shower of rain poured down for twenty minutes. Through dense fog, driving with the wind a furious gale over the bleak summits of the mountains, they picked their way up the dripping rocks half a mile further, when for the third time the rain poured down in torrents. This time they were shelterless. They knew they were near the Summit house, however, and hurried on and upward till finally, at noon, they dragged themselves up the steps of the Tip-top house, drenched with the rain, chilled by the biting northeast gale, and almost exhausted. They had started for the Crawford house over the bridal trail, but concluded that they had tempted the elements far enough, so bought tickets and rode down on the train."

- Littleton Courier - Thu, Sep 11, 1902

September 9th

Heavy Summit Weather: "A mist which covered the Summit early Tuesday *(9/9)* morning passed off at almost eight o'clock, and there was every promise of a fine day, except that the white clouds which precede a southeast storm were seen gathering... and when the noon train arrived at the Summit, the storm, with momentarily thickening mist and a high wind, was on in force. From noon til 5 o'clock the wind was higher from the southeast than at any time this season, but the temperature was moderate, so that the discomforts of cold were not added to the inconveniences of locomotion. Late in the afternoon it was evident that the severest southeaster of the season was on. Rain took the place of mist, and the gusts of wind came with such tremendous force as to make the office of this paper shake and tremble. Information of the severity of the storm was carried by telephone to Supt. Horne of the Mount Washington Railway, who was at Fabyan's, and after careful consideration he decided not to dispatch the evening train up the mountain, a bit of news which was greeted with a hearty"amen" by the group at the Summit House office when Miss (Mattie) Clarke announced the fact. It is rare indeed that a trip is omitted during the season yet when needles, not to say foolish, timidity is expressed almost riding up the mountain by train, it is well for the public to know and appreciate the fact that the conservatism of the railway management is the conservatism of safety. They take no risks, although the chances are that the train would have arrived all right."

- Among the Clouds - Wed, Sep 10, 1902 pg. 4

September 18th

Summer of Innovation: "The summer of 1902 has been a memorable one for the White mountains. Among the summer's innovations may be noted the establishing of the first quick night train to New York and the building of the first trolley line in the mountains. The Jefferson notch road was opened, ping pong was introduced and the old Summit house observed its fiftieth anniversary. Besides these the Mount Washington was opened and *Among the Clouds* celebrated its twenty-fifth birthday."

- White Mountain Republic-Journal - Thu, Sep 18, 1902

October 3rd

Pedestrian "Goofer": "J. A. Verplanck of New York, a guest of the Fabyan house, started Friday *(10/3)* afternoon at 2 o'clock to make the ascent of Mt. Washington on foot. Mr. Barron and others remonstrated with him, but of no avail, and he had the pleasure of lying out all that cold night on the mountain, reaching the Summit house about 8 o'clock Saturday morning."

- Littleton Courier - Thu, Oct 9, 1902

November 6th

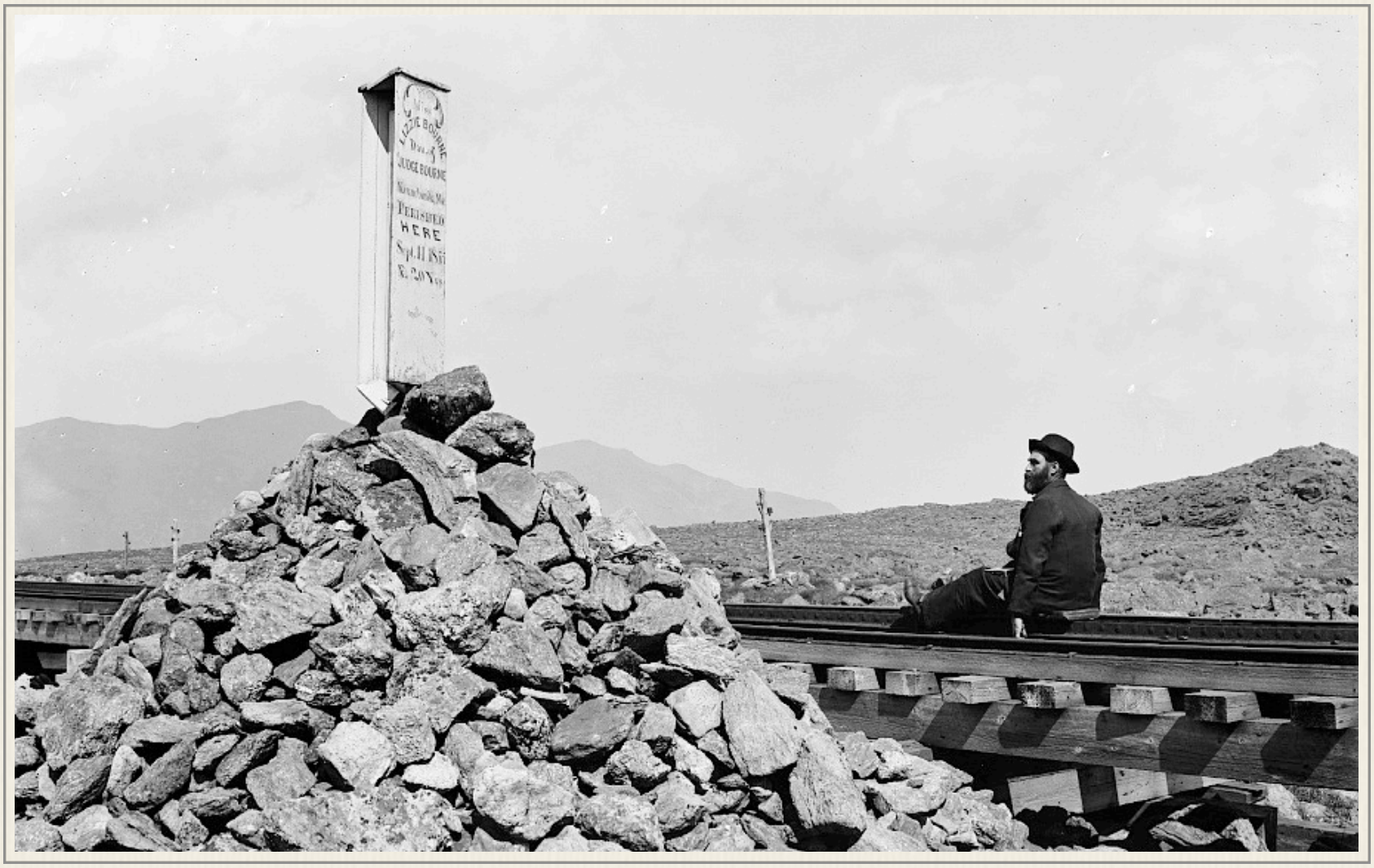
Electric Spur Line?: "It is probably that the motive power on the Boston & Maine between Fabyans and the base of Mt. Washington will be changed to electricity before another season."

- Littleton Courier - Thu, Nov 6, 1902

November 20th

New Mountain Road: "The present road from the Mt. Washington, the Mt. Pleasant, Crawford, the Fabyan and Twin Mountain houses leads by roundabout way through Bethlehem, and besides being difficult on account of hills is fully twenty-five miles long. The difficulties of the route make it impracticable to take the round trip in a day. Surveys made this fall, however, show that there is a practicable route in an almost direct line from the Twin Mountain house to the Profile, reducing the distance to about eighteen miles. The route chose, although through a mountainous country, is almost perfectly level, with practically no grades. The hotel proprietors and the Boston & Maine are said to be interested in the construction of the new road, and the state will also be asked to assist. It would probably take about two years to build the proposed road, which would run through forests for the entire way."

- Littleton Courier - Thu, Nov 20, 1902



Slideboarder pauses at Lizzie Bourne's monument on way down the Mountain (~1902)
- Ron Walters Collection

1903

1903

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1902 Season*** - Total earnings: $24,503 - Total expenses: $12,852.69 - Dividends declared (3 per cent): $6,345 - Total passengers: 8,020

January 15th

Ice Is Cut: "Forty seven car loads of ice have been cut from Crawford lake, for the Fabyan, Twin and Summit houses, including some for the Boston & Maine store house at Fabyans."

- Littleton Courier - Thu, Jan 15, 1903

March 27th

A Presidential Portrait?: "Henry N. Teague, secretary of the Dartmouth College club, is making plans for the purchase of a portrait of President Tucker for College hall. He proposes to raise among the alumni and students a fund sufficient to procure such a portrait, painted by the best artist that can be engaged. The response from alumni has thus far been unanimous. The secretary's office will be open from April 15 to April 22 to receive undergraduate subscriptions. It is desired that the gift be a contribution from the whole body of Dartmouth men." - *The Dartmouth (Hanover, N.H.) - Fri, Mar 27, 1903 pg. 24:408-9*

May 12th

Mt Washington ***Turnpike*** (Base Road) ***deeded to*** the State of ***New Hampshire***

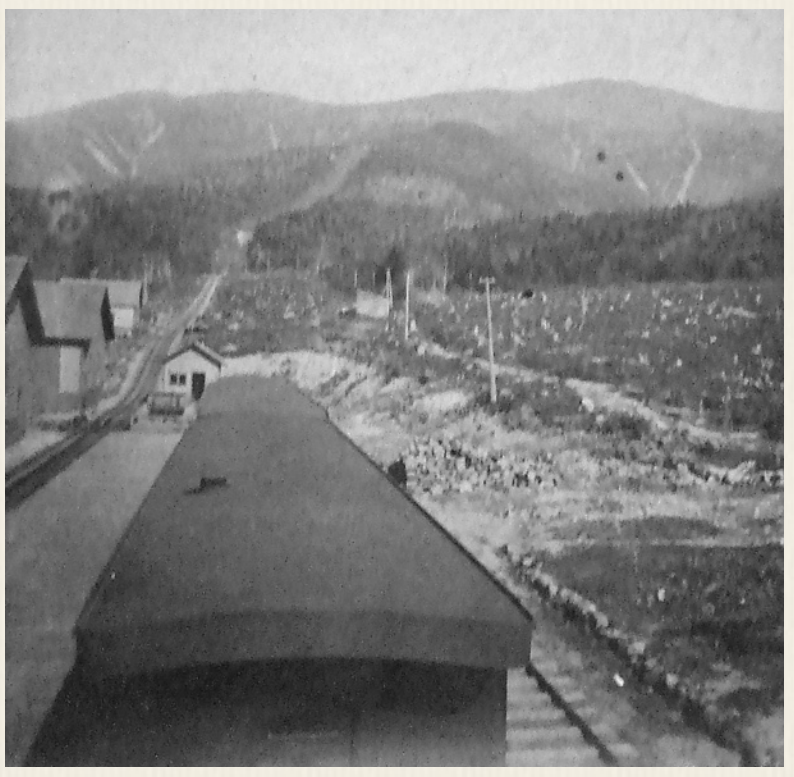
- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

June 11th-12th

Regular Cloudburst: "A cloudburst on Mt. Adams, close to Mt. Washington, late Friday *(6/12)* afternoon, caused the biggest flood that has ever been known at the base of the mountains, and did thousands of dollars of damage to the railroad and highways. The Ammonoosuc river at Littleton came up with a roar at about 11 o'clock that night, when it is said to have risen three feet in ten minutes. The flood reached Lisbon about two hours later and caused considerable trouble at the electric light station. Nothing was known at the Fabyan house of the cloudburst at the time it occurred, and the first warning received there was a telephone from the base that trees, bridges and everything else were coming down. The people at Fabyan's say that "they came all right." Practically all the highway bridges between the base and Fabyan's were carried away, and the water in the valley rose to the highest level that was ever known. The golf grounds were flooded and in some parts covered with debris. The iron bridge beyond the Fabyan house stood the strain, but every other bridge between there and the base was carried away. About half a mile of railroad track was carried away, and the railroad trestle at the base was also lost. The cog road is said to have escaped serious damage. The roads from Crawford to the base, and from the base to Jefferson were also badly damaged and in some places almost obliterated."

- Littleton Courier - Thu, Jun 18, 1903

Among the Clouds on June's Great Storm:
"Thursday and Friday, the 11th and 12th of June, witnessed the most furious and destructive rainstorm that has been known on or around Mount Washington for more than thirty years. Nothing approaching it can be recalled since the great storm of September, 1869, when J. M. Thompson, the first proprietor of the Glen House, was drowned by the washing away of his sawmill on Peabody river. There was no loss of life attending this year's storm, but it left traces in the way of landslides on the Presidential Range which will never disappear, besides causing enormous expense. New Hampshire energy, however, has proved itself equal to this as to every other emergency, and the repairing of damages has for the most part kept ahead of the necessities of summer travel. Visitors have met with practically no inconven-



View from atop spur train tender waiting for passengers to return (~1903)
- Photograph by Peter Eddy(?) - Conrad Ekstrom Jr. Collection

ience in consequence of the destructive action of the storm, and the repairs when completed will leave things in better condition than ever before. The results on the West Side, in brief, are the dislodging of the Mount Washington railway bridge across the Ammonoosuc just above the Base Station; the washing out of two or three sections of track on the Boston & Maine branch between Fabyan's and the Base, with the changing of the course of the river; the bridge over the Ammonoosuc on the Mount Washington turnpike gone and practically every bridge on the Jefferson Notch road destroyed.

Base Station

"The destruction at the Base Station and along the line to Fabyan's was the result of a landslide far up the Ammonoosuc Ravine. About 5:30 p.m. on Friday, June 11, near the close of the second day of the rain, the people at the Base were startled by the faraway roar of the avalanche, heard even above the noise of the storm. Down the river came the tremendous mass - rocks, trees and debris in quantities beyond estimation and traveling at the speed of an express train. The trestle bridge above the Base Station was carried some six or eight feet from its location and much damaged. The dam which furnished the water supply for the engines at the Base was carried away. Below the point where the Jefferson Notch road crosses the Boston & Maine Railroad the river changed its course and took possession of the bed of the railroad for a distance of 600 feet, beside causing other washouts farther down stream. Telegraph poles and wires were thrown down for a long distance. It was a severe tax on the Mount Washington Railway people. Since May 2nd they had been at work getting the road ready for business, and now another hard task was before them. But in four days and a half the bridge at the Base was replaced, without calling in any outside help. The water question was solved by running a box out into the stream to carry water to a pipe, affording an adequate supply without rebuilding the dam.

Spur Line

"The Boston & Maine had a still harder matter to deal with. The river was speedily turned back to its old bed and the washouts filled, so that trains were run to connect with the Mount Washington trains on the opening day, June 22; but to guard against repetition of the trouble meant long and expensive work, which is not yet finished. Massive stone breakwaters have been laid against the new roadbed at places nearest to the river, and where the worst trouble was experienced a long and substantial dam is being built to hold the river within bounds. For a month the work has gone on, some thirty laborers being still employed, and when it is done the Ammonoosuc will be the most thoroughly "calmed, cribbed and confined" river in the State of New Hampshire. The railroad is sparing no expense to make the conditions safe in every details and should the river again seek "fresh fields and pastures new" it must look for them elsewhere than on the rail road track. The slide that caused the mischief is out of sight in the depths of the Ammonoosuc Ravine and has not at this writing been visited. To reach it the explorer must either ascend the river from the Base or leave the railway track at Jacob's Ladder and go over the ridge. Its extent must have been enormous for the mass to have been carried so many miles." *- Among the Clouds - Tue, Jul 14, 1903*

What Supt. Horne Saw

"I was sitting in my office at the Base," (John Horne) says, "about half past five on the afternoon of June 12. It had been raining furiously for two days, one of the hardest rains I ever saw, even at the Base. Roadmaster Camden called me out, saying that there was a quantity of trees and stuff coming down the river. I went out with him, and we could feel the earth tremble. We went around the buildings to a point near the edge of the river. I never saw such a sight. Instead of the shallow brook that the Ammonoosuc usually is at this point, it was a roaring torrent a dozen or fifteen feet deep. I could think of nothing like it but the gorge of the Niagara river, and while of course much smaller, it seemed as we stood and looked at it to be even wilder than that. Great trees, stripped of the bark and branches, were flying past us with the speed of a locomotive, tumbling end over end as they went. Rocks were moved from their place in the bed of the stream. 'Pat' I said 'the bridge will surely go.' We walked up to the bridge, and there was the same scene that we had witnessed below. The bridge had in fact already begun to move before the force of the flood and the debris that was thrown against it. We returned to our first lookout for another view of the river, and while we stood behind the engine house a great slice of the bank as much as fifteen feet wide was swept away, taking the earth almost from under our feet. We made tracks pretty lively, you may be sure. For two hours and half the rushing of the debris down stream continued, and none at the Base ever saw such a sight before. Besides moving the bridge several feet down stream the river cut for itself a new channel near the bridge."

- Among the Clouds - Tue, Jul 21, 1903

1903

June 18th

Storm Damage Report: "Supt. George E. Cummings of the White Mountain division, Boston & Maine railroad, has reported to President Benjamin A. Kimball of the Concord & Montreal railroad upon the damage occasioned in the mountains by the recent cloudburst, and Mr. Kinball has referred the report to Gov. N. J. Bachelder because of the information contained in it concerning the new state highway known as the Jefferson Notch road. Between Crawford's and Jefferson, says Supt. Cummings, 12 bridges are gone on this road, and in several places the river has changed its location and runs for a mile or more on the location of the road. E.A. Crawford, who has had charge of the work on the road, estimates that it will costs as much to put the road in shape as to build it in the first place. In one place 100 acres of land slid off the mountain on the traveled way. The original appropriation for the road was $10,000, and as much more was appropriated by the legislature of 1903. Considerable damage was done to the railroad... between Fabyans and the base of Mt. Washington. A big gang of men were at work on the Mr. Washington railway. Part of the trestle on that road is reported gone. According to Supt. Cummings, the rain lasted only a couple of hours, and was, in fact, a cloudburst such as had never been experienced before in the north country."

- Lowell (MA) Sun - Thu, Jun 18, 1903 pg. 1 at 5 pm & pg. 4 at 6pm/ Springfield (MA) Daily Republican - Fri, Jun 19, 1903 pg. 10 / Brattleboro (VT) Reformer - Fri, Jun 26, 1903 pg. 3

June 22nd

Summit House Opens: "The Summit House opened June 22 and presents it usual inviting aspect to the traveler. Mr. A. F. Curtis is in charge of the office for the fifth season. Miss Clarke will soon be at her post as manager of the house, and Miss Minnie Johonnot is at her usual duties in the souvenir stand. The position of chef is again filled, after a year's absence, by Thomas McGovern, Mrs. Howland attending to the pastry department. John J. Ryan was unable to return to the telegraph office, and the place is filled by E. E. Paine of Boston. J. J. Powers has succeeded Fred Richards in charge of the wine room. The enjoyment of the grandest mountain scenery is always enhanced by comfortable surroundings and an abundant table, and the Summit House affords in both respects all that the most exacting can desire."

- Among the Clouds - Mon, Jul 13, 1903

July 8th

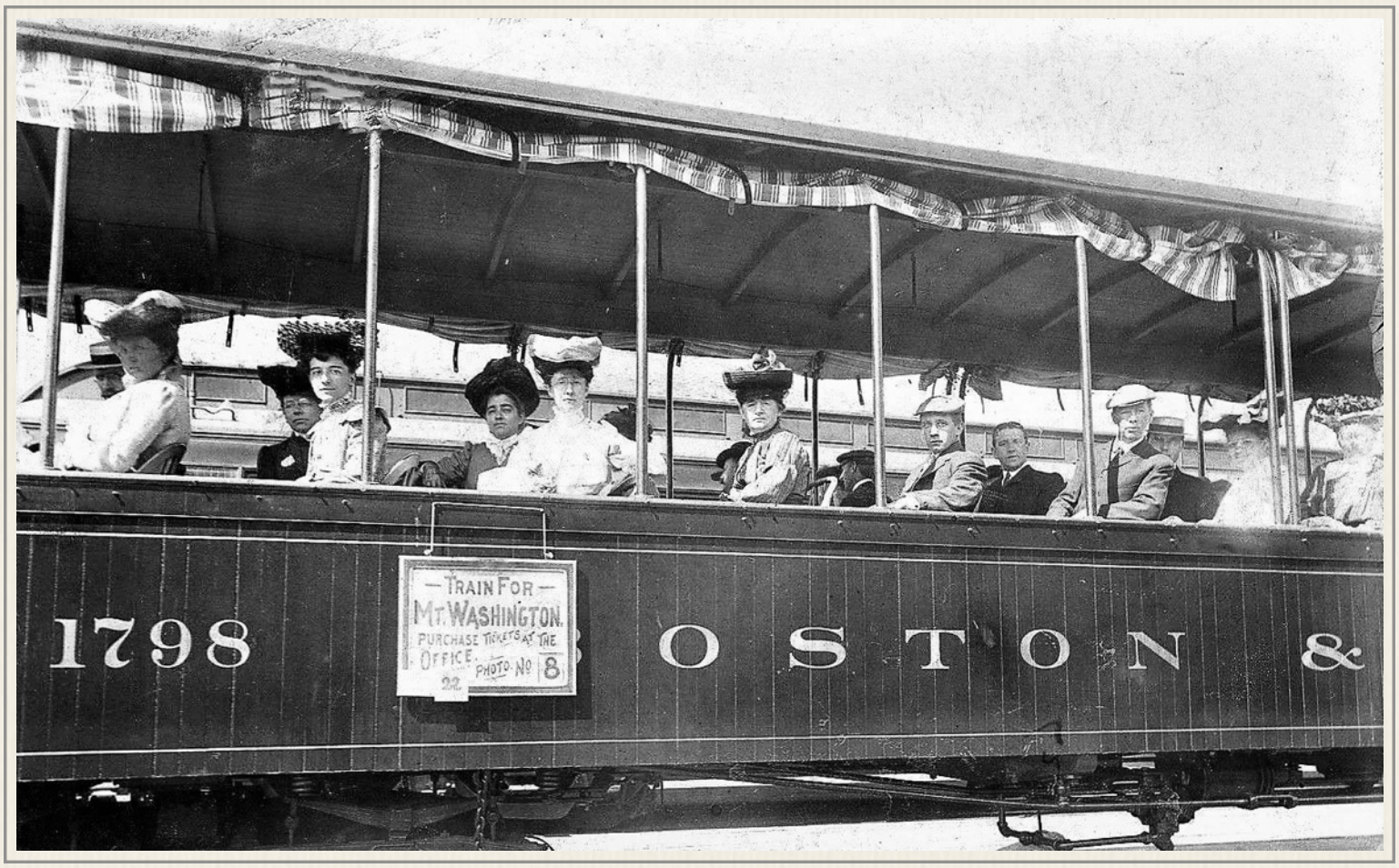
Clarke Funeral: "For the first time in many years Miss Mattie A. Clarke has failed to be in attendance at the opening of the Summit House to greet the visitors to whom she is so pleasantly known. After returning from Ormond, Fla., in the spring, Miss Clarke was detained at the bedside of her mother, Mrs. Deborah Elizabeth Clarke, who after many weeks of suffering died on Monday, July 6, aged 77 years. The funeral was held Wednesday *(7/8)* at her late home at Windham Depot, N.H. Mrs. Clarke was a bright and lovable woman, of a most kind and motherly disposition. Besides Miss Clarke, her only other child was a son, who died in the Civil War. Her whole life was spent in Windham, and the family homestead was a welcome resting place for the daughter in the intervals between her summers on Mount Washington and her winters in Florida. Miss Clarke has the sympathy of her many friends, who hope in a few days to welcome her back to the Summit." *(Ed note: Clarke would arrive at noon on July 14th.)*

Peppersass Update: "Mr. W. O. Witherell of Boston, treasurer of the Whittier Machine Company, was at the Summit last Wednesday *(7/8)* night. Mr. Witherell tells us that the old firm of Campbell & Whittier, the predecessors of the Whittier Machine Company, built for Sylvester Marsh the first engine used on the Mount Washington Railway. It was of the common type of slide-valve engine and as Mr. Witherell understands, was first used to run a sawmill, and afterwards converted into a locomotive, being used until it wore out. Old visitors will remember seeing it at the Base, where it was kept on exhibition for many years. In 1893 it was "restored" and sent to the World's Fair at Chicago, where it attracted much attention. Since the fair it has been in the Field Columbian Museum on the exposition grounds."

- Among the Clouds - Mon, Jul 13, 1903

July 11th

Familiar Face & Beautiful Cascade: "A familiar face at Fabyan's is that of Peter Eddy, the photographer, who trots out on the station platform every morning prior to the departure of the Mt. Washington train, camera in hand and everything ready to take a photograph of the train with its freight of passengers as it starts on its mountain journey. He pushes back his red cap, shades his eyes with his hand, then with an "Everybody look



this way. Just so! There, now, smile, look pleasant. I've got ye!" and he claps his plate holder int the box, shoulders his camera and makes record time to his studio on the hill, where in more record time, he develops, prints, mounts and on the return of the passengers in the afternoon, greets them with a handful of silver prints, neatly mounted and warranted not to fade, which he offers them persuasively for sale." Since the recent cloudburst, the beautiful cascade on the Mt. Washington railway line near the Base station, has been more lovely than before. "Mattie's Cascade," as it is known, is one of the scenic gems of the White hills. The Lake of the Clouds, at one time most completely dry, has filled up and completes the waterscape from the summit of Mt. Washington." *- Boston Herald - Sun, Jul 12, 1903 pg. 26*

July 12th

MWR President Dies: "T. A. Mackinnon, first vice president and general manager of the Boston & Maine Railroad, and president of the Mount Washington Railway, died yesterday *(7/12)* morning at 2 o'clock at his summer home at Manchester-by-the-Sea of neuralgia of the heart. Mr. MacKinnon was a lifelong railroad man, having worked up from the foot to a position of the highest responsibility. Mr. MacKinnon succeeded the late John H. Pearson of Concord as president of the Mount Washington Railway, of which he had previously been vice president. The home of his family was at Lyndonville, Vt., and his brother is a division superintendent of the Canadian Pacific."

- Among the Clouds - Mon, Jul 13, 1903

July 13th

Perennial Snow Patch: "Visitors to the Summit still notice on the side of Mount Jefferson the usual crescent shaped patch of snow, which for so many years has been the last trace of winter to be seen from the top of Mount Washington."

Track Maintenance: "Jacob's Ladder has been wholly rebuilt this season for the first time in 12 years. The exact lines of the famous old trestle were followed and it will continue to awaken the surprise of passengers as for years past. Seventeen days were consumed in the work, which was carried on under the direction of the veteran roadmaster, Patrick Camden. The fresh spruce timber will mark the than before. "Mattie's cposition of the Ladder to the observer for miles around. The repairs made on the Mount Washington Railway this season have put the road in the best condition possible. More has been done than at the beginning of any season for the past decade. Superintendent Horne made his first trip up the mountain as far as the Waumbek tank early in May, and since that time the labors of evening up the roadbed, replacing old ties with new ones, etc., has been constant and unremitting. Since the beginning of the work more than 80,000 feet of lumber have been used,

and it is believed that not an unsound tie, sidepiece or stringer can now be found under the rails from Base to Summit." *- Among the Clouds - Mon, Jul 13 & Sat, Jul 25, 1903*

July 23rd

Cloud Burst or Land Slide: "Mr. Horne Punctures a Theory, but says You can't Puncture a Cloud: To the Editor: In your issue of July 16 there is an article on the damage done by the rain storm in June, and your correspondent, under the signature of "an Old Tramper," says it was caused by a cloudburst, and in your editorials of more recent dates, I can see that you lean to his theory. Now I will not enter into a controversy with the old tramper but ask you what is a cloud? I should like to know if rain is contained in a bag or skin or some kind of a covering, and if so, why do we not puncture it when we enter one on a train? We can let the air out of bicycle tire or the bas in a balloon by perforation, but I think you could prod a cloud indefinitely without producing rain. I can imagine a barrel of beer or a bottle bursting, but the bursting of a cloud is beyond my comprehension. I grant it is a convenient and expressive word to use in speaking of a heavy downpour, but it has no meaning except in a literal sense. If you will look into Burt's Ravine as you ascend the mountain by train you can see a number of slides caused by the June rains, and it was the debris from them that carried away the Twin river bridges, and from what I saw rushing down the river at the Base, I am positive there was a slide in the Ammonoosuc Ravine equal to or greater than those on Clay brook. The precaution we had to use against forest fires in May and early June, followed by one of the heaviest rainstorms known, put us back in our work, but when get thoroughly straightened out I will find that slide or apologize to the old tramp(er). - John Horne."

- Among the Clouds - Sat, Jul 25, 1903 pg. 1

July 25th

Not an Unsound Tie: "The repairs made on the Mount Washington railway this season have put the road in the best condition possible. More has been done than at the beginning of any seasons for the past decade. Superintendent Horne made his first trip up the mountain as far as the Waumbek tank early in May, and since that time the labors of evening up the roadbed, replacing old ties with new ones, etc., has been constant and unremitting. Since the beginning of the work more than 80,000 feet of lumber have been used, and it is believed that not an unsound tie, sidepiece or stringer can now be found under the rails from Base to Summit."

- Among the Clouds - Sat, Jul 25, 1903 pg. 4

July 26th

Frost and Cold: "Sunday night *(7/26)* proved to be a record breaker. so warm were the guests at the Summit House during the night that they were unprepared for the wintry scene of Monday morning. Frost feathers had formed on every exposed point. The frost covered the platforms so thickly as to seem like snow. The wind was blowing according to the best judges about 70 miles an hour. The record breaking feature however was the temperature. When the frost was scraped from our thermometer just before seven o'clock, it stood at 16 degrees. No one on the mountain remembered any such figure in July. The nearest to it was July 3, 1899, when there was a record of 18 degrees. At 12 o'clock the thermometer had risen to 29. The visitors arriving by the noon train found the warm rooms of the Summit House the most attractive feature of the mountain, although much interested in the beautiful frost display. During the worst of the gale a rope was tied to the staple beside the door of the office of *Among the Clouds* and proved convenient as a support for persons walking to the hotel, serving to keep them from being blown upon the railroad track.... Conversation naturally turned on the days of the signal station and the terrible hardships of the observers in winter. The fact was recalled that water would freeze in a pail standing between the cooking and the heating stoves, which stood back to back. The record is not here, but Miss *(Mattie)* Clarke of the Summit House recalls that during the first winter that the signal station was closed *(the winter of 1887-8)* a registering thermometer was left by the observers and went down to 54 below zero."

- Among the Clouds - Tue, Jul 28, 1903 pg. 1 & 4

July 27th

Icicle Ride: "The passengers by last evening's *(7/27)* train had a magnificent view from the first water tank extending as far as Mount Mansfield. At the Gulf tank an icicle 22 inches long was brought into the car and created a great deal of merriment. They found the howling gale at the Summit enough fun to make up for the absence of a sunset, and they retired hoping for a fair sunrise."

- Among the Clouds - Mon, Jul 27, 1903

July 29th

A Lineman's Perils: "Visitors who hear the busy click of the telegraph instruments in the Summit House, and who avail themselves of the wires at the same rates that are charged down on earth, probably have no idea of the labor and personal danger involved in keeping the wires in order. H. F. Ranno of Woodsville, the veteran Western Union lineman, who came here first in 1873, the year the Summit House was finished, was here Tuesday *(7/29)* in the midst of the storm to look for and remedy "trouble" near Lizzie Bourne's monument, and while resting in our office after his hard work in the wind and rain, gave a few reminiscences of his work on the mountain in former years. "I have taken care of the wires on the mountain for thirty years," said Mr. Ranno, "putting them up every spring and taking them down every fall, and coming up in all sorts of weather to fix them. For about a mile and three-quarters down the mountain, as far as the short poles go, the wires are tied to the insulators with what is called lath yarn, the kind of tarred string which is used to tie bundles of laths. It general takes about three days to put them up, but when we used to have the line to Glen House, it took a week on that side very year. I can take them down in two hours and a half and I am always the last one on the mountain in the fall. I have known every operator and every signal officer that has ever been station here, since I came. My first trip was in the fall of 1873, and I came the following winter to repair the cable to the signal station. There was a thunder storm in December and the lightning burned their cable out in nine different places, and I had to come up four times before we got the last break mended. Sergeant Thornett and Bill Lane were stationed here then. They were good fellows and there was always lots of fun where they were." "You must have been in some severe storms at times?" "Yes, indeed," replied Mr. Ranno; "I was out in a storm on the Glen Side one September, when I never expected to get back to the top. The snow was four inches deep on the level, with many drifts. I started and worked down toward the Half Way House, and worked all day in the snow, much of it up to my waist. At night I was on the bluff just above the Half Way House. I started to walk back and it was the longest journey I ever took. When I got up to the seventh mile post, I didn't care whether I went any further or not. The wind was not so terribly high, but it was very cold and my feet and legs were wet from going in the snow all day, while my clothes were frozen stiff. If I had stopped I should have perished. But I got here safe and sound, though I wouldn't care to repeat the trip. That was the worst storm I was ever in. Of course I have seen all of the worst storms we have had during the thirty years, because those are just the times that the wires break, and then I have to go." Mr. Ranno has the bearing of a true mountaineer, and the sturdy physique of one who inured to hardships. He is always a welcome visitor at the Summit, where he has been so often in these many years."

- Among the Clouds - Fri, Jul 31, 1903

July 30th

Safety Rail to Tip-Top: "Visitors going to the old Tip-Top House will now find the plank walk from the Summit House guarded on one side by a strong railing, which was put in yesterday *(7/30)* by the Mount Washington Railway carpenters under direction of Roadmaster Patrick Camden. A rail will be put on the other side of the walk a little later. Mr. Camden, by the way, has worked on the mountain for thirty-three years, coming in 1871, and succeeding his father, "Uncle John" Camden, as roadmaster eighteen years ago. he has assisted in, or had charge of the erection of all the buildings on the mountain except the old Tip-Top House and the stables. The elder Mr. Camden, his old Mount Washington friends will be glad to know, is living at South St. Paul, Minn., and is enjoying vigorous health at the age of 80."

- Among the Clouds - Fri, Jul 31, 1903

That Cloudburst - An Old Tramper Responds: "To the editor: I was much interested in Superintendent Horne's communication in your paper of Saturday, and am glad he has determined to find that slide on the upper waters of the Ammonoosuc. It is unnecessary to discuss the theory of cloud composition or the state and consistency of their outer epidermis, which we all admit is totally unlike that of a rhinoceros or a beer barrel. But what I wish to emphasize is, if there are no such things as cloudbursts, as Mr. Horne contends, why do editors all over the West, and especially those in the mountainous sections, constantly use the term? As I understand it, a cloudburst is a precipitation of water from above not in a "gentle drizzle-drozzle" such as the old clergyman prayed for but in "Lumps as big as watermelons, or sheets," which the faithful shepherd asked the Lord not to send. We hear of the "bottom falling out" of things, why should a cloud prove the exception. In the *Boston Herald* of the 27th, I find the following paragraph: "Yesterday's cloudburst in some sections of Greater Boston was sufficiently forceful, while it lasted, to indicate what such a storm might do if it were on a sufficiently large scale." What better authority than a leading Boston newspaper does one want to guide him in the use of

the English language?" - Old Tramper "Our friends seem to be chasing each other around in a circle. Will the one that gets there first kindly send word?" - Editor

- Among the Clouds - Thu, Jul 30, 1903 pg. 1

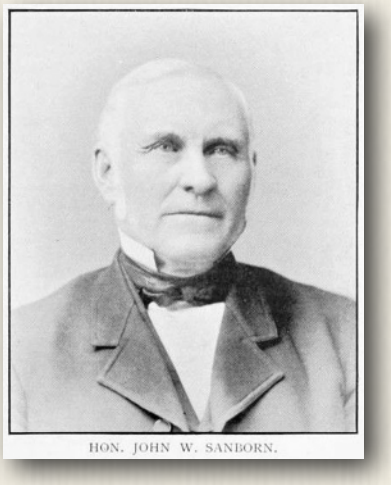
August 3rd

Long Distance Phone Plea: "Mount Washington has had for more than 25 years a railway, a first class hotel, post and telegraph facilities and a daily newspaper. Almost the only necessity of modern business life not found here, is the long distance telephone. Between the Summit and Fabyan's the line belonging to the railroad meets to some extent the requirements, but what is urgently needed is direct communication with other parts of the mountains, especially those points which the telegraph does not reach. The need of a telephone is much felt by pedestrian parties, to whom it is often important to communicate with their houses, to order teams to meet them at the foot of the mountain, as well as to let their friends know of their safe arrival. Only those tramping over the mountains can realize the importance of speedy communication with those left behind, both to allay apprehensions and to make appointments as to parties' further movements. Much better arrangements exist in Switzerland. We have talked the matter over with many mountain hotel keepers whose guests are accustomed to go up Mount Washington by carriage or on foot, and every one of them emphatically agrees that the telephone at the Summit is an imperative need. We understand the New England Telephone and Telegraph Company takes the position that a telephone here would not pay. If a telephone line will pay in little farming communities in the State of Maine, isn't it reasonable to suppose that it would pay on Mount Washington, which is visited by so many thousand persons during the summer."

- Among the Clouds - Mon, Aug 3, 1903


T. A. MACKINNON.

New Railway President: "A special meeting of the stockholders of the Mount Washington Railway Company was held at Concord on Monday *(8/3)* for the purpose of filling the vacancies in the board of directors caused by the deaths of T. A. Mackinnon *(left)* and John W. Sanborn *(right)*. George E. Cummings of Woodsville and Charles F. Piper of Wolfeboro were unanimously elected. The directors afterwards met and elected Mr. Cummings president of the company. Mr. Cummings is a railroad man of large experience and was the logical choice for the position, being already at the head of the White Mount division (of the Boston & Maine), with which the Mount Washington Railway is intimately connected. He is a resident of the mountain region and thoroughly acquainted with summer travel and its requirements. No one could have been found who would take greater interest in promoting the welfare of this, the oldest and most famous mountain-top railway in the world."


HON. JOHN W. SANBORN.

- Among the Clouds - Thu, Aug 6, 1903

August 5th

Rainy Day Railing: "When it is too rainy to work on the railroad track, the Mount Washington railway carpenters finish up odd jobs on the Summit. Yesterday *(8/5)* they put in the second railing on the walk leading to the old Tip-Top House, making an improvement that the visitors who come on the next fey day will appreciate." *- Among the Clouds - Thu, Aug 6, 1903*

August 8th

Telephone Service: "The Summit House on Mount Washington is… entirely cut off from all telephone communication, aside from a private line to the Fabyan House, belonging to the railroad. The Summit House is daily visited by a large number of tourists, who for various reasons would use a telephone if one were convenient. Besides proving a great accommodation in the ordering of team to meet parties at the bae and for thee transmitting of other messages, it would doubtless be used for the novelty of peaking to one' friends from the Summit of the highest mountain of New England, and it is hoped that the Telephone Company will look well to their laurels and give the White Mountain region which is gratuitously and effectively advertising it, some better service."

- White Mountain Echo – Sat, Aug 8, 1903 pg. 6

August 9th

The Garden of Eden?: "The Littleton Opera House was packed Sunday *(8/9)* to hear Miss Grace Weir the soprano of Brooklyn. She sang under the auspices of the Cohashauke club and at the invitation of Rev. J. E. Johnson. There were ten numbers on the program and each seemed better than the other. Rev. Johnson spoke briefly on the mountains and men of New Hampshire and pleased the audience with his deductions. "It being a geological fact that the presidential range was the first dry land in the formation of the earth's surface it naturally follows through the simple process of evolution that the first people on the earth and the original inhabitants of the earth were natives of either the Connecticut, Merrimac or Amonoosuc valleys. This being satisfactorily established it follows that the Garden of Eden was probably at the base of Mt. Washington."

- White Mountain Republic-Journal - Thu, Aug 13, 1903

August 20th

Waiting for an Apology: "A gentleman connected with the Summit House is awaiting with a little impatience the reception of a note from a recent visitor here who "lost" pair of field glasses, and virtually accused the former of having "appropriated" them while the guest's wraps remained behind the office desk. In fact, one of the latter's companions was heard to say: "I know by his actions that he has got them!" And the whole party glowered at him from the entrance as if he were a thief. The loser was so positive that they were in his pocket when the goods were delivered to the care of the hotel official that the throne of reason was temporarily upset and he would hear no other possible theory of their disappearance. A request was made that if found, as they probably would be, in the car or elsewhere, a note of apology for unjust accusation and harsh language should be sent to the injured one. When the train arrived at Fabyan's a telephone message informed the Summit House that the field glasses had been found hanging in the car where the passenger had left them; but this is "unofficial." The hotel man is anxious to have the news confirmed "officially," as he is not in the habit of being called a thief."

- Among the Clouds - Thu, Aug 20, 1903

August 28th

Lunch Time Receptacles: "Perhaps some visitors have noticed the brand new oddly shaped objects placed at several angles of the Summit platform. They are rounded on one side and square on the other where they set against the fence. These are intended for the reception of such parts of lunches and lunch coverings as are considered unworthy of a position on or between the rocks left bare by Nature, but which some seem to regard as too much exposed to the weather, and require a covering to protect them. So they continue to deposit their worthless "leavings" not in the new receptacles, but where they may protect the rocks and offend the eye. Some of the debris gets into the barrels, it is true - perhaps a good part of that which has been handled over; but much goes astray, as if the satisfied luncher in his glee felt impelled to try and hit a mark with his compressed bundles of paper, and used the hole at the top of one of the barrels for that purpose. When the shot is made at a distance of a few feet and in a high wind the ball is pretty apt to go astray. And there are a good many days when stiff breezes are blowing on Mount Washington."

- Among the Clouds - Fri, Aug 28, 1903

August 29th

Cog Party: "On Saturday *(8/29)* evening the residents of the Summit to the number of about 70 with 20 friends from the Base gave bent to their pent-up enthusiasm on account of the succession of several comparatively pleasant days, in a ball masque, which brought out a good deal of ingenuity, originality and talent, and afforded opportunity for one of the most enjoyable entertainments ever projected at this high altitude. It was with pride and satisfaction that the assembled company encountered each other in the grand march, and were conscious that the comical, grotesque, quaint and indescribable costumes were all the work of their own individual hands, on a point higher up in the air than any similar exhibition was ever planned before, and that only "base" friends could claim the credit of having assisted or being among them. The program was embellished with an illustration of the old signal station, and was plain but artistic in execution like all the job work turned out from this office, and will be kept as a souvenir of the happy occasion by all the participants. The (overnight) guests of the Summit House were interested spectators of the scene, and all remained till near the close."

- Among the Clouds - Thu, Sep 3, 1903



Passengers posing for a glass plate negative camera in a Mount Washington Railway car (Sept 1903)
- Courtesy Twin Mountain Historical Society

September 2nd

Remembering Coaches to the Cog: "The early days of the Mount Washington Railway were recalled yesterday *(9/2)* by the visit of Mr. Paul C. Tinkham of Rochester, Vermont, who in 1871 and 1872, as he remembers it, was a stage driver driving between the Twin Mountain House and the Base Station. His first year here was within a couple of years of the opening of the railway to the Summit. "Competition was sharp in those days..." said Mr. Tinkham. "Each house in the height of the season had three coaches running about every day to the Base. I used to take the train up the mountain to solicit business among the people who came up from the Glen. In the busiest days we would bring forty five or fifty people to come up the mountain. They had two engines and two cars at that time. Walter Aiken was the manager, with his brother Charles to assist him, and Captain Dodge and 'Ed' Judkins were the conductors. I think 'Uncle John' Camden had the care of the track. I have not been back to the mountain since that time until this visit," added Mr. Tinkham. "This has been one of the pleasantest returns to scenes of my boyhood days I have ever made." Mr. Tinkham is a deputy sheriff of Windsor County, Vermont, and was engaged two years ago last spring in the famous hunt for the Shaws, the escaped murderers of Dr. Hoffman."

- Among the Clouds - Thu, Sep 3, 1903

September 3rd

Flagler of Florida at Summit: "Mr. H. M. Flagler, visited the Summit Thursday *(9/3)* by the noon train, escorted by Mr. *(John)* Anderson of the Ormond and The Mount Washington *(hotels)*, and accompanied by his secretary, Mr. J. C. Salter, and several friends. Unfortunately the mountain was encircled with clouds, which gave the distinguished party a gloomy greeting. They were met on the platform by the editor of this paper, whom Mr. Anderson introduced in his breezy fashion, "This is the editor of *Among the Clouds*, who prints the paper here and is responsible for this weather" "He ought to be on top of the clouds," was Mr. Flagler's reply. Superintendent *(John)* Horne showed Mr. Flagler the workings of the locomotives and escorted him to the various points of interest on the Summit. An elegant dinner was served at the Summit House, after which a special carriage took them on the Mount Washington circuit trip, to enjoy the grande drive down the carriage road and through Pinkham Notch to return by rail through Crawford Notch to the Mount Washington, where Mr. and Mrs. Flagler are guests. Mr. Flagler is the owner of the East Coast railway system of Florida, comprising over four hundred miles of railway and is now building an extension of 90 miles to the southernmost point of the United States, Cape Sable."

- Among the Clouds - Fri, Sep 4, 1903 pg. 1

September 4th

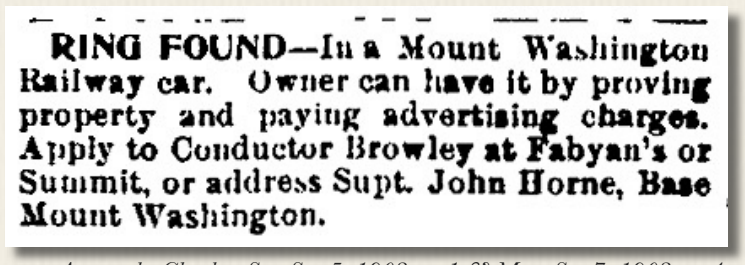
Mrs. Dodge Dies: "Summit House visitors of twenty or more years ago will pleasantly recall the hostess of those days, Mrs. Harriet D. Dodge, who passed away on Tues, September 4, *(1903)* at her home in Hampton Falls, N.H., aged 82. Her husband, John W. Dodge, was the first lessee and manager of the Summit House, and after his death, three years after the house opened, she conducted the house until the summer of 1883. She also kept the Hamilton Hotel in Bermuda. Keeping the Summit House would have been hard for any one in those days, with imperfect railroad facilities and many inconveniences, and 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. She suffered a great loss in the death of her daughter Jessie, a year or two ago, who was killed by a fall from an icy piazza at her home. Mrs. Dodge's surviving children are Dr. Arthur M. Dodge, at one time clerk of the Summit House, and four daughters (including) Mary, widow of Walter Aiken, the real builder of the Mount Washington Railway."

- Among the Clouds - Wed, Sep 9, 1903

September 7th

Horne's June Flood Calculation: The superintendent of the Mount Washington Railway describes in a letter to the editor how he believes, based on his observations, the destruction of June's Great Storm occurred due to a landslide in the Ammonoosuc Ravine: "We have a dam a little over 2,000 feet up the river from the Base station, from which we take our water supply through a five-inch pipe. This pipe was completely stopped up, three lengths of 18 feet each carried away, and a rock which I have in my office, the smallest size being five and one-sixteenth inches, was forced over 100 feet into (the pipe); in place of the dam there is probably twenty-five thousand tons of rocks. I followed the river from the Base to the Lakes of the Clouds some years ago, and it would average 15 to 20 feet wide, but now by actual measurement it is anywhere from 50 to 200 feet, in some places the walls of the ravine being cut to 20 feet deep. There is one place in particular that attracted my attention where the trees came down, and on top of them as they lie in the old bed of the brook there is a large rock that measures 11 x 9 x 4.5 feet and weighs over 19 tons. You would not think that such a fleet-footed animal as a deer would be caught in a slide, but this is an actual fact; there is the head in a perfect condition with the exception of broken antlers, but the body is ground to a pulp. Now, Mr. Editor, I am not a stranger to these mountains, and as these brooks are very quick to respond to a rainstorm, I remarked at the time that the river was not rising, but accounted for it that owing to the extraordinarily dry time preceding (the storm), it was being absorbed by vegetation. But as I felt the jar when the improvised dam gave way, and the rush of water did not exceed an hour and half in passing the Base, I could come to no other conclusion than a slide up the brook had dammed it up and given way." - John Horne "We will say that Mr. Horne has been in the employ of the Mount Washington Railway for thirty years as Master Mechanic and Superintendent, and his words should have credence. His vivid account settles beyond question the fact of a landslide causing the destruction at and below the Base, if indeed there ever were serious doubt of it" - Ed.

- Among the Clouds - Tue, Sep 8, 1903 pg. 1



RING FOUND—In a Mount Washington Railway car. Owner can have it by proving property and paying advertising charges. Apply to Conductor Browley at Fabyan's or Summit, or address Supt. John Horne, Base Mount Washington.

- Among the Clouds - Sat, Sep 5, 1903 pg. 1 & Mon, Sep 7, 1903 pg. 4

September 11th

Oriental Visitor: "The Summit House, Mount Washington, wa visited by a number of distinguished people last week. Wu Chaochu, son of the former Chinese minister at Washington was visitor on Friday *(9/11)*. He is the fifth Chinaman to make the ascent. The youngest children who have climbed to the summit through Tuckerman's Ravine arrived on Wednesday *(9/9)*. They were Freda Tufts and Cora E. Tibbetts of Rochester, N.H., and were two of a party of sixteen from that town."

- White Mountain Echo – Sat, Sep 12, 1903 pg. 3

October 5th

Last Train: "The last regular train came Monday *(10/5)* morning."

- White Mountain Republic-Journal - Thu, Oct 8, 1903

October 12th

Barron Pleased with Season: "Oscar Barron drove down from the Fabyans Monday *(10/12)* night to take the midnight (train) to Boston, bringing with him a handsome doe, weighing about 200 pounds. He says the deer are very plenty about the Notch. His company operates the Twin, the Fabyan, Crawford and Summit houses, and this seasons has been one of the very best in their thirty-one years of business. The season of 1902 - last year, was the best ever known, that of 1892 - second best, but this season comes between and is second best of their business career as mountain hotel keepers. The last of the large hotels, the Mount Pleasant, closes today *(10/15)*."

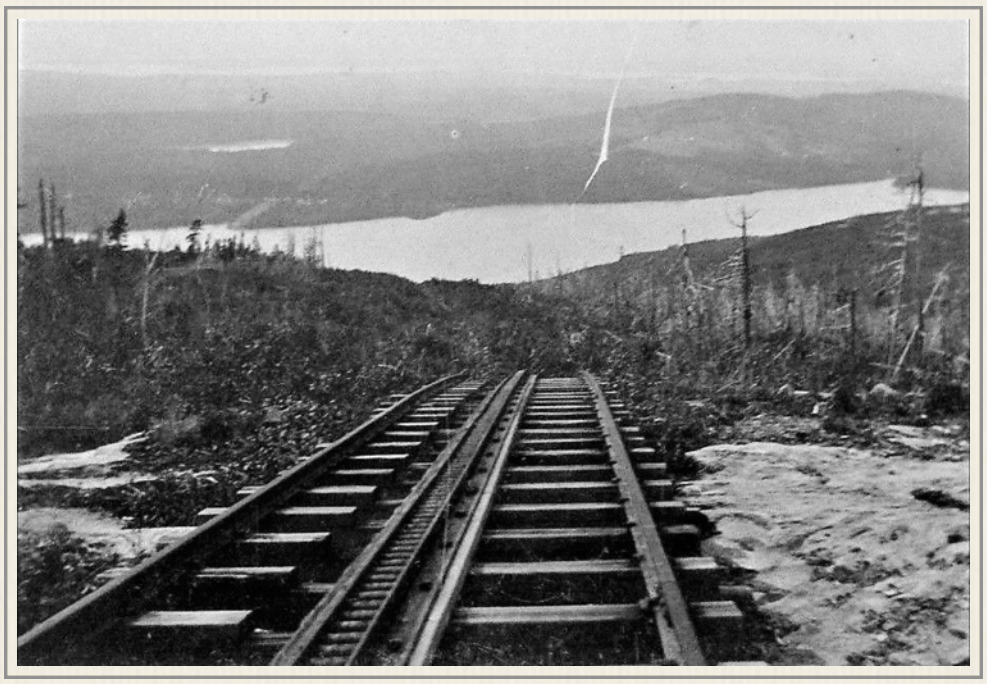
- White Mountain Republic-Journal - Thu, Oct 15, 1903



Frances H. Clerque (1895)
- Canadian Museum of History

November 7th

Clergue's Bar Harbor Scheme Remembered: "On the shore of Eagle lake, at the foot of Green mountain, near Bar Harbor, lie the bones of a queer little stern wheel steamboat that was once the property of Gen. Benjamin F. Butler, and thereby hangs the tale of one of Francis H. Clergue's schemes that failed. The steamboat was named the *Wauwinet*, and she was brought to Maine from



August 21, 1894 view on side of Green Mountain showing railroad track & Eagle Lake
- Photograph by H. L. Bradley - Conrad Ekstrom Jr. Collection

the Merrimac river, to be used as a ferry across Eagle lake from the buckboard road to the foot of the famous Green Mountain railway that Clergue built. It was twenty years ago that Clergue went down to Bar Harbor from Bangor and convinced the summer residents there that life would never be complete for them without a handy means of ascending Green mountain, from whose cloud tipped summit they might on clear days get a view of all the scenery in this part of the world, from the White mountains to Campobello. Clergue wanted to build the road directly from Bar Harbor village up the west slope of the mountain, but members of the summer colony would not hear of cars in the village streets, and so the plunger had to build his road up the back side of the mountain, from Eagle lake. The passengers were taken from Bar Harbor to Eagle lake, across the lake in the *Wauwinet*, thence by railway to the mountain top. The fare was $2.50 for the round trip, on account of the expense of buckboard transportation and ferriage, and that was too much for the transient visitors. The wealthy residents were willing to pay the price, but there were not enough of them, and after one or two seasons the project died. The rails were torn up and sold for junk, the cars were sold to whomever wanted one, and one is now used as a cobbler's shop in Bar Harbor. The hotel on the mountain top, where people used to pay high prices for bad dinners, and wait for the fog to roll by, long since made a fine bonfire, and the *Wauwinet's* mouldering timbers lie upon the lake shore. Clergue always maintained that the road would have paid if they had let him build it where he wanted to. But they didn't, and so the scheme is now numbered among the "Soo" promoter's failures."

- From New York Tribune in the Delphos (OH) Daily Herald - Mon, Nov 23, 1903 - pg. 2

November 30th

Henry Caters to Big Green: "The Dartmouth football season of 1903 may be said to have concluded this evening, when Controller Henry N. Teague of the dining association banqueted the team and the members of the association. The entire football squad of 38 men were present. Following the banquet the college assembled in college hall, where speeches were made.... All the speakers dwelt on the successful career of the football team as one of more than passing significance. A message of greeting was sent to coach Fred G. Folsom, Boulder, Colo." *- Boston Globe - Tue, Dec 1, 1903 pg. 8*

1904

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1903 Season*** - Total earnings: $24,064 - Total expenses: $14,993.75 - Dividends declared (4 per cent): $8,460 - Total passengers: 7,712 - Appropriated for: New passenger car: $1,500; Locomotives: $1,000; Safety arrangements: $500; New trestles: $2,000; Buildings and water works: $2,950 - $161.75 was paid for injuries to persons while conducting transportation.

Jan 18th

B&M Buying Stock: "Individual holdings of stock in the Mt. Washington railroad are being purchased by the Boston & Maine at par. The railroad runs from the base to the summit of Mt. Washington, and is capitalized at $211,500. The Concord and Montreal and the Boston & Maine controlled three-fourths of the stock, leaving the other quarter divided among individuals in small lots, and it is this stock that is now being bought. Of late years the corporation has paid yearly dividends of 3 per cent."

- Littleton Courier - Fri, Jan 22, 1904

July 8th



Opening Notes: "The Mount Washington Railway again opens business under the experienced hand of Superintendent John Horne, while Conductor Myron P. Browley's familiar face greets passengers for the sixth season. Less seen by the public but filling important places, Roadmaster Patrick Camden and Master Mechanic S. B. Butterworth are also at their long-time posts of duty. Although the Summit House was not advertised as formally "opened" until June 28th for the time of the unlocking of its doors preparatory for the unusual summer freshening, there has been a constant arrival of guests. As in all the years of its hospitality, so this season has the house been made most comfortable and home-like and the improvements of the office make it seem almost like another hostelry. The public writing desks have been given a corner in the parlor and through broad arched doors leading into the former writing room may be seen the genial clerk, Mr. A. F. Curtis, in a separate registry office, as it were, and with him Mr. E. E. Paine, in charge of the Western Union Telegraph. The new arrangement is most felicitous, allowing the greatest convenience for the discharge of those duties which devolve upon the clerk of the Summit House. The place formerly occupied by the hotel desk is made attractive by rugs, forming a cozy corner for reading and smoking. Another change is observed in the souvenir stand, which this year occupies the whole side of the corridor from the foyer to the parlor. In the rear of the counter may be seen the private office of Miss Mattie E. Clarke, who for another year is manager of the house, and whose very presence is an assurance to every former guest that in cloud or sunshine good cheer will always prevail. Mrs. Howland as for many years in the pastry department, and Mr. A. J. Miller, as chef, guarantee the cuisine, and Mr. Henry Clough, as head waiter of years' experience in many of the prominent hotels of the country, serves as head waiter; Hugh Gilmore as wine clerk. All in all the Summit House enters upon the 32nd year of its history well meriting the words of praise which its guests sound daily in the editor's sanctum."

- Among the Clouds - Fri Jul 8, 1904

July 9th

Climb to the Clouds Coming: "For months the preparations have been humming in automobile circles for the "Climb to the Clouds," the greatest contest of motor vehicles ever held. The event is the outgrowth of the races at Ormond Beach last winter, where marvelous records on the easiest course in the world were made and unmade in swift succession. Now the same people will turn their efforts to one of the hardest courses to be found, the ride up Mount Washington from the Glen House... The Mount Washington Summit Road Company has given the use of the road free of charge for the whole of next week, with the understanding that no autos are to be allowed on the road again this summer. To accommodate all who will wish to be at the Summit to see the finish of the trials of speed the Mount Washington and Boston & Maine railways will run extra trains Monday, Tuesday and Wednesday, leaving Fabyan's at 7:30 a.m., and arriving at the Summit at 9:30 a.m.; returning, leave the Summit at 4 p.m.

1904

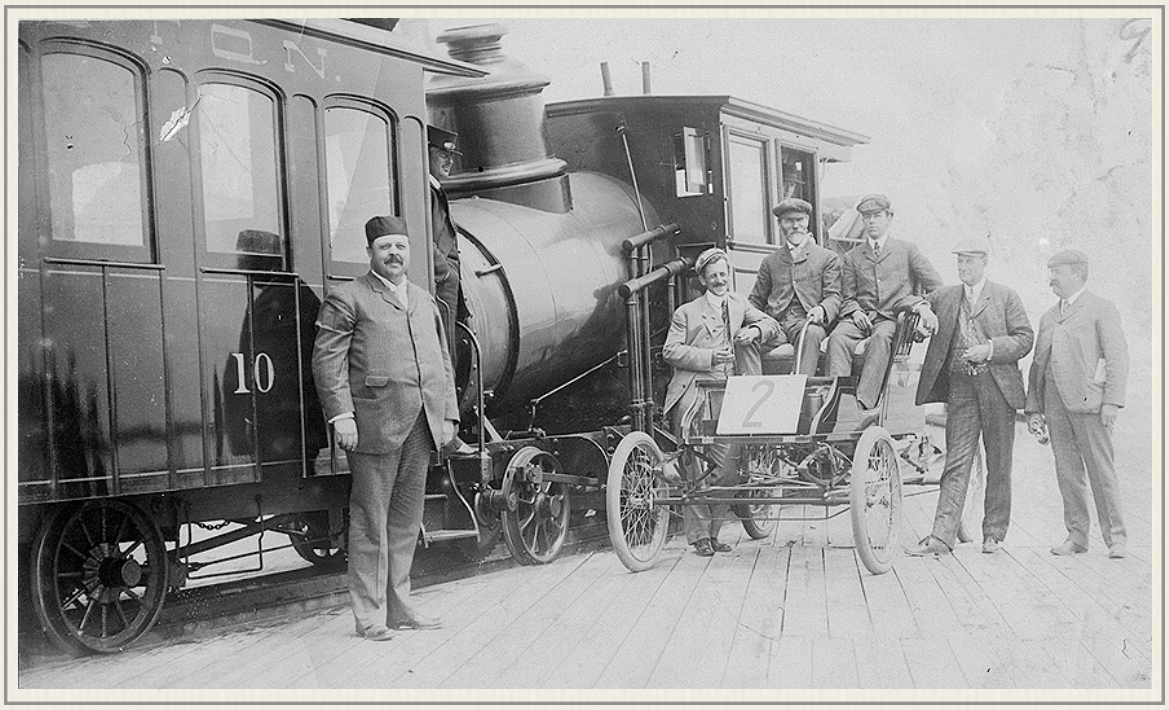
Summit House Party: "The Summit House help enjoyed their first concert and ball on Saturday *(7/9)* evening. The program included readings by Miss Eunice Story and Miss Edith Wheeler, a solo by Miss Mary McDonough, Duet by Miss Grace Johnson and Miss Story. Dancing was kept up till a late hour and the evening was much enjoyed.

- Among the Clouds - Sat, Jul 9 & Mon, Jul 11, 1904



July 11th

Gentleman, Start Your Engines: "The first annual Mount Washington automobile contest begins this morning *(7/11)* at 5 o'clock. The start will be made at the intersection of the main highway with the Mount Washington carriage road, and 30 minutes will be allowed between the starting of contestants. The day opened with a record breaking trip by Mr. L. J. Phelps, whose ascent last year was the first to be officially timed. No less than six times was a new record established, and not until almost 4 p.m. was the figure reached which stood at nightfall as the record. Mr. F. E. Stanley of Newton twin brother and partner of Mr. F. O. Stanley, drove the winning machine *(left)* in 31m, 41.40s. With him was Joseph W. Crowell, also of Newton (M.I.T., 1904). Mr. James L. Breese, with the great Daimler machine which won him laurels at Ormond, held the palm a few short minutes, until Mr. Stanley's arrival, when he cordially joined in the congratulations to the last comer, but promised to make better time another day. Never in the writer's observation has Mount Washington been under such intense excitement for so long a time. The "gallery" increased, first by the passengers on the extra train arriving at 9:30 a.m., and next by those on the regular, and it was an enthusiastic throng that watched these wonderful performances. A wide contrast between two machines could not exist than between these rivals. Mr. Breese's is purely a machine, built for racing and weighing 2200 pounds, requiring 40-horse power and valued at many thousands of dollars. It traveled with the apparent momentum of a railway locomotive. The Stanley was of the ordinary carriage type, apparently a regular pleasure machine, weighting but 800 pounds and requiring but 6-horse and priced at $670. It consumed less than three gallons of gasolene and eight gallons of water. By this time the departing trains was announced by megaphone and the majority of the spectators departed, leaving only a few to see the closing events."



- Among the Clouds - Mon, Jul 11& Tue, Jul 12, 1904



Fill 'er Up: "A notable instance of the endeavors of the managers of the climb to meet all the require-



Press gaggle (above) for first "Climb to the Clouds" event get their photo
Stanley Steamer (left) descends from platform after photo shoot (1904)
- photos these two pages Detroit Public Library Collection

ments occurred on the opening day. When some of the big machines arrived at the summit about noon it was found that their gasolene tanks were low. There was very little gasolene on the summit and word was sent down to the Mt. Washington House, the headquarters to send up a supply if possible. In a very few minutes President Georg E. Cummings and Superintendent John Horne o the Mt. Washington Railway were communicated with and in less than an hour a special train, loaded with several barrels of gasolene, was on its way to the summit, which it reached in time to supply the cars before they started on their return trip down the mountain."

- Boston Evening Transscript - Wed Jul 13, 1904 pg. 2

Hostess with the Mostest: A.G. Batchelder, the editor of *Motor* magazine, reflected on the first race up the Mountain with a special note on the hospitality: "What a delightful hostess Miss Mattie Clark of the Summit House, is to be sure! She fairly radiates an atmosphere of cordiality and kindliness, and there are many motorists who will couple with their memory of the Summit that of its fair chatelaine who did so much for their comfort and entertainment."

- White Mountain Echo - Jul 9, 1904 pg. 22

July 12th

Mt. Washington Automobile Climbers: "In the second day's contest to climb the eight-mile road from Glen House to the summit of Mount Washington, T. Phelps' 20 horse-power gasolene car reduced its Monday's record by nine minutes, making the climb in 45 minutes. The Electric Vehicle Company's 12 horse-power Columbia made the run in 52 minutes, and the White Sewing Machine Co.'s 10 horse-power steamer won the class with a record of 42 minutes. The Stanley steam carriage again broke



Steam powered Iron Horse & Horseless Carriage: F. E. Stanley & Joseph Crowell with Cog train & crew after a quick climb up the carriage road. (1904)



Spectators on the Summit platform to watch the Climb to the Clouds (1904)
- Detroit Public Library Collection

the ascent of Mount Washington, making the climb in 28 minutes against 31 minutes Monday *(7/11)*. The Peerless 24 horsepower gasolene car went up in 29 minutes."

- The Wall Street Journal - Wed, Jul 13, 1904 pg. 7

Mt. Washington Hillclimb Debuts: The first year of the Mt. Washington Hillclimb, Freelan E. Stanley from Newton, Massachusetts, co-creator of the famous Stanley Steamer, drove his 6-horsepower, 800-pound steam-powered car to the summit of Mt. Washington *(above & left)* only to be beaten by Harry Harkness from New York. Driving a 40-horsepower Mercedes that weighed 2,200 pounds, Harkness posted a winning time in 1904 of 24 minutes, 37 and 3/5 seconds. Now billed as one of the oldest motorsports events in the United States, the Climb to the Clouds was first run in 1904, seven years before the first 500-mile race at the Brickyard in Indianapolis and 12 years prior to the inaugural Pikes Peak Hillclimb in Colorado. Run sporadically throughout the years, many famous race car drivers and automobile manufacturers have competed in the event through its' colorful history..

- http://climbtotheclouds.com/history/

July 14th

Removal of Old Trainshed: "Another old landmark is going. The old train shed which stands south of the office of *Among the Clouds* has been disused for a number of years, and its removal was determined upon this summer. It was built about 1875 or 1876, replacing an earlier building which fell a victim to the wind of winter. To get the trains into it the car and engine separately had to be run upon the turntable, involving a great amount of work, especially in stormy weather. The later train shed, between the hotel and the Signal Station, was built some twelve or fifteen years ago. The demolition of the old building began Monday *(7/11)* and the outer boarding has been wholly removed, leaving the skeleton frame standing grim and gaunt. the boards are too water-soaked to be of any use, but the frame will be taken to the Base for future service. A curious instance of the power of the wind was noted in the old shed. A plank had been lying across the upper girders, one end coming up against the end wall. The swaying of the wall in the wind had rubbed, the end girder back and forth against the lower side of the plank till the end of the plank for a space of some six inches was polished smooth, while the girder was cut into to the depth of an inch. The Summit House, the old Tip-Top House and the Signal Station are now the only buildings left on the very top of the mountain which were here when Henry M. Burt began the publication of *Among the Clouds* in 1877. The stage office was built in 1878, and the help's cottage and the printing office in 1884. The tower, built in 1880, was removed two years ago. The stables, just below the Summit, date from the early years of the carriage road. We shall miss the dilapidated old train-house, but when it is gone we shall be able to look out of our office win-



(L-R) Mt. Washington Railway trainshed, Among the Clouds office, & Tip-Top seen from turntable. The protruding arm was used by employees to rotate the table. (1889)
- New Hampshire Then & Now



Disassembly of the engine house can be seen at far left edge in picture of the Among the Clouds office & Tip Top House (1904) - Detroit Public Library

dows from the Atlantic to the Adirondacks." / "The frame of the old train house all came down yesterday *(7/14)*. Roadmaster Patrick Camden, who built the house under the direction of his father, "Uncle John" Camden, likewise managed the job of demolishing it. The older Mr. Camden, his friends here are glad to know, is living and prosperous at St. Paul, Min., at the age of 85."

- Among the Clouds - Thu, Jul 14, 1904 & Fri, Jul 15, 1904 pg. 4

July 16th

New Passenger Car: "Car No. 11 of the Mount Washington Railway has been shipped from the builders and will shortly be ready for service. Its most striking feature is the seats, which are the Wheeler pattern, made by Heywood Bros. & Wakefield, of Wakefield, Mass., and are of a type much used on long-run trolley lines. There is no side arm and the back pulls along the seat to reverse; without turning over. There is a convenient hand-hold on the end of the back by the aisle which is useful to turn the seat or to hold on by if one is standing. the roof is arched and much higher than is the old cars. The seats are upholstered in green plush. The employees of the Summit House had a social dance and entertainment last evening *(7/15)*. Miss McDonough sang a solo. Messrs. Paine and Gilmore sang a duet, Mr. Tice presiding at the piano."

- Among the Clouds - Sat, Jul 16, 1904

July 20th

Sunday Trains: "The change in the Mount Washington Railway schedule which has just taken effect providing for a Sunday morning train to the Summit, returning after dinner, is the most important addition to the train service in many years. Heretofore such trains have been run for a specified number of passengers, but usually only three or four times a season. The upward train leaves Fabyan's at 10 a.m., reaching the Summit at 11:50; returning the train leaves the summit at 1:15, arriving at Fabyan's at 3:25 p.m. Passengers leaving New York or Boston Saturday night can now go directly up Mount Washington Sunday morning if they desire. The summer is a busy time for "North Country" people, especially such as, directly or indirectly, are looking after the welfare of city visitors. Again and again Littleton business men and women have said to us, "I should like to go up Mount Washington, but I can never leave my business on a week day in the summer." To these the Sunday trains will supply the opportunity they have long awaited. There is no fear that Sunday on Mount Washington will degenerate into the "wide open" Coney Island, Nantasket or Revere Beach Sunday. For those dwellers in our neighboring towns who have labored all the week through there can be no more wholesome and uplifting custom than the devoting of one Sunday a year to a pilgrimage to Mount Washington. The average Bostonian, it is said, never climbs Bunker Hill monument. It used to be that those born and reared in sight of Mount Washington rarely visited it, but this is so no longer. One of the most encouraging signs to those who love the mountains is the increasing interest taken in the scenery of their own home land by those who live among the hills, and it is gratifying to find new facilities introduced, which will bring our neighbors in greater number than ever

to Mount Washington to enjoy its beauty and grandeur."

- Among the Clouds - Wed, Jul 20, 1904

July 24th

Summit House Souvenirs: "In an article published a year or so ago by Bradford Torrey, upon Mount Washington, he makes two classifications of guests at the Summit. Those who come up by train, take a sweeping glance at the view, and buy a souvenir, a paper, write a few postals, and then enter the cars, serene in the thought that they have "done" the mountain. The "good fellows," the others to go up, are those who come strolling in about 2 o'clock tired and travel stained after then tramping across the peaks. Evidently Mr. Torrey is not a souvenir fiend. But if this year should he visit the Summit he should have to take note that the tourists of each classification are unable to resist the attractions of the bazaar which confronts the guest immediately upon his entrance to the hotel. A member of the *Among the Clouds* staff, upon the arrival of each train stands by the desk register and has observed with interest, that whatever grandeur of scenery may be presented outside, nine out of ten are immediately attracted to the Souvenir stand. They need no apology. The management of the Summit House has certainly made this spot a place of beauty. Unlike these counters in many resorts, Mount Washington's collection of souvenirs more resembles a studio. The arrangement is truly artistic. Beautiful cut glass, elegant pottery, silver ornaments, burned leather, bead work, laces, carved wood, books, pictures - hundreds of articles of intrinsic worth are to be seen here and all of a quality and cost which invite inspection. It is due to Miss *(Mattie)* Clarke's genius that this feature of the Summit House is so full of novelty and entertainment, and of itself would make Mount Washington well worth a visit."

- Among the Clouds - Sat, Jul 23, 1904 pg. 5

July 26th

In Times of Trouble: "Printing a newspaper on the top of Mount Washington has always had its annoyances and hardships. Even with the facilities that modern progress has brought, sometimes it seems us though every year brought some new and unique mechanical difficulty, unforeseen and unforeseeable. But even these have their compensations, for they teach us how the "total depravity of inanimate things" can be conquered through the thoughtfulness of our friends. This year a half dozen new troubles had arisen and been mastered, when Fate decreed that our engine should break down - first a little and then a little more, until reduced to a state of temporary uselessness. 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. In the emergency there came welcome relief in the offer of the use of an engine belonging to Mr. E. A. Crawford of Jefferson Highlands. Starting from Valley Farm at noon on Tuesday *(7/26)* in charge of Mr. Charles Applebee of Jefferson Highlands, the engine was carted over the Jefferson Notch road to the Base station, the team traversing twelve miles of forest road, going over an elevation of 3,011 feet and twice fording the Ammonoosuc. The engine came to the Summit by train the same evening. After supper, with the help of several railway employees, the old *(print)* engine was taken out, the new engine put in its place, and, in four hours after its arrival it had been connected and started up; and in two hours more the press was going merrily round to print Wednesday *(7/27)* morning's paper. Through Mr. Applebee's skill and judgment and his fertility of resource when things needed were not



Mt. Washington Railroad's Cog engine #1 beside the Summit House Hotel (Aug 1904)
- Robert J. Girouard Collection / NH Then & Now FB

at hand, our difficulties were at an end. The engine is small, but powerful, and is the best one ever installed on Mount Washington. Our hearty thanks are due to all who aided in setting things right. While Mount Washington abounds in difficulties, it is the best place in the world to find real neighborly kindness to aid in overcoming them." *- Among the Clouds - Fri, Jul 29, 1904*

July 28th

The Bugle's Trip Guide: "As in everything, there is a right way and a wrong way to go up Mount Washington. One may ride up the mountain, see a good deal, and come back satisfied that he has done the mountain, while another may see a great deal in the brief stop at the Summit, simply because he knowns what to look for and where to find it. To begin with, sit on the left hand side of the car all the way up. There are good views on the right hand side but not so good as on the left. The ride to the Base affords a good view of the Ammonoosuc Gorge, which will be pointed out by the conductor. The order of the peaks to the right is Monroe (5,300 feet), Franklin (5,000), Pleasant (4,700 feet), and Clinton (4,200 feet). To the left of Washington is Clay (5,500 feet), and Jefferson (5,700 feet). The summit itself is 6, 290 feet above sea level. About a mile and a half up from the Base can be seen Burt's Ravine, named for the founder of *Among the Clouds*. It has been badly scarred by the landslides which occurred during the torrential rain a year ago last June. When the train stops at the Gulfside tank get off *(right)* and look down into the Great Gulf. The little pool at the bottom is Spaulding Lake, and the stream in the valley is the west branch of the Peabody River. The peaks of the northern range, beginning with the most distant, are Madison (5,300 feet), Adams (5,800 feet), Jefferson (6,725 feet), and Clay (5,533 feet) nearest to the railroad, joining the head wall of the Great Gulf.



Passengers return to the train after taking a look into the Great Gulf (1904)
-Lazarnick Collection - Detroit Public Library

When the Summit is reached don't stay on the platform longer than you can help. Leaving by the steps, follow the plank walk out toward the little building braced with heavy timbers. This is the old signal station, where for a few years weather prophets braved the curiosity of summer visitors and the terrific storms of winter. Farther on, out on the edge of the mountain, is one of the best views. Almost within a stone's throw, it seems, are the Lakes of the Clouds. the source of the Ammonoosuc River. They are a mile and half distant, however. About a hundred yards below where you stand is the monument marking the points where Mr. Ormsbee perished. His comrade, Mr. Curtis, fell near the Lakes of the Clouds, and the cross marking the spot of the tragedy can be easily seen with a glass. The old Tip-Top House should next be visited. This was the second house built on the Summit, and from the little observatory in back of it a fine view of the Northern Peaks is obtained. If the weather is fine the best place to see it is on the rocks outside. Close to the old Tip-Top House is the printing office of *Among the Clouds*, where visitors always find a genial welcome from the editor, Mr. Burt. Next, if there is time, take a few minutes' walk down the carriage road. The view will repay the effort. Even if there is a cloud on the mountain, a brisk walk down the road and back will give one a much better idea of the mountains than standing around the office stove."

- From the Bugle of Bretton Woods reprinted in Among the Clouds - Thu, Jul 28, 1904

July 30th

Increased Storage: "The Mount Washington Railway has increased its storage capacity for water near the top of the mountain this summer by the building of one large tank near Lizzie Bourne's monument and another between that point and the Gulf. The old Gulf tank has been replaced by a round tank moved there from another point and set up on a new foundation, and there are now four capacious tanks within a third of a mile. The water supply has held out during the recent dry weather and water trains have been run between the Gulf and the summit the last few days to fill the large tank at the Summit House. Without this additional storage it might have been necessary, as has been the case many times in former years, to bring water from the Base to the locomotives."

- Among the Clouds - Sat, Jul 30, 1904

Saturday Night Whist: "The employees of the Summit House enjoyed a whist party Saturday *(7/30)* evening in the dining hall. To Miss Fannie Tewhill and Miss Agnes Green, who superintended the arrangements, is due the success of the affair. There were in all eight tables. Mrs. Howland and Miss Fannie Tewhill were tied in their scope for first prize, which fell by lot to Mrs. Howland. To Misses Wheeler and Green were awarded the consolation gifts."

- Among the Clouds - Mon, Aug 1, 1904

August 1st

Work Crew: "Superintendent John Horne of the Mount Washington Railway neglects no opportunity for making the Summit both comfortable and attractive. Yesterday *(8/1)* afternoon a crew of employees devoted their energies to removing the debris which inevitably collects around the buildings and platforms. The old plank walk leading from the stage office to the Signal Station is to be relaid. If the tourists who frequent the mountain would avail themselves of the refuse barrels which are placed at convenient points there would be an absence of litter on the Summit as gratifying as it is frequently annoying."

- Among the Clouds - Tue, Aug 2, 1904 pg. 4

August 8th

A Suggestion: "Instead of a sign reading, 'Walking on this track is strictly forbidden,' it is suggested that the following notice such as is posted in the passenger cars of a certain railroad might efficacious in preventing mountain tourists from walking upon the sleepers of the Mount Washington Railway: This means you. Thou shalt not pass - Nurber *(bible)* xx, 18. None shall ever pass - Isiah xxxv. 10. Suffer not a man to pass - Judges iii, 29. The wicked shall no more pass - Nahum l, 15. This generation shall not pass - Mark xxiii, 30. Though they roar, yet they cannot pass - Jeremiah v, 22. So he paid the fare and went - Jonah i, 3."

- Among the Clouds - Mon, Aug 8, 1904

August 9th

Summit Ebb & Flow: "Mount Washington gave a cordial greeting yesterday *(8/9)* to every visitor, and they numbered into the hundreds. The railroad, carriage road and various paths seemed to vie with each other in the choice of the people. Six trains came to the Summit at noon time, bringing 250 passengers. There was one party of twenty-five trampers through Tuckerman's Ravine - and numerous others who made the ascent by this route, over the Northern Peaks and the Crawford Path. The scene about the Summit... was a lively one. By 3 o'clock most of these guests had departed. For about two hours quiet reigned. Then came the evening train. Such is the ebb and flow of the tide of travel on Mount Washington.

- Among the Clouds - Wed, Aug 10, 1904

August 13th

Summit House Profile: "A casual observer would speak of the Summit House as a three story wooden structure, with accommodations for one hundred and fifty guests. Were he of an inquiring disposition he would learn that it is built in the most substantial manner possible, of huge timbers bound by iron bolts, enabling it to withstand the fiercest storms of winter, that the main building cost $56,599.57, not including freightage; that the lumber and materials, 250 train loads, used in its construction weighed 596 tons; that the thirty-three carpenters employed upon it, handicapped by storms, erected the frame and accomplished its 'boarding in' only after many delays - at one time able to work but one-half day during a storm which lasted nine; that it was first opened to the public in 1873, and numerous other facts of greater or lesser interest. Hospitality at sixty-three hundred feet above the Atlantic is a virtue to be celebrated. Here it is found in unstinted measure, and at what expenditure of energy and forethought the visitor receives no intimation. Perhaps there are twenty three guests on Mount Washington this morning *(9/13)*, at non time there may be three hundred. And did one of them ever see the larder empty or good cheer wanting? That person cannot be found. Let it be remembered also the distance of the Summit from supplies, how it is necessary to bring everything, even at times water for the most ordinary uses, by train, and it will readily be perceived that it is not by chance simply that a warmly heated house - for such it is - welcomes the tired tramper after his journey over the Presidential Range, or makes the disappointed tourist forget in its very atmosphere that rain and clouds were not the very things he came to see. And some one asks, "Who makes this condition to prevail?" There is but one reply, "The management": Miss Mattie A. Clarke, assisted by Mr. A. Frank Curtis, clerk. It is said that transportation facilities are such that 10,000,000 people could breakfast at home and reach the White Mountains before retiring. To you one and all the *Among*

the Clouds sends greetings, urging you to visit Mount Washington and learn for yourselves just what enthusiasm that writer felt who told of a "warmest welcome in an inn."

- Among the Clouds - Sat, Aug 13, 1904

Grasshoppers (not Goofers): "To the Editor (*from the Hotel Champlain)*: Since my trip skyward to the Summit, the daily arrival of *Among the Clouds*, is looked for by me with keen pleasure. I see in (your issue of August 11) that the 11 a.m. to 1 p.m. visitors are colloquially known as "grasshoppers." How amusingly appropriate? For my part, I certainly went through the White Mountains with a "hop, skip and jump," and only managed to reach the Summit of Mount Washington by taking a deep "hunch" and a long spring - to land in a wet cloud for two hours. For the next two days traveling about the different resorts in the mountains, I repeatedly met members of that day's "grasshopper bunch," who while bewailing that pall-like wet cloud, still averred enthusiastically that they "would not have missed the experience for anything" to which I say "Amen." Rain or shine, the trip is bound to do one good... the very aloofness, up there, wrapped in the silent mystery of the clouds, brings us near to the great Spirit of the Universe, and we descend regretfully, like souls banished from the Heavenly presence. "The Sunrise Bell!" How attractive that sounds. It has fired my imagination and I am determined to hear that "call of the bell" before the summer is over even if I have to make the trip from here for that alone. Please give my kindest regards to your co-workers, and to the Genii of the mountain - *(Conductor)* Browley of the Cog, and Miss Clarke of the Summit. Cordially yours, Adelbert G. Hubert - Hotel Champlain, N.Y."

- Among the Clouds - Tue, Aug 23, 1904 pg. 4

August 17th

Calling Long Distance: "The first long-distance telephone conversations from Mount Washington were held yesterday *(8/17)* morning, when Miss Clarke of the Summit House and Mr. H. G. Wheeler of the New England Telephone and Telegraph Company talked with perfect ease with Mr. J. K. Butler, division superintendent, at Burlington, Vt. The instrument was connected experimentally with the Boston & Maine Railroad's private line running from Fabyan's to the Summit, being switched on to the long distance wires at Fabyan station. The line ran through Littleton, Wells river and White River Junction, a distance of about 200 miles. The New England Company has given much attention during the past year to the question of establishing service at the Summit, and yesterday's trial shows that there are no practical difficulties in the way of giving us facilities for talking with Boston, New York and other distant points equal to those which have long been enjoyed by the hotels below. while permanent connection cannot be made this summer, there is reason to believe that the time is not far distant when the long distance telephone will be regularly installed on Mount Washington, bringing us in



close touch with the busy world below. It is interesting to recall in this connection that Mount Washington was one of the first localities in New Hampshire where telephones were in regular use. As early as the winter of 1878-9 the Signal Station at the Summit was provided with telephone connection with the Base over the cable used for telegraphic transmission of weather reports and other government business. The telephone at the Base was in the log cabin near the old station, which "Uncle John" Camden occupied during the winter while getting out wood for the use of the engines the next summer, and he was in constant communication with Observers Jewell and Linsley at the top of the mountain. C. R. Milliken put up the telephone line between the Summit and the Glen House for use in connection with his stage line as early as 1881. The railway company put in its present telephone line between Fabyan's and the Summit in 1899, when it ceased to employ a telegraph operator at the Base. The original telegraph line dates from the early sixties *(1860s)*."

- Among the Clouds - Thu, Aug 18, 1904

August 25th

Moonlight Track Walk: "Four gentlemen from the Crawford House arrived on the Summit at the early hour of 2 o'clock yesterday *(8/25)* morning. Leaving Crawford's at 10:50 Wednesday evening, they walked to the base of Mount Washington and enjoyed the novelty of a moonlight ascent. The night was ideal for such an excursion and the marvelous display of lights and shadows repaid many times the exertion required in making the trip. Their descent was made via the Crawford path."

- Among the Clouds - Fri, Aug 26. 1904

Travel & the Weather: "During the week ending Thursday *(8/25)* evening the Mount Washington Railway carried 937 full-fare passengers, against 871 for the corresponding period in 1903, a gain of 66. This was not the exact number of persons carried, as all children for whom half fare was paid were counted as so many halves in determining the total. It will be seen that there was no single day this year equal to the highest day of 1903, but the four days in succession when over 100 were carried brought up the average. It is a good illustration of how the weather affects travel to the Summit. the week just closed covered four of the best days ever known in August, one day which promised to be fair in the early morning, though it became hazy before the train arrived, an another day which was the worst of the season.

- Among the Clouds - Sat Aug 27, 1904

August 28th

Track Inspection: "A close inspection of the Mount Washington Railway was made yesterday *(8/28)* by Messrs. Paul Pinkerton, G. Butler Smith, Edward K. Robinson and Charles Elliott. They pronounce the road in fine condition and recommend the trip to all visitors to Mount Washington. Mr. Elliott is a civil engineer by profession, a son of President Elliott of the Atlantic Coast Line Company. The latter has been a frequent visitor to Mount Washington in past years."

- Among the Clouds - Mon, Aug 29, 1904

September 2nd

Highs and Lows: "Two hundred visitors on Tuesday *(8/30)* noon (train); two on Friday. Such is Mount Washington - a great place for ups and downs. All the passengers on yesterday's *(9/2)* trains could find seats on the left side of the car, and as many as they wanted. when Conductor Browley explained points of interest coming up by train yesterday, his mental vision was all the he had to draw upon to interest his passengers. Everybody who came to the Summit by the noon train Friday *(2 people)* took dinner at the Summit House, thus establishing a record. There was not a single lunch box."

- Among the Clouds - Sat, Sep 3, 1904

September 3rd

Identifying Early Japanese Visitors: "To the Editor: Sometime during the years 1874 to 1878 the late Mr. Walter Aiken, who was President of the Mount Washington Railway, received a letter from the Japanese legation in Washington, stating that a party of Japanese would come here to inspect the rolling stock and railway, and requesting him to give them all the points. He sent me the letter asking me to show them all the courtesies, so that their trip would be not only instructive but pleasant. In a short time a party of about twenty-five came, in charge of an interpreter, and I gave them a special train, running the engine myself. The party was composed of young men learning various trades after American methods, such as locomotive and marine engine work, textile and wood working machinery, etc., and I think there were some from West Point and Annapolis. My object

in writing is to see if I can enlist the co-operation of proprietors of White Mountain hotels who have registers for those years, so that I could get the names of the party. I have examined some of the old registers at the Summit House, but I cannot find all for those years. If the party came previous to 1876, they must have stopped at some other house besides the Summit House, as it was impossible to get to the Summit from stations south of Plymouth, N.H., in one day. It is just possible that some of that party are making history in the far East. - John Horne."

- Among the Clouds - Fri, Sep 9, 1904



Interior of Summit House office. *Rare photo of lobby explored in-depth by Jeffrey Leich in the Fall 1991 Mt Washington Observatory News Bulletin (pg. 65-70) "It shows, from right to left, a corner of a wood or coal parlor stove, a large souvenir counter with security screens hinged from the ceiling, a corridor, a telegraph office in a separate room through an arched doorway, and an open door to the outside with a large dog lying in the doorway." (Sept 1904)*
- Photo by Simon Towle - Jeffrey R. Leich Collection

September 10th

Ratchet Governor: "The greatest improvement made for years in the mechanism of the Mount Washington Railway has been tried successfully during the present season. It is designed to do away with the noise of the safety appliances on the car and locomotive - the continual click-clickety-click - which has always been heard all the way from bottom to top. The device is simply a small governor, and as the speed of the train is increased it raises the ratchet from contact with the toothed wheel, and again, as the train slows down, lets the ratchet back into place. The result is that the noise is dispensed with, while the safety appliance is always ready to do its work. The device is the invention of Superintendent John Horne, to whom are due, so many of the progressive steps taken by the railway in the past. It has been applied this year to engine 4 and car 9, and another year will probably see it on all the rolling stock"
- Among the Clouds - Sat, Sep 10, 1904

Hotel Sanitation: "In these days when domestic and hotel sanitation is looked after with such scrupulous care it will be gratifying to mountain visitors to ready the following statement as to the progress in this line in White Mountain hotels, furnished by Dr. Irving A. Watson of Concord, secretary of the New Hampshire State Board of Health. 'In regard to sanitary improvements that have been brought about since the State Board of Health made its first inspections nearly twenty years ago, they are of most marked character. Nearly all summer resort localities now pay great attention to local sanitary conditions and to the character of their water supplies. In the latter respect great changes have been wrought. We have caused to be analyzed at the State laboratory of hygiene many samples of water from sources that supply our public resorts, and therefore know the character of these waters. The proprietors of summer resort hotels, boarding houses, etc., have learned, almost without exception, the great importance of good sanitation. The board has no executive authority to order changes, but we have seldom found it necessary to do more than to make suggestions, the owners realizing that any adverse report would be nearly ruinous to their business. I believe that the general sanitary condition of a vast majority of the summer resort places in New Hampshire is such as to guarantee to the visitor the protection that right surroundings afford.' - Irving A. Watson, Secretary"

- Among the Clouds - Sat, Sep 10, 1904

September 13th

Cloudy Days Impact: "Tuesday *(9/13)* was one of the finest days of the season on the top of Mt. Washington and the Summit house entertained a good sized crowd, several parties arriving on foot. The Summit house would probably have made a record this year if business there had not been unfavorably affected by an unusual run of cloudy days throughout the season. Probably more pedestrians have visited the summit this year than ever before. The Summit house was never conducted better than this year, under the capable manage-

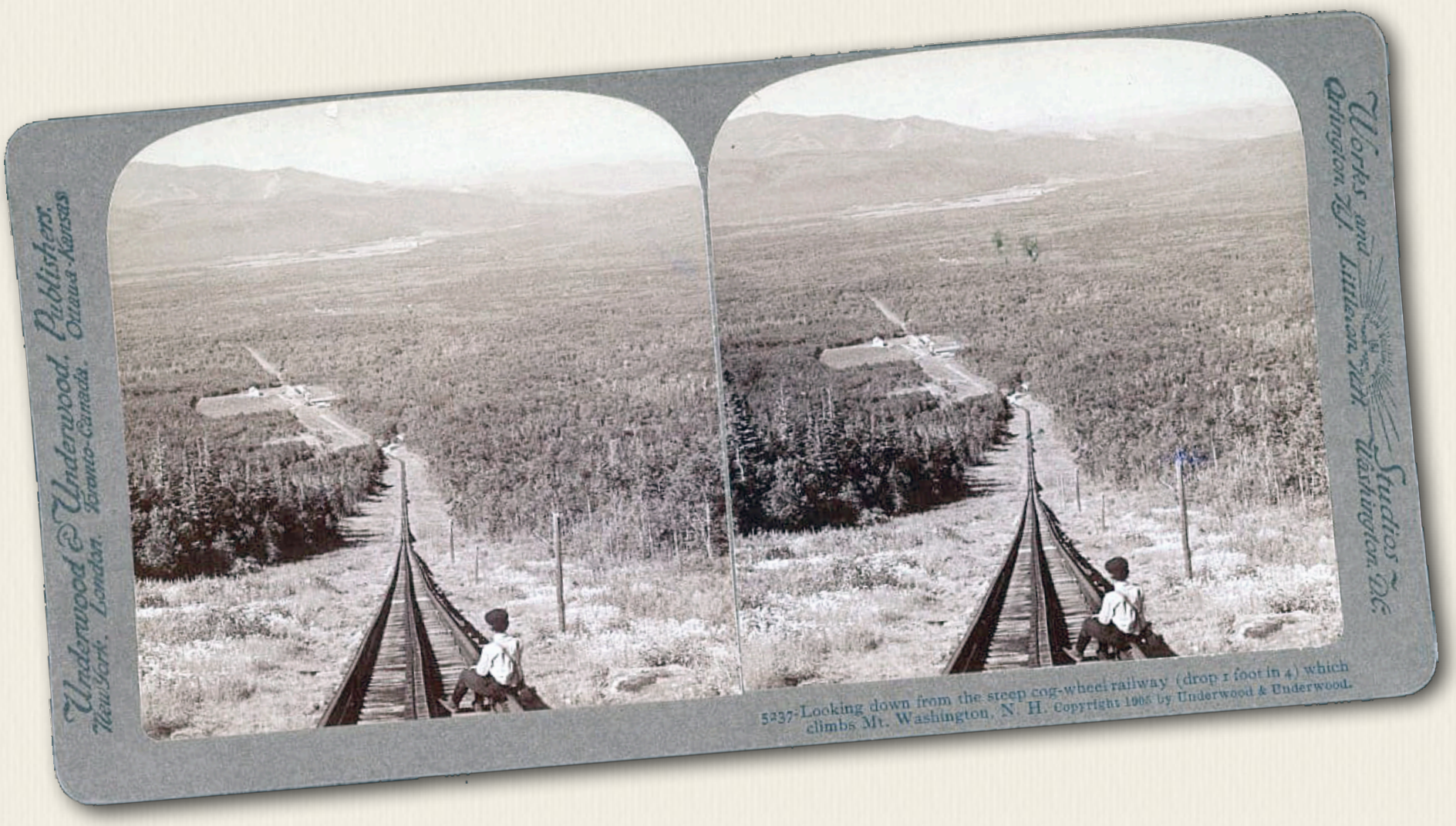
ment of Miss Mattie Clarke, who spends her summers on the highest peak in New England, and her winters in Florida with Anderson & Price. Both Miss Clarke and Frank Curtis, the popular clerk, have been long and pleasantly known to those who make a pilgrimage to the mountain top with every succeeding year."

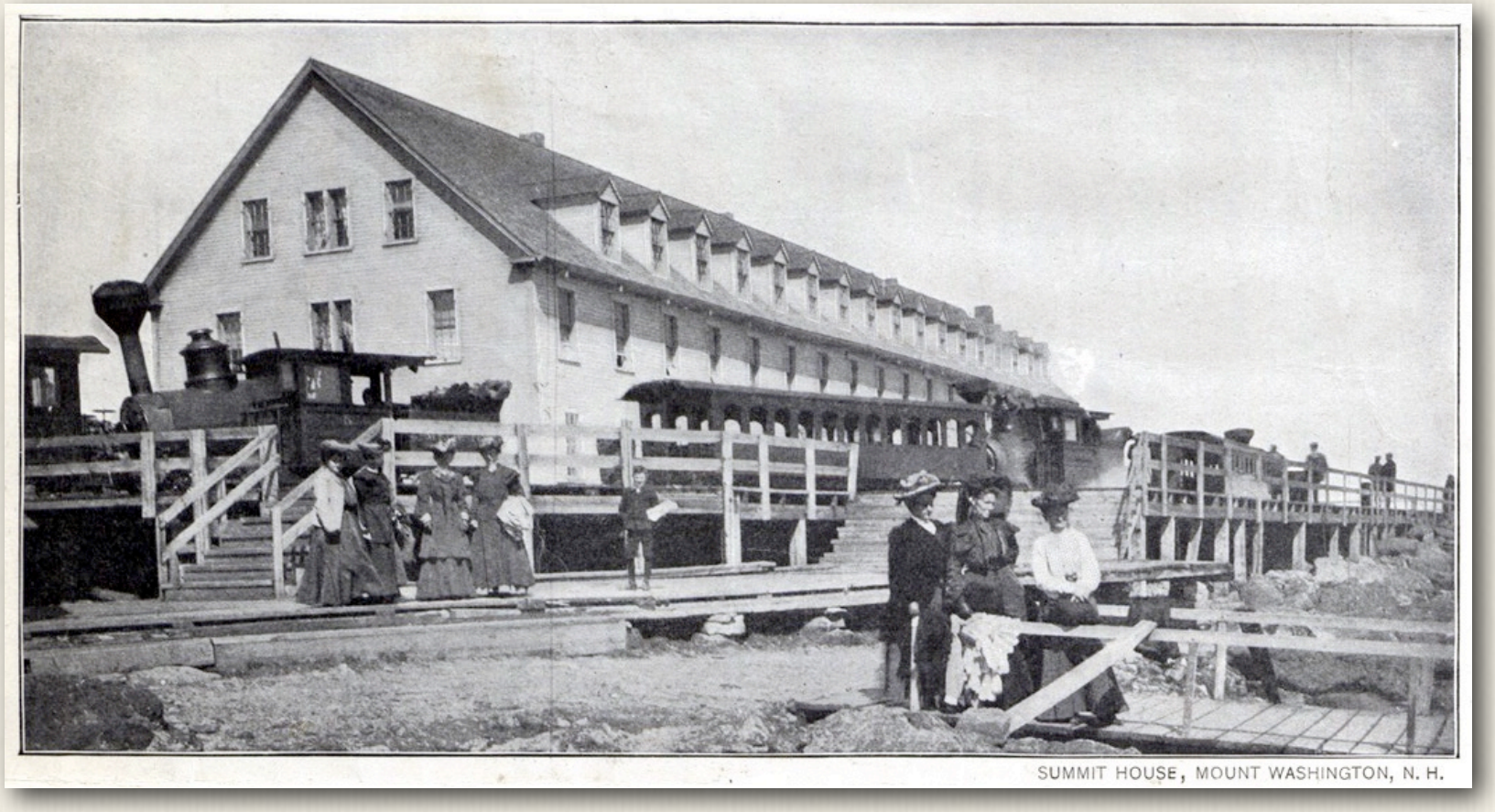
- Littleton Courier - Fri, Sep 16, 1904

December 16th

A "Candid Camera" Reveal: "A certain Littleton (NH) woman recently visited Keith's Boston theatre with two friends and when the bioscope part of the program arrived was astonished to see thrown on the screen a picture of herself in a sunbonnet accompanied by the two friends who were at the theatre and several other acquaintances. After the firs gasp of astonishment, she realized that it was a picture of the summit of Mount Washington. A party of ten had visited the summit and the Littleton woman recalled that at the time photographers were there taking pictures. she states that she never dreamed that the day would come when she would see herself thrown on a screen at Keith's theatre."

- Littleton Courier - Fri, Dec 16, 1904





1905

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1904 Season*** - Total earnings: $21,443 - Total expenses: $14,172.31 - Dividends declared (4 per cent): $8,460 - Total passengers: 7,175 - $45.89 was paid for injuries to persons while conducting transportation. 1200 feet of trestle rebuilt during the year.

All engines operating in 1958 (except the No. 8 *Tip Top* and No. 9 *Waumbek*) have their boilers replaced between 1905 and 1908. No. 4 *Summit's* new boiler installed in 1908. Even though No. 8 and No. 9 have original boilers ALL of the boilers have been re-tubed.

- L. Stewart Trombley 7/25/1958 letter to Gordon Chase

February 10th

Marcotte Takes a Tumble: "The Boston & 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."

- Littleton Courier - Fri, Feb 10, 1905

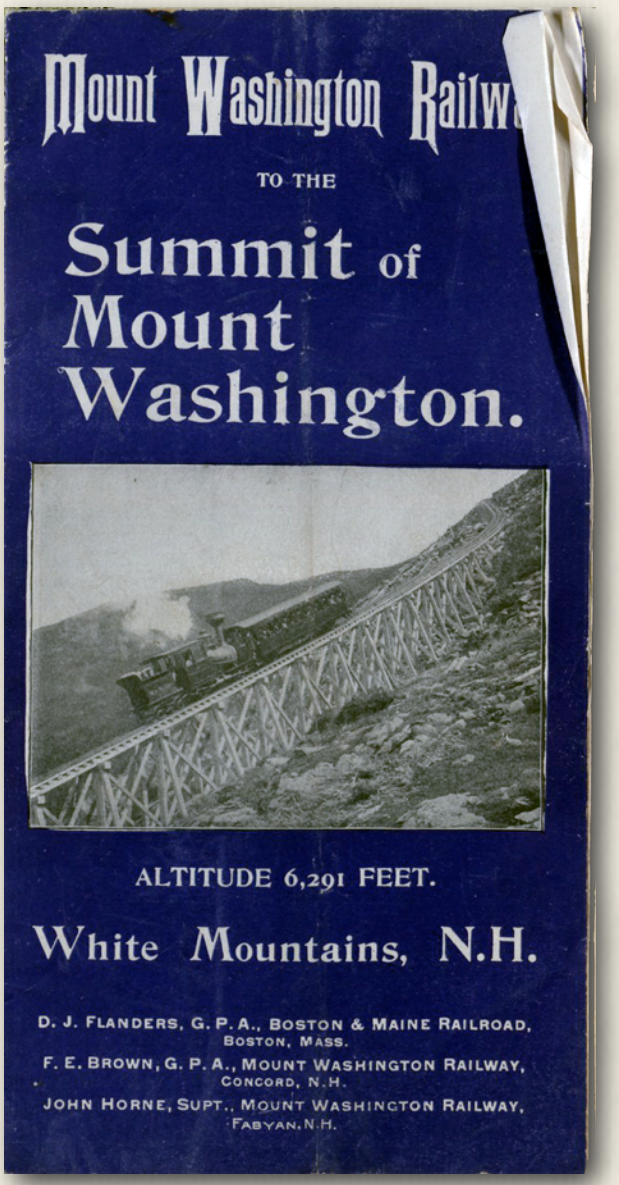
February 14th

Marcotte to Bretton Woods: "Jean Marcot *(Eugene Marcotte)* came down from the Base Tuesday *(2/14)* and reported that it was the poorest walking so far this winter. The editor of *Among the Clouds* went back with him." (See next entry)

- Littleton Courier - Fri, Feb 17, 1905

Among the Clouds Staffer Skis In, Up & Down: "Monday, February 13th, brought the heaviest of snow storms and the day following I *(Norman Libby)* set forth on my trip. The low clouds that had hung persistently around the summits of the higher peaks slowly receded before the furious winds and long before Fabyan's was reached the majesty of the mountains was before me in boldest outline. It was at this point my skiing (on Norwegian equipment) began - and in good earnest. Seven long miles, all the way up hill, lay between Fabyan's and the Base station. The snow varied to between three and four feet in depth... they were interesting miles. The route lay along the old Mount Washington turnpike beside which the Ammonoosuc River flows through its devious rock bed channel. As in places here and there it had burst its icy casement and could be heard gurgling defiance to the season... The woods in Winter are always beautiful, but those through which I was passing seemed enchanting. The roadway was fringed with sapling evergreens, while overarching all were the birches, yellow and gray and white, that made this portion of my trip the most picturesque and delightful to remember. A journey of seven miles must in time give way before the most lagging footsteps, and so it was that at sunset even I

had traversed this distance and was standing before the caretaker's house at "The Base," called in the guidebooks, "Marshfield." It was a wonderful picture. This building with ample accommodations for 50 people occupies an eminence overlooking to the West the whole country between it and Fabyan's and beyond, while in the immediate South and East the snow-clad slopes of the Presidential Range came down to the very hill on which I was standing. The glory of the mountain baffles description. But the snarls of the house dog interrupted this reverie. In fact had not his owner, the genial Eugene Marcotte, appeared simultaneously with the animal, the writer would have succumbed ingloriously to the first assault. Whoever has read Stewart Edward White's description of one of the Hudson Bay Company's settlement houses can best imagine the interior of the home of this Winter custodian of the Mount Washington Railway and its properties at the Base station. For seven Winters he has lived here in solitude, but not in lonesomeness. A dog, a cat, his guns and his pipe are always faithful and furnish solace during the longest storms. Early in October the other employees of the railroad depart, a well stocked commissary is provided, and before the valley is hardly warned of its approach Winter has appeared for a long stay in this hill country. Two huge stoves give heat to the one small room that this caretaker occupies, and it was good to sit near them and hear tales of Winter hurricanes, when the wind, blowing 50, 60 miles and more an hour, would be accompanied by storms imposing indoor life of perhaps a week at a time permitting no venture through the drifting snow. In ascending Mount Washington my purpose, most of all, was to test the utility of the (Norwegian) skis. The morning *(2/25)* was not wholly promising, nor was it altogether threatening. However, we determined to start for the Summit, Marcotte to use snowshoes and I skis. Many times during the winter does my companion take the journey to the Summit to see that the buildings there have not been invaded or wrecked by the never ceasing winds. Having securely tied a piece of burlap under the foot rest of each ski, then soaked it with water, which soon froze and formed a safeguard against slipping, we started out. Never once did I regret the choice of my footgear, but many times took courage because my down-coming was to be accomplished without labor. Over the trestles, in some places completely exposed, in others banking up snow to a depth of 15 or 20 feet, we laboriously climbed and climbed. At the tree line we left the snow and came out upon the ice. It was as flint, to which it is only comparable. From Jacob's Ladder to the summit it is one broad expanse of slippery-ness, requiring ice creepers, and caution immeasurable. The return to the Base on skis was without the slightest mishap, or difficulty, again demonstrating their value in mountain climbing." *- Among the Clouds - Fri, Sep 8, 1905*



Tourist Pamphlet (1905)
- Marjorie Bouwe papers / Northeastern University

February 18th

But Did They?: "Jean Marcot (*Eugene Marcotte)* was down (to Bretton Woods) from the base of Mt. Washington Saturday *(2/18)*. He reports that he and the editor of *Among the Clouds* tried to ascend the mountain but were unable because it was so slippery. He stated that one the coldest day this winter it was 42 degrees below. Last winter on the coldest day it was 46 degrees at the base."

- Littleton Courier - Fri, Feb 24, 1905

March 14th

Henry Sails Away: "(Dartmouth College) Comptroller Henry N. Teague sailed from Boston Tuesday *(3/14)* for Europe, where he will spend two months in travel, returning in seasons to resume charge of the Commons during Commencement. Mr. Teague will visit the British Isles, France, Germany, Switzerland, and Italy. During his absence Arthur S. Bolster '04 and William R. Gray '04 will be in charge of the Commons. Next fall Mr. Teague will enter business in accordance with plans conceived during the present year."

- The Dartmouth (Hanover, N.H.) - Fri, Mar 17, 1905 pg. 26:350

May 8th

Wood Run: Bretton Woods notes: "About ten car-loads of wood went up to the base of Mt. Washington Monday *(5/8)*."

- Littleton Courier - Fri, May 12, 1905

June 15th

Repairing Damage from Wintry Blasts: "The summer visitor to Mount Washington, the man or woman who makes the easy journey by rail, has but a faint conception of the amount of work necessary in the later spring and early summer months to "put things in running order." Long before the trains can ascend to the top of the mountain on account of the ice and snow imbedded in the track two or three score of men are at work performing a variety of duties and attending to a regular routine of labors, all with one end in view: the entertainment of the great pleasure-seeking public. On the Mount Washington Railway, which many persist in calling the "cog railway," the cares of Superintendent Horne at that season are many, and their general character may be imagined rather than described - the difficulties encountered with the ice and snow still imbedded in the track, and rendering ascent by steam impossible except for a short distance up from the Base; the effects of intense cold on the bed and mechanism of the road; the arctic conditions that prevail up a very short distance while mellow spring has begun to assert itself at the lower level, the desolate waste of snow and ice above the tree line; the wonderful diversity and contrast in climate that a distance of only a few rods seems to make - things observable but no really accounted for outside the realm of science. All the way up to the top these varying moods of nature are contended with, while storms and blizzards not only interrupt the labors, but often compel the road men to do over again what the elements have ruthlessly undone. New track has been laid to the crossing of the Ammonoosuc and new ties are placed and the roadbed made even at frequent intervals "up the line." This year it required a full six weeks to put the road in condition to permit the first train to ascend in safety. This consisted of an engine and a large platform car on which were loaded wood and implements and material, and carrying a gang of 20 men under the direction of Supt. John Horne. Persons arriving at the Base see the immense sheds full of wood for the engines and are told that even those hundreds of cords will be inadequate to supply the demands of the summer. Everybody recognizes the importance of having this almost perpendicular road made perfectly reliable and safe in every detail; that the rolling stock shall be "above suspicion," that the chance of accident shall not only be reduced to a minimum, but shall be rendered impossible so far as human foresight can discern; and the passenger should feel reasonable safe when told that there are no less than four different ways of stopping a train if by some means it should undertake to slide down the mountain.



ROUND TRIP TICKET RATES
TO
Summit Mount Washington, N.H.

FROM.		RATE.	FROM.		RATE.
Woodsville	N.H.	†$6.00	Fabyan	N.H.	$4.00
Lisbon	"	†5.50	Bretton Woods	"	4.00
Sugar Hill	"	†5.40	Whitefield	"	*4.85
Littleton	"	†5.00	Cherry Mountain	"	*4.85
Profile House	"	†5.50	Jefferson	"	*5.10
Bethlehem	"	‡4.95	Jefferson Highlands	"	*5.05
Maplewood	"	‡4.85	Gorham	"	*6.05
Bethlehem Junction	"	‡4.50	Lancaster	"	*5.25
Twin Mountain	"	‡4.25			

FROM	RATE.	
North Conway, N.H.	§$7.00	‡$6.00
Intervale, N.H.	§7.00	‡6.00
Glen, N.H.	§6.75	‡5.75
Bartlett, N.H.	§6.50	‡5.50
Crawfords, N.H.	§4.50	

† Good only ten days, including the day of sale. § Good until September 30 of year sold.
* Good only thirty days, including the day of sale. ‡ Good only on day of sale.

TIME-TABLE.

TO MOUNT WASHINGTON.		FROM MOUNT WASHINGTON.	
Lv. Woodsville	7.00 a.m.	Lv. Summit Mount Washington	1.45 p.m.
" Bath	"	Ar. Base Station	3.00 "
" Lisbon	7.21 "	" ⊙Bretton Woods	3.23 "
" Sugar Hill	7.26 "	" Fabyan	3.25 "
" Littleton	7.43 "	" Cherry Mountain	4.31* "
" Profile House	¶7.35 "	" Jefferson	4.44* "
" Bethlehem	7.50 "	" Highlands	f4.35* "
" Maplewood	7.55 "	" Gorham	5.08* "
" Bethlehem Jc.	8.12 "	" Berlin	5.20* "
" Twin Mountain	8.23 "	" Whitefield, M.C.R'd.	5.47 "
" Groveton	7.15 "	" Lancaster, M.C.R'd.	4.45 "
" Lancaster, M.C.R'd.	7.52 "	" Groveton	6.00 "
" Whitefield, M.C.R'd.	7.57 "	" Twin Mountain	4.08 "
" Berlin	7.05* "	" Bethlehem Jc.	4.20 "
" Gorham	7.10* "	" Profile House	†4.50 "
" Highlands	f7.47* "	" Maplewood	4.31 "
" Jefferson	7.45* "	" Bethlehem	4.39 "
" Cherry Mountain	7.58* "	" Littleton	6.04 "
" Fabyan	9.20 "	" Sugar Hill	6.25 "
" ⊙Bretton Woods	9.23 "	" Lisbon	6.31 "
Ar. Base Station	9.55 "	" Bath	6.41 "
" Summit Mount Washington	11.15 "	" Woodsville	6.50 "

Lv. North Conway	7.25 a.m.	Lv. Summit Mount Washington	1.45 p.m.
" Intervale Jc.	7.30 "	Ar. Base Station	3.00 "
" Glen and Jackson	7.37 "	" Fabyan	3.25 "
" Bartlett	7.55 "	Lv. Fabyan	4.43 "
" Crawfords	8.40 "	Ar. Crawfords	4.57 "
Ar. Fabyan	8.50 "	" Bartlett	5.32 "
Lv. Fabyan	9.20 "	" Glen and Jackson	5.50 "
Ar. Base Station	9.55 "	" Intervale Jc.	5.57 "
" Summit Mount Washington	11.15 "	" North Conway	6.02 "

Passengers who desire to remain on the mountain over night can leave Fabyan 4.35 p.m., arrive Summit Mt. Washington 6.25 p.m.; returning, leave Summit 7.00 a.m. next morning.
Sunday Trains leave Summit 8.00 a.m. and §1.45 p.m.; leave Fabyan §10.00 a.m. and 4.00 p.m.
f Stops on signal or on notice to conductor. *Via Jefferson Junct. and M. C. R.R.
⊙ Station for The Mount Pleasant and The Mount Washington.
† Commencing July 1, 1905, to Profile House.
¶ " " 3, " from Profile House. § Runs July 16 to Sept. 24, inc.

ADV. FORM NO. 41.

Tourist Pamphlet (1905)
- Marjorie Bouve papers / Northeastern University

This year the Summit of the mountain presented a picture of havoc and desolation never before witnessed by the first comer. A cyclone had struck there sometime, probably in the early or middle spring months and had torn things up... Two large sections of the platform, 95 x 35 and the other 30 x 28 feet, had been blown up and thrown at right angles from their former position, while in different places other smaller sections and single planks were blown here and there, leaving open spaces along the length and breadth of the area familiarly called "The Rialto" by the summer denizens of the Summit. The force was evidently a circular one, and had it been a little stronger, or had the heavy sections been driven a little farther, the stanch side of the Summit House must have suffered severely. The wind blew in the door of the old Tip-Top House, carrying the casing with it, and a very respectable series of snow drifts as late as the middle of June lined each side of the plank walk that extends through that historic structure. On the north side of the engine house, extending from the ridge pole down 6 to 8 feet, every shingle was blown off for a distance of 50 feet. The northeast corner of the Glen stable, the southerly building, was swept clean of boards to the roof for a space nearly ten feet wide, and other damage was done to the various buildings, trivial to look at but rather hard to repair in a gale of wind.

"The effect was strikingly illustrated in the battering administered to the office of *Among the Clouds*. Some parties had entered the building during the winter or spring through the northeast window, next the platform, a window that is never open in the summer. There was evidence that they had built a fire and had lunch - a

pickle fork and a woodman's ax await an owner. the proprietor states that he will cheerfully deliver them if the claimant will present himself. The window was left open and the wind had a free swing for many days and nights. The editorial desk was buried in snow, and a drift 25 feet long and 4 feet high extended across the front of the office when the vandalism was first discovered. Everything that had veneer on it was peeled; the furniture was twisted and broken by the intense cold and process of thawing; upstairs was a lump of ice in a barrel that had the form of iron kettle with oval bottom; there were other barrels downstairs. Besides, the chimney was wrecked, necessitating the building of a new one. Through these succeeding years the woodwork at the summit has withstood all winds and the damage, annually repaired, has been trifling. Patches of snow still appear in the gullies on the sides of the northern and southern peaks, and the usual immense accumulation on the eastern slope of Mount Jefferson is in evidence. There is no perceptible change in the character of the numerous slides, and no new ones appear, showing that, so far as the mountains are concerned, the winter has not been a severe one."

- first version appeared in the Gorham Mountaineer - reprinted Littleton Courier - Fri, Jul 14, 1905 & Among the Clouds - Thu, Aug 17, 1905 with an R. D. Dunham byline

June 26th

Summit House Opens: "The formal opening of every hotel is an important date in its calendar, and often the management endeavor to introduce some special attraction for the pleasure of those guests first to arrive. Mount Washington - always zealous of its individuality, this season outdid itself. The Summit House was "opened," Monday, June 26th. The morning was rainy and dense clouds obscured the slightest vision of the outside world. There was wisdom in this arrangement, for it was not the scenery but the completeness of the hotel that was to be made manifest that day. The thermometer, which registered 46 in the morning, having heard a student waiter reciting "What is so rare as a day in June" was not forgetful of its part of the program and toward noon settled slowly to 38, and at 4 o'clock gave a decided novelty by sinking below the freezing point. Immediately the torrents of rain became a driving snow storm, and throughout the night and Tuesday and until late Wednesday *(6/29)* Mount Washington was in the clutches of a winter tempest, at time the roaring of the wind and the beating of ice and hail against the summit House was almost deafening. But within all was good cheer and comfort. "Dolly" the boiler was never more faithful, and steam whizzed through the pipes assuringly and without cessation, while the huge coal stores performed nobly the extra service required of them. But those were days to be remembered, and the few guests who braved the mountain will not soon forget their experiences. After all, it is not the weather that decides the amount of pleasure to be had in a visit to Mount Washington. "For the dissatisfied man all life is unsatisfactory, and for one that is contented the world is full of comforts, and for the cheerful man even the easterly wind is musical in the window crevices."

- Among the Clouds - Thu, Jul 13, 1905

Mid-July Description of Summit Opening: "An old guest at the Summit House will note but few changes here this season. The same homelike atmosphere pervades the whole establishment, and that the former excellence of its service will be maintained this year is assured by the presences of so many of the heads of departments long continued service. Miss Mattie A. Clarke, whose attention to visitors makes them to feel that they are persona guests is still manager of the house with Mr. A. Frank Curtis as clerk. The cuisine will be prepared by Mr. A. J. Miller, the accomplished chef of 1904, and Mrs. George Howland. Mrs. Myron Browley assists at the souvenir stand. Mr. Maurice J. Dineen is in charge of the telegraph and postoffice, Mr. Park Horan of the wine room, and Mr. Mark A. Davis of Middlebury, Vt. fills the position of head waiter and James Powers, watchman. Nor should mention be omitted of John Tice, bellman, who for several years has been an alert messenger upon the arrival of each train. His co-worker is Mark Lee of Manchester, a universally popular young man. All in all each and every detail of the hotel management has already received such careful attention that it is difficult to realize only a few days have intervened since the arrival of the first train to the Summit, and that so much could be accomplished against such great odds of location and climate."

- Among the Clouds - Thu, Jul 13, 1905 pg. 1

Late-July Description of Summit Opening: "The Summit house opened this year June 26, at the time that the summer train schedule went into effect. Miss Mattie Clark is again manager of the house, with A. Frank Curtis as clerk. A. J. Miller will be chef as in 1904 and will be assisted by Mrs. George Howland. Mrs. Myron Browley assists at the souvenir stand. Maurice J. Dineen is in charge of the telegraph and post office, Park Horan of the wine room, Mark A. Davis is head waiter and James Powers, watchman. The bellmen are

John Tice, who for several years has been an alert messenger on the arrival of every train, and Mark Lee of Manchester, who is popular with all. The Mount Washington railway which sent its first train to the summit the week of June 15, retains nearly all of last year's employees. without the presence of Supt. John Horne at the base and Conductor Myron Browley, the ride from Fabyan's to Mt. Washington would be without much of its delight to many passengers. During the spring a large amount of work has been done upon the track, especially in the vicinity of Long trestle, which has been almost entirely rebuilt."

- Littleton Courier - Fri, Jul 21, 1905

June 28th

A June Christmas Tree: "On Wednesday evening, June 28th, the Summit House colony indulged in festivities unique in the history of Mount Washington. The platforms that morning covered with snow and the whole cone of the mountain glistening with frost work and ice suggested midwinter rather than a rare June day. Someone remarked that "it would be proper to observe Christmas." The idea was a popular one and immediately following breakfast preparations were continued throughout the day for an unusual festival. The manager of the hotel, Miss Mattie A. Clarke, ordered a fir tree brought up from the Base, which through the kindness of the Mount Pleasant House was later made attractive by many festoons of pop corn. Then came the search for gifts. There were about thirty-five employees of the Summit House and Mount Washington Railway to be remembered. Trunks, boxes, even coat pockets were divested of their treasures and by nightfall the tree was overloaded with offerings. Nearly 150 presents were ready for distribution. What they may have lacked in value was made up in quantity. About 8 o'clock the parlor doors were opened. Mr. John Tice presided at the piano and a merry company was soon seated. Hardly had an exchange of greetings been made when Mount Washington's Santa Claus, Mr. Ed Colter, costumed in a style to make St. Nick himself envious appeared on the scene to the delight of everyone save Leon *(the Summit dog)*, whose association with the genial gentleman had heretofore been confined to an almanac interpretation of seasons. *Among the Clouds* at this date not having commended an issue, one of the staff presented the initial number of a possible evening addition for midwinter circulation *"Among the Snow Flakes."* Next Santa ably assisted by Mark Lee, distributed the presents, a description of which would be impossible. Then followed an excellent musical program, including solos by Mr. Chandler and Mr. Horan, and a chorus selected from the company. While the storm was furious, and together with the freezing temperature made all without wild and terrible, this little Summit House party - warm and comfortable, were living the sentiment of Dr. VanDyke "and best of all along the way is friendship and mirth."

- Among the Clouds - Thu, Jul 13, 1905

July 13th

Season Opening Notes: "The Mount Washington Railway, which sent its first train to the Summit this year the week of June 15th, retains in its service nearly the entire personnel of last seasons's employees. Indeed, without the presence of Supt. John Horne at the Base and Conductor Myron Browley the ride from Fabyans to Mount Washington would be without much of its delight to very many passengers. During the spring a large amount of work has been done upon the track especially in the vicinity of Long Trestle which has been almost entirely rebuilt. An old guest at the Summit House will note but few changes here this season. The same homelike atmosphere pervades the whole establishment, and that the former excellence of its service will be maintained this year is assured by the presence of so many of the heads of departments of long continued service. Miss Mattie A. Clarke, whose attention to visitors makes them to feel that they are personal guests, is still manager of the house, with Mr. A. Frank Curtis as clerk. The cuisine will be prepared by Mr. A. J. Miller, the accomplished chef of 1904, and Mrs. George Howland. Mrs. Myron Browley assists at the souvenir stand, Mr. Maurice J. Dineen is in charge of the telegraph and post office, Mr. Park Horan of the wine



The Deuce at the Summit - Inscription says "Post the engineer" (July 1905)
- Detroit Public Library

room, and Mr. Mark A. Davis of Middlebury, Vt., fills the position of head waiter, and James Powers, watchman. Nor should mention be omitted of John Tice, bellman, who for several years has been an alert messenger upon the arrival of each train. His co-worker is Mark Lee of Manchester, a universally popular young man. All in all, each and every details of the hotel management has already received such careful attention that it is difficult to realize only a few days have intervened since the arrival of the first train to the Summit, and that so much could be accomplished against such great odd of location and climate."

- Among the Clouds - Thu, Jul 13, 1905

July 18th

Chilly Day: "The summit of Mt. Washington was undoubtedly the coolest spot in New England, Last Tuesday *(7/18)* week, At eight o'clock in the morning the mercury was only 37 degrees and it barely touched the 60 mark during the day, and overcoats were worn all day by the guests at the Summit house."

- White Mountain Republic-Journal - Thu, Jul 27, 1905

July 21st

Lightning Photography / Slow Snow: "Mr. Peter Eddy continues to furnish Mount Washington visitors with souvenir photographs, showing the cars ready at Fabyan station with the passengers ready for the journey. This year, he has added a new feature *(above)* whereby every pictures shows on its face the date when taken and whether morning or afternoon. It is one of the sights of the journey to watch Mr. Eddy as with the aid of his son he captures the cars one by one with remarkable celerity. He easily holds the record for lightning photography. There still lingers on the eastern face of Mount Jefferson the same great crescent shaped snow bank which has surprised visitors nearly every year. Just what the peculiar formation of the surface of the mountain side which leads to the collecting of such a long-enduring mass of snow every year is a puzzle."

- Among the Clouds - Fri, Jul 21, 1905

July 23rd

Ravine Flowers / Summit Curios: "Dr. James J. Powers and George Chandler of the Summit House descended to Tuckerman's Ravine yesterday *(7/23)* to gather flowers to be pressed for the Summit House Curio. They collected a mass of the most beautiful specimens which when pressed will prove most interesting to visitors. They report that the snow remains to interest those who wish to visit the bottom of the ravine, but (the snow) arch has fallen."

- Among the Clouds - Mon, July 24, 1905

July 27th

Evening Trio: "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." *- Among the Clouds - Thu, Jul 27, 1905*

July 28th

B&M Photographer: "Mr. E. S. Jones, the official photographer for the Boston & Maine Railroad Company, made a second visit to Mount Washington Friday *(7/28)*, remaining over till Saturday noon and making about a dozen exposures on the Summit and down the side of the mountain. With the other trip of a few days ago his work will add several original and effective specimens to the gallery of Boston & Maine pictures of Mount Washington scenery. Mr. Jones is of the opinion that he has taken Jacob's Ladder with the train from a point that will make the photo a very striking one."

- Among the Clouds - Mon, Jul 31, 1905

Summit Baseball Described: On top of Mt. Washington is a unique diamond, says Myron W. Townsend in the *Boston Traveler*: "The novelty of baseball above the clouds draws many players to the summit of this lofty New England peak. Visitors have their appetites for a few innings of the national game, but very seldom are their longings satisfied. There are many good ball players among the hotel employees and printing office attaches, but they have little chance to show their skill. A game of ball without balls is like a sleigh ride without snow. The chief dilemma which players in this high altitude have to face is the loss of balls, which persist in rolling down the mountain side. No baseball has ever lasted more than five minutes on top of Mt. Washington. Just when the game begins to get exciting the ball disappears and sometimes doesn't stop until it reaches the

well-kept greens of Bretton woods. As many as twelve balls have been used in ten minutes play. Patrons at American League games who have watched balls disappear in the bleachers with startling regularity have often wondered where all the money came from to pay for them; but think how much worse it is on Mt. Washington! There the players have not league managers behind them to pay for an unlimited number of balls. There's a limit, so that a game has never run more than ten minutes. The Mt. Washington diamond is situated not far from Lizzie Bourne's monument. This green needs no care-taker. Immense boulders mark the bases. The pitcher's box is hewn out of solid rock. A perpendicular slab back of home plate takes the place of the customary screen. Like all the buildings on the summit, the outfielders are tethered with long ropes to keep them from blowing away or rolling down the mountain side.

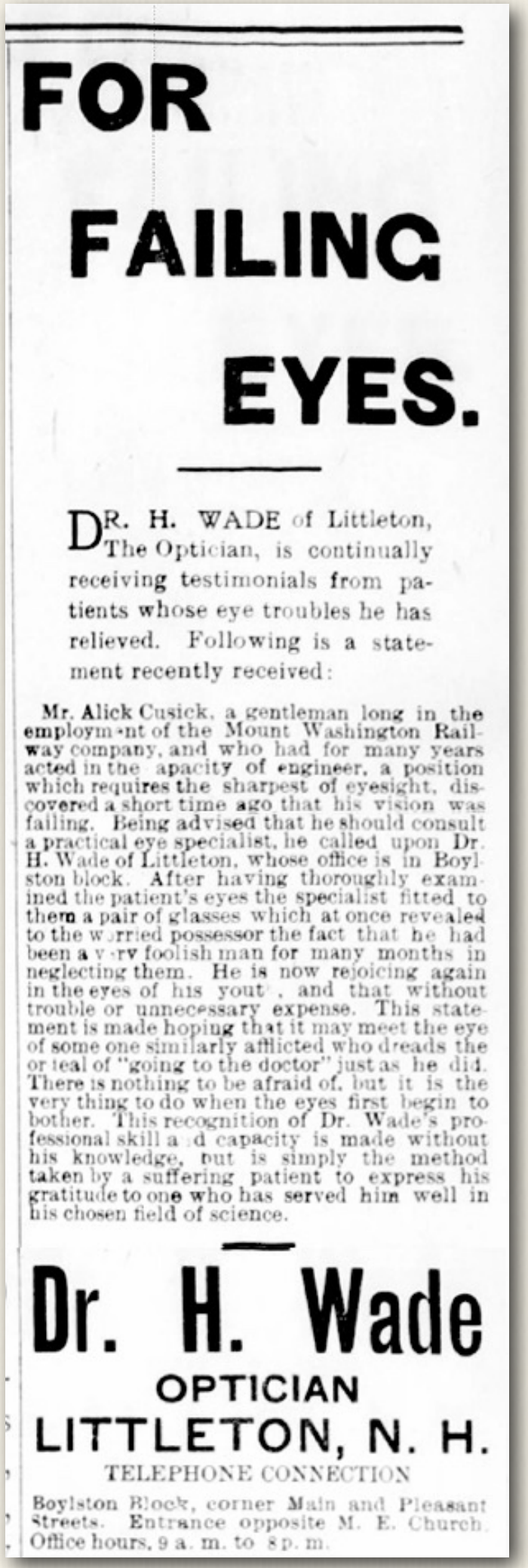
"Games are not postponed for the reasons attributed here below. when the umpire stops a game he simply says: "Wait until the clouds roll by." That may mean five minutes or it may mean until next week. Games terminate when 12 balls have been used up. A collection is taken before the game and a box of balls purchased of the storekeeper at the Summit House. When the last sphere takes to the timber line the side which is ahead wins the game. One other regulation which will interest all ball players is that there can be no home runs on Mt. Washington. The instant the batter hits the ball a hard tap he is out. This make the players careful to lay them down in the diamond, and thus conform to all the regulations of this, the most peculiar ball game in the world. A modest man, head printer of the publication *Among the Clouds*, designated as Colonel Gallagher, acts as umpire. The colonel has had many weird experiences and is always ready to relate them to visitors. His particular boast is that no ball ever lasted more than five minutes."
- Littleton Courier - Fri, Jul 28, 1905

July 30th-31st

Heavy Summer Storm: "The heavy rain storm that swept over New England Sunday *(7/30)* and Monday was of great benefit in many localities to crops, except in some cases where it



Soggy, foggy platform perch (July 1905)
- Detroit Public Library



FOR FAILING EYES.

DR. H. WADE of Littleton, The Optician, is continually receiving testimonials from patients whose eye troubles he has relieved. Following is a statement recently received:

Mr. Alick Cusick, a gentleman long in the employment of the Mount Washington Railway company, and who had for many years acted in the capacity of engineer, a position which requires the sharpest of eyesight, discovered a short time ago that his vision was failing. Being advised that he should consult a practical eye specialist, he called upon Dr. H. Wade of Littleton, whose office is in Boylston block. After having thoroughly examined the patient's eyes the specialist fitted to them a pair of glasses which at once revealed to the worried possessor the fact that he had been a very foolish man for many months in neglecting them. He is now rejoicing again in the eyes of his youth, and that without trouble or unnecessary expense. This statement is made hoping that it may meet the eye of some one similarly afflicted who dreads the ordeal of "going to the doctor" just as he did. There is nothing to be afraid of, but it is the very thing to do when the eyes first begin to bother. This recognition of Dr. Wade's professional skill and capacity is made without his knowledge, but is simply the method taken by a suffering patient to express his gratitude to one who has served him well in his chosen field of science.

Dr. H. Wade
OPTICIAN
LITTLETON, N. H.
TELEPHONE CONNECTION
Boylston Block, corner Main and Pleasant Streets. Entrance opposite M. E. Church. Office hours, 9 a. m. to 8 p. m.

Cog Engineer Promotes Optician: *Alick Cusick's testimonial appears in newspaper. Three years later, Cusick's inability to see a slideboard while descending from Waumbek would lead to his death. (Jul 30, 1905)*
- Littleton Courier

injured the hay. On Mount Washington the storm was one of the hardest summer storms known for years. Monday *(7/31)* the wind blew 60 miles an hour, and ropes had to be used in going from the Summit House to the office of Among the Clouds. The wind blew the rain under the shingles so that water came down in some parts of the hotel in streams. Damage was done by high water along nearly all the large rivers, the damage by flood being unusually heavy along the lower part of the Connecticut. The Androscoggin also went on a rampage at Livermore Falls."

- Littleton Courier - Fri, Aug 4, 1905

August 1st

Mountain Greens: "With Chef Miller and Mrs. Howland in charge of the cuisine of the Summit House there is little occasion to fear a famine. However, there have been times when supplies have been brought to the Summit with the greatest of difficulty. It was therefore reassuring when on a recent day a bunch of dandelions was found growing luxuriantly near the Lizzie Bourne monument. Only the wise know the deliciousness of dandelions when served as "greens" or the seductive bouquet of the blossoms when pressed into wine."

- Among the Clouds - Tue, Aug 1, 1905



August 3rd

The Cabin at Upper Falls: "To the Editor: When I was child a path led from the turnpike to the falls, and on one side of the path was a log cabin, which my father built, and in which he lived with his family, consisting of himself, mother and five children, and on the other side was a small frame house where cigars, candy, root beer, etc., were sold. Across the road was a watering trough where all the stages stopped to water the horses, and passengers would alight to view the falls. At that time *(before 1876)* there was no railroad between Fabyan's and the Base, and persons going up Mount Washington Railway would leave their respective hotels by the stages which made regular trips to connect with the trains. Father was a hard working French Canadian named Pierre Blanchett, whom everybody called Pete Blanket, and got a precarious living by fishing and disposing of his catches to the hotels or guests. When the fishing season closed he would work for the Browns Lumber Co., or chop and get out the wood for the mountain engines. Of course our going to school was out of the question, as the nearest school house was five or six miles away. One day Walter Aiken called to see father about some wood and after the business had been transacted Mr. Aiken said, "Pete, what makes you live here bringing up your family in ignorance? Why don't you move out where you can send them to school." Father replied that as soon as he could save money enough to buy a farm in Canada that adjoined his brother's, he would do so. Mr. Aiken asked what the place could be bought for and father said $1500. Mr. Aiken then said, "See here, Pete, if you will agree to educate your children and be a man in every sense of the word, I will advance the money, take a mortgage on the place, and if you live up to the agreement I will burn the mortgage and give you a clear title." The bargain was made and we moved to Canada, father faithfully living up to the contract, and through Mr. Aiken's generosity the farm was ours. Now is it surprising that I should have an interest in the West Side of Mount Washington. I was educated in a convent in the city of Quebec, and after leaving there was engaged in a wealthy Toronto family. Now, Mr. Editor, I should be a very happy woman if I could forget my humble parentage, as I am married to a merchant prince of Chicago, and a more devoted husband and father would be hard to find, who grants me every luxury I crave, but the privations of my early days, which I most guardedly keep from my children, are constantly looming up in my mind, and I have kept my secret so well that my husband only knows me as Miss Blanchette, the governess. A few days ago I (took) a spin through the mountains in my automobile (with friends). We remained one night at the palatial Mount Washington and next day went over the turnpike to the Base, stopping on our way at the falls. I looked for the log cabin, the refreshment house and the watering trough, but not a vestige remained, even the spring that fed the trough has disappeared. I was both glad and sorry to find it so, glad because one of my early remembrances was obliterated, and sorry that I could not see how I used to exist. We kept on to the Base and found some changes, the old buildings gone and others erected in a different loca-

tion. We walked down to the station platform and I scanned the faces of the men and am very positive there were one or two I recognized, but pride was uppermost and gained the victory, though had I been alone, or could I have left my friends for a few minutes without arousing suspicion, I should have made myself known to one of them and trusted to his manliness to keep my identity a secret. I have still a spark of humanity left, but the pleasures, or rather the advantages that wealth possesses have so benumbed my feelings that I almost look on poverty as a crime. - Marie Louise Blanchette"

- Among the Clouds - Tue, Aug 3, 1905

August 2nd

Barron & the Bear: "While Col. Barron of the Fabyan House was taking an auto ride with friends on Thursday *(8/2)* the machine collided with the tail end of a bear, whose nose was pointed toward the Summit House, Mount Washington, giving Bruin an emphatic push toward his apparent destination. On arrival back at the hotel the humorous colonel telephoned to Miss Clarke at the Summit House asking her if the bear had arrived on top of the mountain. She suggested that as everything has seemed to be "coming our way" for several days past, it would not be surprising if Bruin had also started, determined to enjoy himself at the highest hot weather resort in the country."

- White Mountain Echo – Sat, Aug 4, 1906 pg. 4

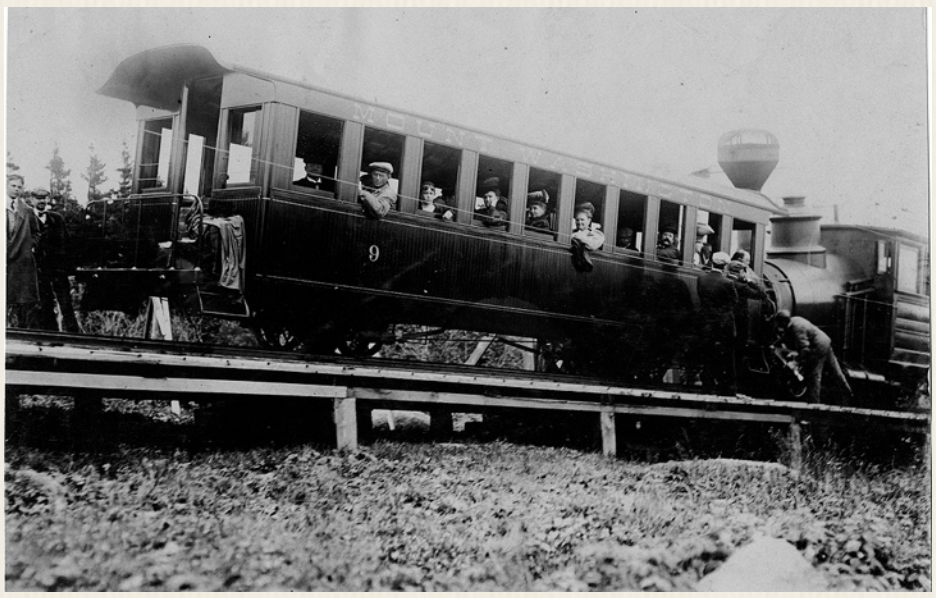
August 5th

Remembering Marie Louise: "Respected Sir: I seen a piece writ by a lady I used to know when she was small. I worked on the railroad them days, a good while ago it was. I am an American of Irish descent as they say born in Linnagh, county cavan and coming to this country when a boy and naturalated [sic] to vote the Democratic ticket when I come of age. My father was Dennis Mahony. "Big Dennis" as they called him. If Mr John Horn was living but I was after hearing he was among the saints this long time, peace to his sowl [sic], he would remember my father, a good peaceable man, only when things went against him. I was a strapping lad Michael by name, but being Long Mike to everybody around. Little Molty Blanket, Pete's girl was a slip of lass them times, eyes as black as shoe buttons and long braids of har [sic] every bit as black all hanging down her back. All us boys was after keeping company with her but the pretty little colleen wouldn't look at the one of us, that is to say in a real business way. She said she was going to marry a rich man and ride in her own carriage there was any automobiles with shovers [sic] to them go then you know, and she was going to have fine clothes and gold breast pins and shiny rings. And now she's got all them things and a cottage on a lake instead of the little log hut nearest the birch beer shop and the watering trough. And she says she don't want to think of them times and the poor decent father and mother that raised her and did what they could for her. Arrah, it's shame on her, I say and when you are after writing to pay her for her piece you may tell her I said it. Tell her I'm Long Mike Mahoney that give her big brother John Bateese the beating for meddling with the traps I set for the hedgehogs. If John Bateese is alive now he's got marks to prove it... And as for me that Molly wouldn't look at I've got a good place and steady pay in shoe factory and a wife I wouldn't swap for all the fine ladies that got's summer cottages and automobiles with shovers. - Yours to command, Michael Mahony - Lynn, Mass"

- Among the Clouds - Sat, Aug 5, 1905

For How the Bell Tolls: "While the morning bell tells to all the sleepers in the Summit House that there is a sunrise and its time to get up - those who know the bell ringer, 'Jimmie' Powers, are made aware of something more. When the bell rings slowly and steadily it is safe to assume that the night has been long and the morning is something of a disappointment, but when a quick step is heard along the corridors and the bell just peals and clangs, the wise know that its worth one's while to heed its summons. Thursday *(8/3)* and Friday *(8/4)* mornings certainly awakened all 'Jimmie's' enthusiasm."

- Among the Clouds - Sat, Aug 5, 1905



Engine check at Waumbek (July 1905)
- Detroit Public Library

1905

August 10th

Base Ball on the Summit: "A representative of the *Boston Traveler* sends to his paper the following graphic description of how we play ball on the summit. It's a good write-up and deserves to be added to the archives of Mount Washington history. But that future generations may know the personnel of the "nine" it is official recorded in the batting order as follows: Frank J. Prescott *(2B)*; Maurice Dineen *(LF)*; Mark Lee *(3B)*; Grace Johnson *(SS)*; Eunice Story *(RF)*; Stanley Allchin *(1B)*; Herbert Dryfoos *(CF)*; Walter Dryfoos *(4B)*; Bernard Bristol *(L SS)*; Maude Goodell *(R SS)*; Emma Aldisa Fox *(C)*; Elizabeth Gibson *(P)* and Olive Bursiel - Capt & Manager.

"On the top of Mt. Washington is an unique diamond. The novelty of base ball above the clouds draws many players to the summit of this lofty New England peak. Visitors have their appetites for a few innings of the national game, but very seldom are their longings satisfied. There are many good ball players among the hotel employees and printing office attaches, but they have little chance to show their skill. A game of ball without balls is like a sleigh ride without snow. The chief dilemma which players in this high altitude have to face is the loss of balls, which persist in rolling down the mountain side. No base ball has ever lasted more than five minutes on top of Mt. Washington. Just when the game begins to get exciting the ball disappears and sometimes doesn't stop until it reaches the well kept greens of Bretton Woods. As many as twelve balls have been used in ten minutes' play. Patrons at American League games who have watched balls disappear in the bleachers with startling regularity have often wondered where all the money came from to pay for them. but think how much worse it is on Mt. Washington! There the players have no league magnates behind them to pay for an unlimited number of balls. There's a limit, so that a game has never run more than ten minutes. The Mt. Washington diamond is situated not far from Lizzie Bourne's monument. This green needs no care taker. Immense boulders mark the bases. The pitcher's box is hewn out of solid rock. A perpendicular slab back of home plate takes the place of the customary screen. Like all the buildings on the summit, the outfielders are tethered with long ropes to keep them from blowing away or rolling down the mountain side. Games are never postponed for the reasons attributed here below; When the umpire stops a game he simply says: "Wait till the clouds roll by." That may mean five minutes or it may mean until next week. Games terminate when 12 balls have been used up. A collection is taken before the game and a box of balls purchased of the storekeeper at the Summit House. When the last sphere takes to the timber line the side which is ahead wins the game. One other regulation which will interest all ball players is that there can be no home runs on Mt. Washington. The instant a batter hits the ball a hard tap he is out. This makes the players careful to lay them down in the diamond, and thus conform to all the regulations of this, the most peculiar ball game in the world. A modest man, head printer of the publication *Among the Clouds*, designated as Colonel Gallagher, acts as umpire. The colonel has had many weird experiences and is always ready to relate them to visitors. His particular boast is that no ball ever lasted more than five minutes." *- Boston Traveler dispatch in Among the Clouds - Thu, Aug 10, 1905*

August 12th

B&M Bigwigs at the Summit: "Among the arrivals on the Summit Saturday *(8/12)* noon were H. E. Folsom, Supt. of the Connecticut and Passumpsic Division of the B&M and Charles H. Nowell, paymaster of the B&M R.R. Unfortunately the noon did not afford the view that might have been desired, but with Supt. John Horne as escort these gentlemen found no reason to regret their visit.

- Among the Clouds - Mon, Aug 14, 1905 pg. 4

Birch Bark Paper: "A dispatch from Claremont, N.H., to the *Manchester Union* is as follows: Charles B. Spofford is exhibiting a unique edition of the paper, *Among the Clouds*, which is printed on a sheet of birch bark, and is in a good state of preservation. It is dated Mount Washington, Friday, Sept. 8, 1882. The bark is printed on both sides, and is a facsimile of the regular edition printed on paper at the Summit House. It gives the news of the mountains and list of Raymond excursionists, which arrived there at the time of the issue. It also names a list of waiters at the Summit House, which was as follows; E. S. Hill, head waiter; Harry T. Lord, F. A. Higgins and C. B. Spofford, all of whom were from Manchester. Mr. Spofford is now located here *(Claremont)* as a druggist. There were about a dozen of the sheets printed."

- Among the Clouds - Sat, Aug 12, 1905

August 14th

Busiest Day: "Yesterday *(8/14)* was a red letter day at the Summit. When the morning broke clear and bracing, 'the oldest inhabitant' was convinced that all the roads and paths leading to the Summit would bring many more than their usual number; but it is seldom indeed that Conductor Browley finds it impossible to count those who are to take the train for the Summit at Fabyan's. Such, however, was the case yesterday morning, and the Summit residents only knew after the train started that the full capacity of the road was to be tested. Over 400 passengers came up over the railroad, while trampers had been arriving every half hour during the forenoon. A little after noon carriages from Gorham, Randolph and Shelburne came in with 'full fares' and added to the pedestrians full another hundred to the lively company who were enjoying the grand views from the top of the mountain. The Summit House dining room was crowded up to the time of starting the trains down the mountain, and all were finely regaled with the bountiful bill of fare. All the residents of the summit were kept busy all day, and the evening trains and the later hours of the day brought visitors who filled the Summit House for the night." *- Among the Clouds - Tue, Aug 15, 1905 pg. 4*

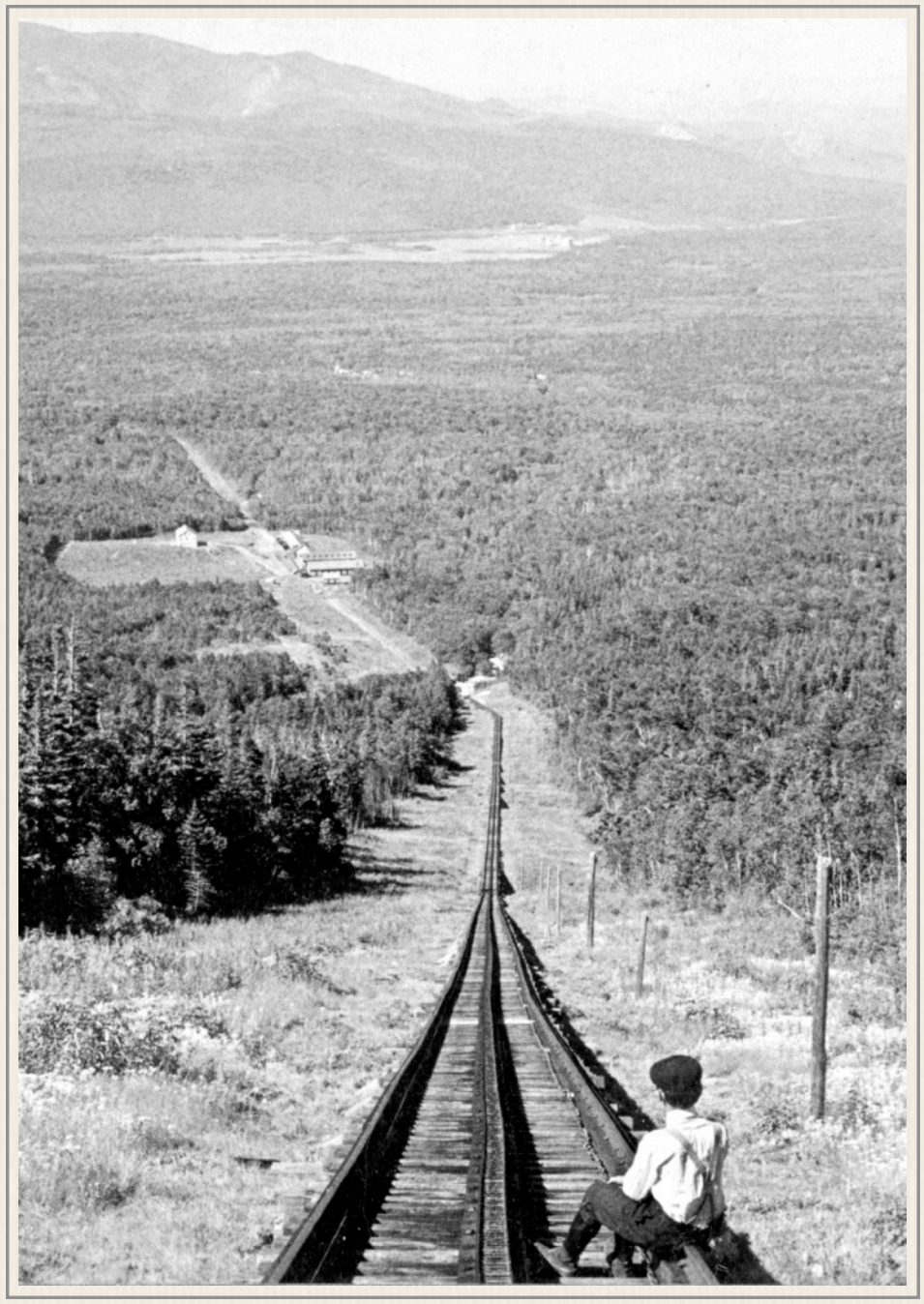
Disgraceful Slovenliness: "One coming to the Summit after the rush and bustle of yesterday *(8/14)* noon, judging from the quantities of litter everywhere strewn about, might have thought he was following the van of a country fair or a traveling circus. There were lunch boxes and bits of paper, candy cartoons, in fact the rocks and platform were a sight to cause righteous indignation. Had not the Summit House management provided generous receptacles for refuse this disgraceful slovenliness might be excused, but under existing conditions that adjective beginning with "F" fittingly describes the offenders."

- Among the Clouds - Tue, Aug 15, 1905 pg. 4

Bucket of Money: "Monday was one of the most perfect days ever known in the mountains and also on the summit of Mt. Washington. Over 400 people made the ascent in the morning, requiring six trains, while tramping and driving parties that arrived at the Summit made the place almost as popular as Coney Island on a holiday. Portland harbor and the Adirondacks were plainly visible. Half of the crowd that went up by train came from Bethlehem, where 200 tickets were sold. Money was flung at the station agent there so fast that the money drawer soon over flowed, and he was obligated to throw bills and everything else into a pail. It was a record sale so far as Bethlehem was concerned."

- Littleton Courier - Fri, Aug 18, 1905

At Capacity: "It was wonderful to think of, after the crowds of yesterday *(8/14)* had left the Summit, that it was possible Mount Washington facilities should be adequate to accommodate so many people. Thanks to Supt. John Horne, who himself brought one engine to the Summit, the Mount Washington Railroad proved equal to the unexpected demand upon its rolling stock and its cars, crowded to their utmost, brought safely to their destination the hundreds of passengers who came up the West Side, The carriage road was more like a metropolitan parkway. At four o'clock ninety-two people and forth horses had passed over this popular approach to the Summit. Of that number eight-

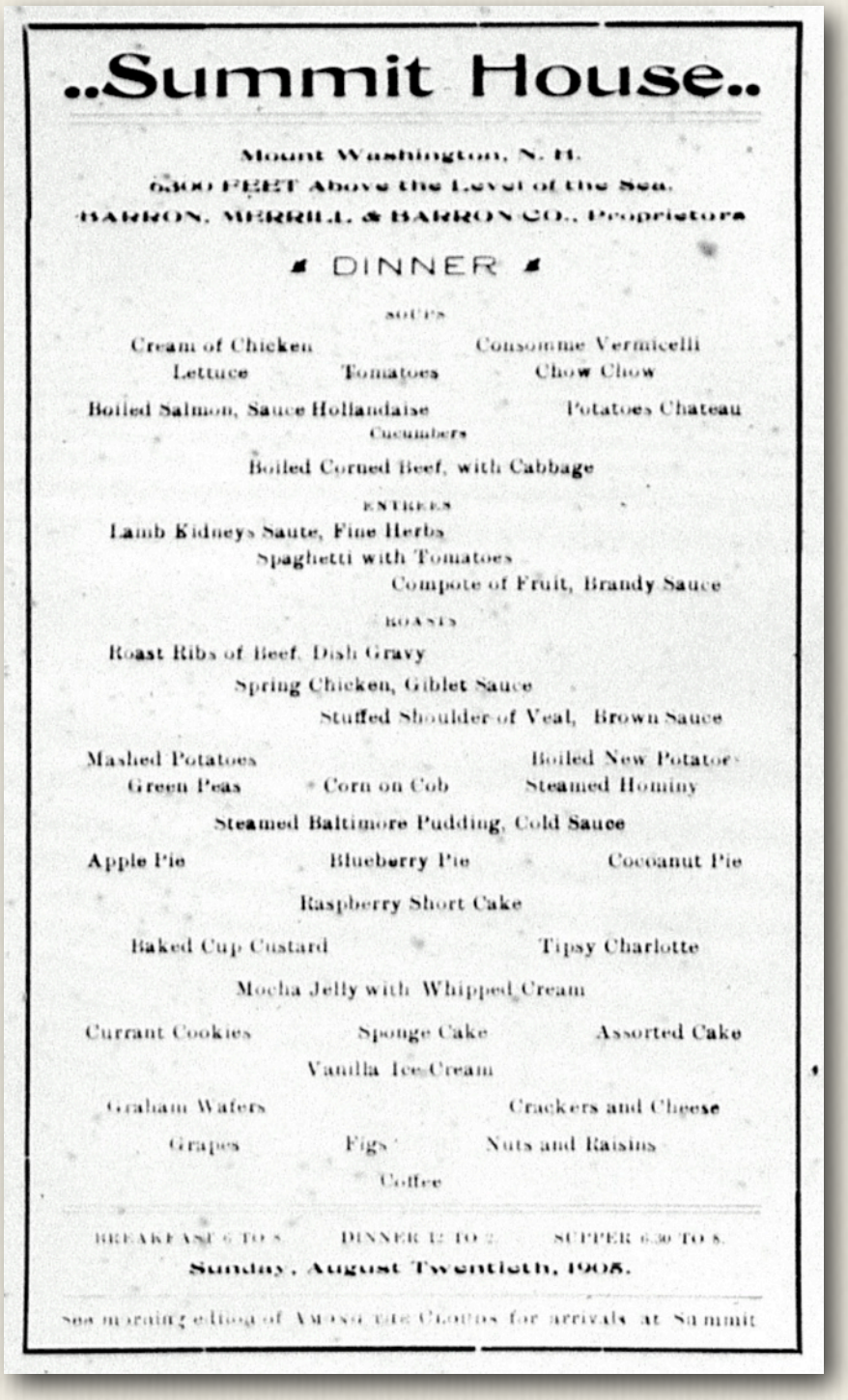


Stereoview of Cog Base, Mt. Washington Hotel & Ammonoosuc Valley (1905)
- Library of Congress

een tourists were enjoying the famous Mount Washington circuit trip. And what of the Summit House? Only the uninitiated would ask that question. The person has yet to come here who has ever found other than "enough and to spare." When the report gives news of an avalanche of visitors the Summit colony may indulge as to the how and why of a great many problems, but it knows that Miss Clarke, of the Summit House, is equal to the greatest emergency, and whatever conditions prevail elsewhere, within her domain is sure to be found that completeness of preparations, which has made thousands of people look upon their hotel entertainment as the pleasantest recollection of their Mount Washington visit." *- Among the Clouds - Tue, Aug 15, 1905 pg. 4*

August 17th

Where the Eagle Flies: "Frank Prescott of the Summit House and two of his associates on Thursday *(8/17)* afternoon had the surprise of seeing a large eagle just below the crest of the Summit. they describe his plumage as of a deep, brown shade and state that his wings, outstretched in flying, must have measured several feet from tip to tip. Hawks have been seen flying high over the Summit House but the "king of birds" is a rare visitor." *- Among the Clouds - Sat, Aug 19, 1905*



..Summit House..

Mount Washington, N. H.
6300 FEET Above the Level of the Sea.
BARRON, MERRILL & BARRON CO., Proprietors

DINNER

SOUPS

Cream of Chicken — Consomme Vermicelli
Lettuce — Tomatoes — Chow Chow

Boiled Salmon, Sauce Hollandaise — Potatoes Chateau
Cucumbers

Boiled Corned Beef, with Cabbage

ENTREES

Lamb Kidneys Saute, Fine Herbs
Spaghetti with Tomatoes
Compote of Fruit, Brandy Sauce

ROASTS

Roast Ribs of Beef, Dish Gravy
Spring Chicken, Giblet Sauce
Stuffed Shoulder of Veal, Brown Sauce

Mashed Potatoes — Boiled New Potatoes
Green Peas — Corn on Cob — Steamed Hominy

Steamed Baltimore Pudding, Cold Sauce

Apple Pie — Blueberry Pie — Cocoanut Pie

Raspberry Short Cake

Baked Cup Custard — Tipsy Charlotte

Mocha Jelly with Whipped Cream

Currant Cookies — Sponge Cake — Assorted Cake

Vanilla Ice Cream

Graham Wafers — Crackers and Cheese

Grapes — Figs — Nuts and Raisins

Coffee

BREAKFAST 6 TO 8 — DINNER 12 TO 2 — SUPPER 6.30 TO 8.

Sunday, August Twentieth, 1905.

See morning edition of Among the Clouds for arrivals at Summit

August 20th

It's What's for Dinner: "*(At left)* is a reproduction of the Summit House dinner card for yesterday *(8/20)*. It is reprinted here, not because it is an unusually elaborate menu, but because it represents the average dinner prepared by Chef Miller and Mrs. Howland daily. There are many people even at this late day who are ignorant of the excellence of the hotel that is conducted on Mount Washington. One enquirer asks, 'Are the sleeping accommodations comfortable?' or, 'Are meals served?' A cursory glance through the (menu) card will at once arouse admiration for the management of the Summit House, and at the same time astonishment that it is possible to give such service 6300 feet above the level of the sea, at this remote distance from the source of supplies, and with absolute uncertainty as to the number of guests that will be registered from day to day."

- Among the Clouds - Mon, Aug 21, 1905

August 24th

Cost of a Sunrise: "It was just after breakfast at the Summit House. The god of day had lavished upon the travelers one of the richest displays of color and cloud effect which he can produce, even on Mount Washington. Two women visitors were awaiting the departing train. One was of the appreciative type, enthusiastic and emphatic in the expression of her emotions. Her companion was patterned after John Gilpin's good wife, and - *"...though on pleasure she was bent, She had a frugal mind."* "Wasn't it a lovely sunrise?" queried the enthusiastic woman, every syllable alive with the ecstatic recollection of the vanished sky picture. "Ye-es," wearily sighed the practical-minded sister, "but only think how much it cost!" *- Among the Clouds - Thu, Aug 24, 1905*

August 26th

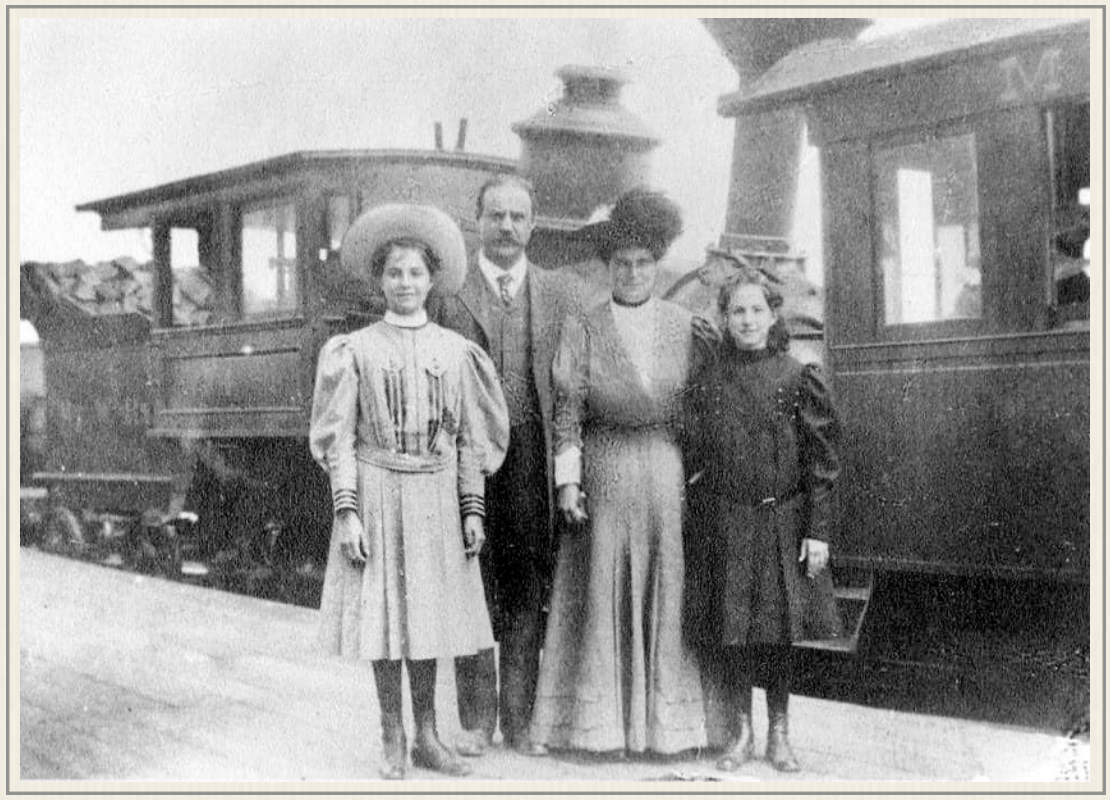
Sprained Elbow: "Mr. Maurice J. Dineen, the popular and efficient telegraph operator at the Summit House, has been obliged to relinquish his position in consequence of a fall in which he received painful though not dangerous bruises and a sprain of the left elbow. He left the Summit House with the regret of many friends,

who are glad to know that the injuries are only temporary. His place has been filled by Miss May Miller of Boston." *- Among the Clouds - Sat, Aug 26, 1905*

August 28th

Wintry Descent: "Passengers on the Monday *(8/28)* morning train to the Base enjoyed a novel sight on their journey down. The thermometer the night before having dropped to 28, the water tanks along the railroad were encrusted with ice and the grasses beneath them were long crystal spindles, sparkling and glistening in the brilliant sunshine. Those guests having come up Saturday night and braved the uncertainties of Sunday's weather, were repaid tenfold by the wintry sights on the Summit yesterday."

- Among the Clouds - Tue, Aug 29, 1905



Robin Gabriel of South Carolina: "This is a treasured family photo. My grandmother is the young girl on the right (aged 9). I know the names of my family members, but not what took them to Mt. Washington. I assume it was for a vacation, but no details." (1905)
- Gabriel Family Collection / Railway to the Moon! Facebook page

August 31st

Kites Flown: "Earlier in the season mention was made of attempts in kite flying from the Summit. On his recent visit here, Mr. S. F. Fergusson of the Blue Hill observatory was interested in the account of the behavior of the Summit kites and explained their gyrating to be due to the eddying air currents formed around the cone of the mountain. In place of the tail kite he suggested the Blue Hill pattern of box kite (used for meteorological experiments) be substituted in future endeavors and he later kindly sent up two of them. Yesterday *(8/31)* morning Frank J. Prescott of Littleton, a Summit House attache demonstrated the possibility of kite flying from the Summit. Almost no wind prevailed - but that little was from the north east. On Point Lookoff, Mr. Prescott took his position, at a favorable moment tossed the kite into the air, and after a few circular movements, until it had passed about 50 feet from the surface, it shot steadily with almost lightening rapidity towards the Lake of the Clouds. There is no record or remembrance of a kite having ever been previously sent up from Mount Washington. Hats off to Frank Prescott!" *- Among the Clouds - Fri, Sep 1, 1905*

September 1st

Railway Facts & Figures: "There are so many in the mountains who inquire every day about the Mount Washington railway, that the following is reprinted from *Among the Clouds*. It is somewhat remarkable that so few of the regular residents of the White Mountains ever visit Mt. Washington, despite the fact that it is so close at hand and that the trip up the cog railway, or up in any way, is one of the greatest trips in the word. the Mount Washington railway runs two round trips daily. The branch from Fabyan's to the base is seven miles long, and rises about 1,200 feet. Observation cars run over the branch; and the ride is a beautiful one, passing the upper falls of the Ammonoosuc and affording fine views of the Presidential range from Mount Jefferson to Mount Webster. At the base station passengers change for the small closed cars of the mountain railway. The cars seat about forty each., and one car only is run to an engine. As many trains run as travel demands, starting at intervals of three or four minutes. Leaving the base, the track soon crosses the Ammonoosuc by a trestle bridge, and a steep ascent at once begins. Turning a sharp curve, you see ahead the longest straight stretch on the road, nearly a mile in length, pushing boldly up Coldspring hill. From this point to the Summit indescribable views are afforded. The Mount Washington railway was projected by Sylvester Marsh of Littleton. With the exception of the railway up Mount Pilatus in Switzerland, it is the steepest cog railway in the world. A certain amount of the trestle is replaced every year, work beginning in May, or as early as the disappearance of the winter's snow permits."

- Littleton Courier - Fri, Sep 1, 1905

1905

September 2nd

Summit Masquerade Ball: "The Summit House on Saturday *(9/2)* evening was scene of festivity that will be long remembered by all the participants and very many of the spectators. It was the event of the annual masquerade ball, this year one of the most, if not the most successful of the many entertainments heretofore given by the Summit House employees. For days there has been an atmosphere of secrecy about the movements of all the Summit House people. There has been hunting and searching for gilt paper, bright colored cloths, equipment and paraphernalia such as one could hardly hope to find in the isolation of Mount Washington. But Saturday evening, when the dining hall door was thrown open and Master of Ceremonies Myron Browley announced the coming of the masqueraders, there filed through the Summit House office twenty-one couples, demonstrating that "where there's a will there's a way." It was a picturesque an assembly as might be found under the most advantageous circumstance. Immediately the fifty guests at the Summit House that night entered into the spirit of the occasion and were speedily seated to observe the gaiety. Following the grand march the cake walkers were announced. The cake was awarded to Miss Edith Wheeler and George Chandler, but the excellence of the performance of each of the (four couples) equally deserving the special reward. It was capital throughout, hearty applause greeting every actor. Mark A. Davis as "Lillian Russell" 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." As the grand finale to the dance the whole company gathered about the piano and closed the evening's festivities with "Good Night, Ladies." Such in barest outline is a simple statement of what constituted an evening's entertainment of unalloyed enjoyment. Gathered together were members of many homes from all parts of New England, but as is always true of the Summit House it seemed like one large family reunion, and when good night was said another link had been added to the chain that makes the summit a place of happiest memories."

- Among the Clouds - Mon Sep 4, 1905

September 3rd

Running Water: "The general storm which raged all over New England Sunday *(9/3)*, was not a marker to the hurricane experienced on Mt. Washington the same day. The wind is estimated to have blown 100 miles an hour, but at any rate blew hard enough to put the measuring instruments out of commission. The terrific blow forced the rain into every crevice of the Summit house, and for once every room could boast of "running water." The carpet in the parlor was lifted from the floor by the wind and was distended all day like a balloon. The wind subsided during the night, and the first train to reach the Summit since Saturday came up Monday at 6 a.m., to take down the storm bound tourists. The clouds lifted early in the morning and a fine view was obtained, but by the time the noon train arrived they had settled down again. Later in the afternoon the clouds broke and there were some magnificent scenes."

- Littleton Courier - Fri, Sep 8, 1905



September 14th

September Blizzard: "Summer ended suddenly - A sudden drop in the temperature occurred Thursday *(9/14)* of last week, the cold wave which was unusually severed for the time of year, begin felt in Vermont, New Hampshire, Maine and Massachusetts. In this locality, there was a heavy frost. Blizzard conditions prevailed on the summit of Mount Washington, a fifty mile an hour gale sweeping the mountains and the accompanying rain freezing as it fell and encasing the buildings in great coats of ice. The thermometer registered 18 degrees below zero. The visitors, who had gone to the summit to participate in the fiftieth anniversary of the death of Lizzie Bourne, were unable to get away until the storm cleared."

- White Mountain Republic-Journal - Fri, Sep 22, 1905

September 27th

State & Base Road Work: "It appears plain that if the state is to have a chance to spend its $125,000 a year for the improvement of highways, in conjunction with the much larger amount that the towns must furnish under the law of the last legislative session, more contractors must come into the field than have yet appeared. Specifications had been prepared (this year) for about 115 towns, bids advertised... and yet less than forty contracts have been made, because not a single bid could be procured, (or were too high to be awarded.) As to care of the real state highways, the greater part of which are in the mountainous district with the exception of the Ocean boulevard, there are no rigid contract conditions. The governor and council have the expenditure of the money upon these roads in such amounts and in such manner as they see fit. A little more than $40,000 was appropriated by them for this work the present year. The sum of $300 was allowed for the road from Fabyans to Twin River, the old Mount Washington turnpike to the base, and the same amount from Fabyans to Crawfords. With these amounts it has been possible to put these stretches into faultless condition. The other stretches of roads in that vicinity that have been under the supervision of the state engineer are also in excellent condition, and the amount of money that has been allowed exclusive of that for new construction has been small per mile." *- Littleton Courier - Fri, Sep 29, 1905*

Late September

Six Inches at Summit: "Snow to the depth of six inches covers the summit of Mt. Washington and whitened last week the ground to a lesser depth as far down as the halfway house. The thermometer last Monday *(10/2)* registered 26 on the summit." *- White Mountain Republic-Journal - Fri, Oct 6, 1905*



No. 8 at a snowy Summit platform September 27, 1905
- R.B. Sanborn Collection / Conrad Ekstrom Jr.

December 22nd

Ice Harvest Underway: "The ice-crop of the Barron, Merrill & Barron company is being havested this week. A large crew of men will be busy at Crawford lake for the next fortnight as the supply must be secured for Fabyan, Crawford, Twin Mountain and Summit houses and usually a large quantity is cut for the Boston & Maine R. R. It is said to be only nine inches in thickness as yet."

- Littleton Courier - Fri, Dec 22, 1905



1906

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1905 Season*** - Total earnings: $23,734 - Total expenses: $19,249.56 - Dividends declared (4 per cent): $8.460 - Total passengers: 8,620 - $6,000 paid into accident fund for injuries to persons conducting transportation.

February 20th

No Snow?: "Parties who have visited the summit of Mt. Washington within the past few days report the railway as clear from obstruction as in the month of August, and the mountain entirely free from snow. The trip was made as quickly as is ordinarily done in June."

- Portsmouth (NH) Herald - Tue, Feb 20, 1906 pg. 4

May 5th

Branch Train Trips: "The Bretton Woods correspondent noted: Branch train made two extra trips to base of Mt. Washington Saturday *(5/5)*."

- Littleton Courier - Fri, May 11, 1906

May 22nd

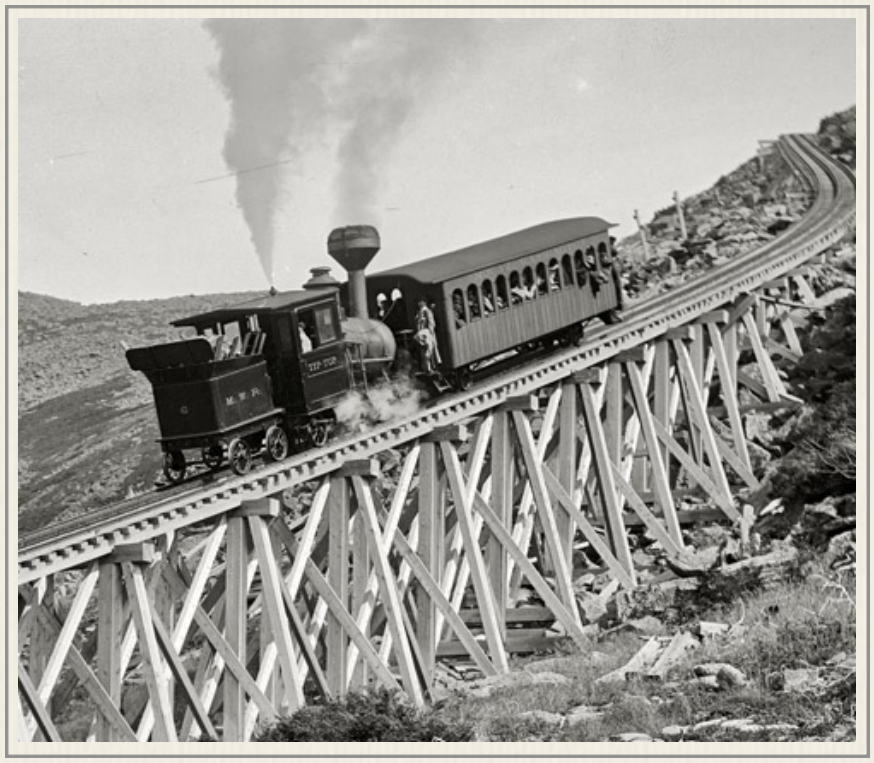
State Base Road Money: "The governor and council on Tuesday *(5/22)* made the annual apportionment of the highway money available for construction and repair of the so-called state roads. Among the principal payments were: road to base of Mt. Washington, $500."

- Littleton Courier - Fri, May 25, 1906

June 17th

Opening Notes: "Coming into this arctic climate in June to prepare the Summit House for the opening is far from a light undertaking. Miss Mattie A. Clarke, the manager, with the first detachment of help, came up by special train on June 17, and a dreary place they found it. It took only a week, however, to make ready for visitors and the house opened Monday, June 25, in first class condition. New linoleum has been laid throughout the office, the dining hall painted, the kitchen roof repaired, and a general putting in order effected. To be received by Miss Clarke and Mr. A. F. Curtis in the accustomed place is one of the pleasant incidents in the return of its

charm without their cordial greeting. A large part of the Summit family of last year are reunited this season. Conductor Myron P. Browley comes back from a winter spent partly in California and the rest of it on the Berlin branch, which is one of the scenic routes of the mountains and where he was in view of his much loved summit when the clouds didn't forbid. Mrs. Browley accompanies him as before at the Summit House. Mr. and Mrs. Albert G. Wright are here again, and the telegraph operator and post office clerk is Richard Herlihy. "Leon," everybody's four-footed friend, bears his advancing years with dignity and good nature while "Sox" is quiet and observing. 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. Mrs. Howland's artistic desserts and perfect bread were never better. 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. More and more is the Summit House coming up to date. The latest advance is the introduction of stained glass on the stairway leading from the office. Superintendent John Horne, with his long tried corps of assistants, took possession of their quarters at the Base on May 5, relieving Eugene Marcotte, the faithful winter watchman, from his long and lonely duties. The track from the transfer table at the Base to the junction with the Boston & Maine tracks was wholly renewed and much new track put on Long Trestle and Cold Spring Hill. The largest piece of work done was rebuilding the Summit House platform, a part of which was relaid last year. The reconstruction was finished this season, taking 18,000 feet of lumber. The veteran "Bill" Colby, after some thirty years on the mountain top, still faithfully fills his position. While visitors rarely see him, they appreciate the genial glow of the steam heat which makes the Summit House so comfortable on the frostiest mornings. One of the employees of the Summit House whose name was accidentally omitted from the list printed in our first (edition) is Mr. James J. Powers, the night watchman. 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."



No. 8 Tip Top posing at Jacob's (1906)
- Shorpy.com

- Among the Clouds - Thu, Jul 12; Sat, Jul 14 & Wed, Jul 18, 1906

June 25th

First Trains: "The trains to Mount Washington began to run on the 25th, and the Summit House opened on the same date. The traffic this season is very heavy. Myron Browley is again conductor on the train, while Miss Mattie Clark and Mr. Curtis are in charge at the hotel."

- White Mountain Echo - Jul 7, 1906 pg. 15

June 26th

Summit In Business: "The Summit house was open to the public June 26,"

- White Mountain Republic-Journal - Fri, Jul 13, 1906

July 22nd

Tuckerman's Tramp: "Sunday afternoon, July 22, presented the occasion for an enjoyable tramp to Tuckerman's Ravine by *(14)* employees of the Summit House *(6 women)*. Since it was the first long tramp for many of the girls they did not attempt to go beyond the head wall. Here they found seats on a projecting point of the ledge in full view of the "Fall of the Thousand Streams" and of the Great Snow Arch lying many hundred feet below. One or two of the boys were already nearing the bottom and the others were not slow in making the precipitous descent to where the air was soon filled with flying snowballs. Sunlight from over the mountain wall was soon succeeded by lengthening shadows that slowly crept across the snow bank, yet more than a hundred feet



Double at Waumbek - No. 4 at tank (1906)
- NH Then & Now

long under the beetling brows of the head wall. But the four boys who dared to make a hasty examination of the beautiful groined roof of the arch, found out in their rapid transit through some sixty feet of the icy corridor, that the penetrating rays of heat had produced, to greet them, a cold shower bath along the entire distance. The return was made a slow pace with many stops to gather flowers and to behold the prospect though much limited by a dense haze. - Glenn C. Clement"

- Among the Clouds - Tue, Jul 24, 1906 pg. 4

July 24th

Old Cogger Returns: "Mr. Frank E. Merrill, superintendent of the water works at Somerville, Mass., arrived on the Summit by the noon train Tuesday *(7/24)* 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 - Wed, Jul 25, 1906

July 28th

A Phone Booth Installed: "Mount Washington is no longer speechless in its solitude. Its fellow peaks are silent and mute, but by the electric wire Mount Washington can speak to its friends down on earth as readily as can any other point in New England. A booth with an automatic pay station was put in on Saturday *(7/28)* by Manger W. M. Health of the Littleton office (of New England Telephone) and the line is now ready for business. Yesterday *(7/31)* we printed for the first time news transmitted by long distance telephone to the Summit. The first experimental connection was made on Sunday evening, July 8, when Mr. A. G. Kingman came from the Burlington office to make arrangements. The use of the Summit telephone is certain to be of rapid growth. The telephone plays so active a part in modern life that one hardly knows how to get along without it; and to have it here takes away much of the sense of isolation that naturally goes with life on the mountain."

- Among the Clouds - Wed, Aug 1, 1906

July 29th

Dear Summit Friend: "Swarthmore, Penn. - For five weeks an almost cloudless sky has reigned over this quiet college settlement. Day after day the hottest sun has shone through an atmosphere burdened with humidity... But with each day's broiling there has come a suggestion of a dearer country through the medium of *Among*

the Clouds. It seems to me only fair, when each day you send us an account of your life on the Summit that some one should tell you, in return, how the down-below-world considers you. A dinner party was given in my honor by a family of Friends. At each cover was a card having upon it some familiar Summit picture, many of which I recognized as having been originally made for *Among the Clouds*. Upon inquiry I found that a number of families here have made interesting collections of Mount Washington views and that as often as opportunity permits they make their pilgrimage to this Mecca. Do you remember the letter of Marie Blanchette in a last year's paper? *(see August 3rd, 1905 - The Cabin at Upper Falls)* To my surprise it was my pleasure to meet her in Swarthmore. She made minute inquiries concerning all the old friends at the Base, especially of John Horne and the Camdens. She spoke of her early home with evident emotion, telling me that her life was consecrated to suppressing the evil of cigarettes among the young and weak minded. Dear friends, I share Marie Blanchette's love for the old New England Hills and for the same reason - their personal association. It is not their massive formation and variety of phenomena that arouse such pleasant memories, but rather thoughts of the friends with whom I have studied and watched these passing changes. I can't hope to write each of you individually, so let me, as in former summers, through this constant paper wish for the Summit the kindliest weather that may make happy its thousands of visitors, and for you who receive them so genially all best things. Thine truly, Norman Libby. *(former assistant editor of Among the Clouds)* "

- Among the Clouds - Wed, Aug 15, 1906

August 2nd

Long Distance Installed: "Mount Washington is no longer speechless in its solitude. Now it can speak to its friends down on earth just as well as can any other point in New England. In other words, the long distance telephone line to the summit has been put operation and was formally opened August 2. From the summit now one can talk to any place in New England."

- White Mountain Republic-Journal - Fri, Aug 10, 1906



Photo caption suggests "Cog at the Summit of Mt. Washington July 1912." But the building behind the coach is the Summit House that would burn in 1908. The water tank has the ornate roof that was in place when the Summit House gutters fed rainwater into the cistern. The tank roof would be removed after the fire.. This picture would have been taken 1907 or earlier.

- Robert J. Girouard Collection - N.H. Then and Now

August 4th

Incandescent Lights?: "Conductor (Myron) Browley wants the Mount Washington Railway to install incandescent lights along the line of the cog railroad. If they do, what a good time the passengers can have picking currents from the car windows."

- White Mountain Echo - Sat, Aug 4, 1906 pg. 6

1906

August 15th

Peculiar Weather: "The present summer differs from any experienced on Mount Washington for at least the past twelve or thirteen years. On the Summit there has been absence of violent storms as well as very high winds. The days have been almost uniformly calm, and when humanity has been sweltering in the heat below, the atmosphere has retained a feeling of comfort up here. The haze has been uniformly denser, not on the Summit, but below, than in any of the years of the preceding decade."

- Among the Clouds - Wed, Aug 15, 1906

August 16th

Dressing the Curios: "The curio stand at the Summit House never presented more attractions than at the present time. Yesterday *(8/16)* Miss Clarke arranged some floral decorations that add an air of lightness and brilliancy to the counters, loaded as they are with their lines of attractive bric-a-brac. A new arrangement of the lights, with artistic and glowing shades, presents a glad picture to look upon - especially when there is a cloud on the mountain."

- Among the Clouds - Fri, Aug 17, 1906 pg. 4

August 18th

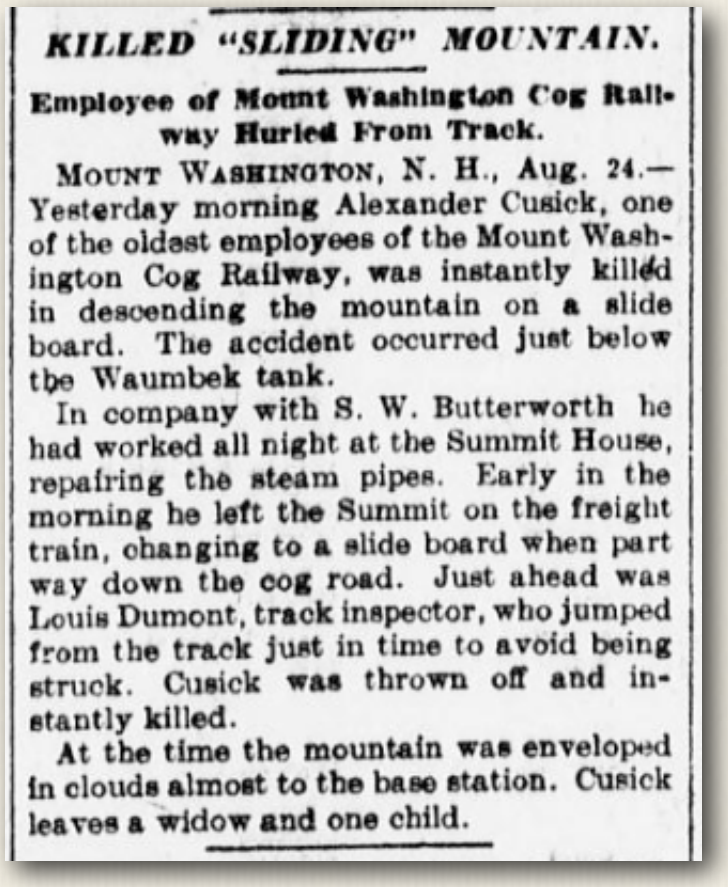
Taking a Break from the Books: "Mr. John F. Webster, treasurer of the Mount Washington Railway and the Concord & Montreal Railroad, was a visitor at the Summit Saturday *(8/18)* night, remaining till Sunday noon with his party, which included Mrs. Webster. Mr. Webster has been treasurer of the Mount Washington road since the days of Walter Aiken, by whom he was first appointed to the position."

- Among the Clouds - Mon, Aug 20, 1906

August 19th

100 Degrees in the Sun: "Mount Washington is getting its share of the heated term along with the rest of New England, but the story which has been widely printed that the temperature here on Sunday *(8/19)* was 100 degrees gave us a little more than we were entitled to. It was the truth, but not the whole truth. The story left out the important fact that the record was in the sun, and not in the shade. Those who are familiar with the Summit know that there is a warm corner right by the Summit House door, shielded from the wind and exposed to the full rays of the morning sun, and it was there that the thermometer actually went, not merely to 100, but 101. But around the corner, in the shade, another thermometer showed the true temperature of the air to be only 59, rising later to 72. Some years ago the writer saw the thermometer by the hotel door stand 100, while at the other side of the door another thermometer in the shade was somewhere near 75, and behind the house a third instrument was in the fifties, a range of 50 degrees with a distance of 150 feet. We have failed to find any official record here higher than 72, on August 11, 1876, and again on August 9, 1881."

- White Mountain Republic-Journal - Fri, Aug 24, 1906



KILLED "SLIDING" MOUNTAIN.

Employee of Mount Washington Cog Railway Hurled From Track.

MOUNT WASHINGTON, N. H., Aug. 24.—Yesterday morning Alexander Cusick, one of the oldest employees of the Mount Washington Cog Railway, was instantly killed in descending the mountain on a slide board. The accident occurred just below the Waumbek tank.

In company with S. W. Butterworth he had worked all night at the Summit House, repairing the steam pipes. Early in the morning he left the Summit on the freight train, changing to a slide board when part way down the cog road. Just ahead was Louis Dumont, track inspector, who jumped from the track just in time to avoid being struck. Cusick was thrown off and instantly killed.

At the time the mountain was enveloped in clouds almost to the base station. Cusick leaves a widow and one child.

- New York Sun - Sat, Aug 25, 1906 pg. 1

August 20th

Walk & Swim: "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 - Tue, Aug 21, 1906

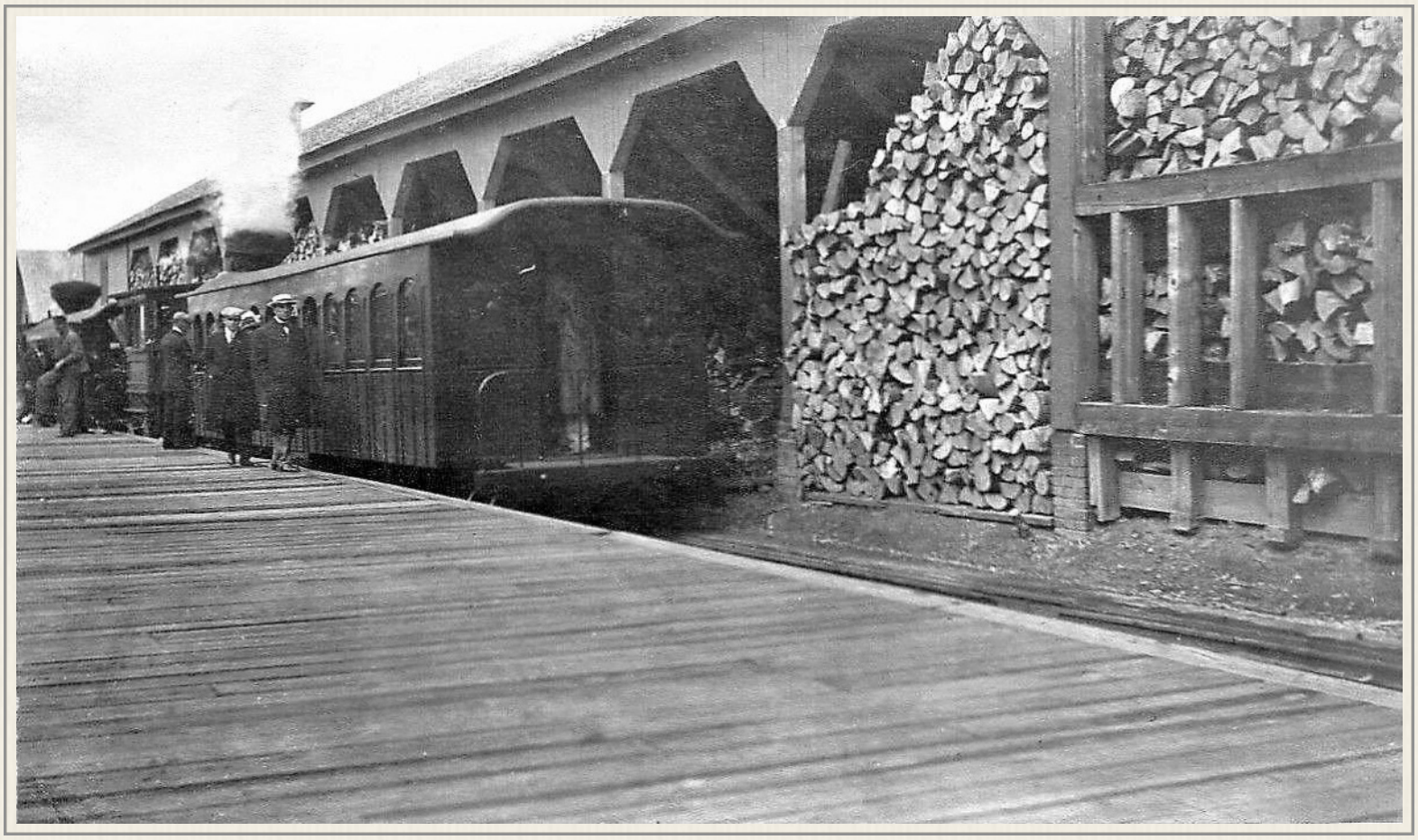
August 23rd

Slideboard Death: "Alexander Cusick of Websterville, Vermont died in a slideboard accident"

- See Appendix Sec. 8

August 24th

Cusick Goes Home: "By yesterday *(8/24)* morning's train from the Base station the remains of Alex. Cusick, who was



Fueled & loaded ready to climb (1906)
- Conrad Ekstrom Jr. Collection

killed under such terrible circumstances on Wednesday *(8/23)*, were removed to Fabyan's, being taken thence to his late home at Websterville, Vt. on the Burlington train at noon. James Boyce went from the Base to attend to anything necessary and to carry to the grief-stricken widow the sympathy of her husband's associates a generous contribution and a substantial sum was sent, in part for flowers but the larger part for the assistance for the wife and child. 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. The railroad people are overwhelmed with the grief which the deprivation of a long-time associate has brought to them and their only thoughts are of their good friend "Alec" and his sorrowing wife. Superintendent Horne was obliged to take an engine to the Summit yesterday *(8/24)* in the emergency which Mr. Cusick's death had caused. To fill the vacancy is almost impossible at this period of the season. Charles Bingham of Littleton, the undertaker who attended to the remains of (hikers) William B. Curtis and Allan Ormsbee, the victims of the terrible storm of 1900, was called to the Base on Wednesday to care for Mr. Cusick's remains. The permit for removal was granted by Dr. George S. Gove, who acted in the case of Curtis and Ormsbee, and by S. F. Gallagher, representing the town authorities of Carroll. Funeral services for Mr. Cusick were held Friday evening, August 24, at Barre, after which the remains were taken to Salisbury, N.H., for burial." *- Among the Clouds - Sat, Aug 25 & Tue, Sep 6, 1906*

Electric Summit Lights: "The Mount Washington railway carried 300 paying passengers to the summit last Friday *(8/24)*. An electric generator has been installed in the office of *Among the Clouds*, and as a result that office and the parlor, office and dining-room of the Summit house are now lighted by electricity. Power to generate electricity is furnished by a gasoline engine."

- White Mountain Republic-Journal - Fri, Aug 31, 1906

August 25th

Boiler Explosion: "A locomotive of the Mount Washington railway exploded at the base station last Saturday *(8/25)* afternoon. The engine was completely wrecked, but no one was injured. The engine had once on Saturday been to the summit with a train load of people, and had returned with them. Later in the day it became necessary to send up a freight train and the same engine was called into use. The train was all ready and about to start from the base when without warning the boiler exploded." *(Ed note: This is the only mention of a boiler explosion found in contemporary accounts. Coggers of the Jitney Era doubt it was an explosion as that would've caused much damage, likely death, and been an on-going part of the railroad's oral tradition when veterans were stressing the need for boiler safety. This lack of a corrobo-*

rating story in other newspapers of the ear, and Cog oral history account leads Jitney Jr to believe this may have been an accidental boiler "blowdown" where a valve at the base of the boiler was inadvertently opened to release a loud cascade of steam up from under the boiler. To a tourist this "blowdown" could indeed look like a "boiler explosion" that might be relayed to a newspaper reporter, who then failed to confirm the story.) *- White Mountain Republic-Journal - Fri, Aug 31, 1906*

September 8th

The Mount Washington Post Office: "It is a question often asked on Mount Washington, "Do you have a post office here?" The government is not neglectful of the dwellers on the heights. On July 1, 1874, a year after the opening of the present Summit House, a post office was established at Mount Washington, Coös County, New Hampshire. The following are the names of the persons who have held the office of postmaster, with dates of appointment: John W. Dodge - July 1, 1874; Harriet P. Dodge - July 10, 1875; Charles G. Emmons - July 8, 1884; Lydia M. Barron - June 14, 1886. Capt. Dodge was from Hampton Falls, N.H., and was the first lessee of the hotel. He died June 3, 1875, and was succeeded by his wife, who held the position nine years or as long as she kept the house Mr. Emmons was the lessee of the Summit House in 1884-85." *(Ed note: Mount Washington postmasters after the third Summit House was built were: Harry A. Ramsdell - Aug. 10, 1917 to Oct. 26, 1931; Henry N. Teague - Jan 16, 1932 to Sept. 30, 1950; Arthur S. Teague - Aug. 8, 1950 to May 19, 1967 when the position was discontinued and mail was sent to Twin Mountain then taken to the Summit.)*

- Among the Clouds - Sat, Sep 8, 1906

Considering Repairs & Best Construction: "Mr. D. M. Page of Tilton came here Saturday *(9/8)* night to look over the Summit House and see what repairs would be needed next year. Mr. Page's brother built the main house in 1872, and he himself built the ell two years later, and had charge of repairs and improvements in 1895 and 1901. "If I was building the house now," he said, "I should build it of the stone found on the mountain." The idea of a stone hotel appeals strongly to all familiar with the mountain. A return to the primitive style of fifty years ago, for the outside, with everything modern inside would be one of the greatest attractions possible to devise. The first cost might be large, but the repairs would be much less than now, and the novelty would greatly increase the travel to the Summit."

- Among the Clouds - Mon, Sep 10, 1906

December 7th

Airships Coming Next Summer?: "It is announced that one of the big events in the White Mountains next summer will be an attempt by an air-ship inventor to fly from the plateau at Bretton Woods, near the Mount Washington and Mount Pleasant hotels to the summit of Mount Washington itself. The attempt will probably be made at the time of the annual automobile race meeting and will undoubtedly be a drawing card."

- White Mountain Republic-Journal - Fri, Dec 7, 1906

December 28th

New B&M Rates - Not the Cog: "Gardner, Massachusetts people are much interested in the reduced fare promised some time ago by the management of the Boston & Maine railroad. It has been commonly supposed that these rates were to go into effect Jan. 1, but such does not seem to be the case. Station agent Josiah B. Chase at Heywoods has received a new list of rates for fares, and with them a notice that these rates are to go into effect Feb. 1. The rates are made on a basis of two centers per mile and apply to the price of tickets sold at the stations. This makes the price ot tickets the same as that charged on mileage books. It is understood that this new rate on tickets will not do away with the mileage book, but there will be no advantage in owning one, aside from the convenience of not having to bother with the purchase of a ticket. The officials of the B&M make this reduction on their own accord. The reduction applies to nearly all of the roads owned and controlled by the Boston & Maine railroad, and only a few lines, such as the Mt. Washington railway and a few others, remain at the same old rate."

- Worcester (MA) Telegram - Sat, Dec 29, 1906 pg. 9

1907

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1906 Season*** - Total earnings: $30,289.37 - Total expenses: $21,662,28 - Dividends declared (4 per cent): $8,460 - Total passengers: 10,049 - $7,766.38 paid for injuries to persons conducting transportation, of that $7,500 into accident fund - Accidents to Persons: 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.

February 8th

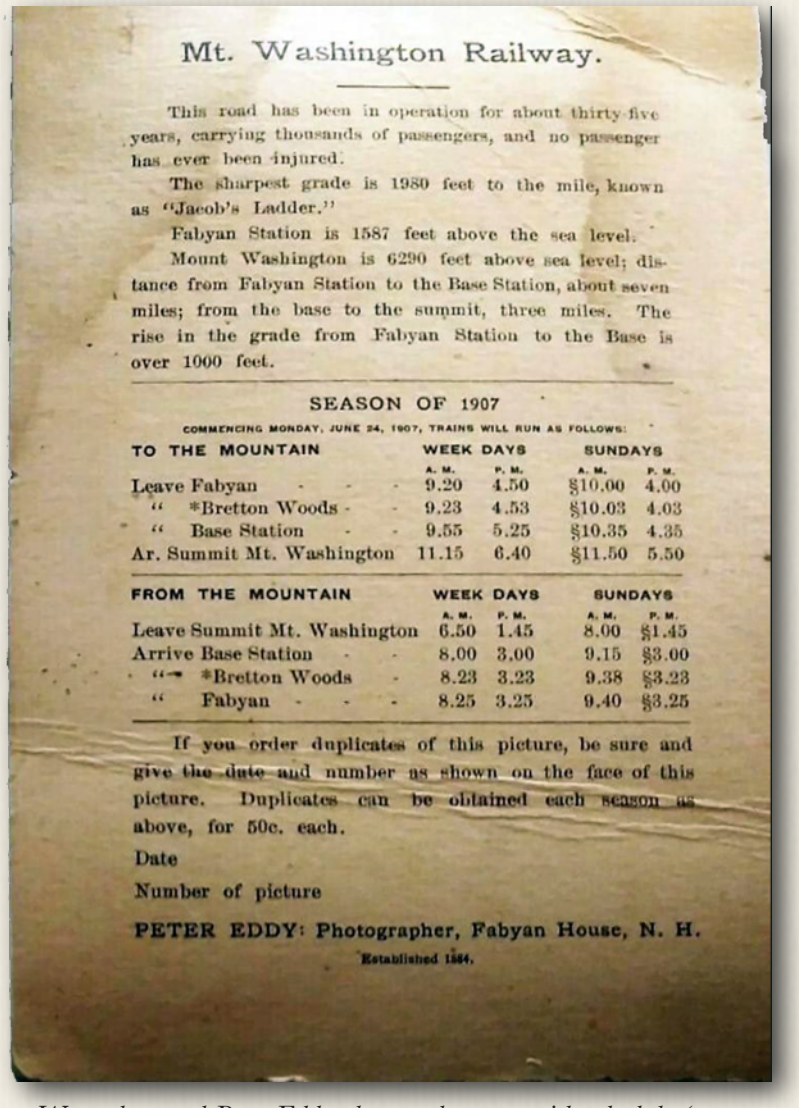
Extensive Repairs Planned: "It is said that extensive repairs are to be made this coming seasons on the Summit house, Mt. Washington. Doubtless there is money enough to do it in good shape."

- White Mountain Republic-Journal - Fri, Feb 8, 1907

May 17th

Weather Delays Repairs: "Supt. John Horne is at the Base and is thoroughly discouraged by the weather *(5/17)*. The repair work on the buildings at the summit of Mt. Washington is being much delayed, as trains are unable to get up there yet with workmen and material. *(5/24)*"

- Littleton Courier - Fri, May 17 & 24, 1907



Mt. Washington Railway.

This road has been in operation for about thirty-five years, carrying thousands of passengers, and no passenger has ever been injured.

The sharpest grade is 1980 feet to the mile, known as "Jacob's Ladder."

Fabyan Station is 1587 feet above the sea level.

Mount Washington is 6290 feet above sea level; distance from Fabyan Station to the Base Station, about seven miles; from the base to the summit, three miles. The rise in the grade from Fabyan Station to the Base is over 1000 feet.

SEASON OF 1907

COMMENCING MONDAY, JUNE 24, 1907, TRAINS WILL RUN AS FOLLOWS:

TO THE MOUNTAIN	WEEK DAYS A. M.	WEEK DAYS P. M.	SUNDAYS A. M.	SUNDAYS P. M.
Leave Fabyan	9.20	4.50	§10.00	4.00
" *Bretton Woods	9.23	4.53	§10.03	4.03
" Base Station	9.55	5.25	§10.35	4.35
Ar. Summit Mt. Washington	11.15	6.40	§11.50	5.50

FROM THE MOUNTAIN	WEEK DAYS A. M.	WEEK DAYS P. M.	SUNDAYS A. M.	SUNDAYS P. M.
Leave Summit Mt. Washington	6.50	1.45	8.00	§1.45
Arrive Base Station	8.00	3.00	9.15	§3.00
" *Bretton Woods	8.23	3.23	9.38	§3.23
" Fabyan	8.25	3.25	9.40	§3.25

If you order duplicates of this picture, be sure and give the date and number as shown on the face of this picture. Duplicates can be obtained each season as above, for 50c. each.

Date

Number of picture

PETER EDDY: Photographer, Fabyan House, N. H.

Established 1864.

Water damaged Peter Eddy photocard reverse with schedule (1907)
- Conrad Ekstrom Jr. Collection

May 31st

New Weston Manager: "Henry N. Teague '00 has recently been placed in entire charge as manager of the New Weston Hotel, Madison Avenue and 49th St., New York City."

- The Dartmouth (Hanover, N.H.) - Fri, May 31, 1907 pg. 28:508

June 24th

First Train: "The first regular noon train up Mount Washington arrived June 24, with about 20 passengers. When a little above Mount Clay a deer was seen very near the track; he gave a vigorous jump and disappeared over the bluff. A sharp lookout was kept by the passengers and he was again discovered, his curiosity compelling him to keep near the track to see what the queer thing traveling without legs could be. He was last seen on one of the bluffs near the Summit, his form clearly outlined against the sky, traveling slowly toward the Southern Peaks. Snow remained in spots on the higher peaks later than usual this year. One the first of June there was a drift seven feet deep in front of the Summit House and work on the railway and the buildings at the top was greatly retarded. (T)he first regular passengers up the mountain saw a long streak of ice or snow in the deep gorge that divides the western slope of Mount Monroe, and as the train ascended, other patches came in view on the sides of Clay and Jefferson. Beyond and below Chandler's Ridge, near the walls of Huntington's Ravine, was a large patch of snow that could be seen for miles by those on the East Side. There is at present much snow and ice in secluded places, and the incipient glacier in Tuckerman's Ravine, will be a great attraction for weeks to come."

- Among the Clouds - Fri, Jul 5, 1907 pg. 4

July 11th

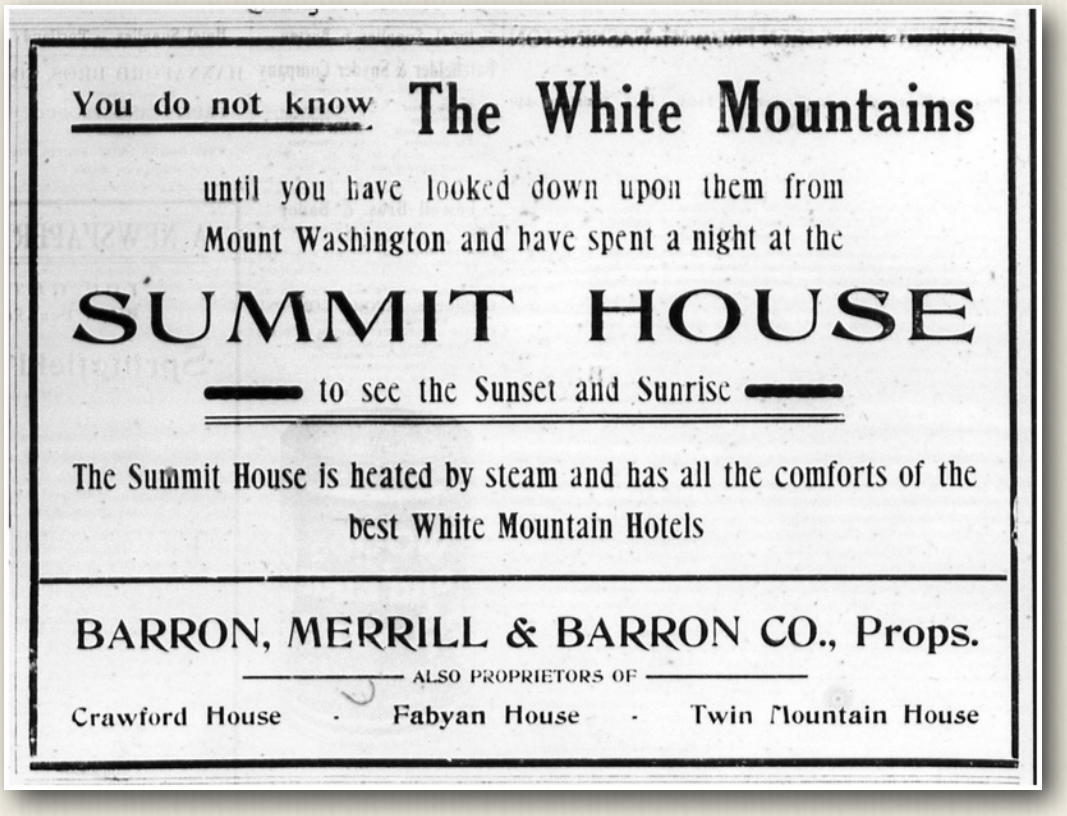
Minnie Johonnot Obituary: "Miss Minnie Johonnot died at her home in New Boston, N.H., on the July 11th, after many months of suffering from an incurable disease, against which she struggled bravely, refusing to forego her daily duties, until physical weakness compelled her surrender to the inevitable. 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. She was skilled in bookkeeping as well as in other branches that fitted her for every place she was called upon to fill. She possessed a sweet and cheerful disposition, and her relations with her employers and associates were marked by pleasant and agreeable companionship. The news of her death, though not unexpected, was received with sorrow by her friends at the Summit, whose heartfelt sympathy goes to her parents and relatives."

- Among the Clouds - Mon, Jul 15, 1907

July 13th

Opening Notes: "The old visitor entering the Summit House this year is glad to find in the office the familiar faces that welcomed him last season. Miss Mattie A. Clarke, the manager, continues to reverse the seasons by wintering at Ormond *(in Florida)* and summering in the arctic climate of Mount Washington. Mr. A. Frank Curtis returns to his accustomed position as clerk, this being his ninth year on the mountain. The well stocked souvenir store is under the personal charge of Miss Clarke, assisted by Mrs. M. P. Browley. Mr. and Mrs. A. G. Wright are once more in their respective departments. Richard J. Herlihy is here again as telegraph operator. James J. Powers has had a well merited promotion to the assistant clerkship. James J. Coffee, lately of the Westminster, Boston, is head waiter. "Leon," the St. Bernard, and "Sox," the Boston terrier, have wintered well and receive the attentions of all visitors with equanimity. Sox has developed a taste for Teddy bears which promises to be expensive. 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. Mrs. George Howland's presence will be at once detected by the delicious desserts and pastry, and all the subordinate division of the cooking department are in experienced hands. Thus despite all difficulties that must ever be encountered at this altitude, the Summit table will continue to enjoy the reputation of being one of the best in the White Mountains. 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. "There is evidence that though the winter was long and severed, there were no unusually violent storms at or near the Summit, such as would do great damage to the buildings and the railroad. What proved the greatest detriment to the early work was the continued cold weather in the spring, which made everything practically a month late. Nevertheless, the extensive repairs to the Summit House are nearly finished, and Superintendent John Horne and Roadmaster Patrick Camden of the Mount Washington Railway have made up in energy what was lacking in time to put the road in first-class condition and render secure every inch of the track. Engines and cars have been rebuilt or repaired, and the whole outfit with its six trains promises ample accommodation for the thousands who will visit the Summit. 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.



July 20th

Lightning Striking Again: "The railroad boarding house at the Base was struck by lightning Saturday evening *(7/20)* and the chimney shattered to the roof, the bricks flying in every direction. The occupants of the house, about thirty in number, were startled by a report like that of cannon and the house was filled with dust and soot. Everyone was sure the lightning had struck in his or her own room, so much alike was the sensation experienced all over the house. Happily no one was injured."

- Among the Clouds - Mon, Jul 22, 1907



July 27th

Terrific Gale Stops Trains: "Twenty-five guests at the Summit house, Mt. Washington, who passed the night there Friday, were prisoners on the summit all day Saturday while one of the greatest gales ever known on the mountain, in July, raged with tremendous fury. From 60 miles an hour at 1 p.m. Friday *(7/26)* the wind steadily increased, reaching 75 at 10 p.m., 105 at 1 a.m. and 120 at 3 o'clock Saturday afternoon. All trains up and down the mountain that day, were canceled, as the wind abated but little. Walking was out of the question except occasional hasty dashes. In absence of mails the only communication was by telephone to Fabyan and by one telegraph wire. Among the Clouds, printed as usual, though unable to reach its "suburban" readers, said wind record was the highest since the weather observatory was closed 15 years ago. At the same time a party of eight from the Willis house, Gorham, who started to climb the mountain Friday afternoon, were storm-bound at the Madison hut, and only succeeded in reaching the Summit house Sunday *(7/28)*. There were three ladies in the party."

- Littleton Courier - Thu, Aug 1, 1907

Tip-Top Refreshed: "The old Tiptop House is in the line of improvement among the other structures at the Summit, and now presents a cheerful aspect to those approaching it from the front. The stone foundation of course has not been interfered with, but the upper story front has been painted a delicate green, and a new door has been cut through the observatory in the rear for the accommodation of those who wish to get the view from the rocks above it. The work has been accomplished under the supervision of Mr. William Walker, the engineer at the Summit, and a faithful assistant. The front shutters have been taken off and no longer do the *"... windows, blank and bar, Gaze at one with a spectral stare."*

- Among the Clouds - Sat, Jul 27, 1907

August 5th

Tramp to Tuckerman's: "William B. Walker of the Summit House, who knows the ravines and slopes of Mount Washington as well as anybody from many years experience, gave a party of his fellow employees a taste of real tramping Monday *(8/5)* afternoon. Tuckerman Ravine was their objective point and they followed the path to the snow arch. After admiring it, it was agreed that to go back the same way would be too dull, so Mr. Walker undertook to find a new route home. There is a nice little gully on the Lion Head side of Tuckerman's, and for this he headed. The ascent was not at all lacking in novelty or excitement, for the fear of falling rocks kept them busily thinking all the way up. The grand view from Lion Head was much admired and then they started back toward the path. There was a good deal of scrub on the way, and at first it was great fun to the un-

initiated to find themselves walking over the tree tops; but when it got as high as their waists the novelty and their patience were soon exhausted. Their leader soon steered them out of it, however, and they made the top in good season with a realizing sense of what it meant to explore off the beaten paths. Mr. Walker's companions were: James J. Coffee, Harry Heaphy, Albert Scott, Joseph DuCharme and Henry Remillarde of the Summit House, also Arthur W. Stone of Tilton, who is here painting the hotel."

- Among the Clouds - Sat, Aug 10, 1907

August 17th

No. 4's New Boiler Tested: "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)* for its trial trip and was put in regular service the same night, in charge of Engineer Armstrong. It has a new boiler, the best on the road, and runs at 140 pounds pressure, or 25 pounds more than the old engines, and the advantage of the increased power is apparent in the smoother running and in other ways. The cylinders have been re-turned and supplied with new valves, while the piping has been rearranged and made more convenient. Locomotive No. 2 is still in the shop but is expected to be on the road soon."

- Among the Clouds - Tue, Aug 20, 1907

August 21st

Summit Dry Cleaning?: "Notice: If any tramper should find near the Summit a dress skirt he will confer a favor by returning it to the Summit House. The owner, one of the hotel help, had been cleaning the garment with gasolene and hung it out to dry, when the wind bore it to parts unknown and all the efforts of a large searching party failed to find it."

- Among the Clouds - Wed, Aug 21, 1907

August 26th

Weekly Passenger Count: "Last week the Mount Washington Railway brought to the summit 1,074.5 passengers against 1,103 for the corresponding week last year, the count being 28.5 in favor of the latter. Had yesterday *(8/25)* been pleasant the record would undoubtedly have been in favor of 1907."

- Among the Clouds - Mon, Aug 26, 1907

August 31st

Snowfall Anniversary: "The first snow of the season began falling on the summit of Mt. Washington August 31, at 2:30 p.m., being the exact anniversary of the first snowfall last year. the thermometer ranged from 31 to 35."

- White Mountain Republic - Fri, Sep 13, 1907

September 3rd

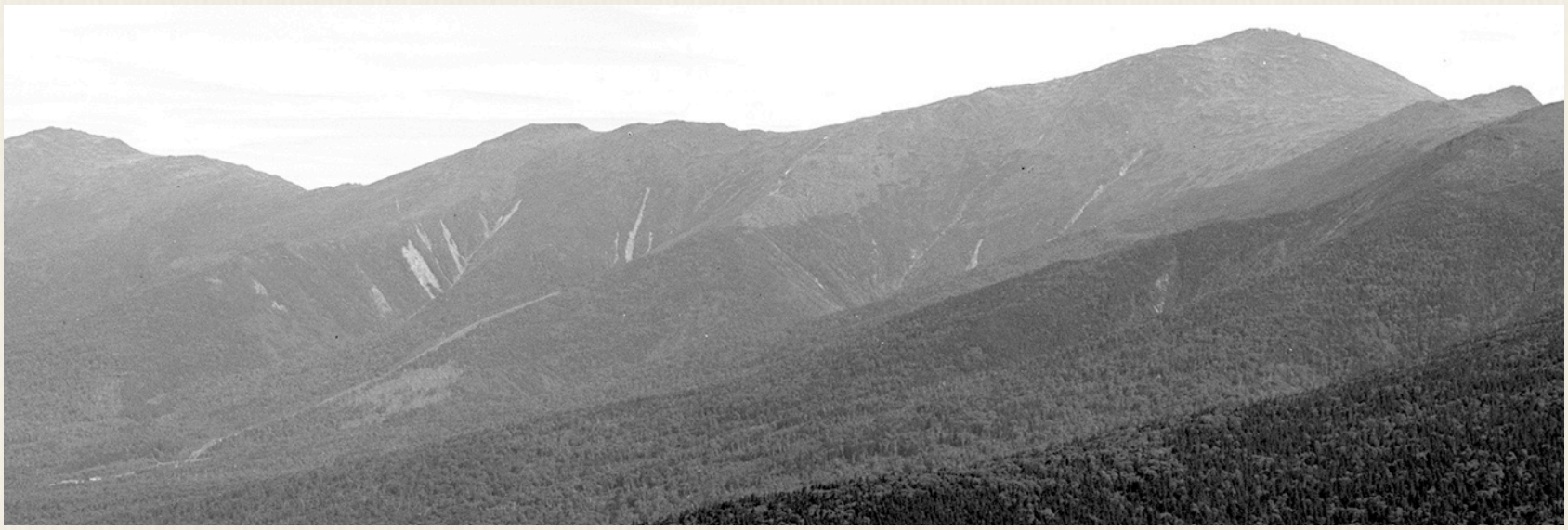
Gala Evening / Lousy Weather: "Last night *(9/3)* was a gala night at the Summit. No arrivals and an early supper left the evening free for enjoyment by the hotel, railway and printing office help. Dancing, singing and games made the evening merry. The hotel management, the editorial staff and the guest spent the evening in a cheerful discussion of literary and philosophical topics - always leading up to the question, "When will it clear off?" It was very wet at the Base this morning *(9/4)*, but the climate of the locality mentioned by Mr. Horne would have subjected all the moisture to instantaneous evaporation. Mr. Horne's characterization of the weather at the Base this morning nearly burned out the telephone."

- Among the Clouds - Wed, Sep 4, 1907

September 5th

Mountain Depression a.k.a Grumpy Season: "A certain amount of cheerlessness accompanies a fortnight of cloud on Mount Washington, relieved constantly by visitors, it is true, but realized again at their departure, if only momentarily, by a majority of the residents, though all do not admit it. During the present gloomy season this subject of a light heart amid dreary external surroundings was mentioned, and the lesson of patience it taught. "Yes," remarked one obdurate cynic, "if any of us are sentenced to serve in prison after the storm is over, we will easily earn our reduction of time by good behavior!"

- Among the Clouds - Thu, Sep 5, 1907



Base Station (lower left), Cog Right of-Way, double header on Jacob's & Long Trestle, and Summit from Mount Avalon above Crawford House (1907)
- Library of Congress via Mike eDickerman

September 8th

Conductors Converge: "It was not exactly a Sabbath calm at the Summit yesterday *(9/8)*. The trains with the railroad conductor's excursion arrived at noon with over 200 passengers. The dining tables were set up twice and every one had plenty of time for dinner, while the culinary accomplishments of Chef Heaphy were never better displayed. Many expressions of satisfaction at the good dinner were heard from the visitors. The edition of *Among the Clouds* appeared in one hour and twenty minutes after the first train arrived, giving about 180 names of visitors."

- Among the Clouds - Mon, Sep 9, 1907

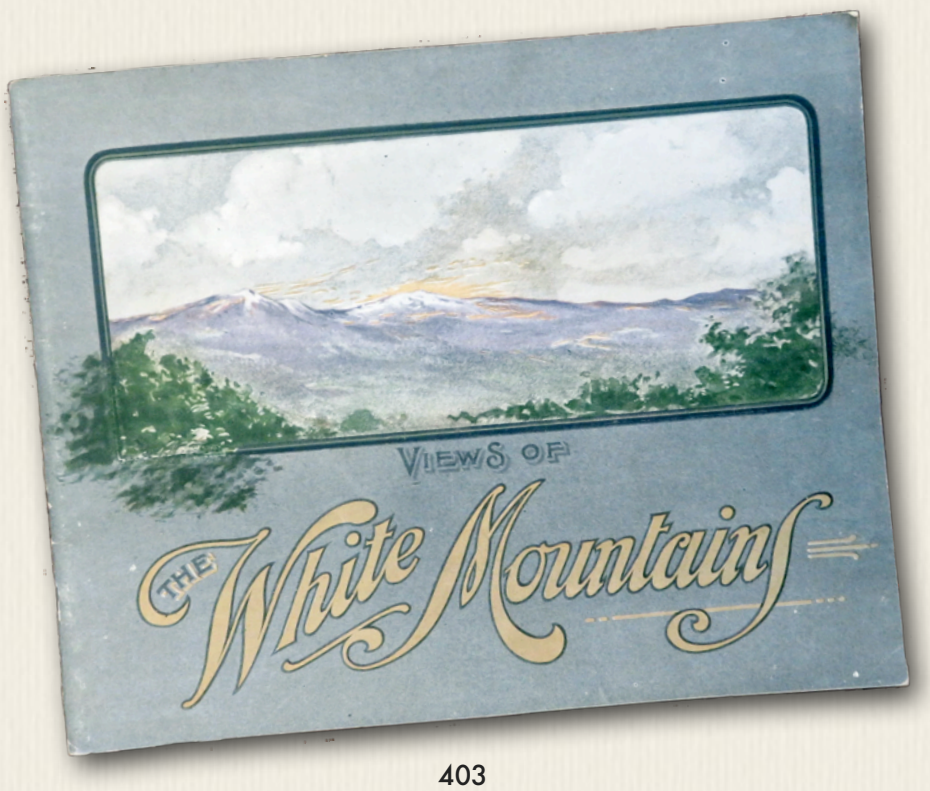
September 9th

Telecomm Repaired: "G. N. Toward of Revere, foreman of the telegraph department of the Boston & Maine railroad, with F. G. Donahoe of the same place, walked up the railway track Monday *(9/9)* to repair the telephone line, which they speedily restored to good order. Mr Toward has been with the railroad 33 years and 8 months, having begun with the old Eastern road."

- Among the Clouds - Tue, Sep 10, 1907

September 26th

Snow Stoppage: "On account of the snow on Mt. Washington, Thursday *(9/26)*, it was impossible for the train to make its usual trip. The conductor of the Mt. Washington train said there was two feet of snow on the summit." *- St. Johnsbury Caledonian - Wed, Oct 2, 1907 pg. 7*



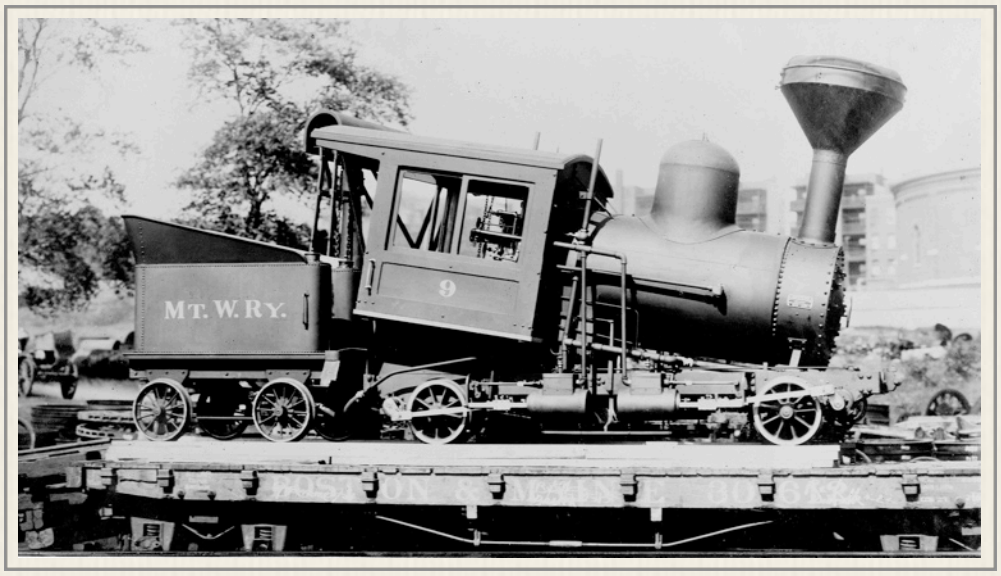
1908

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1907 Season*** - Total earnings: $24,470 - Total expenses: $18,274.38 - Dividends declared (3 per cent): $6,345 - Total passengers: 15,989* ****In making reports for previous years each round-trip passenger was rated as one passenger, and the average length of journey was made on basis round-trip mileage.*** 375 feet of trestle rebuilt during the year. "The main line of the White Mountains Division, which is practically the old Boston, Concord & Montreal, from Concord to Groveton and Fabyans, with branches from Plymouth to Lincoln, Fabyans to Base Station, Whitefield to Berlin, Tilton to Belmont, and Lakeport to Alton Bay, has been gradually developed into a first-class single track railroad by large outlays of money. It was built by short stages above Plymouth, principally with a view to the accommodation of summer visitors and the transportation of the forest products, and this is still the business upon which it is most dependent, although it has from junction points at Woodsville and Groveton a large through traffic. Its track is a single one, but in excellent condition; on the main line its roadbed is solid and well ditched, its bridges are mostly modern, and its stations vary from very fine and attractive ones in the thriving villages to those at small stations, which are mostly relics of the days of poverty and poor railroading. Some of its branches are evidences of small receipts and expenditures."

January 23rd

Ice Harvested: "The big ice crop of the Barron, Merrill & Barron company has been gathered. This includes the supply for the Crawford, Fabyan and Twin Mt. houses, also for the Summit house, Mt. Washington."

- Littleton Courier - Thu, Jan 23, 1908



May 15th

Engine #9 *Waumbek* is delivered - last new locomotive *(left)* for 65 years.

- See Volume 1 Chapter 4 Sec. 15

Putting the Wood In: "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

June 4th

Seymour Girls from Boston to Base: 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

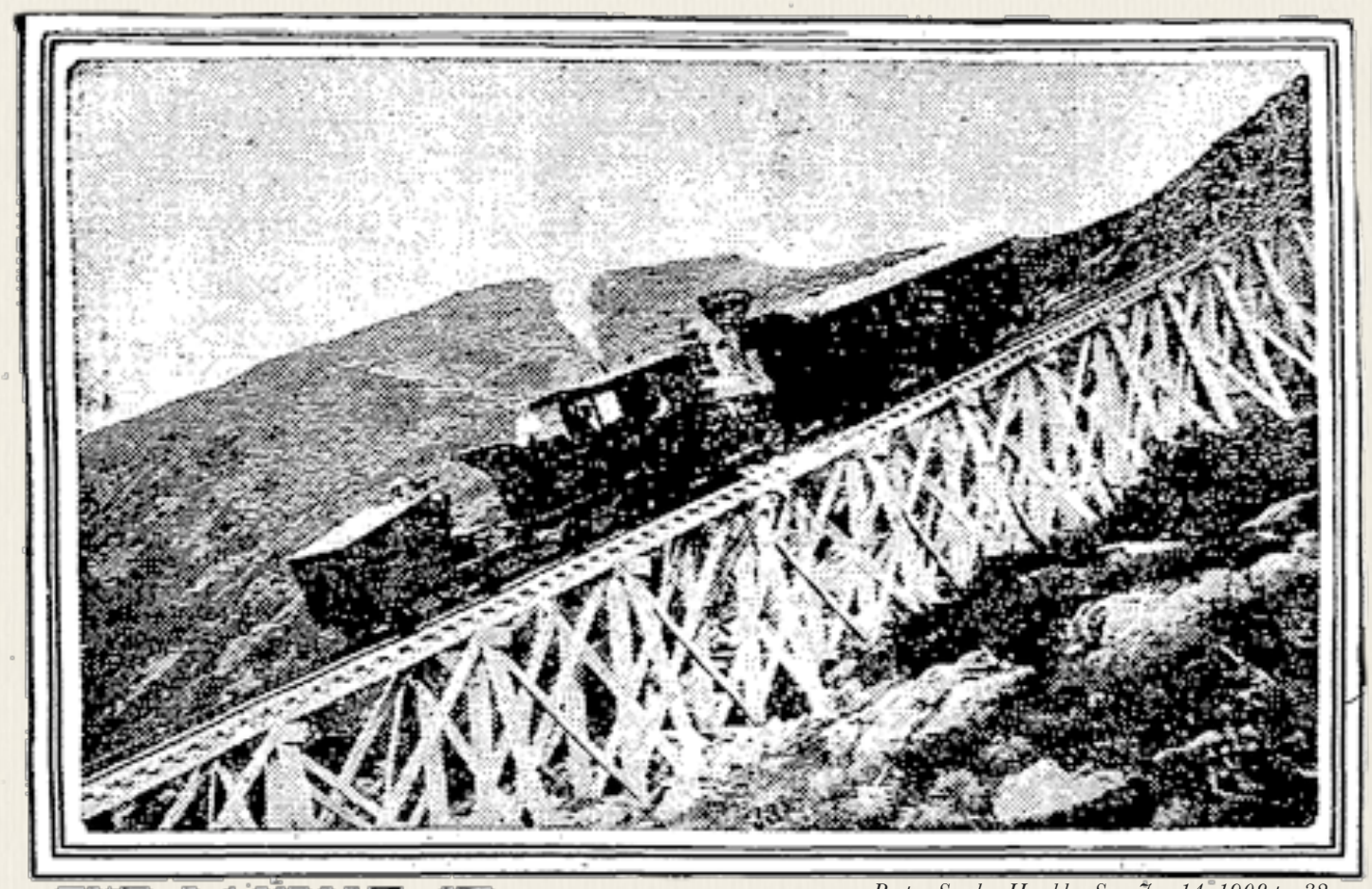
June 11th

Valedictorian Cogswell in the Clouds: "The graduation exercises and reception of the class of 1908 of Lisbon High school were held in the Opera house last Thursday *(6/11)* evening before a large number of appreciative relatives and friends. The last speaker was Miss Isabell Martha Cogswell, who in her essay, "Among the Clouds," wrote from personal experience on the summit of Mt. Washington *(where she worked in 1907)*, describing with remarkable skill, the beauty and grandeur of the mountains and the sky and the wonderful views to be obtained there at sunrise. At the close of the essay Miss Cogswell as valedictorian, thanks the many, who had helped the class during its course."

- Littleton Courier - Thu, Jun 18, 1908

June 13th

Novel Ride – Grandest of Views: "Sylvester Marsh of Littleton applied for the charter of the Mt. Washington railway in 1858, began it in May, 1866, built it to the Lizzie Bourne monument in 1868, and to the top in 1869, expending about $150,000, equipment and all. The length is three miles, maximum grade 1980 feet to the mile. The centre rail, or cog wheel *(ed note: rack)*, in this railway, and the slide boards, on which the workmen



THE ASCENT OF MT. WASHINGTON

- Boston Sunday Herald – Sun, Jun 14, 1908 pg. 32

descend at the rate of a mile a minute, are objects of interest at the base. A night at the summit is an experience to be remembered. The sunset and sunrise and the evening and morning lights and shadows are rare sights not given to the noontime visitors. The shadow of the mountain in the western sky is one of the impressive sights at sunrise. The view of Mt. Washington and the Presidential range from the Mt. Pleasant House is probably the best and most comprehensive of any in the mountain region, although many prefer that from the big Hotel Mt. Washington, which itself appears in the view from Mt. Pleasant."

- Boston Sunday Herald – Sun, Jun 14, 1908 pg. 32

June 18th

When Does the Season Open?: The Fabyans Correspondent of the *New York Times* responds. "The answer is easy, but complicated. The farmhouse season begins just as soon as the farmers can induce any one to come up to the hills and occupy the "spare bedroom" at $5 a week or less. There is another opening yet, of the smaller hotels and the boarding houses, which throw open their doors about the first of June, and from that time until the New York sleeper is put on and the first advance firecracker is set off the large hotels throw themselves open once more to the traveling public, with the last grand opening the middle of July, when the Mount Washington opens for its short but brilliant season. The season is always somewhat problematical until finally launched, but this year, despite the financial stringency, there seem to be plenty of people who still have the means to enjoy their summer in the best hotels, regardless of expense, and bookings have not bee so good in the history of the White Mountain resorts. The Profile house, Twin Mountain house, Crawford house, Fabyan house and the Summit house, on Mount Washington, stand alone in their various centers, and the Mount Washington and the Mount Pleasant, at Bretton Woods, form the geographical and social centre of the hills."

- Littleton Courier - Thu, Jun 18, 1908

This Just In: "Fire caught at the Summit house on Mount Washington, Thursday *(6/18)* evening, which caused a total loss. The fire could be seen from the hills for miles around."

- White Mountain Republic-Journal - Fri, Jun 19, 1908

Fire destroys the *Among the Clouds* printing office *(next page)* along with ***all the summit buildings*** except the Tiptop House *- Story of Mt Washington preface*

Among the Clouds Account: "Starting from some unknown cause in the Summit House and fanned by a furious gale, the fire spread with lightning-like swiftness throughout the hotel and thence to the help's cottage,


Among the Clouds

MOUNT WASHINGTON, N. H. SEASON OF 1908 PRICE 10 CENTS
THIRTY-SECOND YEAR

The 1908 souvenir edition of Among the Clouds describing the fire sported a colorful pre-Photoshop news illustration on the cover

the stage office, the printing office of *Among the Clouds*, the train shed and the United States Signal Station, wholly destroying them all, as well as the board platform and 217 feet of railway track in front of the hotel, the railway turntable and much of the plank walk leading to the signal station. The Tip-Top House, the oldest house on the mountain, was in a position of safety, the wind driving the flames away from it, and the two stables, a few hundred feet below the Summit, also escaped. In the space of two or three hours the fruit of thirty-five years' development of facilities for summer visitors on Mount Washington was wiped out.

Outbreak and Progress of Fire

"The last day on which the Summit House was to look down on the world below was a beautiful one. For some days the railway men had been rushing the work of putting things in readiness for summer. Miss Mattie A. Clarke, manager of the Summit House was to arrive the following Sunday *(6/21)* with the help and the house was to open Monday, the 29th. The section of track along the platform had just been newly built. Preparations to make the house habitable after the long winter of disuse went on through the day under direction of Superintendent John Horne; the telephone was put in and between 4:30 and 5 p.m. the train left to take the employees to the base for the night. Meantime a party of young people from Berlin had come over the range from Madison Hut and prepared to spend the night in the stage office. The train had reached the base, the men had had supper and were ready for a quiet evening's rest, when there came a sharp ring at the telephone. "The Summit House is on fire" was the startling message from the Fabyan station. So closely is the base station planted under the slope of the mountain that the Summit House could not be seen from it and no sign of the fire had been discovered. Speedily the train was made ready and the whole force of employees except a single train crew set out for the Summit, with Superintendent Horne in charge and Engineer Eugene Armstrong in the cab. Soon the glow of the fire could be seen in the sky, as well as the rising smoke, but not until Gulf Tank was reached were the flames actually seen. Mountain against the clear, starlit sky they presented a weird appearance which defies description. Drawing nearer to the top it could be seen that the Summit House was already a mass of flames, and that it would be impossible to run the train to the platform. A stop was accordingly made near the drainage chute, a few rods below the water tank, and the men made their way on foot to the scene of the conflagration.

The Summit House roof was already gone and the fire was working its way to the cottage. The stage office had fallen in, and curiously enough the smoke from a fire in the stove was still rising from the chimney in the midst of the ruins. The printing office was ablaze and the long train shed had already been completely destroyed. Fire began to creep up the plank walk toward the old Tip-Top House and Mr. Horne ordered it cut, but the precaution proved unnecessary, as the high wind kept the flames from traveling further. Soon the Signal Station caught from the fire in the train shed's ruins and an unbroken line of flame surmounted



Work crew amidst the ruins of the Among the Clouds print shop including two upon the press (1908)
- N.H. Historical Society

the crest of the peak. Nothing could be done to stay the whirlwind of destruction and the train crew could only look on, and watch the progress of the flames, while thinking of the changed conditions and increased hardships which were to attend their summer's work.



What the Carriage Road People Saw

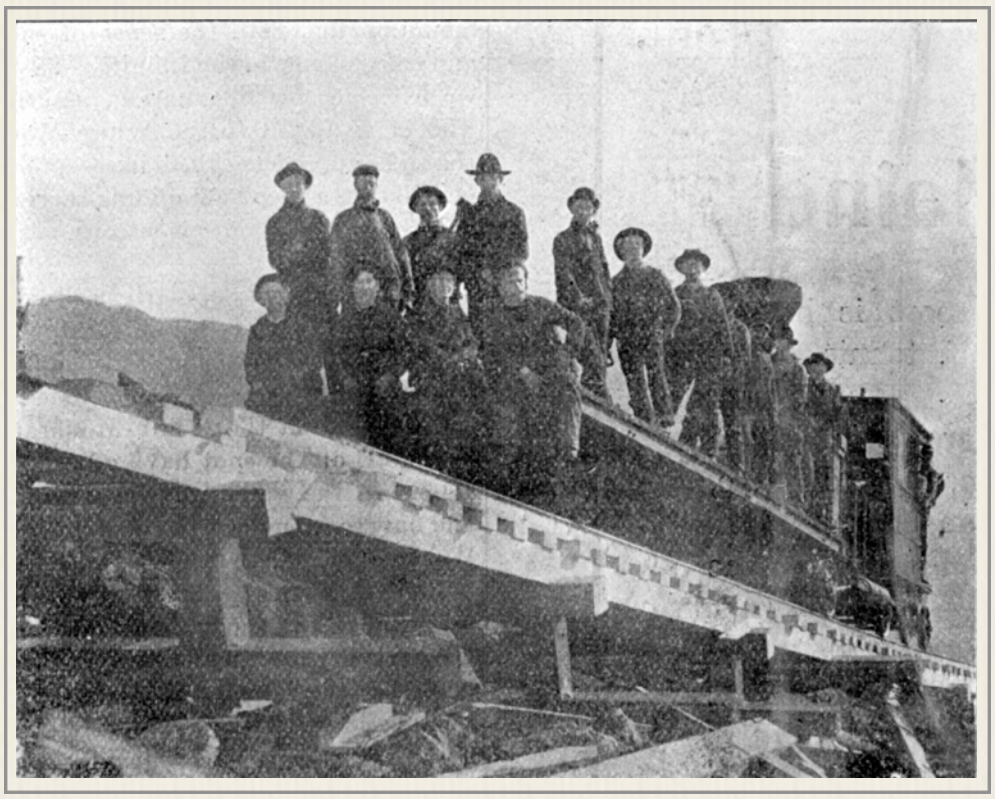
"(The fire) was seen at the Glen House by the housekeeper, who at once telephoned to the E. Libby & Sons Company at Gorham and to the Half-Way House. Superintendent George C. Baird of the Carriage Road, with his employees, at once hitched up a team to start for the Summit. While they were busy with the horses four boys came down the road. They were a part of the Berlin party who were at the top when the fire broke out and had hurried down to give the alarm. Near the five-mile post Mr. Baird met the rest of the party, one of whom, a young lady teacher from Berlin, said that the flames had first been seen breaking from a window in the corner of the hotel toward the printing office. Some of the party had entered the house in hopes of putting out the fire, but found it too much for them. They tried to raise somebody on the telephone, but were unaware that it had been cut out when the workmen left in the afternoon. Before midnight the fire had burned itself out, and the spectators left the Summit, so sadly changed in appearance, to keep a lonely watch over its own ruins.

Plans for Rebuilding

"The flames had not died down when the telephone wires were put in use to make arrangements for rebuilding the hotel and affording shelter for visitors during the season just opening. The Messrs. Barron were speedily in conference with the railroad officials and it was at first hoped that by almost superhuman efforts a new hotel might be ready for use by the first of August. Further study of the situation showed the impracticability of so doing, in view of the uncertainty of weather and the difficulty and danger of working in the exposed situation on the mountain top, where storms were liable to interrupt the work for days together. It was remembered that it took two years to build the hotel and 250 train loads to carry up the material. The wisest course was evidently to go slowly. Meanwhile, for temporary shelter, the obvious thing to do was to restore the Tip-Top House, that ancient landmark of pioneer enterprise, to its original purpose of a place of entertainment and shelter.

Working under Difficulties

"The work of clearing away the debris and restoring the destroyed track began at once. Along the whole length of the platform the railway ties and supporting timbers had been burned and the rails twisted into a hopeless mass. "We must have that track and a platform ready by the 29th," was Mr. Horne's word to the veteran roadmaster, Patrick Camden. And ready it was, though on the last day the wind was so furious that while a carpenter was using the auger another man had to hold him down to keep him from blowing over. So the first regular passenger train made its trip on Monday, June 29, according to schedule. The repairs of the Tip-Top House were hustled along and surprising indeed was the sight that it presented the first of July. The old partitions, floors and sheathing had been ripped out and new material put in, and with the windows once more open to daylight the house was a



cheerful and cosy as when newly built. The old hewn timbers, drawn up by horses more than half a century ago, seemed as sound as when put in, and the smooth inside face of the rugged stone walls showed the skill and thoroughness of the original mason work. For the use of the workmen the observatory room at the back of the house was fitted up with a bench around the sides and a little stove, and here the editor shared with the railroad men their excellent lunch on his first visit after the fire. This room is to serve as kitchen for the restored house.

The Restored Tip-Top House

"To the Tip-Top House are transferred the energies of the manager of the Summit House, Miss Mattie A. Clarke, and the clerk, Mr. A. Frank Curtis, with as many of the help as can be accommodated. Mr. James J. Powers again takes charge of the postoffice. Here, under the roof which sheltered visitors as long ago as the days of the Civil War, visitors find food and hospitality. It is a return to the "simple life" such as visitor of late years have never dreamed of, and is a picture from the past which it is worth a long journey to see. The modest walls of the Tip-Top offer a hospitable greeting as in day of old, with the good cheer and comfort that an earlier generation enjoyed. Many are the travelers of recent years who have said, "My father slept in the old Tip-Top House forty years ago," or have told of some other family association with the old place. Only a year or two ago a lady visitor recognized the room she occupied there on her wedding tour. To such visitors, whether from their personal recollection or from stories their parents have told them, the reopening of the Tip-Top House will bring a pleasure that they never dreamed of realizing. Those visiting Mount Washington in 1908 will have a unique experience which will stand out in their recollections above any other mountain trip of their lives.



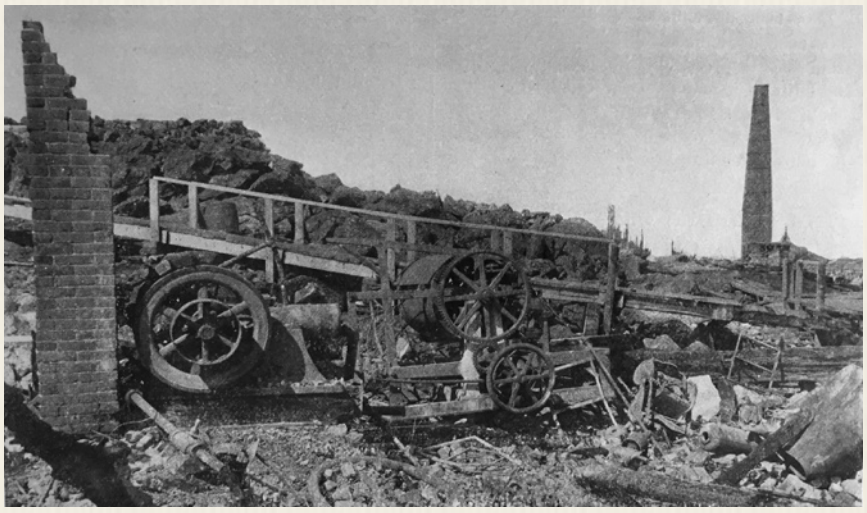
Looking Northeast from Summit - Summit House chimney & water tank - Carter Range in distance

The Hotel That Is To Be

"The new hotel which is to crown the summit of Mount Washington is expected to be ready at the opening of the season of 1909. The details as to the plans have not been announced at the time this edition goes to press, but the new house will be built in a manner to afford every possible comfort to travelers and will be in every way a credit to New Hampshire's grandest mountain.

***Among the Clouds* on Hiatus**

"The thirty-second year of *Among the Clouds* finds it houseless and homeless. With the hotel gone and no chance for editor or printers to live on the mountain top, it was useless to think of continuing the daily publication this year. Under all these conditions therefore, it was clear that the best course was to omit for the season the daily edition and to present to our readers new and old the record of the fire by pen and camera, which we



Among the Clouds office chimney (L) & printing press

have sought to do in these pages. *(Ed note: The account of the fire here by editor Frank H. Burt and associate editor R. C. Dunham was contained in a 1908 issue called Magazine Number that sold for ten cents.)* It is with much regret that we are forced to leave the history of the summer's events untold for the first time in a generation, but it is with the confident expectation that in another year a "better and busier" Summit will find a better equipped *Among the Clouds* to tell the story of the coming and going visitors.

Other Coverage of the Conflagration

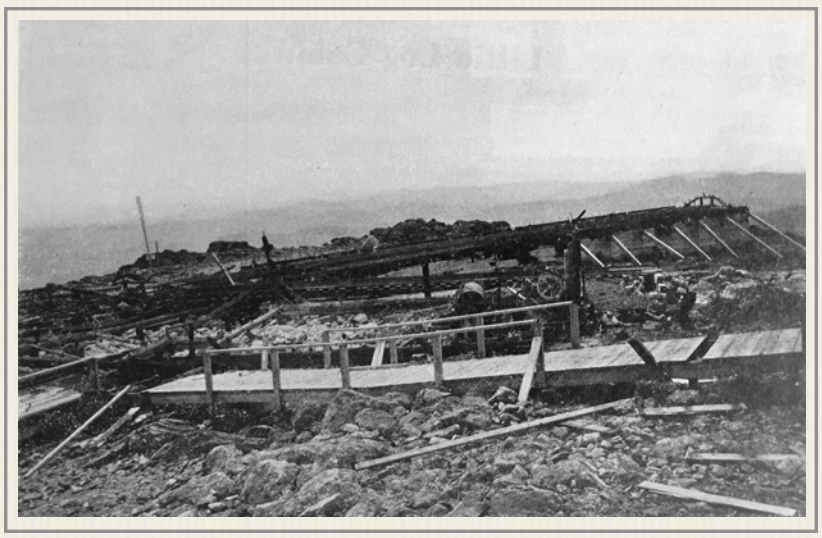
Overturned Lamp the Cause?: "The hotel had not been opened for the summer, but a portion of it is said to have been occupied by some workmen employed in repairing the Mount Washington railway. The fire started from the accidental overturning of a lamp. In addition to the Summit house, was burned the printing office of the paper, *Among the Clouds,* in which was kept a complete file of the paper, and a set of apparatus for making weather calculations. The loss to the printing plant, including the building, in which was a cylinder press and gasoline engine, will amount to some $2000. The proprietors of the Summit house stated that the hotel will undoubtedly be rebuilt at once, as will the quarters of the newspaper. Immediately after the fire was discovered John Horne, superintendent of the Mt. Washington Railway company, which is leased by the Boston and Maine, prepared a special train and ran to the top of the mountain with a party of men to fight the flames." -

- Littleton Courier - Thu, Jun 25, 1908

Burning of Summit House: "No greater loss has been suffered in the history of the White Mountains than in the burning of the Summit House, the summer hotel on the summit of Mount Washington, which was burned to the ground Thursday evening *(6/18)* through the accidental overturning of a lamp by some railroad section men who occupied a part of the hotel. The hotel was not yet opened for the season, but all arrangements had been made, the crew of employees engaged, and the manager, Miss Mattie Clark, was all ready to take up her Summer's work as chatelaine of this famous hotel.

- New York Times Sun, June 21, 1908 pg. 51

Loss of the Summit House: "One of the worst cases of ill luck that could befall the coming vacation season in the White Mountains of New Hampshire was the burning of the Summit House, on the top of Mount Washington, on last Thursday night. One of the oldest of the White Mountain hotels, and from an historical standpoint its most interesting one, its loss will be keenly felt, especially coming at a time when it was about ready to open for the summer season. A portion of the hotel is said to have been occupied by some workmen employed in repairing the Mount Washington Railway, and it is supposed that the fire was purely accidental. The fire was visible from every town for miles around, and could be seen as far south as Portland and Lake Winnipesaukee. The Summit of Mount Washington having an elevation of more than six thousand feet, it presented a brilliant spectacle such was not unlike a huge bonfire on election night. Work was begun early in the 70's on the Summit House and it was opened in July, 1872, with great éclat. The hotel had accommodations for over two hundred persons, and was two stories in height. The Summit House was the property of the Boston & Maine Railroad, which also controls the Mount Washington Railway, but for many years it had been one of the four hotels leased and operated by the Barron, Merrill & Barron Company, the pioneer hotel managers of the White Mountains, and during the last few years it had been managed by Miss Mattie Clark. There were always many attractive young people connected with the hotel, usually school teachers and college youths and girls, who were anxious to spend their vacation in earning money, and who found a summer on the highest



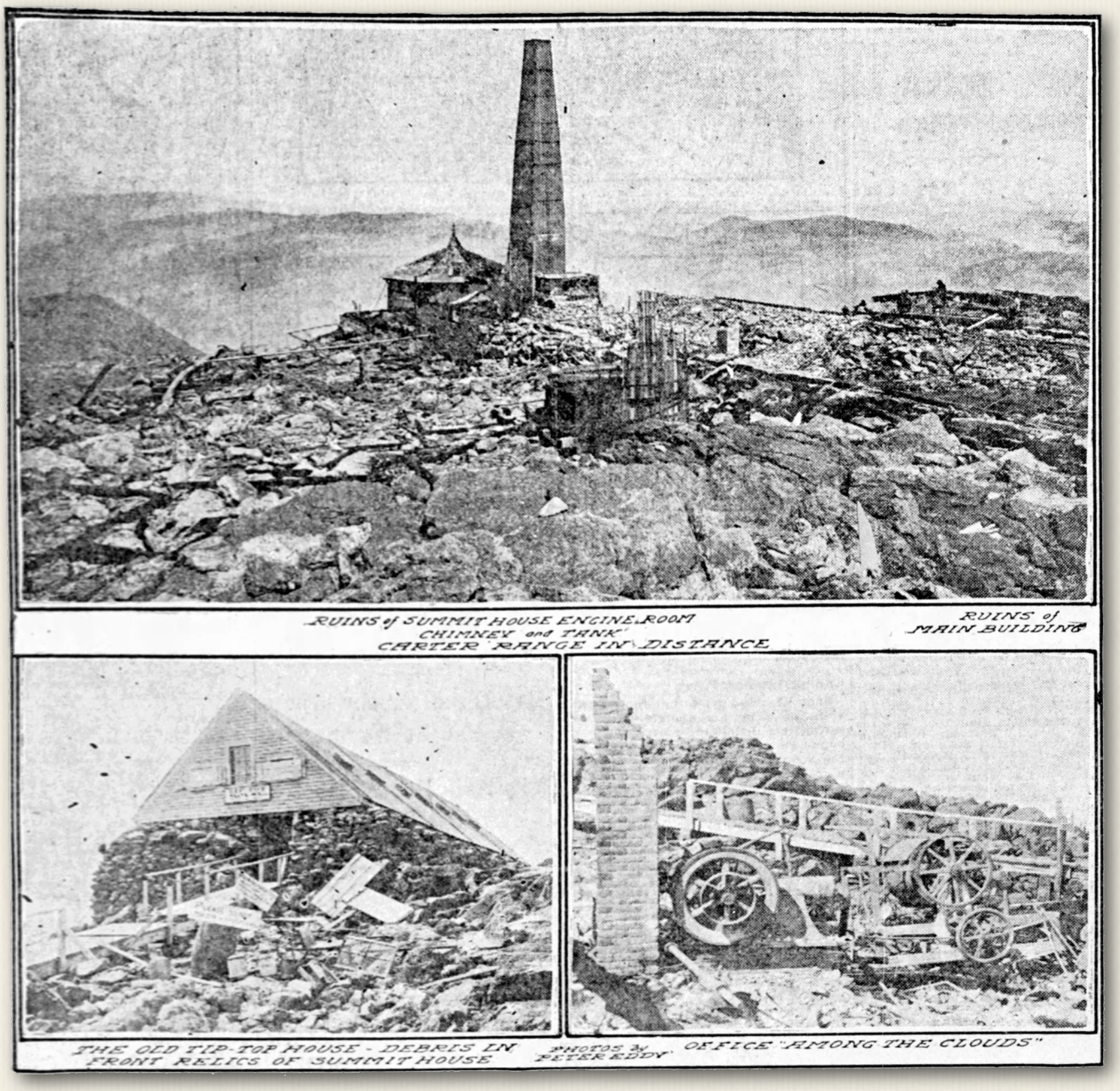
Ramp to Tip Top - train shed ruins & signal station beyond

mountain top in the East an interesting experience." *- New York Tribune - Sun, Jun 21,1908 pg. 58*

Summit House Burned: "It is supposed the fire started accidentally. The upbuildings were valued at about $25,000 *(~$781,260 in 2022)* and were not insured. In the loss of business at the opening of the summer season, lessees estimate a damage, however, a much higher figure, about $100,000." *(~$3.1-million in 2022)*

Seen in Lunenburg, Vermont...: "The fire on Mount Washington was plainly seen from here. With a field glass the timbers could be seen falling." *- St. Johnsbury Caledonian - Wed, Jun 24, 1908 - pgs. 10 & 7*

Bethlehem, Too!: "The fire on Mt. Washington, last Thursday evening, was plainly visible here, and all who saw it express regret at the occurrence." *- White Mountain Republic-Journal - Fri, Jun 26, 1908*



June 19th

Views of Ruins: "The pictures reproduced *(previous page)* are from the first successful photographs made *(by Peter Eddy)* of the ruins of the fire of June 18 that destroyed all the buildings on the top of Mt Washington except the old Tip Top house and the two barns just below. *(Also unscathed the water tank with the onion top roof)* They present the scene as it was on the morning after the fire. A special train... was started to the top of the moun-

tain. The morning was clear below but clouds covered the top of Washington and their rapid movements denoted a high wind up there. This proved to be the beginning of a three-days' attempt to get good photographs of the remains of the fire from the west side and bring the results to Boston. The train could get only up as far as the big tank left standing at the eastern end of the Summit House site. Here it was realized that what appeared to be a harmless cloud at the Base was really a driving storm of wind and rain that rendered locomotion difficult and absolutely dangerous amid these ruins." *- Boston Daily Globe - Jun 26, 1908*

Too Late to Make the Paper, But...: "In spite of general cry of business depression, the report comes from the larger hotels that the bookings for this season are fully up to last year at this time and it is generally believed that business among the summer hotels will be fully up to normal. The first trip to the summit of Mount Washington will be made June 21, when Miss Mattie Clark and the hotel help will go up the mountain to put the famous Summit house into readiness to receive its thousands of visitors." *(Ed. note: Actually the Tip Top House)*

- White Mountain Republic-Journal - Fri, Jun 19, 1908

Horne Damage Report: "Supt. John Horne, of the Mount Washington Railway, who took a special train up Mt. Washington last night *(6/18),* when it was learned that a fire had broken out on the summit, returned late today *(6/19)*, bringing the news that all the wood of the structures at the top of the mountain were razed by flames, only the stone Tip Top House being now standing. There was also burned 287 feet of their railroad trestle, destroying nearly half the distance to the Lizzie Bourne monument. Work will be begun at once rebuilding the railroad trestle and the Summit House."

- Bangor (ME) Daily News - Sat, Jun 20, 1908 pg. 10

June 21st

All Hands On Deck: "During the week the greatest activity has centered around Mount Washington and numerous parties of engineers and builders have been looking over the situation with a view to the most expeditious way of repairing the damage done by the fire which destroyed the Summit House, the railroad platform and several hundred yards of the trestle leading from the summit down to the first water tank. Superintendent John Horne of the Mount Washington Railway, with a large force of men, has been clearing the debris from the summit and getting things in shape for the immediate rebuilding of the platform and connecting trestle work. All energies now are being devoted to the construction of a small hostelry which may be available early in August, but only those who have spent some time on the tempest-swept peak have any conception of the difficulties which the rebuilding of the hotel involves. The altitude of the summit is such that it is literally among the clouds, gales sweep it with great fury, and even in summer there are comparatively few days when building may be carried on under conditions even approximating those under which similar work may be done "down below." *- Brooklyn Daily Eagle - Sun, Jun 28, 1908 pg. 4*

June 25th

NH Commissioners Inspect Railway: "The New Hampshire railroad commissioners will go to the top of Mount Washington today *(6/25)*, making an inspection of the line from Wing Road to the summit of the mountain. On the trip, they will be accompanied by the Boston & Maine officials who are to rebuild the Summit house. Tomorrow the commissioners will inspect the main line of the railroad."

Grand & Grievous: Twin Mountain Notes: "The burning of the Summit house, Mt. Washington, was a grand sight on Thursday *(6/18)* night of last week. It was a grievous sight as well for it affects all living in this mountain region." *- Littleton Courier - Thu, Jun 25, 1908*

June 26th

Volcanic Impact: "Twin Mountain notes: The burning of the Summit house is felt as a personal calamity by every one around the mountains, It means a loss to others beside the owners. It was a grand sight and children thought it was a volcano." *- White Mountain Republic-Journal - Fri, Jun 26, 1908*

June 26th

About the Summit House: "The destruction of the Summit House, on the top of Mt. Washington by fire Thursday *(6/18)* night, coming at an inopportune time, will somewhat inconvenience tourists and summer visitors who are accustomed to make the ascent of this lofty peak the premier event of their summer vacation.. For thirty years thousands have ascended the mountain in the afternoon and remained in the popular Summit

House over night so that they might see the sunrise in the morning, a sight which has been pronounced by many world-travelers to be the grandest they have had the pleasure to witness. The fire took the officials of the Mount Washington Railway company entirely unawares, but every effort will be put forth to have a new house immediately erected and the Barron, Merrill & Barron company, who lease the house, announce that it will be open to guest by the first of August. President G. E. Cummings of the Mount Washington Railway together with civil engineers and other officials went to the summit Saturday *(6/20)* to prepare plans for the erection of the new house. The old Tip Top House will be renovated and fitted up as waiting room for passengers until the hotel is replaced. It is doubtful if the new building can be constructed in the short space of a month owing to the extremely unfavorable conditions under which the management must labor. Every piece of material must be taken up the mountain by the slow-going one car trains and this during the rush season of the year. All the laborers must be taken care of at the Base and taken up and down the mountain each day. In addition to this, the weather conditions at the summit are such that it will be impossible many day to drive a nail owing to the cold and high wind. The 300 feet of trestle destroyed by fire will be rebuilt this week so that the regular day service of the railway may commence next Monday *(6/29)* as usual. There is some doubt about the night service being practicable owing to the fact that there are no accommodations for guests who might want to spend the night on the summit. However it is not believed that the general tide of travel over the unique railway will be affected as the view from the summit will be just as grand and awe-inspiring and the noble eminence of Washington will still be the magnet of the mountain region."

Summer Job Lost: "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."

- White Mountain Republic-Journal - Fri, Jun 26, 1908

June 27th

Summit House to Be Rebuilt: "C.C. Barr, president of the Mt. Washington Railway, to-day announced that the Summit on the mountain will be ready for the annual Fourth of July excursion and the for the hosts of visitors throughout the rest of the summer who make an annual pilgrimage to the peak. The ruins of the Summit House were still smoldering when over two hundred carpenters and laborers were put to work on the job of rebuilding. Lumber and supplies were started at once to the summit, and the force has been kept at work night and day ever since and will be until the opening of the season. Though it was hoped at first that a new hotel might be completed this summer, this has been found impossible, consequently observation platforms are being erected and the old Tip-Top House, which was not destroyed by fire, is being refurbished to resume its career as an inn on which it was started some three-quarters of a century ago by Daniel Webster."



– Brooklyn Daily Eagle – Sun, Jun 28, 1908 pg. 50 / New York (NY) Evening Post - Mon, Jun 29, 1908 pg. 3

New Summit House Plans Drawn: "The Summit House on Mt. Washington will rise from its ashes greater and more beautiful than before. The summit has been visited during the past week by G. E. Cummings of Woodsville, president of the Mt. Washington railway, owners of the building, and by General Manager C. E. Lee and other officials of the Boston & Maine railroad who control the Mt. Washington railway. These officials are having plans prepared for a handsome and commodious building to be erected at once. Workmen have been rebuilding the trestle destroyed by fire and will soon commence on the foundation of the new building. During the construction of the new hotel no attempt will be made to provide meals and lodgings for visitors. The old Tiptop House will be renovated and furnished with tables, chairs and toilet arrangements, but sojourners must take their lunches with them up the mountain. The afternoon train up the mountain and morning train down, have been discontinued. The train from the Base station in the afternoon will run one hour ahead of scheduled time."

- Boston Sunday Herald - Sun, Jun 28, 1908 pg. 16

June 29th

Fire ravaged track is ***replaced*** in front of Summit House location to allow the first regular passenger train of the season make its trip according to schedule. *- Story of Mt Washington*

June 30th

Summit Souvenirs: "Mrs. Lela Merrihew and Miss Mildred Carr visited the ruins of the Summit house Tuesday *(6/30)* and returned with a number of souvenirs." *- Littleton Courier - Thu, Jul 2, 1908*

B&M Inspection Begins: "The annual tour of inspection by the Boston & Maine railroad officials and the New Hampshire railroad commission took place this week. The party arrived at Woodsville, Wednesday *(6/30)* noon, by special train from White River Junction. Superintendent Cummings attached his car to the train and it went to Fabyan for the night. Thursday *(7/1)* a trip was made to the summit of Mount Washington where the ruins of the burned hotel were looked over and plans formulated for the reconstruction of the building. The party returned to Fabyan for the night and Friday *(7/2)* went to Boston by special train."
- White Mountain Republic-Journal - Fri, Jul 3, 1908

July 2nd

New Summit House: "Boston & Maine officials are having plans drawn. The Summit house on Mount Washington is to rise from the ruins more pretentious than before. The summit was visited last week by G. E. Cummings of Woodsville, president of the Mt. Washington railway, owners of the building, and by General Manager C. E. Lee and other officials of the Boston & Maine railroad who control the Mt. Washington railway. These officials are having plans prepared for a handsome and commodious building to be erected at once. Workmen have been rebuilding the trestle destroyed by fire and will soon commence on the foundation of the new building. During the construction of the new hotel no attempt will be made to provide meals and lodgings for visitors. The old Tiptop house will be renovated and furnished with tables, chairs and toilet arrangements, but sojourners must take their lunches with them up the mountain. The afternoon train up the mountain, and morning train down, have been discontinued. The train from the Base station in the afternoon will run one hour ahead of scheduled time." *- Littleton Courier - Thu, Jul 2, 1908 pg. 1*

July 9th

Changes in Resort Papers: "Changes noted this season in the field of White Mountain summer resort papers. *Among the Clouds*, the breezy sheet published on the summit of Mount Washington, will owing to the recent destruction of the plant by fire, be printed by the Rumford Press of Concord, a deal to that effect having been consummated on Tuesday *(7/7)*. The *White Mountain Echo* mechanical plant has been removed to the office of the editor and proprietor, Charles Wayland Towne, at Newburyport, Mass., where it will be printed, the office at Bethlehem being retained for business and reportorial purposes. *The Bugle*, published by the Bretton Woods hotels, will be run, practically as last year, with Owen Robinson of Dartmouth college, a grand nephew of Mr. and Mrs. B. W. Kilburn of Littleton, as editor." *- Littleton Courier - Thu, Jul 9, 1908 pg. 1*



Mt. Washington Hotel's unique water-powered print shop that produced the Bugle and menus, golf scorecards, floor plans, signs, stationary until the late 1990s. Seen here in 2010 when it became a site to save for the N.H. Preservation Alliance
- White Mountain History.org

July 11th

The Tip Top Phoenix: "The fiery fate which overtook and consumed the Summit House, at the apex of New England's highest peak, on Thursday night, the 18th of June, has not been able to suppress the indomitable victims of its scourge. Already plans have been drawn for a new Summit House – larger, more comfortable, more practical, more beautiful – by the architects of the Boston & Maine Railroad, and on July 1, 1909, this architectural fledgling is expected to rise, Phoenix like, from the ashes that are now the sport of the winds, six thousand feet above sea level. *(Ed. note: A new Summit House would not open until 1915)* The burning of the Summit House has thrust into the limelight once more the Tip Top House, the one structure which escaped the flames, and which will this year be the Mecca for fully as many sightseeing thousands as have ever "cogged" to the Summit for a peek at the mountain-scape and a shy at the table d'hote. The Tip top House is in for a renascence.

1908

And those who have given it scant attention in years past are now enabled, nay, forced, to include the venerable pile in the day's itinerary on the Mountain. For the Tip Top House is now the only shelter-in-time-of-storm still standing on the mountain top. And the Barron, Merrill & Barron Company… has made every arrangement for its swift metamorphosis into an eating, as well as a daylight lodging, place. By thee middle of the present month, this humble shelter will be redolent with the fumes of steaming coffee, doughnuts, sandwiches, fruit and other a la carte delicacies of the simon-pure New England breed. For within the Tip Top, a lunch counter will soon be heavy laden with the sort of viands "that mother used to make," and around the steaming urns thee visitors may sip their savory tea and coffee without let or hindrance. And the novelty of the buffet lunch! Think of it, stranger! Washington pie (a layer cake with a jam or jelly filling) on Mount Washington, via the hand to mouth route; Custard Pie amid the Clouds; a Beaker of Milk, within reach of the Milky Way; served, if you will, in a Half-Moon; and (whisper) possibly high-balls higher than you ever had 'em before. And bet of all, you can munch for a quarter, lunch for a half-dollar, or pretty near go the whole bill-of-fare for a dollar. You pay for only what you eat on this a la carte basis. Meanwhile, though only lunch will be served throughout this summer, there will be no let-up in the plans for rebuilding the Summit House… Mr. Fletcher of the Boston & Maine architectural department, has drawn plans for a new house, with a large, commodious living room and office, combined in one apartment and an enormous dining room, which will seat probably 250 persons. There will be ninety sleeping rooms… The old house was never so convenient and well arranged… Of course, there has been a great deal of conjecture a to the origin of the fire. But upon the authority of W. A. Barron, no one knows how the house caught. No workmen nor any living being was on the summit when it took fire, and the only theory which is really plausible is that some trampers who had broken into the house left a fire, or a cigar or cigarette, which, after they had left, ignited the building in some unknown way. These trampers who climb to the summit before the hotel is opened are a menace to the house. Invariably they break in and help themselves to a night's lodging, litter and bedaub the floor, and make such use of the stoves as they wish to prepare their meals and to keep warm. It is regrettable indeed that there is no watchman at the house all the time, to keep such vandals and interlopers out. At present, the Boston & Maine intends to run only a daily train, going up in the forenoon and returning in early afternoon, omitting the afternoon up-trip, as there will be no accommodation for those who wish to sleep, outside of the Tip Top House employees."

- White Mountain Echo – Sat, Jul 11, 1908 pg. 2



July 16th

Eatables Among the Clouds: "Luncheon will be served at Tip Top House *(previous page)* on Mt. Washington. It is proposed that all Mount Washington pilgrims shall not go enhungered, the while they scan the horizon from their lofty perch in search of "scenery." Nor will the tonic of the ozone enjoy a monopoly in negotiating the passage of the alimentary canal. No, indeed? For within the Tip Top, a lunch counter will soon be heavy laden with the sort of viands that "mother used to make" and around the steaming urns the visitors may sip their savory tea and coffee without let or hindrance. And what more fitting and more picturesque than an a la carte luncheon in the ancient hut which in 1853 was first opened to accommodate those who could come to the top only afoot or on horseback! And the novelty of the buffet lunch! Washington pie on Mount Washington via the hand-to-mouth route, custard pie amid the clouds; a beaker of milk within reach of the Milky Way; served, if you will, in a half moon; and (whisper it) possibly high-balls higher than you ever had 'em before."

- White Mountain Echo via Littleton Courier – Thu, Jul 16, 1908 pg. 1

ATC Not Daily: "*Among the Clouds,* which is to be printed by the Rumford Press, at Concord, will not be issued daily this summer. One large souvenir edition will be gotten out and this will be put on sale throughout the mountains." *- Littleton Courier - Thu, Jul 16, 1908 pg. 1*

July 17th

Collision on Jacob's Ladder: "Michael Kindellan, about 30 years old, is in a serious condition at the Littleton hospital as the result of an accident on the slide on the Mt. Washington railroad about 5 o'clock last Friday *(7/17)* afternoon. Kindellan slid down on the board, but was followed too closely by another man, who collided with Kindellan, causing him to lose control of his board. He was thrown into the air, his flight coming to an abrupt ending when he struck on a rail. Several teeth were knocked out, his nose was broken, the jaw shattered and he also sustained many cuts and bruises about the head. Kindellan was unconscious for some hours, but finally revived. He was brought to the Littleton hospital on the 1.30 train the following day, and at first it was feared he could not recover. Although his condition is still serious, his recovery is looked for Kindellan is a single man and lived at Twin Mountain. The man who collided with him was somewhat hurt, but was able to go to his home."

- Littleton Courier – Thu, Jul 23, 1908 pg. 1 (See Appendix Section 8)

July 18th

New Hotel on Top of Mount Washington Will Be Bigger than Old One: "...it has definitely announced that work will be started at once on the erection of a new Summit House, larger and more commodious in every way than the famous old hotel destroyed by fire. The new hotel will be a very handsome and well-appointed structure, with its architecture in keeping with the location and associations. Instead of the three stories of the old Summit House, it will have two, but will cover proportionately larger area. There will be 75 guest rooms, and 25 for servants, a net increase of 10 rooms over the old house.

- New York Times, July 19, 1908

July 30th

New Hotel Next Season: "It is expected that the new hotel to be built on the summit of Mount Washington will be ready at the opening of the season of 1909."

- Littleton Courier - Thu, Jul 30, 1908

August 6th

Old Summit House Guests' Fundraiser: "Many of the former guests of the Summit house on Mount Washington are interesting themselves in raising a fund for the purchase of some object to be inscribed suitably and placed in the new house to be erected, as a memento. A clock has been suggested."

- Littleton Courier - Thu, Aug 6, 1908

September 12th

Red Foxes & Rescued Pig: "Two notorious highwaymen of Bretton Woods, "Charley" Brown and "Some" Dow, have recently been working out their sentences on the state highway's about here - and by the way, it is said that Dow always works out his sentence before Brown does. Recently, on good behavior, they have been detailed to cut out the boundary survey around the great Bretton Woods estate. On Friday, at a point where the N.E. boundary line crosses the line of the Mount Washington railway, they sighted a big red fox, and

Brown, we understand, hesitates to say that the fox was on the top of boulder on the side of the track and was apparently signaling an approaching train, and that Conductor Browley, seeing the red brush waving in the mountain breeze, thought he was flagged, and brought his train to a full stop. Now this may or many note be true, and there is much interest in Bretton Woods awaiting word from Conductor Browley as to whether this train was held up and robbed by the two desperate characters mentioned above and the story a pure fabrication on their part, or whether he did actually stop his train by signal from a red fox waiving his tail from thee top of a rock. Although Conductor Browley refused to verify the red fox story in the *Bugle*, he went one better, claiming that it was a pig's tail that stopped the train. One the same date that the "highwayman" saw the fox, Mr. Browley claims that a pig was discovered lying on the track and the train had to stop while the train hands removed it, after which it ran into the wood squealing. Mr. Browley's story looks good, as it will be remembered that a pig did escape during the great Olympic games on the same day, and goes to prove that this was certainly athletic meat." *- White Mountain Echo - Sat, Sep 12, 1908 pg. 13*

September 25th

Trains Will Stop Early: "Twin Mountain notes: Trains will stop running to the summit of Mt. Washington earlier than usual this year, owing to the lack of accommodations for cooler weather."

- White Mountain Republic-Journal - Fri, Sep 25, 1908

October 1st



Bugle Blows for Last Time: "Mount Washington daily will not be continued next year. Owen Robinson, editor of the *Bugle* of Bretton Woods, was in Littleton Tuesday *(9/29)* calling on friends and relatives. Mr. Robinson *(RIGHt)* returned to Dartmouth college yesterday, the last *Bugle* of the season having sounded that day. He has conducted a bright and entertaining paper this summer and the guests at Bretton Woods have found it always readable and interesting. It will be learned with regret by the many friends of this popular little sheet that this year is its last, the management of the Bretton Woods hotels having so decided, owing to the fact that financially the paper is not a paying proposition. From a news and art viewpoint, it has been a great success but the expense is so heavy as to make its continuance impracticable."

Mountaintop Coal Mine: "Miss Mattie Clarke, who with a band of faithful help, has kept the old Tip Top house on Mount Washington open all summer for the refreshment of mountain wayfarers, writes the following letter to a friend in the valley: 'Doubtless you will read of our recently discovered coal mine. Away back in 1871, in front of the Summit house, there was a railroad building, and part of it was used by Prof. Huntington in making weather observations. It is supposed he had to keep himself warm. The building was moved to make room for the Summit house, and the platform was built over the coal bin, in which it appears quite a store of coal was kept, and the burning of the Summit house last June has brought it into use. So here we are living in an old house, abandoned for 35 years, and burning coal that has been hidden on Mt. Washington for 37 years. How is that for making history?'" *- Littleton Courier – Thu, Oct 1, 1908*

October 6th

Tucker Portrait Hung: "During the past summer (Dartmouth) College has received, as a gift from the alumni and students, an oil portrait of President Tucker. The portrait now hangs above the long settle on the north side of the living room of the College Club, the location having been chosen by Doctor Tucker personally. The funds for this gift were raised from the alumni and students through the efforts of Henry N. Teague '00, while secretary of the College Club in 1904-5. The original plan was to have the portrait ready for presentation at the last Commencement exercises, but through the unfortunate illness of Doctor Tucker, which prevented the progress of the work, this plan could not be carried out. The painter of the portrait, Mr. Fred J. Vinton of Marlborough St., Boston, is an artist of great merit and has painted the portraits of many famous personages. This portrait has met with universal favor in the eyes of art critics, and it is understood that Doctor Tucker himself is very well pleased with the likeness. Mr. Teague wishes to most heartily thank the College and subscribers for their hearty cooperation in securing the gift."

- The Dartmouth (Hanover, N.H.) - Tue, Oct 6, 1908 pg. 30:41



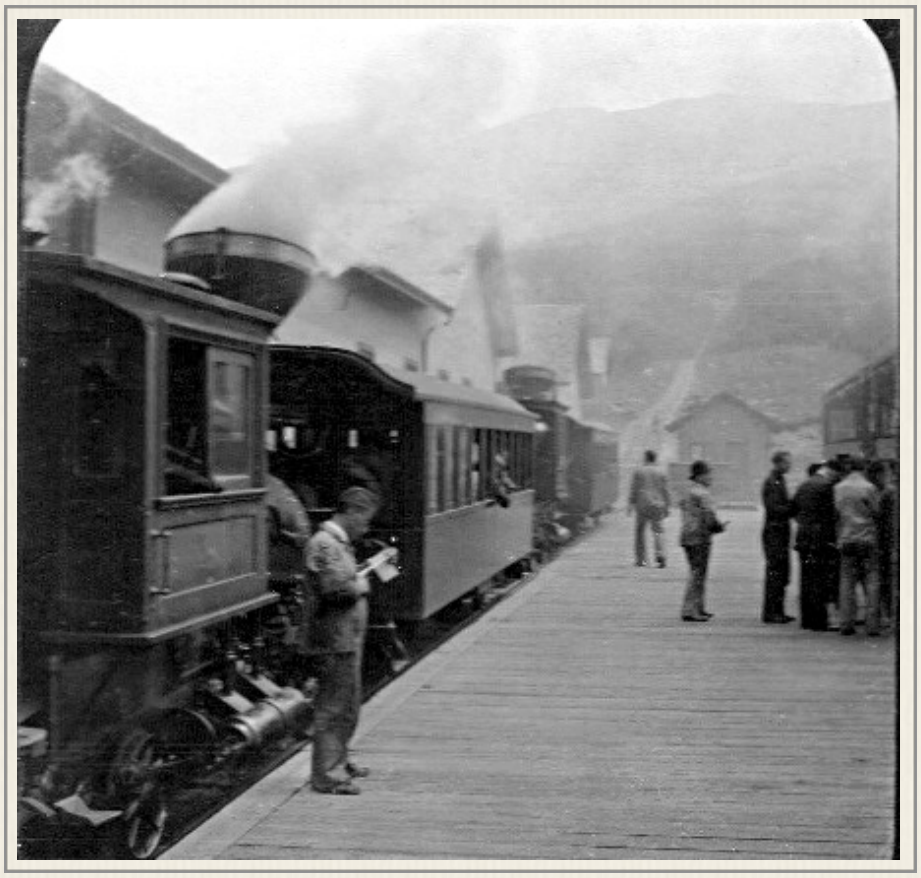
Postcard image of trains at Summit after fire. Chimney of burned structure can be seen behind passenger car (~1908-1909)
- N.H. Historical Society

1909

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1908 Season*** - Total earnings: $19,612.80 - Total expenses: $11,524.59 - Dividends declared (2 per cent): $4,230 - Total passengers: 12,893 - Deduction from property account: Summit House, destroyed by fire $26,000 - Deductions from Accident Fund during the year: $2,500 - 645 feet of trestle rebuilt during year - July 17, 1908. S. Meaney and M. Kendellan injured by colliding while descending the mountain on slideboards in the fog, contrary to instructions.

February 5th

New Signal Station at Summit?: "Mount Washington is to have a weather observation station again, Prof. Willis L. Moore, chief of the United States weather bureau, is authority for the statement, and he also said at a meeting of the Boston City club that a station is to be re-established on Mount Holyoke in Massachusetts. Professor Moore did not tell his audience just when the station will be established, but said that it would be very soon. The foregoing is good news, if true; but there have been so many "scares" regarding the reopening of the signal station on Mount Washington that it ceases to cause much of a sensation. Some years ago a man connected with the service visited the summit and removed all the instruments that were of any value and two years ago the building occupied by the observers was burned." *- White Mountain Republic-Journal - Fri, Feb 5, 1909*



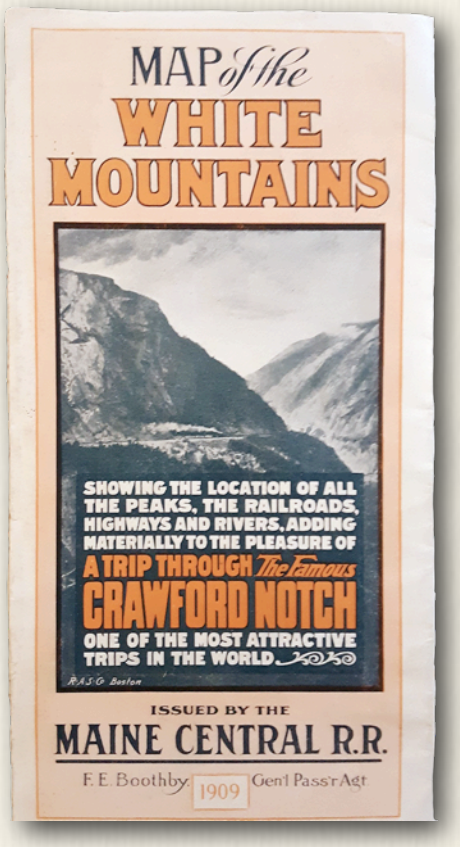
Trains at Base Station. H. G. White Co. stereo-view (1909)
- John Thompson Collection

April 2nd

Day Trip to the Top: "On last Friday, April 2, 1909, Walter Martin of San Francisco, Cal.,

and Eugene E. Allen, Brookline, Mass., made a very interesting trip to the summit of Mt. Washington. They left Fabyans, seven miles from the base at 6:40 a.m. As the early morning crust held, they discarded their snowshoes, walking on the crust to the base, where they arrived at 10 a.m. Here they met *(Gene)* Marcotte, the official guide, and George Monohan of Fabyans. The four left the base at 9:32 a.m., and arrived at the summit at 12:07 p.m. They left the summit at 12:30 and reached the base at 1:45. The cog rail on the railroad to the summit aided the men in making the ascent, no creepers or poles being necessary. The sun shone during the whole trip and the men suffered from the cold in only two stretches, at Jacob's ladder and the last 300 yards to the top, where cold, high winds made the ascent seem like serious business. Mr. Martin took many pictures at each turn in the ascent. Mr. Allen said that the snow was within a foot or two of the top of the telegraph poles and in a few places the snow covered the poles. He said that they day was so clear that they could see to the coast, into Maine, Canada, Vermont, Massachusetts and New York. The snow-covered mountains dotted by valleys and lakes reminded him of a vast sea covered with white capped waves. Mr. Martin and Mr. Allen left Marcotte's *(boarding house)* at 4 p.m. and reached, their starting point at Fabyans at 6:40 p.m."

- White Mountain Republic-Journal - Fri, Apr 9, 1909



Down in Tender then Back Up: *Boston Globe* writer James T. Sullivan recalled a ride with his wife down Mt. Washington in the tender of a wood-fired Cog locomotive some twenty years after the fact. His story was published as a sidebar to coverage of the 1929 *Peppersass* crash - "What memories crowd back of a ride down Mt. Washington... in the 'seat of honor' (thanks to a friend, John Luby). After being introduced by Mr. Luby to the conductor of the train, we thought nothing more of it until the cry of 'all aboard' for the start down. Singled out by the conductor, the writer *(Sullivan)*, his wife, and a fellow who apparently was someone's friend, too, were escorted to the little locomotive. 'Right up here,' said the conductor. We climbed up and were then perched on a plank across the top of the tender. It looked great to be able to see so much - that is while the locomotive was level and standing still. Slowly the descent began. The tender was first, the passenger car having been pushed up. Gradually the grade became steeper. Rounding a curve there ahead was Jacob's Ladder with its sheer slope. We would have exchanged places with anyone for a toothpick or less. To keep upright both feet had to be propped with all one's strength against the rail of the tender, and the body held back as if in a Morris chair. But there was nothing to lean against. Scared? Yes. Quickly through the mind came thoughts of possibilities, ideas of people who could not resist the impulse to leap from high places, etc. There was a fascination that seemed to draw the eyes to the ties, and the void between and on either side. Looking far ahead the writer noted that by gazing steadily into space his fear was diminished. Over the trestle at last, sighs of relief were involuntary. Yet there were other stretches ahead with more steep pitches. It was a bit reassuring, however, to get down among the trees. They seemed to exude a bit of sympathy. The writer's better half... smiled rarely. At the base station at last, and off the 'seat of honor' we looked at each other. Getting into the regular passenger coach and finding a comfortable seat (for the trip back up) was like being lifted from a tossing lifeboat after a wreck onto the deck of the Leviathan. Reaching the (summit) hotel, we thanked the conductor for the wonderful (?) ride. John Luby was there to greet us. The writer followed the maxim of lying like a gentleman over the glories of the trip down in the 'seat of honor.' The wife said it was great. Away from the throng, his nerves steadied with a couple of hookers, the writer could not help recalling the phrase, 'Lord, save me from my friends.'"

- Daily Boston Globe - Jul 24, 1929 pg. 11

May 13th

A New Summit House: "Reported that new structure will be put up this year. Supt. G. E. Cummings of the Boston & Maine is quoted as saying that a hotel will be built on the Summit of Mt. Washington to take the place of the Summit house burned last June. It is understood that the hotel, if erected, will be ready for the season of 1910."

- Littleton Courier – Thu, May 13, 1909

May 25th

Summit Site Reviewed: "President Tuttle of the Boston & Maine road, President Kimball of the Concord & Montreal road, General Manager Barr, Superintendent Cummings of the White Mountains division, Engineer Frank Merrill and other officials went up Mt. Washington Tuesday *(5/25)* on a special train, one of the first over the road, this year, and looked over conditions there with respect to rebuilding the Summit house, which was destroyed by fire in the spring of 1908. It is reported that when the new house is built it will be located on a more sheltered site, some little distance from the summit, and that an observatory will be built on top of the mountain with easy approaches thereto from the hotel.. Under present plans the work of building will be taken up the coming fall and pushed to completion in order that the house may be in readiness for business at the opening of the season in 1910." -

- White Mountain Republic-Journal - Fri, May 28, 1909

May 26th

Summit House Not Rebuilt: Plans for the New Hotel Have Not Yet Been Adopted - "Ever since the destruction of the Summit House last June the greatest interest has been everywhere manifested as to what plans the Boston & Maine railroad, the controlling owners of the Mount Washington Railway Company, would adopt in rebuilding that famous hotel. No one for a minute supposed that the slightest delay would follow in the erection of a new summit house. It was announced immediately after the conflagration which swept the summit that the new house would be built and made ready for occupancy in 1908. Nothing was done however. During the winter, in fact, but a few weeks ago, it was positively asserted that as soon as the cog railway was opened to the top of the mountain that proper officials would go up and select a site for the new hotel for the question had arisen whether it would not be better to locate it a short distance below the summit rather than on the former site, the contemplated being between the Lizzie Bourne monument and the carriage road. The statement is now published that nothing has been decided and that this season not even the site will be selected and that therefore no new Summit House will be built this summer. It is though that the present attitude of the railroad is determined by the recent burning of the Pemigewasset House at Plymouth. One interested party makes the suggestion that the much discussed merger question *(between the New York, New Haven & Hartford Railroad and the Boston & Maine that controlled the Mount Washington Railway through the Boston, Concord & Montreal)* may have effected every proposal for outlay not absolutely necessary."

- The Portsmouth (N.H.) Herald, Wed, May 26, 1909 pg. 7



AN ACT in Relation to Mileage Books.

Be it enacted by the Senate and House of Representatives in General Court convened:

SECTION 1. All steam railroads operating a passenger service in this state which at the date of the passage of this act do not issue one thousand mile mileage books good for the transportation of the bearer over all their lines in this state, shall hereafter issue such books at the rate of two cents a mile, and keep them on sale at its ticket offices in this state, provided that nothing in this act contained shall compel the issuance of such mileage books for transportation over the Mount Washington Railway, or between Bethlehem Junction and Bethlehem, Bethlehem Junction and the Profile House or between Fabyans and the base of Mount Washington.

SECT. 2. Any such railroad neglecting to issue such mileage books or to keep them on sale as above provided, shall be fined one hundred dollars for each day of such neglect after the expiration of one month from the passage of this act.

SECT. 3. This act shall take effect upon its passage.

Approved March 31, 1909.

- Hollis (NH) Times - Fri, Jun 4, 1909 pg. 46

July 10th

Marshfield House Remembered: The grand opening of the Mt. Washington Hotel, Bretton Woods includes a stage tour of the area by the hotel's owner and the governor of New Hampshire. "In the afternoon Gov. Quimby and party, conducted by Mr. Anderson, made a trip in a six-horse brake to Twin Rivers, where a relay of horses awaited them. Thence they rode to the summit of the Jefferson Notch pass and Carter terrace, where views of the Jefferson valley and highlands were obtained. Driving back to Twin Rivers (about a mile below the Base Station), where the horses were again changed, the trip was made to the site of the Old Marshfield tavern at the base of Mt. Washington, thence back to Twin Rivers and toward Crawford, returning to the Mount Washington by the Stickney road."

- Littleton Courier - Thu, Jul 15, 1909

July 15th

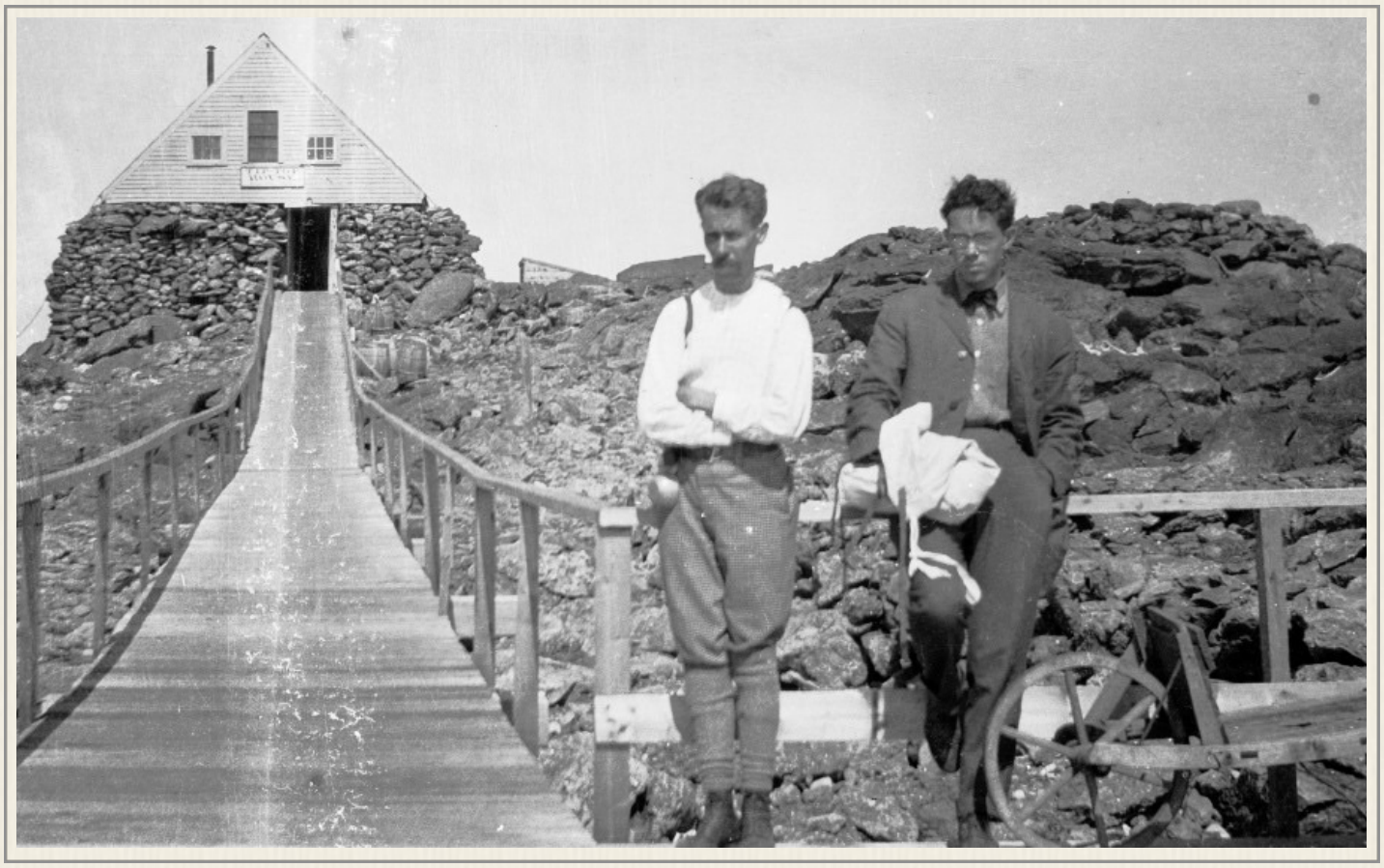
No Among the Clouds: "*Among the Clouds*, the publication formerly issued daily from the top of Mt. Washington, will not be published this year, but will probably be revived as soon as a new Summit house is built on the mountain."

- Littleton Courier - Thu, Jul 15, 1909



'08 Summit Hike: *James Tufts II (in black on right) was born in 1891, graduated from Exeter High School in 1908 and apparently hiked to the Summit of Mt. Washington a year later with a friend. Grandson Thomas W Tufts and shared these photos with author Dan Szczesny who posted them on Facebook. Tom says his grandfather graduated from UNH in 1914 and "loaned me the pics winter '73-'74." The snapshots show the rebuilt track to accommodate the trains (left) with charred rubble of the Signal Station just to the left of the end of the line. Tufts & friend (below) lean on the rail of the ramp leading to the Tip Top House, run by Miss Mattie Clarke, to provide minimal summit hospitality while a "replacement" Summit House was planned and built. The 3rd Summit House would not open until 1915.*

- Tufts Family Collection

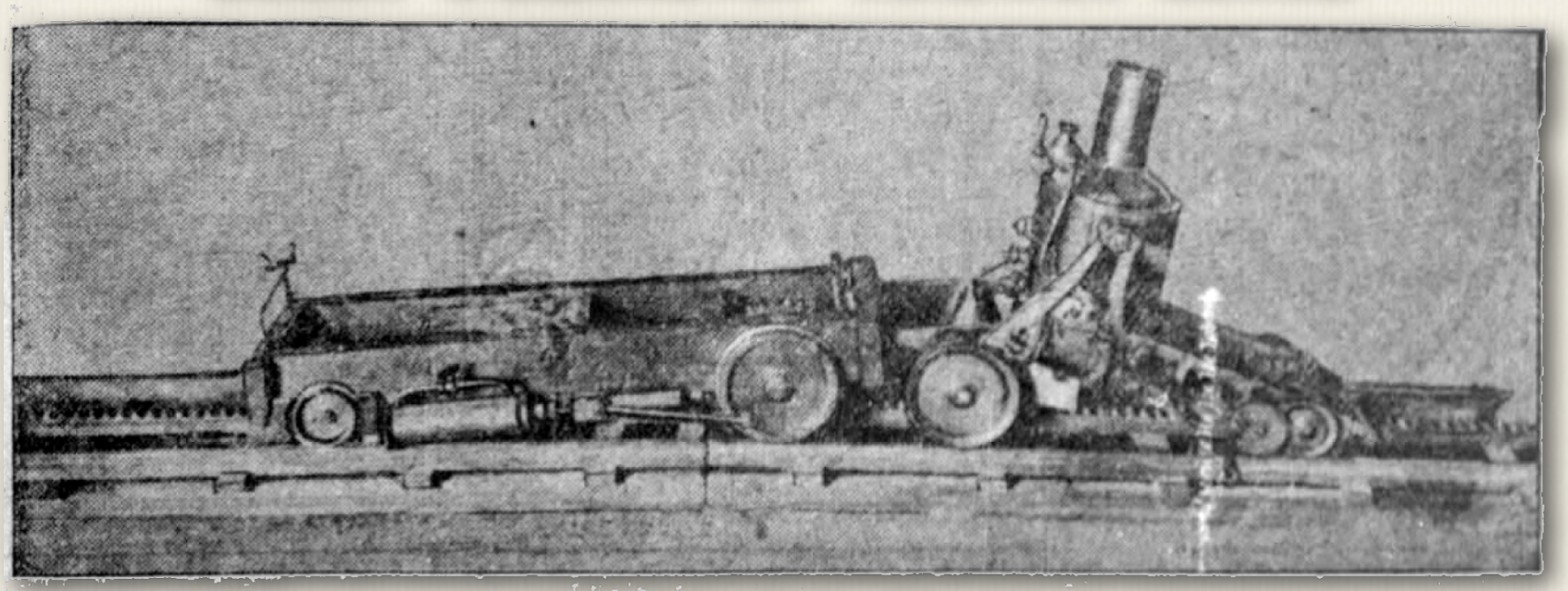


July 15th

Marsh Model Considered: "One of the interesting exhibits in the rooms of the New Hampshire historical society at Concord is the original model *(next page)* of the Mt. Washington railway locomotive and passenger car. The Granite state old-timers recall Sylvester Marsh of Littleton, and his then novel invention for overcoming the difficulties of the climb to the summit of Mt. Washington by the means of his cog-railway device. Mr. Marsh applied to the New Hampshire legislature for a charter for his enterprise in 1858. This mode was exhibited, and the practical workings of the design were explained to the legislators of that day with but little appreciation on their part of the benefit to be derived from the contrivance. But while the solons laughed at the idea of reaching the top of Mt. Washington with a railroad, the granted the charter. One of Mr. Marsh's first acts was the purchase, along the shores of the Ammonoosuc river, of 17,000 acres of land. Ground was broken for the construction of the railway in May, 1866, and the road was formally opened on Aug 15, 1868, by an excursion from the station at the base of the mountain to the upper end of Jacobs Ladder, or approximately 800 feet from the summit (ed note: likely vertical feet as over a mile of track still needed to be built). Before the summer of 1869 the road was completed to the Tip-Top house. For 40 years this Mt. Washington railway has been in operation and, while thousands of passengers have been transported each season, its record, so far as accidents and fatalities are concerned, presents a remarkably clean sheet."

- Boston Globe - Sun, Nov 21, 1909 pg. 59

MOUNT WASHINGTON RAILWAY MODEL.



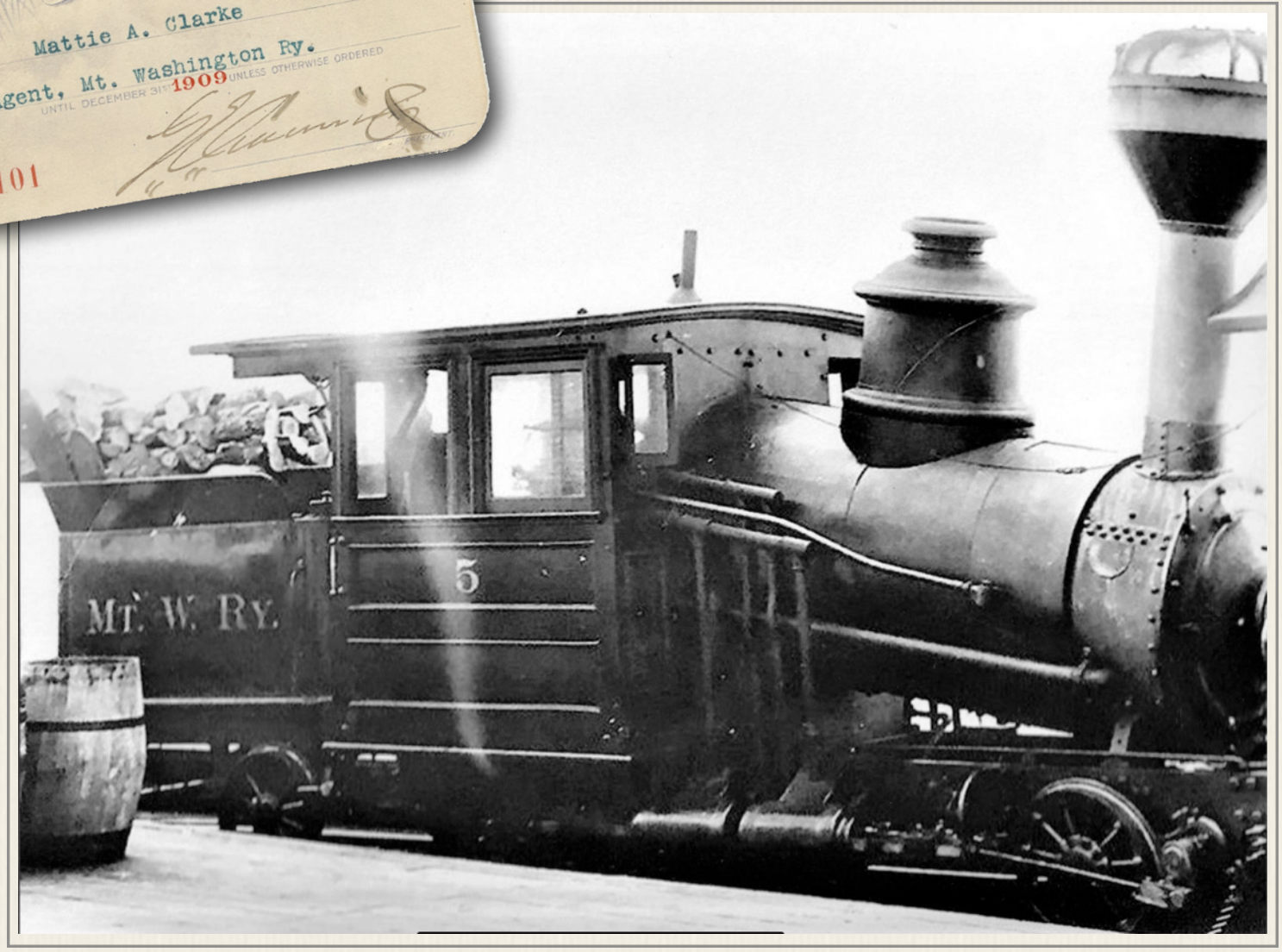
THE LOCOMOTIVE AND CAR.

December 21st

Mattie Clarke Snowbird: "The Hotel Ormond housekeeper, Miss M. A. Clark [sic], arrived Tuesday *(12/21)* from Windham Depot, N.H. The first installment of help is expected today *(12/25).*"

- Daytona (FL) Gazette-News - Sat, Dec 25, 1909





No. 5 Locomotive with tender full of wood ready for a trip. (~1909)

- Roger Clemons photo via Jonathan Hively Collection



Passengers posing before boarding the September 26, 1909 morning train to the Base Station for a ride up Mt. Washington. (1909)
- Peter Eddy photo / Conrad Ekstrom Jr Collection

1910

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1909 Season*** - Total earnings: $23,081.54 - Total expenses: $13,074.52 - Total passengers: 15,877 - 300 new spruce ties laid during the year - 277 cords of hardwood burned

Locomotives converted from ***wood to coal*** burning.

http://www.cog-railway.com/03timeline.htm

February 11th

A Frozen Florida: "Miss Mattie Clarke who for twenty years was housekeeper at the Summit House, Mt. Washington, now at Ormond Beach, Fla., writes to a friend in Lisbon (NH) that they are having an unpleasant season, and that fruit and flowers are frozen. Since the burning of the Summit house Miss Clarke has been at the Crawford House in the same capacity during the summer."

- White Mountain Republic-Journal - Fri, Feb 11, 1910

March 15th

Railway Co. buys a 10-acre rectangular ***tract located*** on the flat area just below and ***northeast of*** the ***summit.*** Summit Road Company ROW is reserved. Then everything else except Auto Road becomes National Forest. *- Story of Mt Washington*

April 29th

Kindellan Wins Damages - Appeal Filed: "The jury in the case of Michael J. Kindellan vs the Mt. Washington Railroad company made its return at the opening of the superior court of Coös County at Lancaster, April 22, awarding him $7038. An appeal was taken by the defendant. The case is a result of personal injuries received by the plaintiff while in the employ of the defendant in the summer of 1908. He and a man named Meeney, had been working on the summit of Mt. Washington, and according to custom started to make the descent on slide boards. Kindellan started off first, followed by Meeney. The latter lost control of his slideboard and crashed into Kindellan throwing him. The latter received serious injuries, necessitating his confinement in Littleton hospital for several months and what the plaintiff's expert medical men maintained, a permanent injury to the knee. He was represented by E. J. Cummings, Henry F. Hollis of Concord while Drew, Shurtleff & Morris of Lancaster and John M. Mitchell of Concord appeared for the defendant."

- White Mountain Republic-Journal - Fri, Apr 29, 1910 - See Appendix Sec. 8 for details

May 15th

"Long, Long Thoughts": Californian Helen B. Trask's letter is published as she recounts a trip to the White Mountains: "(W)e boarded the observation car for the base of Mount Washington, where we were transferred to a coach, with the engine in the rear, and step by step we climbed Jacob's Ladder... the trip is slow and the engine breathes hard. The change in the atmosphere was very perceptible - it was cold as November. We were fortunate in having the most affable gentleman in the capacity of conductor, who deemed it a privilege to devote his spare moments to the enjoyment of the passengers, describing every point of interest and cheerfully

entering into details. No one, however vivid his imagination, can possibly form any conception of the magnificent, far-reaching view of very nearly 1000 miles circumference obtainable from the summit of Mt. Washington. Seated on a pale, moss-covered, frost-broken rock we looked long upon that vast expanse of territory and thought "long, long thoughts."

- Los Angeles Times - Sun, May 15, 1910 pg. 81

June

Among The Clouds ***publication resumes at the Base Station*** for the next eight years until Cog suspended operations for 1918 and the paper closed for good.

- Story of Mt Washington

1910 - 1913 B&M President ***Mellen proposes*** an ***electric railway*** up the mountain starting at present Base, rising by easy grades and circle the cone of Mt Washington some three times. The $2-million dollar project includes construction of a circular, three story stone and steel hotel with 100 rooms and dining for 300-400 people. Opposition and B&M's finances causes the plan to eventually be dropped.

- Story of Mt Washington - See Appendix - Electric Scenic Railway

June 2nd

Summit Announcement Again: "Once more it is announced that the summit house is to be rebuilt on Mt. Washington and it is stated that work on the foundation will begin in another month. The building would not be ready for use, however, until the summer of 1912."

- Littleton Courier - Thu, Jun 2, 1910

July 5th

Volume 32 Number 1: "Two years have gone by since the fire of June 18, 1908, interrupted the publication of *Among the Clouds* and changed the current of events on Mount Washington. The Summit House had stood for a third of a century, the paper had been printed nearly as long, and hotel and newspaper alike seemed fixed institutions, as much a part of the mountain as though they had always been there. A few hours of flame and smoke changed all that and the ancient stone Tip Top House awoke from its long sleep to become the shelter of travelers, while *Among the Clouds* with no dwelling place found no option but to suspend publication. As the Summit House is soon to be rebuilt and travel to be restored to old conditions, the time seemed opportune for resuming publication, even although under different arrangements from those of former years. It will be neces-



Post-fire postcard, minimal platform rebuilt, foundation at right - wood in tender probably pre-1910 though offered as 1911

sary temporarily to print the paper at the Base Station, where accommodations have been provided by the Mount Washington Railway Company. The paper will appear every afternoon and will contain the arrival by the morning train, so that passengers on their return to the Base can obtain copies to send or carry away. Arrangements will also be made to print the names of tramping and driving parties visiting the Summit, as well as the weather record and other matters of interest. I know of no better message to file at this time to those who read this greeting than these words of the paper in its first issue in 1887: *"Come up here, lovers of the grand and beautiful, and gather inspiration from the greatest of God's works."* - Frank H. Burt"

- Among the Clouds - Tue, Jul 5, 1910

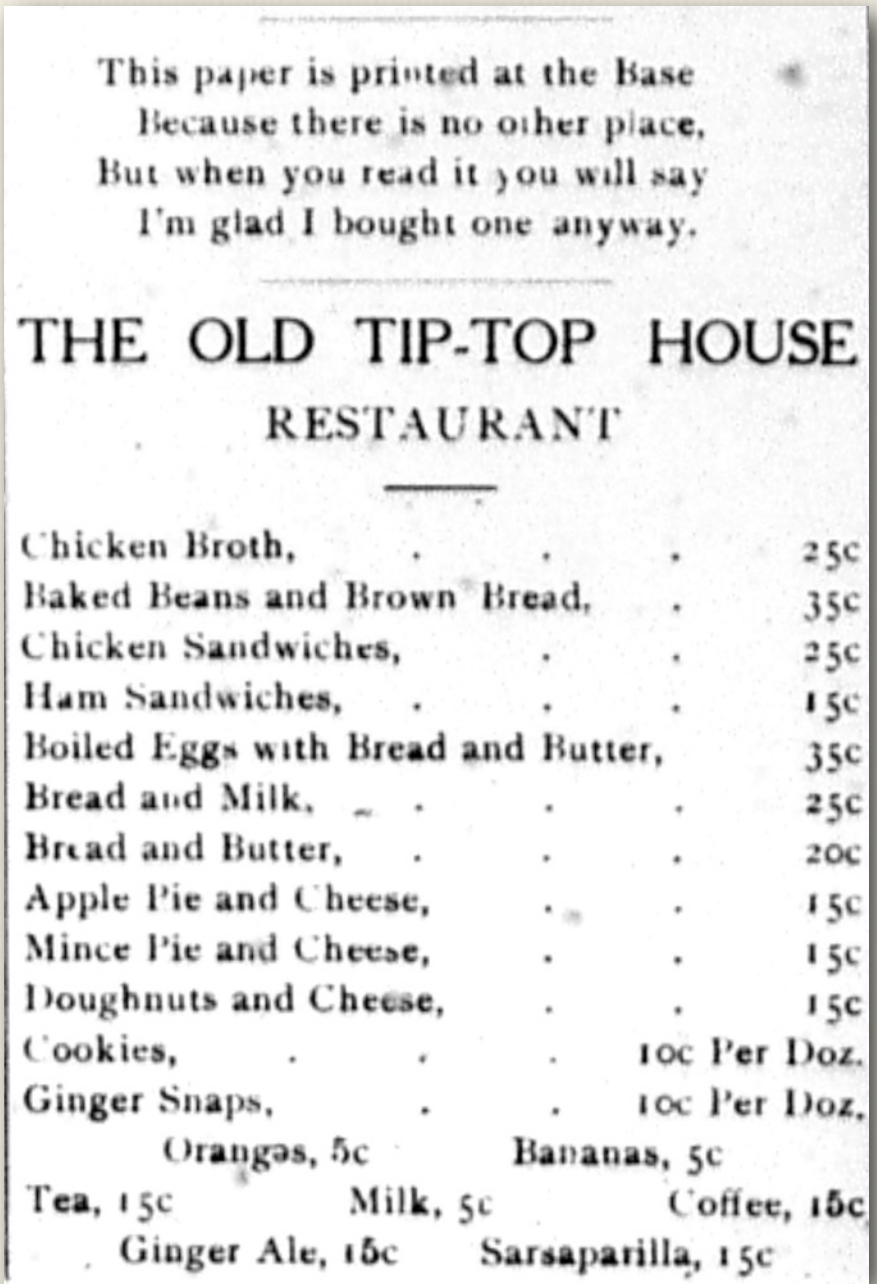
Opening Notes: "The old Tip-Top House *(below)* once more extends its hospitable welcome to mountain travelers. Old visitors will be glad to find Miss Mattie A. Clarke and Mr. A. Frank Curtis, so long known at the Summit House, again in their accustomed places. Mr. James J. Powers is back again, and with these three who so long have been identified with the mountain it will once more seem like home to the many who have enjoyed their friendly greeting in years gone by. During the season 1910 and until the new Summit House is rebuilt, the old Tip-Top House will serve as a hotel and cafe. On entering this quaint old structure the Mount Washington visitor will find a very different place from what he did before the Summit House was burned. It may look the same outside, but inside it has a very neat and cozy appearance... Just inside the door to the right and running half the length of the building is the well stocked souvenir stand under the personal charge of Miss Clarke. In front of the counter and at the left of the building is the sitting and writing room, with a cheerful fire in the great stove, which is a welcome sight to every one alighting from the train or coming in after a drive up the carriage road or an ascent on foot. In the rear of the building is the a la carte restaurant, where one can partake of a delicious old fashioned New England menu *(next page)*. General foreman E. T. Miller, of the Boston & Maine car dept. at Concord, with carpenters, upholsters and painters, were at the Base last week putting the Mount Washington trains in a first-class condition for the summer season. Two of the cars have been newly upholstered with gold plush. All carpenter work that needed attention receive it in a most careful manner. all the cars have been scrubbed and cleaned and in thorough sanitary condition. The usual amount of painting and varnishing to the cars and locomotives has been completed which gives them a very attractive appearance. Mr. Edwin G. Burgum, of the Boston & Maine car shops at Concord, N.H. has had charge of the painting of the Mount Washington Railway cars and locomotives, and with his two sons, Edwin Berry and George Kenneth Burgum made their headquarters at the Base last week. We wish to take this opportunity to thank Mr. Burgum who has so kindly painted us a sign *Among the Clouds* to put over the door of our office *(at the Base Station)*. The sign has a black background with letters in gold leaf, and presents a very neat and attractive appearance. This goes to show the ability of Mr. Burgum, who makes a specialty of hand lettering on cars and locomotives. "



- Among the Clouds - Tue, Jul 5; Wed, Jul 6 & Thu, Jul 7, 1910

July 6th

B&M Summit Site Visit: "G. E. Cummings, president of the Mount Washington Railway, F. A. Merrill, Assistant Chief Engineer of Boston & Maine Railroad with a corps of assistants, and John Horne, Superintendent of the Mount Washington Railway, were on the Summit yesterday *(7/6)*, looking over the ground preparatory to clearing off the old foundation of the summit House, for the erection of the new building that is to crown Mount Washington. A name for the new buildings has not yet been decided upon. The foundation will be practically the same size as the old one, and the location just the same. As soon as the plans are approved, which will be in the course of a few days, a derrick, hoisting engine and crew of men will commence operations



This paper is printed at the Base
Because there is no other place,
But when you read it you will say
I'm glad I bought one anyway.

THE OLD TIP-TOP HOUSE

RESTAURANT

Chicken Broth,	25c
Baked Beans and Brown Bread,	35c
Chicken Sandwiches,	25c
Ham Sandwiches,	15c
Boiled Eggs with Bread and Butter,	35c
Bread and Milk,	25c
Bread and Butter,	20c
Apple Pie and Cheese,	15c
Mince Pie and Cheese,	15c
Doughnuts and Cheese,	15c
Cookies,	10c Per Doz.
Ginger Snaps,	10c Per Doz.

Oranges, 5c Bananas, 5c

Tea, 15c Milk, 5c Coffee, 15c

Ginger Ale, 15c Sarsaparilla, 15c

clearing away the stones and debris to level up the site and make a new foundation. The new building will be constructed of wood and with all modern conveniences. A house will be immediately constructed for the workman and work will proceed with all possible rapidity. The construction trains going up and down the mountain will in no way interfere with the regular passenger trains. With fair weather much progress will be made within the next few weeks.

- Among the Clouds - Thu, Jul 7, 1910 pg. 3

July 13th

Cog Rail Flange Explained: "Visitors to the office of *Among the Clouds* frequently ask why the cog-rail projects over each side of the center timber, and the editor, seeking the information from John Horne, gives his reply: As the Mt. Washington Railway was the first mountain climbing road, everything was in what may be termed an experimental stage, and the promoters realizing that safety must be the primed factor, had the idea that the cog-wheel might possibly lift out of the rail unless it was held in position, so they used a timber narrower than the rail. On the first engine there were brackets, one on each side of and lower than the rail, and attached to each bracket was a small roll that reached under the projecting edge of the rail which would keep the wheel and rail in proper relative position and it was impossible to get out of mesh. Experience has shown it was not required." *- Among the Clouds - Wed, Jul 13, 1910*

July 18th

Da' Bears near the Base: "Bears have been frequently seen by the Railway employees within two miles of the Base during the past week. An old bear and two cubs were seen last Friday *(7/15)* about dusk, by one of the men who was walking to Fabyan. He returned hot-foot, and a party of Railway employees and *Among the Clouds* staff set out in search for Mrs. Bruin with guns, revolvers, axes, etc., but the darkness prevented the boys from following them. They were seen again in an old building by the road, Saturday *(7/16)* night and the young men will keep up a close watch from now on in hopes to capture them."

- Among the Clouds - Mon, Jul 18, 1910

July 21st

Base Inspection: "Mr. G. M. Tompson, consulting engineer, with his staff, C. Robert Duncan, Fred P. Burnham and Geo. Maddox Stearns came in to Base to-day on their private car to make inspections of the Boston & Maine property at the Base."

- Among the Clouds - Thu, Jul 21, 1910

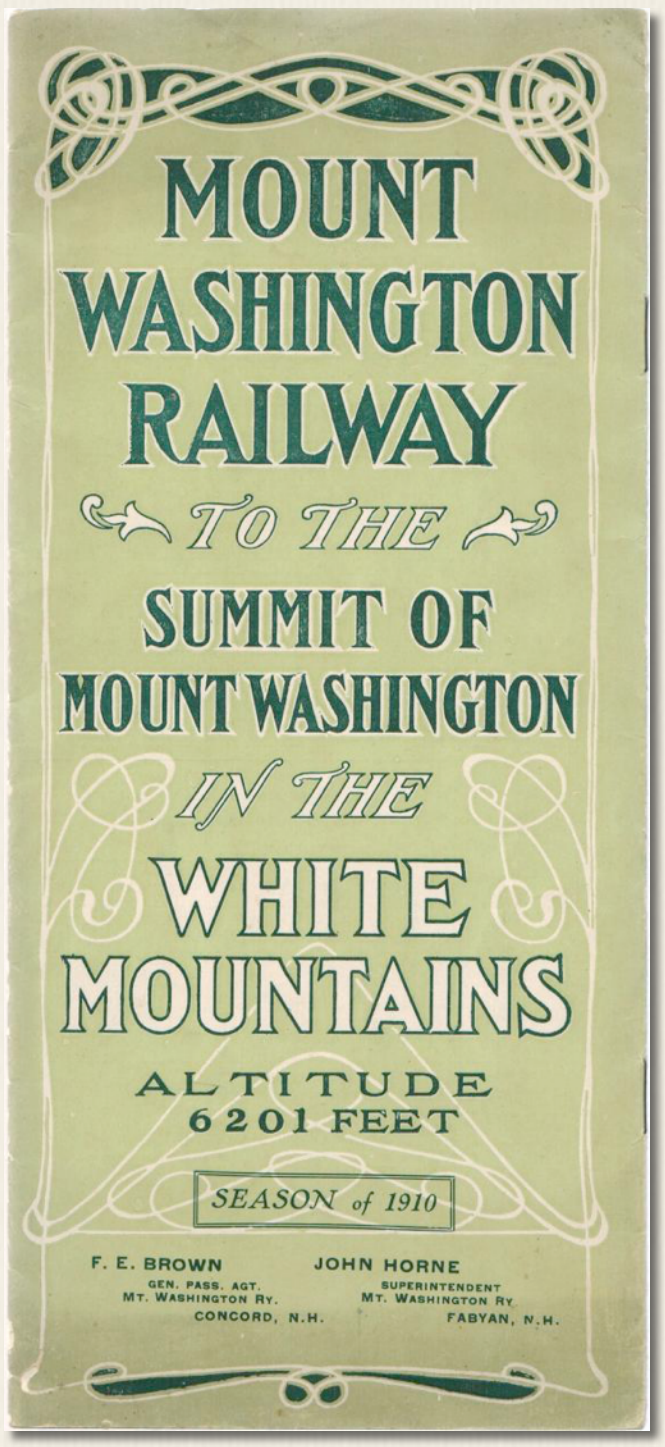
No Hotel on Mt. Washington: "Public interest and desire will feel keen and proper disappointment at the decision of the directors of the Mt. Washington railway to build only a station and restaurant on the summit of Mt. Washington, omitting to replace the hotel which was burned about two years ago. The only sleeping quarters will be for employees – other than Nature's very inhospitable invitation to camp out. The old Summit house which was burned, and which had succeeded the primitive Tip Top house of earlier days, was not an architectural ornament or a palatial refuge, but it provided beds of moderate comfort and shelter. The opportunity it gave for going to be by candlelight was one which came only thus to most folks of this luxurious generation. With no hotel on the summit of Mt. Washington, one of the most magnificent experiences possible in this

part of the country will be denied the public. One who has not seen a sunrise from that mountain top can form no adequate mental image of its beauty and wonder. In the first glimmer of dawn, half-light and half gloom, the little island of moist rock, wind-swept and barren, extends gradually about the watcher hushed and almost oppressed by the splendid loneliness. As the light comes on, here and there neighboring peaks pop up through the mist, and droop their bleak sides lower and lower as the light descends and sight is fed. Gradually the whole expanse of the rugged, majestic Presidential range takes form, first hazy, then sharp and cold, while the east, and far to north and south, is painted pink, salmon and all the most tints in Nature's paint box. To go up Mt. Washington in the afternoon, see the gorgeous sunset, sleep through the wind-swept night, arise before daybreak and see this wonder of the newborn sunlight, is an experience worthwhile. When Nature does so much, it is not right that man should omit to make this experience possible for the multitude. Public opinion should supply itself to the directors of the Mt. Washington railway in the matter."

- From Boston Advertiser in Springfield (MA) Republican - Thu, Jul 21, 1910 pg. 8

July 23rd

Time to Build: "At a meeting held in Concord Monday *(7/18)*, the directors of the Mount Washington Railway decided to build on the site of the hotel destroyed by fire two years ago, and work will be commended on the foundation of the building the first of the week. A boarding house has already been completed for the accommodation of the workman on the Summit, and the hoisting engine, derrick, etc., arrived on the mountain today *(7/23)*. Twelve men will be here Monday *(7/25)* and work will commence at once." *- Among the Clouds - Sat, Jul 23, 1910*



- 1910 Brochure Cover

July 27th

More Pressure to Build: ""The regret generally expressed by the newspapers of New England at the decision of the directors of the Mt. Washington railway not to rebuild the burned summit house is significant in that it shows an appreciation of the mountain and its possibilities, but it is evidently rather theoretical than practical. The directors naturally look at the question from the practical viewpoint of profit and loss. Past experience indicates to them that a new house at the summit of the mountain for the entertainment of guests overnight is not likely to pay. A sunrise on Mt. Washington affords a sublime spectacle, and thousands of people would be glad of the opportunity to pay a handsome price to see it, if there were any certainty that they would see it after they had paid. But there is the practical difficulty. No one can guarantee the sight of a sunrise on Mt. Washington, for the simple reason that, take the season through, there is almost certain to be more of disappointment than of gratification and nobody to blame for it either. The Tip-Top house was almost a necessity in the old days of the Crawford bridle path, and the Summit house naturally followed, but it appears that it did not pay, at least in the later years of tis history. Most tourists and summer visitors prefer to make th ascent of the mountain on some fair day, when a good view is almost assured, and return at night to their accustomed stopping places. Experience has taught them that in this way they are less likely to meet with disappointment than if they remain on the mountain overnight in the hope of witnessing a sunset and a sunrise. So, there will be a restaurant at the summit, and sleeping quarters for the employees, and no more. Something will be lost from the associations with the mountain top, it is true, but evidently the directors of the railroad do not feel warranted in making an investment which they have reason to believe will not pay."

- Manchester New Hampshire Farmer & Weekly Union Wed, Jul 27, 1910 pg. 6

July 28th

Mt. Washington's Summit Reprint: "Public interest and desire will feel keen and proper disappointment at the decision of the directors of the Mt. Washington railway to build only a station and restaurant on the summit of Mt. Washington, Omitting to replace the hotel which was burned about two years ago. The only sleeping quarters will be for employees – other than nature's very inhospitable invitation to camp out. The old Summit House which was burned… was not an architectural ornament, or a palatial refuge, but it provided beds of moderate comfort, and shelter. The opportunity it gave for going to bed by candle light was one which came only thus to most folks of this luxurious generation. With no hotel on the summit of Mt. Washington, one of the most magnificent experiences possible in this part of the country will be denied the public. One who has not seen a sunrise from that mountain top can form no adequate mental image of its beauty and wonder. To go up Mt. Washington in the afternoon, see the gorgeous sunset, sleep through the wind-swept night, arise before daybreak and see this wonder of the newborn sunlight, is an experience worth while. When nature does so much, it is not right that man should omit to make this experience possible for the multitude. Public opinion should apply itself to the directors of the Mt. Washington railway in the matter."

– Boston Advertiser article reprinted in the Wilmington, Delaware Morning News – Thu, July 28, 1910 pg. 8

Small Favors: "Mount Washington is having a goodly number of visitors this summer, though it has no Summit house to offer once prized hospitality. Tourists are glad to know that the station and restaurant are to be built for accommodations, and in the light of limited number of rooms to be provided, feel grateful for small favors." *- Littleton Courier – Thu, Aug 4, 1910 pg. 1*

B&M Gives Up on Hotel: "It is now stated that the officials of the Boston & Maine railroad have given up the plan of erecting a new hotel to replace that burned structure at the summit of Mt. Washington. Instead they will put a commodious waiting room and restaurant with sufficient accommodations for the help and limited accommodations for tourists who want to spend a night in this altitude. Mount Washington and Plymouth will be able to commiserate over this arrangement, for both lost big and popular hotels and both will have to be satisfied with mere railroad stations and restaurants to take their places. To an observer it would seem as though the railroad was making a big mistake in its failure to rebuild the Summit house. Thousands of people visited this hotel, and many of them came long distances to go there, perhaps not alone for the hotel accommodations, but the rarity of a hotel at such a height was a big attraction." -
Littleton Courier - Thu, Jul 28, 1910

July 29th

Big Day: "To-day brings the largest crowd to the summit of any day this summer and the many visitors can board of being on Mount Washington the "best day of the season." Four trains of the Mount Washington Railway were taxed to the utmost capacity, a goodly crowd came up by mountain wagon and several on foot over the numerous trails."

- Among the Clouds - Fri, Jul 29, 1910

July 31st

Snow Day: "All day Sunday *(7/31)* heavy clouds remained on the mountain and high winds prevailed during the day. The temperature stood at 40 in the morning and later dropped to 20. At 6 p.m. it snowed for nearly half an hour, and the Summit platform and rocks were white with snow. This is the first snow storm we have had at this time of year for a number of years. Those who are fortunate enough to visit the mountain today *(8/1)* will see snow in the crevices of the rocks."

- Among the Clouds - Mon, Aug 1, 1910

August 4th

Lightning Strikes: "Lightning struck the office of the Mount Washington Railway at 7:15 this morning, and although it did not do much damage, it caused considerable excitement, and would have burned the buildings up had it happened in the night or early in the morning. The men had just commenced work in the machine shop when a blinding flash of lightning with a quick snap, followed by a deafening roar of thunder over their heads, caused them to look around and take notice. In the small entry between the office and the machine shop is located the telephone booth and one of the men on going to the office found the walls and ceiling of the booth to be all ablaze. Mr. Horne sounded the fire alarm and the bucket brigade quickly responded, extinguishing the fire in a few seconds. It was a lucky thing it happened when it did or the buildings would have been all

ablaze before anyone was aware of it."

- Among the Clouds - Thu, Aug 4, 1910

No Hotel on Mt. Washington Yet Again: "Public interest and desire will feel keen and proper disappointment at the decision of the directors of the Mt. Washington Railway to build only a station and restaurant on the summit of Mt. Washington, omitting to replace the hotel which was burned about two years ago.. The only sleeping quarters will be for employees - other than Nature's very inhospitable invitation to camp out. The old Summit house which was burned, and which had succeeded the primitive tip Top House of earlier days, was not an architectural ornament or a palatial refuge, but it provided beds of moderate comfort and shelter. The opportunity it gave for going to bed by candle was one which came only thus to most folks of this luxurious generation. With no hotel on the summit of Mt. Washington, one of the most magnificent experiences possible in this part of the country will be denied the public. One who has not see a sunrise from that mountain top can form no adequate mental image of its beauty and wonder. In the first glimmer of dawn, half light and half gloom, the little island of moist rock, wind-swept and barren, extends gradually about the watcher hushed and almost oppressed by the splendid loneliness. As the light comes on, here and there neighboring peaks pop up through the mist, and droop their bleak sides lower and lower as the light descends and sight is fed. Gradually the whole expanse of the rugged majestic Presidential range takes form, first hazy, then sharp and cold, while the cast, and far to the north and south, is painted pink, salmon and all the most wondrous tints in Nature's paint box. To go up Mt. Washington in the afternoon, see the gorgeous sunset, sleep through the wind-swept night, arise before daybreak and see this wonder of the newborn sunlight, is an experience worth while. When Nature does so much, it is not right that man should omit to make this experience possible for the multitude. Public opinion should apply itself to the directors of the Mt. Washington railway in the matter. - *Boston Advertiser.*"

- Woodstock Vermont Standard - Thu, Aug 4, 1910 pg. 3

Small Favors: "Mount Washington is having a goodly number of visitors this summer, though it has no Summit house to offer once prized hospitality. Tourists are glad to know that the station and restaurant are to be built for accommodations, and in the light of limited number of rooms to be provided, feel grateful for small favors." -
Littleton Courier – Thu, Aug 4, 1910 pg. 1


MOUNT WASHINGTON

A TRIP INTO THE CLOUDS

THE trip to the Summit of Mount Washington may be said to begin at Fabyan station, for from there runs a train of observation cars, over a branch of the Boston & Maine Railroad, to the base of the mountain, seven miles distant, from which point the Mount Washington Railway extends to the Summit, three and one half miles distant.

This mountain-climbing railway is of the type known as the "cog road," and consists of three rails, two of the ordinary pattern, and a "cog rail" in the center, in which run the cog wheels of the locomotive, thus propelling the train, which is constituted of a locomotive and one car.

The locomotives and cars, particularly the former, are of a type required by the peculiar nature of the work to be performed, and are of especial interest to anyone at all conversant with or interested in machinery. Very essential parts of each engine and car are the appliances for safely holding the train in position upon the track under all circumstances, and each engine, and each car as well, is supplied with such appliances of sufficient strength to sustain

Mount Washington from State Road near Fabyan

Train at Base Station

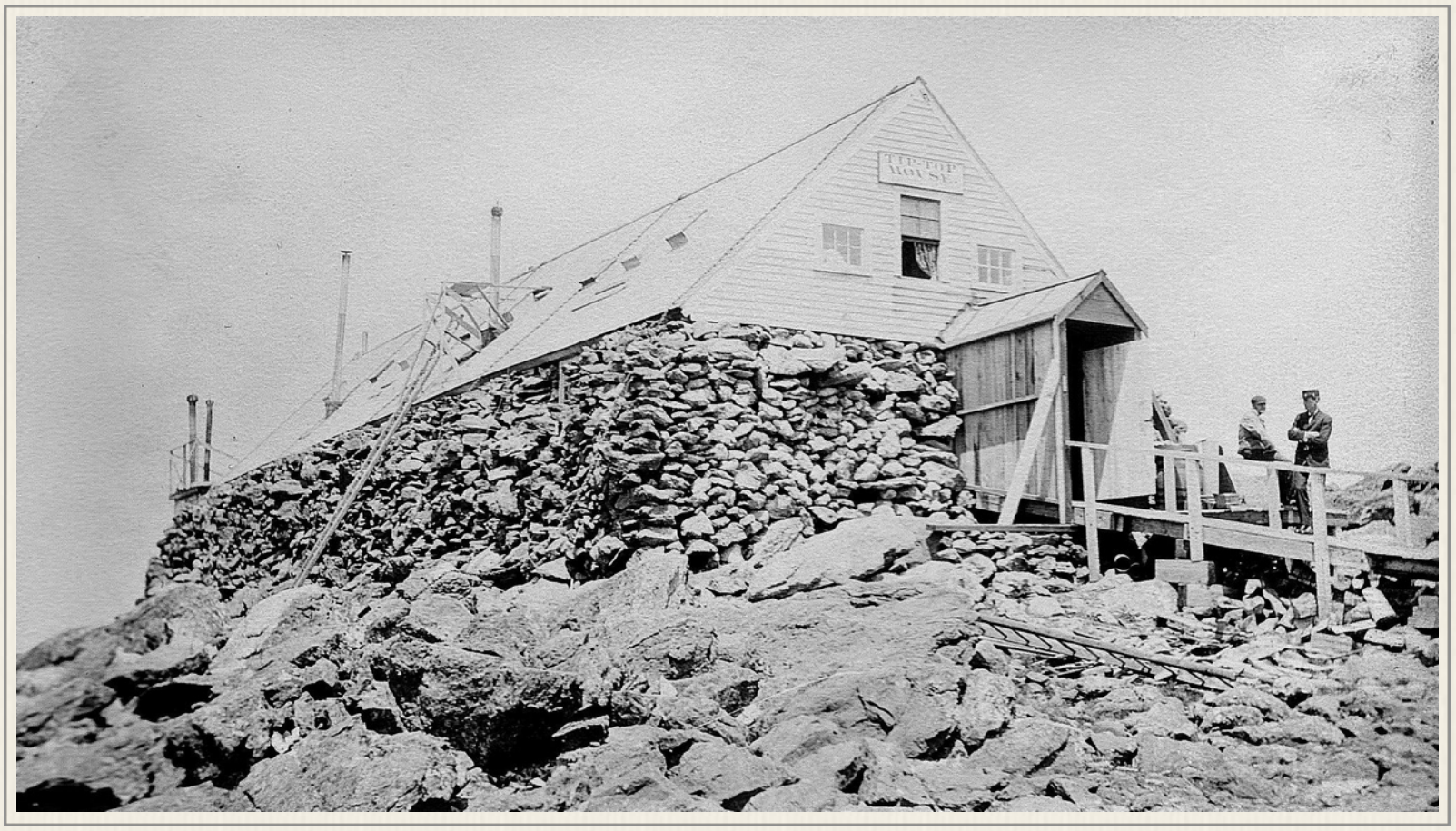
Mount Washington from Base, Train Ascending

Jacob's Ladder, Mount Washington Ry

- 1910 Brochure Interior

August 12th

Equine Track Walking: "A horse belonging to Mrs. John Hadlock of the Railway Boarding House at the Base, in attempting to walk across the trestle just below the Station this morning, fell through the ties. When first seen the animal had all four legs through the ties and was unable to move. It was nearly time for the train to arrive from Fabyan and no time could be lost. A crew of Railway employees, numbering about twenty-five were called to the scene, and under the direction of the veteran roadmaster, Patrick Camden, and with the aid of planks and ropes the animal was soon released from its peril-



Tip Top house on the summit of Mt. Washington with train crew enjoying mild, sunny weather (1910)
- Robert J. Girouard collection/White Mountains Remembered FB

ous position. Save for a few bruises the horse escaped without further injury and it was lucky its legs were not broken." *- Among the Clouds - Fri, Aug 12, 1910*

August 14th

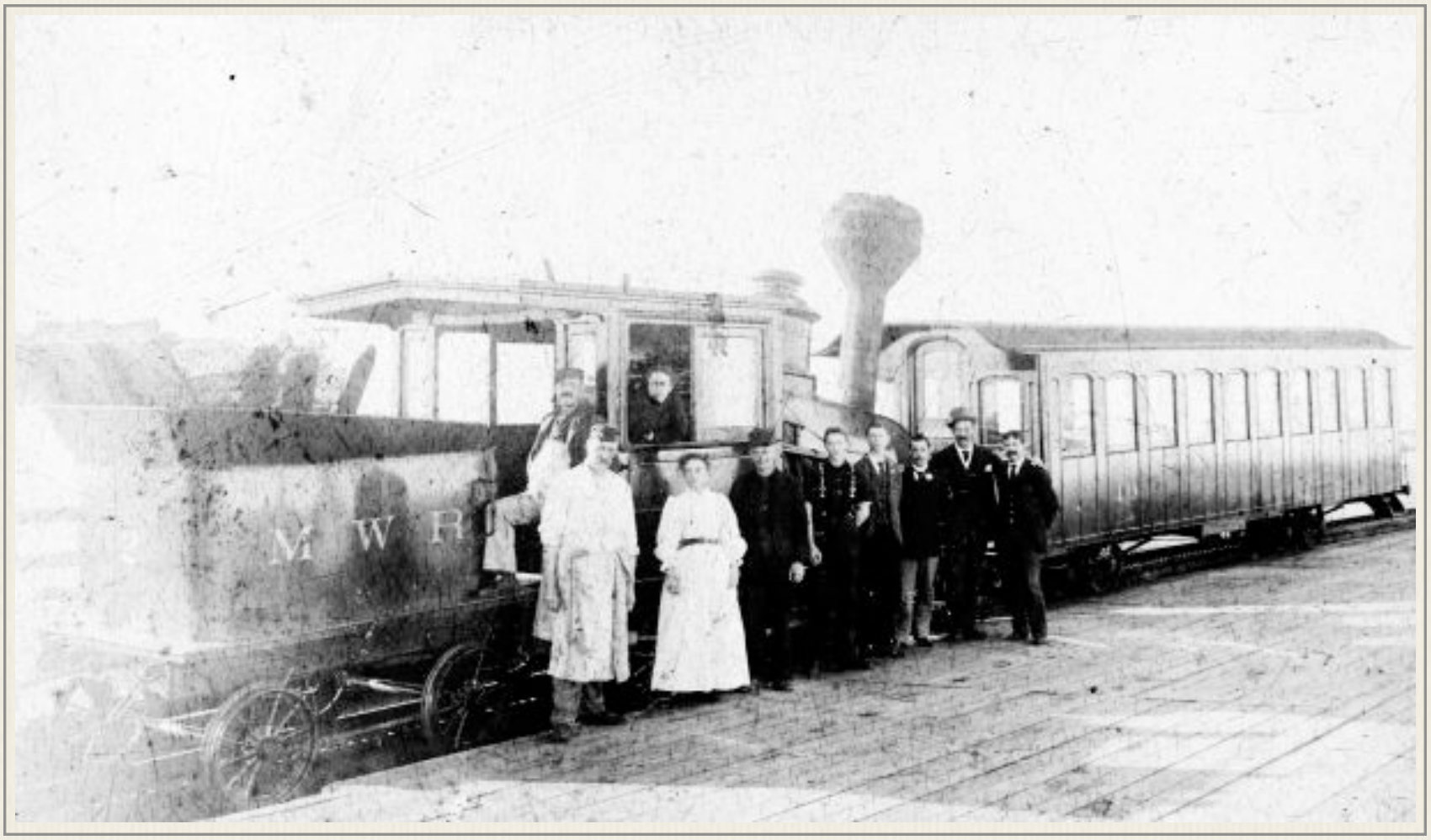
Lake of the Clouds Swim: "A party of four consisting of George C. Tatham of Lakeport, N.H., Harold Rogers of Concord, N.H., employees of the Mount Washington Railway, George A. Gosbee of Gloucester, Mass. and John E. Mansfield of Manchester, N.H., of *Among the Clouds* staff, started from the Base Station Sunday *(8/14)* morning and ascended Mount Washington by train. After spending an hour on the Summit, they started for the Lakes of the Clouds under the leadership of George C. Tatham, who has made this trip several times. They reached the Lakes in about half an hour and as the water was not so very cold, decided to take the plunge. Messrs. Rogers and Gosbee being good divers, tried to touch bottom in the centre of the large lake. They went down about ten feet, but didn't touch bottom. The water being so much colder at that depth than on the surface, they did not care to try it the second time. After a good rub down and partaking of a hearty lunch they started on their way to the Base, coming over Mounts Monroe, Franklin and Pleasant, by the Mt. Pleasant Trail. On coming down the side of Mount Pleasant they saw three deer not far from the trail, but the timid animals were out of sight in less time than it takes to tell. Reaching the Crawford Road they followed the track back to the Base, making the return trip from the Summit in a little over four hours. The boys said it was a fine tramp and all appeared to be none the worse for their swim in the cold waters of the mountain lake."

- Among the Clouds - Mon, Aug 15, 1910

August 20th

Adirondacks to the Ocean: "A number of days have been termed the "best of the season" but none so far can equal to-day. Last night the sun set in a clear sky, and the night remained calm and clear. Early this morning, while the temperature was near the freezing point the Summit colony and visitors were up early to witness the glorious sunrise. It was indeed a beautiful sight as the sun emerged has a glowing disk above the eastern horizon. Last night ice formed on the mountain nearly half an inch thick and the Summit platform was all white with frost at daylight, but soon disappeared in the sun's rays. Very little wind to-day and just a few white clouds floating in the pretty blue sky. This may well be termed an "Adirondack to the Ocean" morning, for the range of vision extends fully one hundred miles in every direction, while the outlines of mountains is very clear and distinct. (Summit) temperature at 8 a.m., 41"

- Among the Clouds - Sat, Aug 20, 1910



The photograph of what appears to be the Tip Top House crew is in the files of the New Boston, N.H. Historical Society, and it was "Given to Mrs. Emma Robinson of Francestown" around 1910. Is Mattie Clarke in the cab?

August 23rd

A Surreptitious Encore from Kalamazoo: "To the Editor: Twenty years ago this summer I was a member of the Summit House Orchestra, and when I stepped off the platform at the Base the other day I saw I was not recognized, so concluded I would travel up the mountain incog. (This not intended as a pun on the railway.) Since I was here there have been many changes not only in the employees but in the buildings. The headquarters at the Base were near the Ammonoosuc River, about one-third of a mile from the present location and there was also a small hotel, the Marshfield House, near them but I see everything is gone from there. On arriving at the Summit I was more than astonished, as I was not aware that the buildings had been destroyed by fire. Everything is changed except the Tip-Top House, which is now used as a restaurant. I missed the Summit House and its cozy office and parlor and the large platform where we used to play ball and promenade with the girls. The only thing that seemed familiar was the wind, fog and rain, and hearing Miss Clarke ask Mr. Horne if there was no possible way of keeping the water out of the house. Well do I remember the trouble they had in keeping the water out of the Summit House during a driving rainstorm. One night on retiring I placed my trousers on a chair and as I occupied a room on the top floor that had a skylight, the rain came in and saturated my clothes, and as all the property I owned at that time was one suit of clothes, a fiddle and big head of hair, I had to send my clothes to Bill Colby and have him put them on the boiler to dry before I could go down to breakfast. But here will I stop and thank you for putting my name in the list of arrivals last week. Respectfully yours, UNO WHO *(most likely violinist Fred Poole of Boston)* - Kalamazoo, Mich."

- Among the Clouds - Fri, Aug 26, 1910

August 24th

Foundation Inspection: "Mr. John W. Storrs of Concord, N.H., building inspector of the Boston & Maine RR, was among the passengers on this morning's train to the Summit. Mr. Storrs will make a thorough inspection of the foundation for the new building which is now nearing completion."

- Among the Clouds - Wed, Aug 24, 1910

August 30th

Foundation Inspection 2: "G. E. Cummings, President of the Mount Washington Railway, F. A. Merrill, Assistant Chief Engineer of Boston & Maine Railroad, and John Horne, Superintendent of the Mount Wash-

ington Railway, were among the arrivals on the Summit by this morning's train."

- Among the Clouds - Tue, Aug 30, 1910

September 8th

Painting the Base Station: "The Mt. Washington Railway is painting the buildings at the Base and as they have so much territory to go over the paint is mixed in barrels. It is amusing to see the men at work, they being so different in size. One man is very tall, and by standing on tip-toes (his feet being 17 inches long) he can reach up almost 12 feet from the ground. Another one is short and rotund and is higher when laid down than standing up. He had the misfortune to fall backwards in the barrel of paint yesterday *(9/8)* and as the Company did not want to lose what paint stuck to him. Two of the other painters rubbed him up and down the side of the shop, and it sounds almost incredible but they covered nearly 100 square feet using him as a brush. When done the buildings will be much improved in looks."

- Among the Clouds - Fri, Sep 9, 1910

September 10th

Summit Work Suspended: "The workmen who for the past seven weeks have been laboring to complete the foundation for the new Summit building have finished their efforts today, so far as operations for the present season go. The big derrick was taken down Thursday *(9/8)* and the last two days have been devoted to the odds and ends of leaving. Work upon the foundation which is substantially built of stone and cement was commended seven weeks ago, about July 27th, and looks enduring as the hill. Iron rods imbedded in the masonry, rise about a foot above the surface and thus will the sills of the new building be securely bolted to withstand the fierce Mount Washington winds. It is understood that the framing of the building will be done this winter and so taken to the Summit in complete readiness for its erection next spring."

- Among the Clouds - Sat, Sep 10, 1910



Frank N. Keyser (1919) - Caswell

September 13th

Conductor Keyser: "One of the chief features of the trip up and down the Mount Washington Railway is the presence of the genial conductor Frank N. Keyser, who is ever on the alert to point out the various objects of interest to the passengers and to make things as interesting and pleasant for them as possible. For the past two seasons Mr. Keyser has conducted the thousands of visitors to the Summit through storm or sunshine every day, and never in the history of the road has any conductor given such satisfaction or been so courteous to the passengers. His many friends in this vicinity will hope to see him continue to wind his way up and down the mountain for years to come." *- Among the Clouds - Tue, Sep 13, 1910*

September 14th

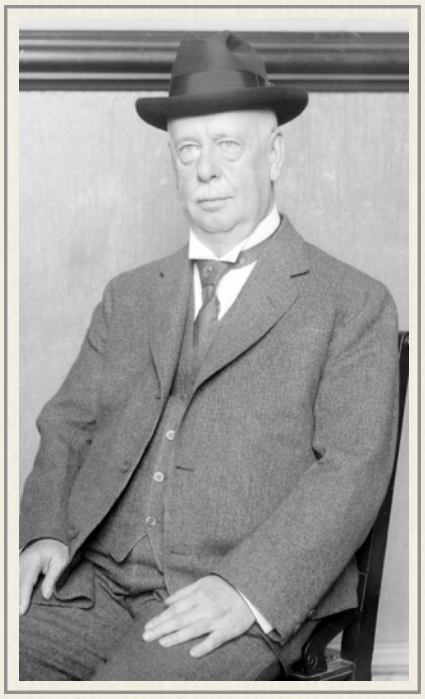
Season Ending: "This season has been a fine one and our columns show the liberal patronage the railroad up the mountain has received, and that notwithstanding the destruction of the building, the top of Mount Washington is still a central point of attraction for all who come within "striking distance" of the noble peak. All this speaks for the growing love of the American people for healthful out-of-door life and close touch of nature. On behalf of Mr. Burt and myself we wish to thank our patrons and the public for the appreciative kindness with which the publication has been received this season. Our sincere gratitude is due likewise to the management and employees of the Tip-Top House and the officials and employees of the Mount Washington Railway for kind cooperation and many favors and courtesies, and especially Superintendent Horne, who has made many a rough path smooth. More we might say, but perhaps it is unnecessary and with hopes for better facilities and bigger results for the next year, and with hearty greeting and good wishes for all our mountains friends, we will say, "au revoir." - Reginald H. Buckler" *- Among the Clouds - Wed, Sep 14, 1910*

September 30th

Double Business - New Haven has Plans for Boston & Maine: In regard to the development of the great Boston & Maine property, under the direction of the New Haven road the *Boston News Bureau* published the following Friday *(11/30)* - "President Mellen *(next page)* believes that within 10 years he can double the Boston & Maine business and bring forth fair returns upon all the New Haven investment therein and the millions

of new capital that must be put in to expand the business. Before the New Haven road makes its investment in Boston & Maine secure, there will be 100,000,000 people in the United States, most of whom will be looking with longing eyes for a summer taste of the New England seacoast and her inland summer and mountain resorts. The great problem however, will be how to make Maine and the Provinces beyond - for Mr. Mellen is far-sighted, attractive in its resorts, hotel accommodations, boarding houses and food supplies. Beginning with the top of Mount Washington, Mr. Mellen will see to it that the American people are accommodated in Maine and New Hampshire. Mount Washington's Tip-Top house burned in the winter of 1908-09, will be rebuilt with stone or concrete. Brains and talent will be applied to the housing and catering as well as the transportation to be furnished in Maine and New Hampshire. The railroad people of New England will be awakened to the fact that if they are to hold their own with the Canadian Pacific and its line of steamers, hotels and excursions facilities, they cannot afford to be behind in any accommodations to the public. The Boston & Maine system has just bought the Kineo house and Moosehead Lake. This is only the beginning of what the Boston & Maine must do to unfold to the whole country the natural resources of New England which natural resources furnish the greatest opportunity for intelligent railroad exploitation of any territory of the United States."

- Fitchburg (MA) Sentinel - Sat, Oct 1, 1910 pg. 6



Charles S. Mellen (~1910)
- Library of Congress

October 3rd

Last Trains: "The Mt. Washington train came down Monday *(10/3)* morning for the last time this season, after one of the most rushing summers it has ever known. Great changes are predicted for next year, but if this hot weather continues they may have to come this year."

- Littleton Courier - Thu, Oct 6, 1910

November 3rd

Mellen's Investment: "President Mellen was quick to realize the advertising value of a substantial stone hotel on Mt. Washington. It will probably cost nearly a quarter of a million dollars, but there is every reason to expect that it will be one of the best investments the railroad could make the old hotel was always profitable, although it lacked many conveniences which the new building will have. It is unlikely that the new building can be finished ready for opening, before the summer of 1912. The concrete foundation was laid this fall and this can be utilized under the new plan. It is believed that President Mellen's attitude with reference to this improvement on Mt. Washington is only significant of his progressiveness in other ways which will be evidenced before many months on the White Mountain division. The decision to build a hotel was made as a result of a visit to the mountain by Vice-president Campbell, who stopped for a week at Bretton Woods. Mr. Campbell was impressed with the beauty of the mountain and the possibilities of developing the business there. He was also struck with the poor facilities for getting people up there. Among other things that he observed was the lack of toilet on the cars and it si very probably that new cars with toilet equipments will be provided another season. The cars now in use have been there ever since the road was established or at lest nearly as long as that. Mr. Campbell was also impressed with the local physical state of the road generally and he stated to hotel men that he should see to it that radical improvements will be made before another year."

- Littleton Courier - Thu, Nov 3, 1910

November 30th

Will Exploit New England: "A new joint department, embracing the New Haven, Boston & Maine and Maine Central (railroads), to take over the advertising of the three roads, also to methodically care for the interests of the traveling public and to boost New England, not only as a summer resort, but a winter resort as well, is the latest development in the merger of the New York, New Haven & Hartford, and Boston & Maine railroads. While not as yet officially given a title this department is called the joint publicity bureau. Its one office is on the fifth floor of the South station and it has no branches. The manager of this bureau said yesterday *(11/29)* that a new fireproof hotel will be erected on the summit of Mt. Washington to take the place of the hostelry which was burned; That the Mt. Kineo house is being enlarged, and that in the near future the public will be able to take a seat in a parlor car at the North station, Boston and be carried without change or other discom-

fort to the chief resorts of Maine and New Hampshire on quick schedules. He said, "The building of the new summit house on Mt. Washington we believe will be welcome news to the thousands who have in recent years visited the summit, but have not been privileged to be housed over night in order to view the grandeur of scenery both at dawn and at sunset."

- Portsmouth (NH) Herald - Wed, Nov 30, 1910 pg. 5

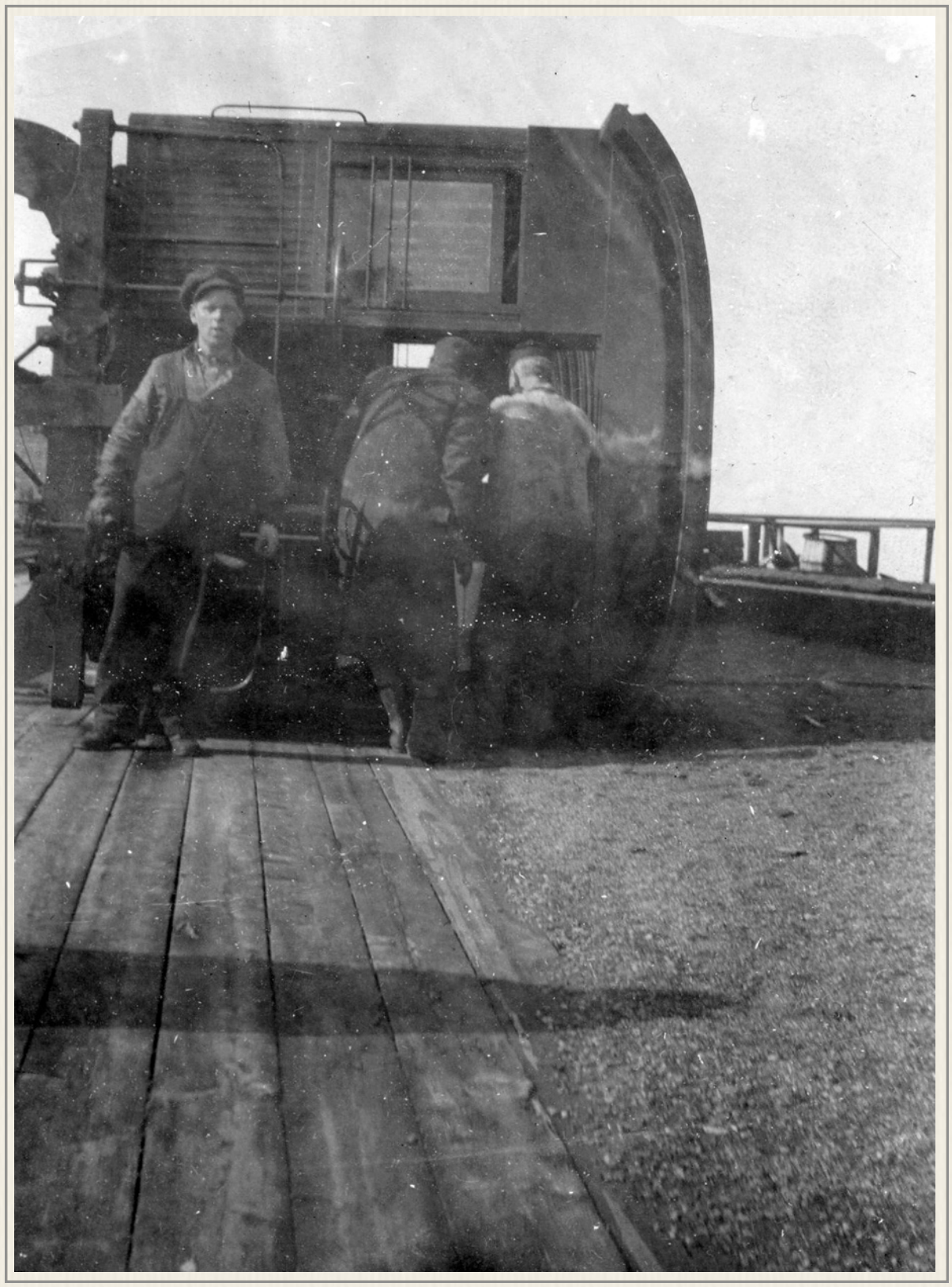


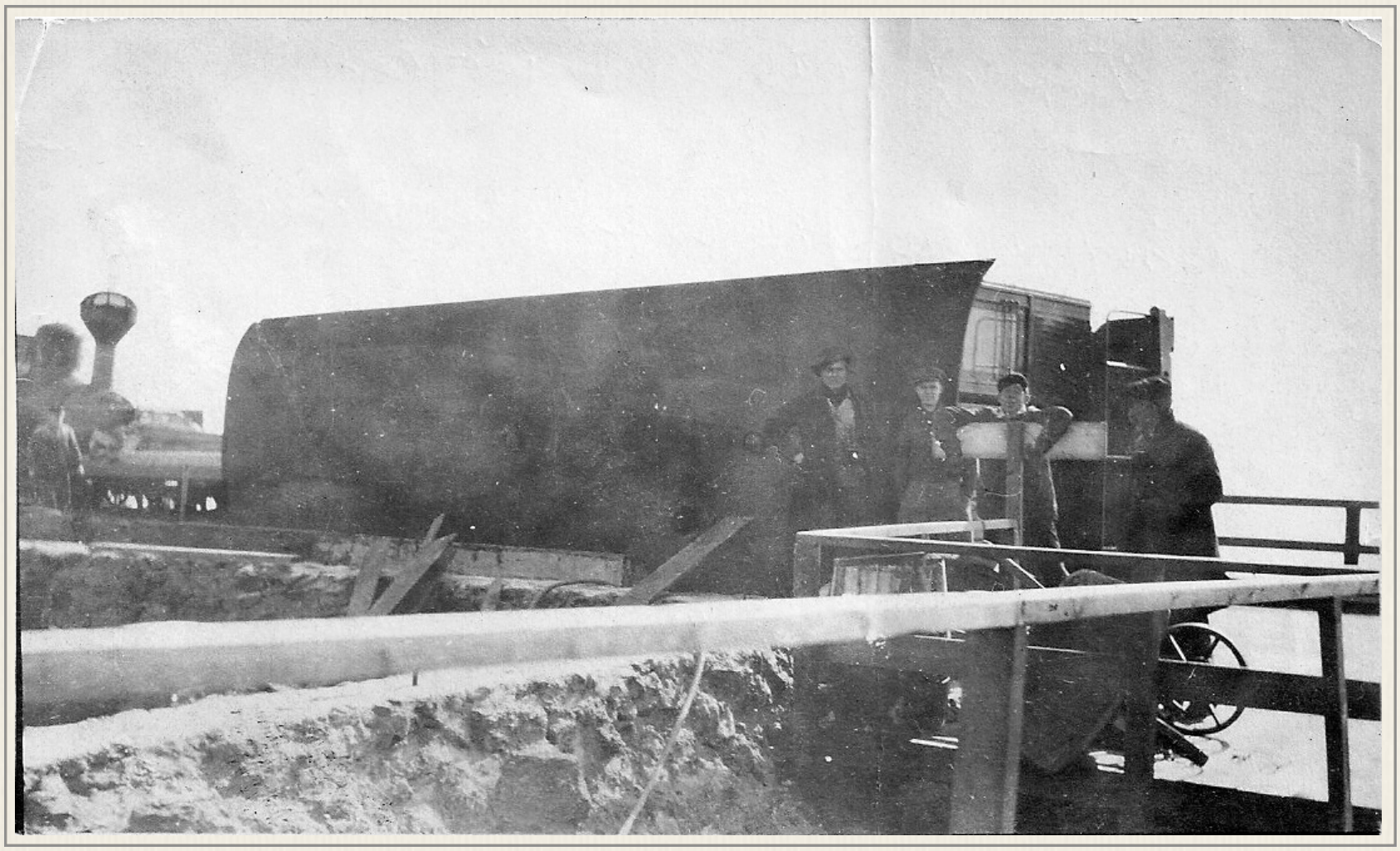
1910 ???

The Puzzle of the Overturned Passenger Car

We place the following pictures here along the Aggregated Timeline, not because we have nailed down the date, but because it falls within the timeframe of our educated guess. Here's how we arrived at this conclusion. Next Generation cogger Paul Forbes posted the first picture *(below)* of the overturned passenger car on the *Cog Railway: We Were There* Facebook page on March 13, 2015 saying "Writing on the back of the photo reads car blown over!" But there was no date. It's clear from the image it was taken at the Summit in the morning as the photographer was facing south and the sun was to their left (east) casting the shadows. No other information was forthcoming.

Then we received a second photo *(next page)* in 2016 from the family of George Tatham, who was part of the work crew *(hand on hip farthest left of the line-up)* to put the car back on the rails. On the back of the photo was the following: "Top of Mt. Washington – Wind blew 118 mi. per hour – Turned this freight car over. Not sure of the date. F.T. George Tatham in picture – Property of Earl Tatham" We know for sure George Tatham was working at the Cog in 1910 at age 19 (and possibly earlier) and continued there through 1917, when he registered for military service and told the Government he was the track foreman at the Mount Washington Railway. The railway closed for the war in 1918. Tatham came back to the Mountain for a time in the 1920s.





There appears to be a foundation on the left side of the frame, and the railing seen *(above)* is likely on the boardwalk built for passengers to go to the Tip Top House. If the foundation is for the 2nd Summit House *(1873-1908)* then the accident occurred AFTER the June 1908 fire. If this is the new foundation built in 1910 for the first replacement hotel, then the car was blown over either during this season, or before construction begins in October 1913 on the Summit House that opened in 1915. *Among the Clouds* resumed daily publishing in 1910, but we could find no mention of the incident pictured in its pages.

We also reviewed *Littleton Courier* newspapers from 1908 to 1911 looking for a mention of a car being blown over. No luck. *Among the Clouds* does mention a severe lightning storm in August 1910 that started a fire at the Base, and the *Courier* talks about a tornado doing severe damage in Littleton on July 10, 1910. Both storms might generate the wind velocity mentioned on the back of the Tatham photo.

We then contacted Peter Crane, curator of the Gladys Brooks Memorial Library at the Mount Washington Observatory to see if the Observatory had wind speed records for the Summit during these years after the Great Fire of 1908, and before the construction of the 1915 Summit House. If so, the dates when the wind speed reached 118 miles per house during Cog Railway operating periods *(usually May to October)* would narrow the search. The pictures also seem to indicate the high wind was followed by pretty nice weather (sunshine – reasonable temperatures as the workers don't seem to have extra heavy coats, etc.)

"Unfortunately," Crane responded, "I know of no official weather records for the period in question. The Signal Service ceased operation in 1892, and the current Observatory was not established until 1932. So formal records, that period is a blank. One particular data point, I particularly regret *(for that period)* is the lack of temperature data for July 1911, when a heat wave affected New England and, allegedly, but not with any certainty, what would have been a record high temperature occurred at the summit." But Crane was intrigued by the wind velocity described. "What is surprising is the presumed accuracy of the 118 mile per hour wind - not just 'a very high wind' but a measured wind. I would speculate that there was a seasonal anemometer at the summit. It would have been unofficial, but would have been in the ballpark. Alas, I know of no records from such an instrument." There may have been weather instruments at the Tip Top House during this time period as *Among the Clouds* featured Summit temperatures and weather descriptions presumably telegraphed down to the Base for publication. The pictures are placed here on the timeline until further clues emerge.

- Jitney Jr.

1911

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1910 Season*** - Total earnings: $23,793.03 - Total expenses: $13,758.41 - Total passengers: 15,933 - 1 ton of new 30-pound rail laid - 350 new spruce and 22 cedar ties laid during the year - 115 tons of coal - 144 cords of hardwood burned

Henry Teague begins working as ***manager of*** the ***Greylock Hotel*** in Williamstown, Massachusetts - "Under Teague, the hotel flourished and was expanded to meet the growing demand for summer accommodations in Williamstown. At times, beds were put up in the parlor, music room, and billiard room to house the overflow of guests." *http://archives.williams.edu/williamshistory/greylock/greylockhotel.php*

January 27th

Summer Ice: "Seventeen hundred tons of ice is the crop of the Barron, Merrill & Barron Hotel Co., harvested from Crawford lake." *- White Mountain Republic-Journal - Fri, Jan 27, 1911*

January 30th

Mt. Washington Trolley: The trains which climb the side of Mount Washington are to be equipped with electricity, instead of steam, if the plans of the Boston & Maine Railroad are carried out. A power plant to be built at the base of the mountain is to furnish electricity for the railroad, and also for a searchlight of high power, which it is proposed to install at the summit.

- Pittson (PA) Gazette - Mon, Jan 30, 1911 pg. 1

Cog Railway Electrification: "A new distinction is coming to the White Mountains during the next summer when the New York, New Haven and Hartford railroad, which now controls the Boston and Maine, will erect a new hotel on the summit of Mt. Washington and will electrify the present cog railroad, about the only one of its kind in the east. Not only will this be done but it is pleased to provide a powerful searchlight which will penetrate into the fastnesses of the mountain region for miles around. The cooking in the hotel will also be done by electricity as well as the heating and lighting. The inclined railroad, which was originally one of the wonders of mountain engineering, will be transformed into an electric road and otherwise modernized. The power station for all these purposes will be sheltered in an obscure spot at the foot of the mountain. The new hotel will have a search light so powerful that it can be seen for a hundred miles. It will be used evenings to entertain the guests of the hotel, by illuminating the gorges and gulfs of the mountain, as well as bringing into view the surrounding villages nesting picturesquely under the great hills. It has been reported that the hotel on the summit, which was destroyed by fire a few years ago, would not be built. But the New Haven management, on taking active management of the Boston and Maine, concluded that to give emphasis to this mountain top would have advantages apart from the mere question of profits and losses of the hostelry. It will now become one of the famous hotels of the country, with its marvelously complete electrical installation and is undisputed scenic attractions. People will be interested to visit a hotel which, but for the open fireplaces, would be chimneyless. The electrification of the railroad will make the trip vastly more pleasant than it has been in the past, with the flying cinders, perversely aiming at the widely opened eyes of the eager tourist who usual rode on the outside to see the whole show. Business up the mountain, it is estimated, will be quadrupled, to the advantage of the entire region, now destined to appeal to the public more than ever before. It is estimated that $250,000 will be needed on the new hotel, which will be constructed in New Hampshire granite and in concrete, and as absolutely fire proof as modern structural science can make it. The restaurant facilities will be ample to take care of the day crowds. But the electrically illuminated mountain will, it is believed, induce many of them to remain over night." *- Littleton Courier - Thu, Feb 2, 1911*

Mt. Washington Will Shine: "Because it is easier to send the wherewithal of light, heat and power on a copper wire stretched over the ascent of Mt. Washington than to tug coal in box cars up the Jacob's Ladder grade, the new hotel which is to cap New England's highest summit will be electrically equipped in every detail. The cooking will be done by electricity, beside the heating, and, of course, the lighting. The inclined railroad, which was originally one of the wonders of mountain engineering, will be transformed into an electric road and otherwise modernized. The power station for all these purposes will be sheltered in an obscure spot at the foot of the mountain. The new hotel will have a searchlight so powerful that it can be seen for a hundred miles."

- Boston Herald reprinted White Mountain Republic-Journal - Fri, Feb 3, 1911

"*Quarter of a Million" Hotel:* "When plans now under consideration are brought to a practical realization, Mt. Washington will possess an electrical equipment the like of which is not possessed by a similar resort in the country. The hotel on the summit, destroyed by fire a few years ago, is to be rebuilt, but in a far different manner from the old structure. The new hostelry will be constructed of granite and concrete and will be as nearly fireproof as it is possible for man to make it. To add to the safety all the heating, lighting and cooking will be done by electricity. A few tiny copper bands running up the mountainside will transmit energy from a concealed generator plant at the base. The old task of hauling coal over the Jacob's Ladder will have become a thing of the past; there will be no more panting engines with clouds of cinders to blind incautious sightseers. All this will be done by electricity. A sum not far from $250,000 *(~$7.6-million in 2022 dollars)* will be expended upon the mountain, and when all this work is completed the hotel will be one of the most famous of the land. Shrewd estimators consider that improvements of this sort will more than quadruple the business now done on the top of Mt. Washington. A novel part of the electrical equipment will be the installation of a high powered searchlight, which can be used to good effect in illuminating the various gorges and peaks nearby. Some years ago, a large lamp of this kind was in use on the mountain top, and was afterwards taken to Manchester and placed upon the top of the Pembroke block, largely through the efforts of J. Brodie Smith of that city. The new lamp will not only be a much larger one than that was, but it will be more powerful in every way."

- Portsmouth (NH) Herald - Mon, Jan 30, 1911 pgs. 1 & 5

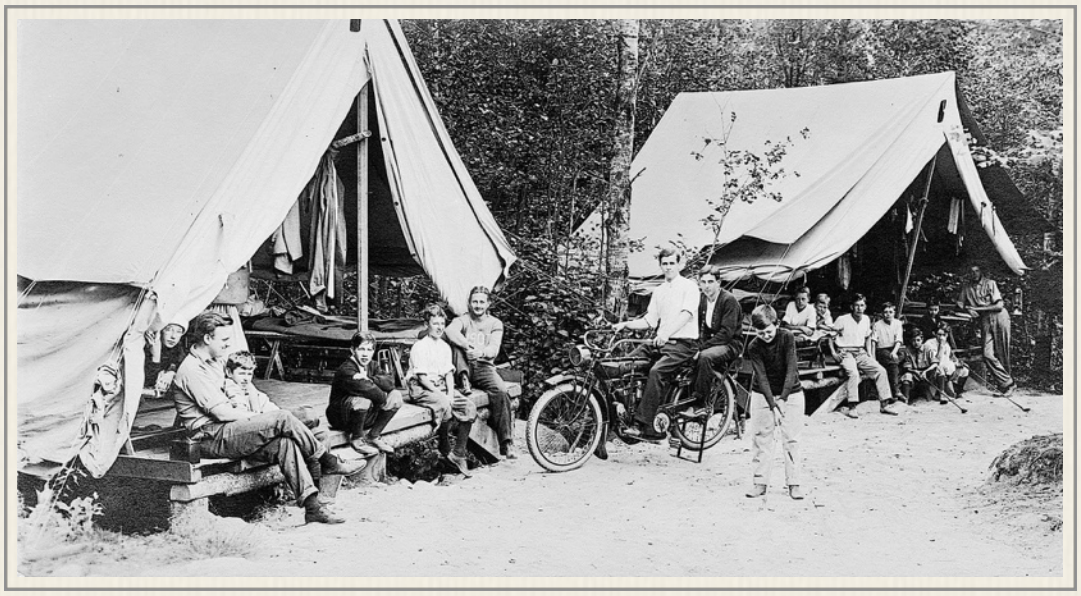
February 9th

Kindellan Verdict Overturned: "The (NH) supreme court has reversed the decision of a jury in a Coös county case by which one (Michael) Kindellan, who was injured on the Mt. Washington slideboard secured a verdict of $7,083 against the Mt. Washington railway company. The higher court sets aside the verdict, and judgement for the defendant *(railway)* is ordered. Kindellan was a section hand and while riding down the mountain side on a slide board was struck by a fellow employe, doing the same thing, who over took him. He was brought to the Littleton hospital and was confined there for many weeks from his injuries."

- Littleton Courier - Thu, Feb 9, 1911 - see Appendix - Section 8 for decision

June

Bretton Woods Boys Choir: First summer ***at Camp Duncan*** built along the Base road. The Singers' concert career began in 1911, with an impromptu performance at the luxurious Maplewood Hotel in Bethlehem, New Hampshire - Each summer thereafter, as many as thirty-five concerts were given in New Hampshire's North Country and surrounding areas. Each Sunday, the boys sang for two services at the Chapel of the Transfiguration. A summer home, Camp Duncan, had been established for them on the Base Road to Mount Washington in Bretton Woods, and there, each summer, twelve to fifteen boys enjoyed all the usual benefits of a boy's summer camp. https://ead.dartmouth.edu/html/ml23.html



This is Camp Duncan in Bretton Woods,N.H. Hotels would send their would be caddies to camps like this. A large amount of these children came out of Boston,MA. No year on photo, but one caddie is wearing a 1907 tee shirt. Notice the cool Indian Motorbike.

- Raymond W. Evans photo / Robert J. Girouard Collection

June 1st

First ***New Hampshire Public Service Commission Report:*** The late Board of Railroad Commissioners went out of office Jun 1, 1911. This Commission assumed office as their successors June 17, 1911. The law requires that we make a biennial report to the legislature. The reports of the various railroads and public utilities under our jurisdiction are made annually, and are of little value for statistical purpose unless they are published annually. It has therefore seemed wise to make our biennial report in two volumes, the first... issued now, shall contain the reports of all railroads for the fiscal year ending June 20, 1911, together with the proceedings

of the Board of Railroad Commissioners from December 1, 1910 to June 1911, and of this commission up to December 1, 1911. Mount Washington Railroad. ***1910 Season*** - Total revenues: $23,793.03 - Total expenses: $13,758.41 - Dividends declared (4%): $8,460 - Total passengers: 15,933 - Reserves in Accident Fund: $12,500 - One ton of 30 lb. rail was laid during the year. 22 cedar and 250 spruce railroad ties were laid during the year. 115 tons of bituminous coal was burned and 144 hardwood cords.

June 23rd

Extensive Work Reported: "It is reported that extensive changes will be made on Mount Washington. Plans have been made for a five per cent grade to the summit, completely circling the mountains for a distance of about twenty miles, the building of a large fireproof hotel on the site of the recently burned Summit House, the whole to involve a large outlay of money. It is also reported that the survey will be made at once and work commenced as soon as the plans and survey are approved. The new management of the (B&M) railroad propose to give the White Mountains and the North Country every advantage for their development."

- White Mountain Journal-Republic - Fri, Jun 23, 1911

July 3rd

Opening Notes: "The first regular passenger train up Mount Washington arrived Monday, July 3rd, with about 60 passengers, which was a good beginning, and the prospects are of a big season. Superintendent John Horne and Roadmaster Patrick Camden of the Mount Washington Railway have spared no pains to put the road in first-class condition and render secure every inch of the track for the safety of the passengers. Engines and cars have been repaired and given a fresh coat of paint and the whole outfit, with its six trains, promise ample accommodation for the thousands who will visit the Summit in 1911. The old Tip-Top House opened on July 3rd, for the season and again extends its hospitable welcome to the mountain travelers. Mr. James J. Powers, so long known to Summit visitors will be in charge, while the management will be under the personal direction of Miss Mattie A. Clarke, who will make her headquarters at the Fabyan House, this summer and make weekly visits to the Summit. The Tip-Top House presents a more cheerful appearance than ever before. The well stocked souvenir stand which always attracts the attention of the visitor upon entering is at its best this year. The little sitting room with its cheerful fire in the great stove is a welcome resting place for the tired traveler. The à la carte restaurant in the rear of the building has been improved this season, and offers better cuisine than ever before, as the best cooks in the country have been engaged to cater to the wants of the Summit visitors. It is a matter of much regret to us that *(Among the Clouds)* cannot as yet resume printing on the spot where the paper so long was published, but until the rebuilding of the Summit House we are obliged to follow the plan which was so successfully carried out last year. Better arrangements than before have been made for securing accounts of the visits of climbing and driving parties and we trust to be able to continue to give as full intelligence as possible of the events of the mountain top. With cordial greetings to old and new friends we extend a welcome from Mount Washington to the summer travelers of 1911. "

- Among the Clouds - Wed, Jul 12, 1911 pg. 3

July 4th

"The ***Weeks Act calls for*** the ***creation of*** a ***national forest*** in the White Mountains as soon as practicable. The B&M survey crews begin looking for a practical and scenic route with no more than a six percent grade to replace the direct ascent of Cog Railway. It would involve a tunnel through Castellated Ridge, and switchback its way up the other side of Burt's Ravine then over to Mt. Jefferson and Mt. Clay alongside Gulf Side Trail then two circuits around the Summit."

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

July 5th

Hot Opening: "In spite of the blazing un the highways have been dotted with automobiles and motor traffic has been very heavy this week. The opening of the cog railway up Mt. Washington has proved an added attraction, bringing many crowds here over the Fourth, and has given Fabyan a carnival appearance. Though cool wind tempered the heat for the most part this week necessitating a blanket at night, last Monday (7/3) was the hottest day ever recorded at the summit of Mt. Washington. Plucking handfuls of tingling snow on the top of Mt. Washington when het of over 100 degrees was wilting sojourners in the valley was an experience that William Kuehn of Brooklyn and William F. Donovan of Boston had this week. Starting from Twin Mountain early Tuesday (7/4) morning and setting forth upon the Mt. Pleasant trail, they made the ascent of the Presiden-

tial range in a day. As they neared the summit, they saw a glistening back of snow on one of the flanks for the mountain. Digging the virgin snow in big fistfuls, they at down upon the rock, glanced down into the steaming valley, and decided that the the top of a mountain was the only retreat for a hot day. They reached the Tip Top House by dusk, encountering a gale, and spent the night there."

- Boston Sunday Herald – Sun, Jul 9, 1911 pg. 19

July 7th

Electric Railway Survey begins: "A corps of civil engineers under the direction of Vice President McHenry of the B&M Railroad began a survey of the route of the proposed electric railway" to the summit of Mt. Washington. "The line, when completed will wind about the mountain and will take the place of the old cog-wheel road which has be in operation for many years. The construction of a big hotel on the summit of the mountain is also projected. The engineers hope to have the new road in operation next summer."

- Portsmouth Herald, Fri, July 7, 1911 - Newspapers.com

Electric Railway Survey begins - Take 2: "Surveys for the scenic railroad up Mt. Washington, to replace the cog road now carrying passengers to the summit, are to commence this week, and it is expected that they will be completed in about a month. The scheme the Boston & Maine and New York, New Haven & Hartford road contemplates is the construction of an electric road, winding around the mountain from the base to the summit. When completed it will be lighted its entire length by powerful electric lights, in order to permit of its operation by night as well as by day. The road from Fabyans to the base is also to be electrified and made a part of the general scenic system. It is estimated that the road up the mountain will cost $65,000 per mile for its installation. It will take three years to completed the road and open it to the public, by reason of the shortness of the season on the mountain. In connection with the scenic road it is stated that the work of building the hotel on the summit is to go forward at once so that the new building will be completed at the same time as the scenic railway." *- White Mountain Republic-Journal - Fri, Jul 7, 1911*

July 12th

Proposed Scenic Railway: "Surveys for a scenic railway up Mount Washington was commenced last week and the work is being pushed through as rapidly as possible. A large building *(below)* has been erected at the Base station for the accommodation of the engineers, who will make this their headquarters while the surveys are being made, which will probably take two months. It is now contemplated to have an electric road winding around the mountain from the Base to the Summit and if completed will be one of the wonders of America. This road would replace the cog railway which has been in operation so many years. Under the present proposed plan the road in its ascent would circle the mountain about three times and will open up many new vistas of scenery for the enjoyment of the tourists. The road from Fabyan to the Base will also be electrified and made part of the general scenic system. This road up the mountain would cost upwards of one million dollars. It would have to be built of rock and no wooden trestle work could be used as in the present cog railway. If work should commence as soon as the surveys are completed it would take about two years to finish the road and open it to the public. In connection with the scenic road the work of building the hotel on the summit in accordance with the plans, which call for a frontage of 400 feet, is to go forward also and that the new building will be completed the same time as the scenic railway."



A clean, stand-alone photo of the so-called Engineers' Quarters at the Base has yet to be found. However the building did appear in the background of a newsreel film made at the return of Peppersass celebration. It was built on a plateau behind the 1895 car barn. Above is an enhanced frame grab from Fox Movietone outtakes found at the Moving Image Research Center at the University of South Carolina. (1929)
- MIRC@SC.EDU collection

- Among the Clouds - Wed, Jul 12, 1911

1911

Survey Progressing: "Some definite progress is being made in the survey for the electric scenic railway project over the Presidential range of the mountains begun last week under the expert direction of Mr. Darling. He has done much work of a similar nature in the western part of the country and has every confidence in the feasibility of the proposition. The surveying force is making its headquarters now at the base. The work of prospecting was begun from the top of Mt. Washington and comprehends a complete study of that elevation and how it can best be reached. When that is solved, it is considered an easier task to carry the work along the lower elevations. At best, it is considered the work will require the services of the surveying gang for several weeks."

- Portsmouth (NH) Herald - Wed, Jul 12, 1911 pg. 6

Electric Spiral Road Most Gratifying: "The announcement that the old steam-burning, cog-wheeled railroad straight up Mt. Washington is to give place to a new smooth railed electric spiral road, which will corkscrew its way is most gratifying. The out-pour of smoke and cinders from the chugging old locomotive destroyed half the pleasure of tourists, who wanted to be out in the open to see the country. How many more views they will get by the new spiral system! How much oftener the cars will make the trip! How greatly increased will be the pleasure which New England's highest peak will give! Nothing has been said about rate of fare, but it seems inconceivable that even the New Haven will have the nerve to charge as much for an electric car line as the $4 which has long been exacted on the steam railroad. This would apparently be about as long a ride as that in the Niagara gorge, and the cost of construction should not exceed that at the great Cataract. There the charge is a $1. The plan which they have there of letting people off at various scenic points on the journey, to wait over for the next car, could, to advantage be applied by Mr. Mellen to his Mt. Washington enterprise. The spiral road as a means of mountain climbing is greatly to be preferred to the straight line. On mountains where both have been in operation business has generally gravitated to the spiral route. It is not so "scary," and while people profess to rely confidently on the statistical testimony as to the safety of a line like that up Mt. Washington, they are not uninfluenced by the sheerness of its descent as they see them. The power question is also much simpler on the spiral. The down grade can be arranged so as to be a fair coast. This saves the power that would otherwise be used in arranging speed. Success to the Mt. Washington."

- Boston Herald editorial reprinted in Portsmouth (NH) Herald - Wed, Jul 12, 1911 pg. 4

July 13th

New Conductors - Deer - Miss Clarke: "J. A. Longstaff is conductor of the Boston & Maine branch from Fabyan to the Base this summer, and 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. Deer has been reported to be very plentiful in the mountains this summer. A number have been seen around the base of Mount Washington and along the road from Bretton Woods to the Base. One was seen last night quite close to the railway buildings at the Base, and it appeared to be very tame, for it stood stock still while a group of railway employees watched it for nearly half and hour. One of the men advanced to within a few rods of it before it darted into the woods. Miss Mattie A. Clarke, manager of the Tip-Top House, who has her headquarters at the Fabyan House this season, made a business trip to the Summit by this morning's train."

- Among the Clouds - Thu, Jul 13, 1911 pg. 3

Jealousy & Skepticism: "Vermont newspapers, jealous of the natural beauties of the Green Mountain state, are a little envious of New Hampshire because the Boston & Maine railroad is planning a scenic railway up Mt. Washington. The *Barre Times* says: "Plans to construct an electric winding railway to the summit of Mt. Washington in New Hampshire presage the possibilities for climbing Camel's Hump and Mt. Mansfield in Vermont The engineering feat would be equally possible on the two Vermont mountains names as on Mt. Washington - except that the financial support is yet denied us in Vermont" The *Burlington Free Press* follows up with the statement that no view in the White Mountains is to be compared with that from Mansfield or Camel's Hump, "looking down upon the beautiful *(Lake)* Champlain stretching almost as far as the eye can reach in either direction." The writer for the *Free Press* has probably never passed through Crawford notch, which is probably a much more picturesque region than exists in all Vermont. The water view from Mt. Mansfield is about as near nil as one can imagine, in fact, it requires a great deal of imagination to see it at all. The view of the ocean from Mount Washington is about as extensive as Lake Champlain from Mount Mansfield. Nevertheless, the panorama from Mt. Mansfield is remarkably beautiful and a scenic railway up Vermont's highest peak would



A train's arrival at the summit of Mt. Washington provides the backdrop for one tourist's memento of her trip (~1911)
- Robert J. Girouard collection/White Mountains Remembered FB

attract many people."

- Littleton Courier - Thu, Jul 13, 1911

"The stories of a 400-foot front hotel on Mt. Washington and a scenic railway which will circle the mountain three times in its ascent and be operated by electricity make refreshing reading these hot days and no doubt that is what they were intended to do by the Mellen interests responsible for their circulation. Everybody in the White Mountain region would like to see a fine hotel on the summit of Mt. Washington There ought to be, and it is a shame that one was not built immediately after the burning of the old Summit house. As to the scenic railway, to circle the mountain three times - does Mr. Mellen think the public gullible enough to believe that yarn? Does he for a moment think the people will stand for the closing of the Mount Washington carriage road? Grade or any other kind of crossings with the carriage road, on which horses are and always will be used, is a serious matter - especially 6000 feet up in the air. Mr. Mellen knows this if he knows anything, and his (or his subordinates') talk is pure buncombe - or is it a feeler to see how the people would take a monopoly of the transportation business on the highest peak in New England"

- Gorham Mountaineer reprinted in Littleton Courier - Thu, Jul 13, 1911

July 16th

Sunday Tramp: "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. Taking the Mount Pleasant trail, they went as far as the Lakes of the Clouds where they are their lunch. The surface of the water being quite warm they decided to take a plunge, but on entering it found it to be like an ice tank. After their lunch and a refreshing bath they continued on their way. On the side of Mount Pleasant they saw several deer which appeared to be quite tame, being able to get within fifteen feet of one before it decided to take its departure. They made the trip from the Summit back to the Base in four and one-half hours and was not at all fatigued by their long tramp and plunge in the icy waters of the Lake of the Clouds."

- Among the Clouds - Tue, Jul 18, 1911

July 19th

Big Day: "Yesterday *(7/19)* the Mount Washington Railway carried more people to the Summit than it had any day this season. Four trains were packed to their utmost capacity, which is considered unusually good for the time of year. July 15 was St. Swithin's Day and the old saying is that if it rains on that day it will rain for forty days. Last Saturday was the 15th and it did rain on that day, and, except Wednesday, has been raining more or less every day since. John Horne, Superintendent of the Mount Washington Railway, who was an old

school-mate of St. Swithin, says that he never knew him to fail, so the question is - will it rain for forty days?"

- Among the Clouds - Thu, Jul 20, 1911

July 20th

Scenic Railway Endorsed: "The announcement of the contemplated building of a new railway up Mount Washington, which has been widely spread through the metropolitan and local press have been received with favorable comment far and wide. The idea of opening up many of the finest view points on the range, such as have hitherto only been accessible to pedestrians, appeal strongly to that much larger part of the mountain-loving public who for want of time or strength are forced to avail themselves of modern invasion to enjoy the grandest of nature's wonders. Not only will the railway circle around Mount Washington, but it will take in Mounts Clay, Jefferson and Adams, and pass closely to the Lakes of the Clouds. In a recent tour of Switzerland the writer was much impressed with the triumphs of engineering there witnessed, whereby the most sublime sights in the alps are within reach of every visitor. The new Mount Washington route will be in many respects a close parallel to some of the finest of these... Indeed the thought of a railway along the Presidential Range was in our mind as we made the wonderful Murren trip. While some may regret that a few more of nature's secluded spots are to be invaded by modern improvement, yet the great good of the greater number must control. And there will still be enough far-away recesses in which all the charms of solitude can be enjoyed. Indeed, in Switzerland you do not feel that the railways are intruders - they are one more evidence of the power of human mind. So we welcome the new railway as another means of revealing Mount Washington's glories to the world, and making it possible for hundreds to enjoy what now can only be seen by the few rugged climbers. - Frank H. Burt - editor & publisher"

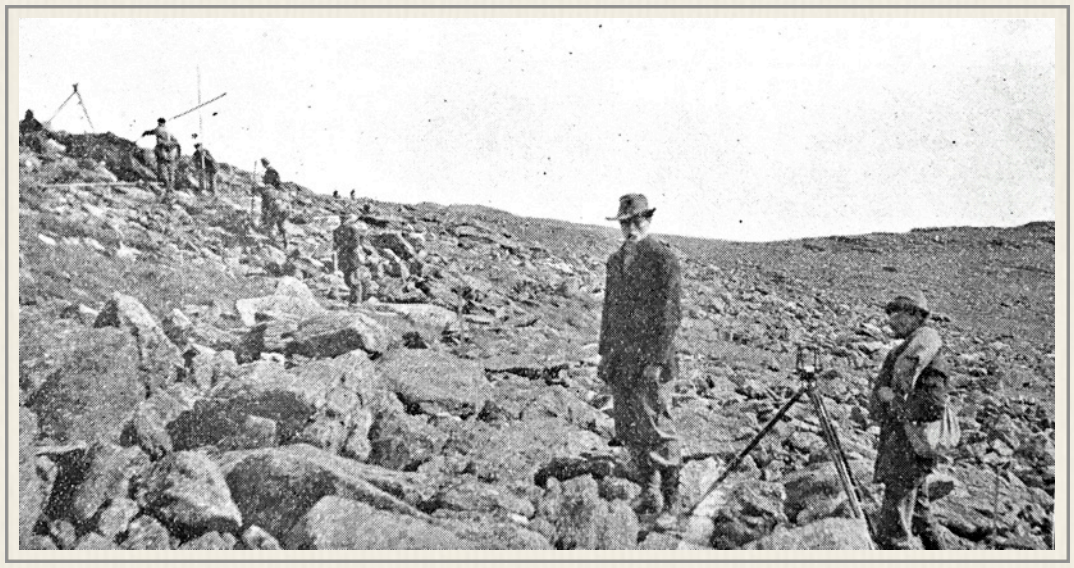
- Among the Clouds - Thu, Jul 20, 1911

July 23rd

Cool Sunday Trip: "Seventy passengers came to the Summit by the Mount Washington Railway Sunday *(7/23)* and were treated to a deliciously cool atmosphere, a brisk wind, some cloud views and a fair landscape view."

- Among the Clouds - Mon, Jul 24, 1911

July 24th



Scenic Railway Survey Progress: "The fair weather on Mount Washington during the past two weeks has greatly aided the engineers working *(below)* on the Scenic Railway Survey, and the work is being pushed through as rapidly as possible. They have already completed the surveys on Mount Washington and are now working on Mount Clay, pushing towards Mounts Jefferson and Adams. So far the work has progressed very satisfactorily, and unless some unforeseen difficulty presents itself, it is expected the survey will be completed about the latter part of August or first of September. Many inquiries are made from day to day by those who are acquainted with the White Mountains and interested in this great project, which would open up many new views of the Presidential Range. The line of the preliminary survey as it starts from the Summit of Mount Washington winds around the cone three times passing close to the headwall of Tuckerman's Ravine, Boott Spur and the Lakes of the Clouds, then runs over on Mount Clay and will probably extend as far as Adams before it turns around to come back again. The engineers have their headquarters at the Base and for their accommodation a commodious building has been erected with eight sleeping rooms, a large drafting room, toilets and bath. It has been christened the Scenic Railway Hotel. A special train is used to carry the engineers to the Summit early every morning and bring them back at night."

- Among the Clouds - Mon, Jul 24, 1911

July 26th

Railroad Officials at the Base: "A special train from Fabyan containing a party of railroad officials came into the Base last evening, for the purpose of looking over the plans of the proposed Scenic Railway up Mount Washington and to inspect a site for a dam and pumping station to be located at the Base. Among the party were: G. E. Cummings, Pres. - Mt. Washington Ry.; E. H. McHenry, VP - B&M and N.Y., N.H. & H.; A. B. Corthel, Chief Engineer - B&M; F. A. Merrill, Ass't Chief Eng. B&M; C. E. Lee, Gen Supt. B&M; J. H. Fullerton, Supervisor B&M; J. T. Cree, Road Master - White Mtn Div; H. Hall, Electrical Engineer B&M; H. A. Folson, Supt - Conn. & Passumpsic Div; F. S. Darling, Engineer in charge of Survey."

- Among the Clouds - Thu, Jul 27, 1911

August 2nd

Scenic Railway Not A Myth: "It was learned yesterday *(8/2)* that the plans for a scenic railroad on Mt. Washington and adjacent peaks is not a mere piece of imagination in the minds of officials of the New York, New Haven & Hartford railroad. Surveyors are now at work on the mountain and it is now understood that plans are going forward seriously for the construction of 16 miles of road up the mountain. A contract has been made with the Bretton Woods company to furnish power for the drills to be used in the construction. Another innovation, which is said to be in the minds of the railroad officials, is the establishment of gasolene motor cars to be operated on the standard gauge tracks on the regular schedule, sandwiched between the steam trains. It is said to have been done in other places and the officials believe it would be practicable to run the cars between Crawford and Bethlehem, Jefferson, Profile house and numerous other resort sections of the mountains. This would stimulate traffic between the various resorts and be the equivalent to electric car service between the respective points. The idea is not new, but its novelty up this way, or in this section of the country would give treat impetus to the traffic in the mountains."

- Littleton Courier - Thu, Aug 3, 1911

August 3rd

Pumps & Pipe: "One more step in the preparatory work toward the erection of the new $500,00 Summit House is to be recorded. Two steam pumps intended to force water from the Base to the Summit to supply the new hotel have been received by the Mount Washington Railway, together with over three miles of pipe. The pumps were made by the Steam Pump Works of Dean Brothers, Indianapolis. The steam cylinders are 16 inches in diameter and the water cylinders 3 inches. An idea of the immense power required may be had when it known that the pressure exerted by the column of water extending from Base to Summit, an altitude of 2700 feet, will be 1628 pounds to the square inch, to overcome which will demand a boiler capacity of at least 50 horse power."

- Among the Clouds - Thu, Aug 3, 1911

Real Plans!: "Scenic Railroad is not a myth – gasoline motor cars also in prospect. It was learned yesterday *(8/2)* that the plans for a scenic railroad on Mt. Washington and adjacent peaks is not a mere piece of imagination in the minds of the officials of the New York, New Haven & Hartford railroad. Surveyors are now at work on the mountain and it is now understood that plans are going forward seriously for the construction of 16 miles of road up the mountain. The grade will be only 6 percent, so it will be evident that there will be a good deal of backing and filling, so to speak, before the summit is reached. The road will traverse numerous ravines and it is expected that it will connect Mounts Monroe, Pleasant and Washington. A contract has been made with the Bretton Woods company to furnish power for the drills to be used in the construction. It is said that the new road will cost $1,500,000 *(~$45.3-million in 2022)*, and will require something over three years to build. It would, of course, be operated by electricity and this would also mean the electrification from Fabyans to the base. It is further stated, upon good authority, that the plans for the new hotel at the summit will be carried on simultaneously with the railroad at an expense of another million dollars. All this will, of course, be good news to the North country, as it will put Mt. Washington in the class with Mt. Rigi in Switzerland and make it of tremendous added interest to tourists throughout the world. Another innovation, which is said to be in the minds of the railroad officials, is the establishment of gasolene motor cars to be operated on the standard gauge tracks on the regular schedule, sandwiched between the steam trains. It is said to have been done in other places and the officials believe it would be practicable to run the cars between Crawford and Bethlehem, Jefferson, Profile house and numerous other resort sections of the mountains. This would stimulate traffic between various resorts and be equivalent to electric car service between the respective points. This idea is not new, but its novelty

up this way, or in this section of the country, would give a great impetus to the traffic in the mountains."

- Littleton Courier – Thu, Aug 3, 1911 pg. 1

August 7th

Survey Update: "The engineering party who are making the preliminary survey for the Scenic Railway are now working near the Castellated Ridge of Mount Jefferson at about 4500 feet altitude and will probably proceed down the slope in the direction of the Jefferson Notch road. While the exact route of the railway cannot be foretold it seems like that the line will leave the present railroad from Fabyan's to the Base near the Base Station, thence going up Jefferson Notch and ascending the slope of Mount Jefferson, following the western side of Mount Clay and ascending Washington by a series of loops around the cone. The survey is producing the most accurate map ever made of Mounts Washington, Clay and Jefferson. Every 200 feet along the route a line of levels is taken at intervals of 10 feet up and down the mountain for 500 feet above and 500 feet below the line of survey. Thus an accurate map is made, with contour lines every 10 feet in elevation covering an area 1000 feet wide on the three mountains named and showing practically every irregularity of the surface. Those who have walked over the range will realize the magnitude of the work and its difficulty. The government map has contour lines only once in 20 feet and many errors have been detected by the work of the railway surveyors. The line of the survey touches the paths to the Northern Peaks only twice, so that the Gulfside Route along Jefferson and Adams will remain in undisturbed possession of the tramper. The grade of the new railway will not exceed 6 per cent, which is an easy ascent for a trolly road and will permit of much greater speed than the present road. The highest contour line of the map is at the height of 6285 feet and encircles the topmost rock of the mountain, the height of which is given by the government map as 6293 feet. This rock is marked by a bolt, placed there, Superintendent Horne tells us, in 1874 by Prof. Charles H. Hitchcock, then state geologist of New Hampshire, now residing in Hawaii."

- Among the Clouds - Mon, Aug 7, 1911

August 10th

Beans Sprout: "Who would have ever thought that the top of Mount Washington would become a vegetable garden! It may seem odd, but it is true. During the latter part of June when the supplies were being brought to the Tip-Top House for the opening, Mr. James Powers had the misfortune to spill some beans on the sand by the side of the track. In some way the beans became covered up, which is due probably to wind and rain. It was noticed a few days ago that the beans had started to grow and were nearly three inches high. In the course of a few weeks summit visitors will be treated to "native baked beans."

- Among the Clouds - Thu, Aug 10, 1911

August 3rd

B&M Veep in the Mountains: "Vice-President Timothy Byrnes of the Boston & Maine and New York, New Haven and Hartford railroads is stopping at the Crawford house, while making a tour of the mountains by automobile. He has visited the base of Mount Washington and has made a careful study of the plans for the building of the scenic railroad on Mount Washington."

- Littleton Courier - Thu, Aug 10, 1911

August 12th

Bigger Day: "Today brings the largest crowd to the Summit of any day this season. Five trains of the Mount Washington Railway were packed full, a goodly crowd came up by mountain wagon and groups of pedestrians over every train that leads to the mountain top."

- Among the Clouds - Sat, Aug 12, 1911

August 17th

Locating Above the Treeline: "The work of locating (the track) for the Scenic Railway up Mount Washington was commenced last week and is being pushed through as rapidly as possible. The engineers started from the saddle between Mounts Clay and Washington and are working upwards to the top of Washington. With favorable weather the engineers expect to complete the work of locating the latter part of next week. Just as soon as the location is made, it is expected that the actual work will commence, and at least two or three miles of the road will be put in this fall. When locating is completed, the engineers will then finish the work on the prelimi-

nary survey, starting from where they left off, which was on the castellated ridge on Mount Jefferson."

- Among the Clouds - Thu, Aug 17, 1911

B&M Officials At Base: "A party of railroad officials visited the base station of the Mount Washington railway last Wednesday *(8/17)* evening for the purpose of looking over the plans of the proposed scenic railway over the northern peaks and on to Mount Washington, and also to inspect a site for a dam and pumping station to be located at the base. The personnel of the party was: G. E. Cummings, president of the Mount Washington railway; E. H. McHenry, vice president of the Boston & Maine and New York, New Haven and Hartford railroads; A. B. Corthell, chief engineer; F. A. Merrill, assistant chief engineer, C. E. Lee, general superintendent; J. H . Fullerton, supervisor, J. T. Cree, roadmaster, White Mountain division, H. Hall, electrical engineer; H. A. Folsom, superintendent Connecticut and Passumpsic division; F. S. Darling, engineer in charge of survey, all of the Boston & Maine."

- White Mountain Republic-Journal - Fri, Aug 18, 1911

August 29th

Locating the Pump House: "G. E. Cummings, President of the Mount Washington Railway, and F. A. Merrill, Assistant Chief Engineer, F. D. Hall, Chief Electrician, J. H. Fullerton, Supervisor of Bridges and Buildings, and C. S. Hall, Master Mechanic, all of the Boston & Maine, were at the Base Tuesday *(8/29)* and made the location for the pumping station is to be erected at once and it is expected that all the pipe will be laid this fall as well. The building will stand close to the laundry building and about 25 feet from the track. The foundation will be entirely of cement and concrete and the frame of wood. A commodious coal bin will also be connected with the building. The two steam pumps, three and one-third miles of pipe, fittings, valves, etc., have already arrived at the Base and the boiler is now on the way. The pumps were made by the Dean Brothers Steam Pump works, Indianapolis. The piping is made of galvanized iron, double extra thick, and 1.5 inches in interior diameter. The pipe will be laid on the horses of the cog-railway and every length securely braced so as not to have too much strain on the track. There will be 50 slip-joints put in the pipe to allow expansion."



B&M coaches crowd the second siding at the Base Station in back of observation car (~1911)
- R.B. Sanborn Collection via Conrad Ekstrom Jr

August 31st

Pump House Boiler & Extra Engineers Arrive: "The boiler for the Summit pumping plant arrived at the Base Thursday *(8/31)*. It is of the upright type and 50 horse power, capable of supplying steam enough to pump water from the Base to the Summit, an elevation of 3700 feet. Two dining and sleeping cars *(left)* were sent in to the Base this week by the Boston & Maine Railroad, for the accommodation of the extra corps of engineers that is now making the location for the proposed scenic railway on Mount Washington."

- Among the Clouds - Sat, Sep 2, 1911

September 7th

Pump House Cornerstone Laid: "Actual work was commenced and the corner stone laid for the pumping station at the Base that is to supply the new Summit House with water, on Thursday September 7th. Several loads of material have been coming in for the past week and Thursday morning, two boarding cars for the accommodation of the workmen arrived, also two carloads of lumber and cement. J. H. Fullerton, supervisor of bridges and buildings of the Boston & Maine Railroad, was on hand and laid out the work for the men. Foreman G. R. Woodbury of Whitefield

will have charge of the construction. Prominent among the workmen *(from New Hampshire)* employed in building the pumping station at the Base are: Robert Trumpass, Woodsville; G. W. Richardson, Whitefield; Clinton Nelson, Monroe; C. S. Kilgore, Whitefield; Charles Emery, Monroe; Jake Hill, Whitefield; Joseph Brown (cook), Berlin. The Base of Mount Washington presents a busy appearance these days. All the side tracks are lined up with boarding and sleeping cars, and several carloads of building material for the pumping station. With the corps of engineers, construction men and extra crew of railway employees, Superintendent Horne says that this is the most excitement he has seen here for a number of years." *- Among the Clouds - Fri, Sep 8, 1911 pg. 3*

Enlarged Water Pumping Station: "Work on this station was begun... by a B&M bridge and building crew. The structure was located some twenty-five feet from the track in the vicinity of the laundry building. It housed two Dean Brothers steam pumps with steam cylinders sixteen inches in diameter and a large steam boiler. The new double-thick piping 1-and-a-half inches in interior diameter. Despite what happened to other phases of this 'Extension' *(code phrase for electric railway and new grand summit hotel)*, this one was completed in 1912 and went to work shortly thereafter. At least there would be and has been water on top for the railroad and present hotel buildings." *- C. Francis Belcher - AMC Executive Director and former B&M lawyer (1936-1956) in Appalachia magazine no. 31 (1956-1957) article "Trolley on the Presidentials" pg. 326 - reappears in Bruce D. Heald's book*

Great Plans for Development: *Littleton Courier* editorial – "That the management of the New York, New Haven & Hartford railroad is going seriously about the construction of a scenic railroad on Mt. Washington is more and more evident. *Among the Clouds,* which is published almost on the spot where the work is going on, notes the progress of the work from day to day. Last Thursday *(9/1)* the boiler for the Summit pumping plant arrived at the base. It was also reported on the same day that two dining and sleeping cars were run up to the base last week for the benefit of the large corps of engineers who are at work there making the location for the scenic railway. It is believed, however, that the work of enhancing the attractiveness of Mt. Washington is but a small part of what the railroad management proposes to do to make the White Mountains the Mecca of vacationists from all parts of the country. For this reason, there will be extraordinary interest in what President Mellen may have to say at the annual meeting and banquet of the White Mountains board of trade, to be held at the Lake Tarleton club in Pike a week from next Tuesday. It has been known for some time that the New Haven officials regarded the White Mountains as one of the richest assets of the entire system, and it is said that the possibilities for the development of business on this division was a large contributing factor in leading the New Haven to take over the Boston & Maine. Anyhow, we shall all want to know what the plans of the railroad are so far as they have been worked out, and every business man, hotel man, professional man or even taxpayer in this North country will be intensely interested in hearing President Mellen's talk at this banquet."

- Littleton Courier – Thu, Sep 7, 1911

September 8th

Location Delayed: "The bad weather on Mount Washington for the past two weeks has greatly handicapped the engineers in making the location for the proposed scenic railway. With good weather the line to the Summit will be completed in a few days more. Then the location will be made from the saddle between Mount Washington and Clay over to the castellated ridge on Mount Jefferson."

- Among the Clouds - Sat, Sep 8, 1911

September 9th

Morning Train Vacancies: "The train to the Summit this morning brought no passengers at all. This is quite a rare thing, for most always even in the severest storm, there are a few passengers on the train."

- Among the Clouds - Sat, Sep 9, 1911

September 10th

Officials at the Summit: "G. E. Cummings, President of the Mount Washington Railway, and A. B. Corthell, Chief Engineer, F. S. Darling, Assistant to Chief Engineer and W. H. Towne, Clerk to Assistant Chief Engineer, all of the Boston & Maine Railroad, were prominent among the Summit Arrivals by train Sunday *(9/10)*. Their visit to the Summit was in the interest of the survey for the proposed Scenic Railway, which the officials found to be very satisfactory even if the bad weather has handicapped them greatly. It has been decided to add several more engineers to the corps now at work making the location, and it is hoped to complete the survey and make the location this fall. They returned to the Base on the regular train where they remained until 4:00 p.m., when a special train came in to take them out to Fabyan. While at the Base they spent considerable time

looking over the pumping station machinery also the foundation for the building which is now well under way. The work of extending the line of pipe from Base to Summit will be commenced this week, and extra workmen will be put on to push it through as rapidly as possible."

- Among the Clouds - Mon, Sep 11, 1911

September 14th

Summit End Located: "The work of locating the Summit end of the Scenic Railway was finished Thursday *(9/14)*. The terminus will be about ten feet below the level of the present track and the trains will start toward the south, making two loops around the cone below the starting point. The engineering corps, increased in number, will now begin work on the permanent location north of Mount Washington, one group working from the present track and another group starting at the Castellated Ridge and going south. This last group will camp on Mount Jefferson and a trail has been cut from the Base over which their supplies will be carried by burros. When the line has been located the preliminary work will be resumed from the Castellated Ridge downward and will be kept up as long as weather permits."

- Among the Clouds - Fri, Sep 15, 1911

White Mountains Board of Trade Plans Fine Program: "The program will be by far the most interesting and important that the board *(precursor of Chamber of Commerce)* has ever discussed, dealing with several subjects, all of which have a great influence upon the resort business. Three subjects are to be chief topics of the day, better highways, improved railway service and improved telephone service. President Charles S. Mellen of the New York, New Haven & Hartford railroad is coming up to promulgate plans which have been developing for increasing the attractiveness of the White Mountains to tourists in all parts of the world. There will be special interest in what he has to say about the new railroad and hotel on Mt. Washington. A good deal was done before the opening of the present seasons by way of strengthening the road bed, and quickening the time, all of which has been greatly appreciated. What the plans are for next year will be of equal interest. President Theodore N. Vail of Lyndonville, Vt., of the American Telephone and Telegraph company has been invited to speak at this meeting."

- Littleton Courier – Thu, Sep 14, 1911 pg. 1

September 19th

Mellen Sends Regrets: "165 men sat down around the tables in the magnificent dining room of the Lake Tarleton club (for) the 10th annual meeting of the White Mountains board of trade. It was a source of great disappointment that President Charles S. Mellen was unable to be present, but he sent a reassuring message of great interest to the mountain people, indicating that the improvements up this way are but just begun. Vice president T. E. Byrnes also sent his regrets, and Gov. John A Meand of Vermont also found at the last moment that it was impossible for him to be present." *(Ed note: T. N. Vail was also a no-show)*

- Littleton Courier - Thu, Sep 21, 1911

September 15th

Superintendent Horne Ill: "We regret to have to record the illness of Superintendent John Horne, which has compelled him to leave the Base for his home in Lakeport. His many friends earnestly hope for his speedy recovery and return to active duties. Mr. Horne's connection with the Mount Washington Railway goes back almost to its beginning and those who have known him intimately realize how much of its success is due to his skill and foresight."

- Among the Clouds - Fri, Sep 15, 1911 pg. 3

October 13th

Six More Weeks?: "The engineering party who are surveying for the scenic railway on Mt. Washington will require some five or six weeks longer to complete their work."

- White Mountain Republic-Journal - Fri, Oct 13, 1911

December 19th

Vest Pocket Essay by George Fitch: "New Hampshire has 450,000 people, several of whom do not take in summer boarders. The state is noted for its cool and bracing summer climate and for its modest, old fashioned villages, which are so unenterprising that they will entertain a stranger all summer long without compelling him to telegraph home for money. Most of New Hampshire is badly broken out in hills and mountains, the

chief of which is Mount Washington, ...one of the finest mountains in captivity, it being owned by a private company. All this ruggedness makes New Hampshire very difficult to farm successfully. Nevertheless, New Hampshire produces a great number of highly successful farmers. They farm their land in the summer and in the winter eke out an existence in New York and Boston by running railroads or banks, or by speculating in stocks. New Hampshire has made the fortune of many a farmer's boy by driving him to the city. New Hampshire deals extensively in lumber, stone, hay and scenery. Concord is the capital of New Hampshire, although the Boston & Maine Railroad has often threatened to move the Legislatures to its offices in Boston, where the state's business could be transacted more conveniently. Of late, however, the state has tried self rule with great success - thanks to Governor Bass, who is one of the fight'nist members of all the bass tribe."

- Topeka (KN) Daily Capital - Tue, Dec 19, 1911 - pg. 11



Fitch's Vest Pocket Essay graphic (1911)





The White Mountains Historical Research Project says this photo was taken by Joel Willard Mcgregor of Whitefield, N.H. during a trip through the White Mountains July 4-6, 1912. Joel's stepfather was Lyman O. Shutleff, who owned his own Pharmacy in Whitefield. (Jul 1912)
- Joel Willard Mcgregor Collection via Robert J. Girouard

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1911 Season*** - Total earnings: $20,420.21 - Total expenses: $14,051.81 - Total passengers: 14,262 - 420 new spruce ties laid during the year

Superintendent Horne Retires: "It is with much regret that we have to record the retirement of Superintendent (John) Horne, after nearly forty years of faithful and efficient service in various capacities for the Mount Washington Railway. To his energy, ability and good judgement is due in large measure the freedom from accident which the road has enjoyed, and its reputation for absolute safety. All who have been brought in contact with Mr. Horne as fellow members of the mountain colony can testify with us to his sterling qualities as a man and a friend. It is no mere form of words to say that life here is not the same without him. His visits to the Summit were like a ray of sunshine in a storm and his reminiscences of early days on the mountain railway would keep the listeners in a gale of merriment. He has written for these columns in years gone by more or less of his interesting experience on the mountain, and we trust that he may find more opportunity for telling over in permanent form some of the stories which have enlivened many a gloomy days on the mountain top have been told by the fireside in the evening at the Base. One of the interesting incidents of his work here was the making of a series of tests of the locomotives at the request of the management of the Rigi Railway in Switzerland. Mr. Horne has long made his home at Lakeport, N.H. where from his windows he can catch a glimpse of the mountain to which he has devoted so much of his life. The best wishes of many friends go to him and Mrs. Horne for a long enjoyment of the well earned leisure which has now come to him."

- Among the Clouds - Mon, Jul 8, 1912

January 12th

Bellows Falls Board of Trade Lobbied Pt. 1: Bellows Falls native, Timothy E. Byrnes of the New Haven and Boston & Maine railroad systems spoke for two hours at the annual banquet of the Board of Trade at Hotel Windham. The *Burlington Free Press* noted that "While practicing law in Minnesota (Byrnes) met Charles S. Mellen, (whose parents came from Alstead, N.H., a few miles from Bellows Falls,) and has ever since sallied his fortunes with those of this well-known railroad president. When he began to talk about the New England railroad situation everybody paid close attention. Mr. Byrnes declared that a double track from Greenfield (MA)

north to the White mountains was absolutely essential, and that the consummation of this was but a matter of a few years at most. He also stated hat it was a matter of but a few months when the Boston & Maine would build a massive hotel on the summit of Mount Washington, to which they would construct a scenic railway without a parallel anywhere. Mr. Byrnes said that no State in the union needed better railroad facilities than Vermont." Mr. Byrnes said "For the first three months of 1911, the New Haven system lost money, but the leaks had now been stopped and dividends were again in sight. The speaker discuss the famous "axe gang" which had lately made visits here and elsewhere, cutting out employees and making drastic changes. The object of all this was to get a dollar's worth of labor for a dollar of money, and to promote efficiency in every arm of service."

- Burlington Free Press - Mon, Jan 15, 1912 pg. 2

Bellows Falls Board of Trade Lobbied Pt. 2: The *Vermont Phoenix* report on the speech had other details. He "gave those present a new and clear insight into many of the problems with which the management of large railroad systems have to contend and an intimate glimpse of the personality of President Charles S. Mellen, the great New England Railroad manager. Many interesting facts of local interest developed during his talk, including the fact that it was the present intention of the New Haven system, within the next year or two, to construct a scenic railway from the base to the top of Mount Washington, 13 miles long, circling the mountain a number of times, giving continued glimpses of the beautiful scenery of New England, and at the top to erect a large and magnificent hotel; also, if it is possible, it is the desire of the system to construct a first-class double track line the entire distance from Greenfield to the mountains, as the present summer traffic, its steady increase year by year, and the proposed added attractions at Mount Washington seem to fully warrant the additional outlay. It was nearly 1 o'clock (in the morning) when the party broke up."

- Vermont Phoenix (Brattleboro, VT) - Fri, Jan 19, 1912 pg. 5

February 19th

Electrical Engineering Thesis: "The honor list of men of the department of mechanical engineering of the Worcester polytechnic institute as excelling in their work in engineering, is just out. *(There are 18 names)*. But three undergraduates are taking thesis in the electrical engineering department this year. Graduate students in electricity have made the following selections: M. F. Clement, "A study of the electrification of the Mt. Washington railway."

- Worcester (MA) Telegram - Mon, Feb 19, 1912 pg. 14 - See Vol. 4 Appendix - Electric Scenic Railway for Clement's thesis

April 23rd

Presidential Primary Influence?: Political advertisement placed by W. B. Kotch of the Roosevelt League: "The Boston & Maine Railroad Takes a Hand - Hon. Benjamin A. Kimball, President Concord & Montreal Railroad says in print: "That if New Hampshire supports Roosevelt the railroad controlled by the New Haven system and J. P. Morgan syndicate will not spend one million five hundred thousand dollars on the Mt. Washington Scenic railway." - Will the Railroad invest the $1,500,000 to carry the state for Taft?"

Letter to W. B. Kotch placed as a political advertisement: "Dear Sir: I have read your political advertisements in today's newspapers in which you attempt to drag the Boston & Maine Railroad into the Republican factional fight in this state. I do not believe you prepared these advertisements. I believe you were induced to sign by persons in whose employ you are. The Boston & Maine Railroad is not in politics in New Hampshire and you should not lend yourself to the publication of paid advertisements to the contrary. I believe there will be a popular reaction against men who think to obtain political by falsely accusing the Boston & Maine Railroad. Yours truly, John W. Kelley. PS - I write you this letter entirely on my own authority."

Manchester Union's Answer to the Falsehoods Published by the Roosevelt Supporters placed as political advertisement: "The allusion in the Roosevelt advertisement on the third page of today's issue of *The Union* to the Mount Washington railway is an impressive illustration of what "a wolf in sheep's clothing, John F. Bass of Chicago, is and to what despicable ale attempt to achieve his purpose coming here, as he went to North Dakota to get delegates for Roosevelt, under cover darkness. A *Union* reporter obtained from B. A. Kimball, Saturday afternoon, a copy of the engineer's plan of the projected scenic railway up Mount Washington, upon which they had been at work for nearly a year. It is a proposition that has interested New Hampshire people very much. Only a few days before other papers had printed the statement the proposition had been abandoned. Asked about that, Mr. Kimball said it was inaccurate. The fact and the plans made public for the first time, was a fine piece of exclusive news for all New England. *The Union* was proud to get it in advance of the Boston papers. Mr. Kimball

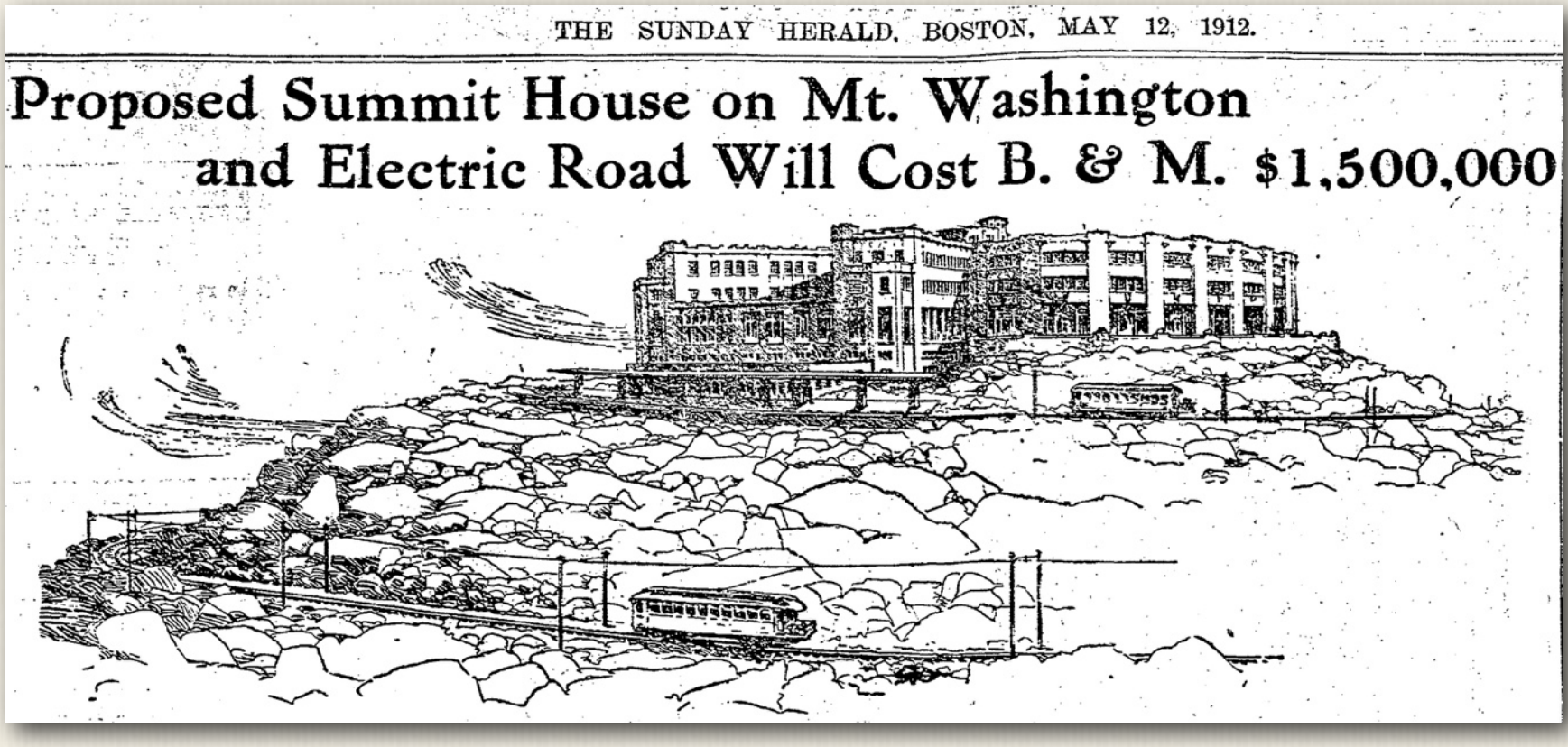
explained the plan willingly, but said, he did not feel that he could give out anything definite about it, more than it had not been abandoned. Pressed farther, he admitted the only uncertainty was when and from whence the money to finance it was to come. A more temperate or fairer news story was never printed. The whole story was printed exclusively in *The Union* and was read by thousands of New Hampshire people. John Bass finds the tide running against him in his job of getting Roosevelt delegates. It is the eve of the caucuses. He is desperate. He participated in a victorious campaign here in 1910, in which the Boston & Maine had been made an issue. He grasps the Boston & Maine spectre. He knows it is a lie that Mr. Kimball said 'in print that if New Hampshire supports Roosevelt... ($1.5-million will not be spent at Mt. Washington.)' He knows that no one has charged the Boston & Maine with contributing a single dollar to politics in New Hampshire since Mr. Mellen came to its presidency. He knows that Mr. Kimball indulged in no threats. If Mr. Bass wins one campaign here by such dastardly tactics and hypocrasy, it will be but one. New Hampshire people have been conservative and slow, but they have been sane and sound. Smart fellows 'gold bricked' them to some extent in other lines for a time, but only temporarily; and it will be nothing more than that politically."

- Portsmouth (N.H.) Herald - Tue, Apr 23, 1912 pg. 8

May 16th

Horne Replacement Named: "Patrons of the Mt. Washington railway will this season miss the familiar face of Superintendent John Horne at the base. Mr. Horne's connection with the Mt. Washington railway goes back almost to its beginning and those who have known him intimately realize how much of its success is due to his skill and forethought. Obliged by ill health to give up active service he has retired to his hoe in Lakeport. The operation of the road for the coming season will be under the direction of Superintendent Cummings and Master Mechanic Hall. Harry C. Spaulding will be in general charge as assistant superintendent with headquarters at the base. The full force of experienced mechanics and trackmen have been sent to the base to put the track and rolling stock in order ahead of the opening July 1."

- Littleton Courier - Thu, May 16, 1912



THE SUNDAY HERALD, BOSTON, MAY 12, 1912.

Proposed Summit House on Mt. Washington and Electric Road Will Cost B. & M. $1,500,000

May 22nd

Mountain Peak to Project Through New Hotel Floor: "A new hotel with the highest mountain peak in New England projecting through the floor is the latest White Mountain summer resort projects. A summer hotel will be erected on the summit of Mt. Washington by the Boston & Maine railroad, and an electric railway will be built to supersede the present steam cog line. Application will be made soon to the New Hampshire public service commission for a charter for the electric line. Surveys were made last summer. The total cost of the improvements is estimated at $1,5000,000. The cog railway climbs 3800 feet in less than three miles. The new line will ascend 4750 feet in 20 miles. Its grade will be uniformly 6 per cent. Many of the most picturesque parts of the White Mountains will be touched by the new line, and it will circle Mt. Washington 2½ times. The



Postcard view of proposed new Summit Hotel. Image is reversed from actual drawings by architect

cog line will be abandoned as soon as the new line is running. The cost of the electric line will be defrayed by an issue of stock of the Concord & Montreal railroad, which owns the present road from Fabyans to the Base station and the Mt. Washington Railway. Fares on the new line probably will be less than half of the old ones, and cars can be run at night. The power station will be on the Ammonoosuc river. The hotel will be unique. Three stories in height, with 100 sleeping rooms, ever one on the outside, it will be in the rom of a great tower with two ells radiating in the form of a letter V. It will be constructed of stone, steel and glass, and will be fireproof. It will be the only hotel in the world to have a mountain top projecting through the floor. The dining room will accommodate 300 persons and throughout the hotel there will be all modern conveniences. The building will be a combination observatory and hotel. The observatory 150 feet in diameter, will be practically all of heavy glass. There will be a circular walk on the roof and a skylight 90 feet in diameter. The ells of the structure will cut off only 48 degrees of the mountain panorama. At the very tip of the observatory will be a searchlight of sufficient power to be seen at Portland. One reason for the building of the new line is the fact that the cog road was a losing proposition because of the high cost of maintenance and repairs. A. B. Corthell, chief engineer of the Boston & Maine, has had charge of planning the new line. Surveys were begun last Fourth of July under F. S. Darling of the Boston & Maine. One of the surveying party was a son of Timothy E. Byrnes *(Boston director of the St. Johnsbury & Lake Champlain railroad controlled by the B&M and vice president to Charles S. Mellen in the Boston Railroad Holding Co.)* Great difficulty and discomfort were encountered by the party, but the work was completed in less than four months. From the Fabyans station to the Base station the change will be merely electrification of the present steam line. From Fabyans to beyond the Mt. Pleasant House the new line will be practically level. Two miles from Fabyans the 6 per cent grade will begin and the road will pass Twin river and enter the valley of the Ammonoosuc. Base station is 1000 feet above Fabyans and 2500 above the sea. At Base station the new line will turn from the cog road at right angles. For two miles the road will run north through the woods, crossing Jefferson brook and winding through the picturesque Jefferson notch, with the Dartmouth range and Mt. Mitten off to the left. A spur track will run towards the summit of Mt. Jefferson. From Jefferson notch, 3200 feet above the sea, the road will run along the Ridge of the Caps. Five hundred feet higher it will reach the Castellated ridge, which will be tunneled. Then the road will run over the tunnel and back towards Base station for 1½ miles to the side of Mt. Jefferson. Along the switchback there will be views of the Ravine of the Castles, Mt. Adams, Mt. Quincy Adams and Mt. Madison. Then a second switchboard will be made, the road running towards Mt. Washington. The road will run along the side of Mt. Jefferson 900 feet below the summit and a detour will be made between Mt. Jefferson and Mt. Gray to permit travelers seeing the Great Gulf. The road will run along Mt. Clay several hundred feet below the summit and cross the cog road near the water tank. From this point the road will be all on Mt. Washington, giving an excellent view of Mts. Monroe, Franklin, Webster and Pleasant and the Lake of the Clouds. As the road circles it will afford a wonderful view into Tuckerman's ravine. It will run above the Alpine Garden and unfold views of the southern and the western part of New Hampshire and the western part of Maine. The electric line will cross the old carriage road, affording views of the Great gulf and Spalding lake, 1200 feet below. It will cross the cog road once more, and when a passenger reaches the front of the hotel he will have been 2½ times around the highest peak east of the Rockies. The railroad station will be on the south side of the hotel. One passageway will lead to the service and store rooms, and another directly into the hotel. In the basement will be

the kitchen, boiler and engine rooms, wine room, barber shop, billiard room, lavatories and servants' rooms."

- - *St. Johnsbury (VT) Republican - Wed, May 22, 1912 pg. 5*

May 28th

Stock Subscriptions for New Hotel: "President Benjamin A. Kimball of the Concord & Montreal railroad says that already stockholders have sent in subscriptions for more than one-half of the new issue of stock to be made June 4 to finance the new Mount Washington railway and hotel. Mr. Kimball it will be remembered made a personal purchase at auction of 3,743 shares of new stock of the road for $598,880, or $16 a share, a few months since, and he states that he has resold all of this stock to parties who were already holders of the company's shares."

- Portsmouth (N.H.) Herald - Tue, May 28, 1912 pg. 4

May 30th

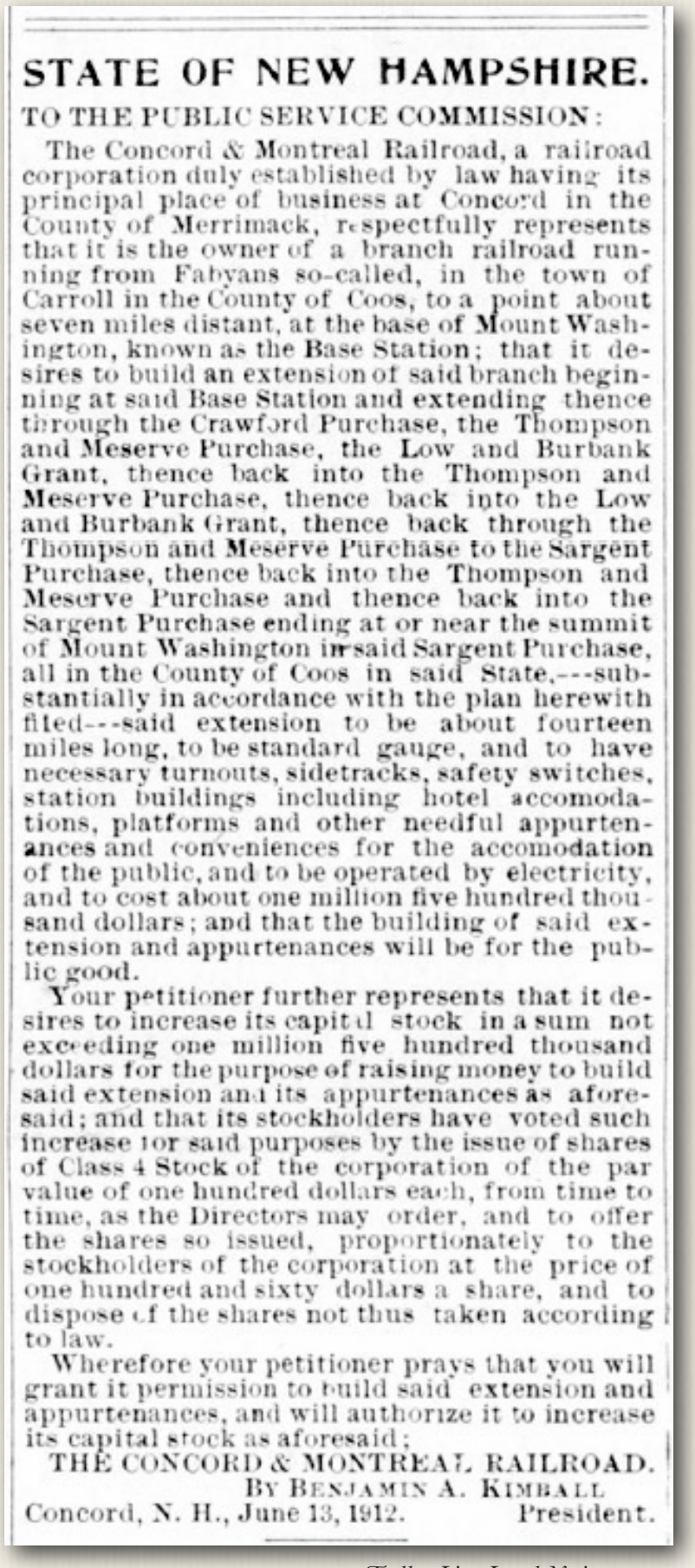
White Mountain Region Development: "The (B&M) railroad desires to build the new line (a second track along the Connecticut River) no only for the purpose of accommodating the ever increasing traffic up and down the Connecticut Valley, but for the purpose of aiding in its plans of developing the White Mountain region as a summer resort. Much summer travel from New York and the west passes up over this line every season. "This is only part of our plans for the development of the mountain region," said one official here today. "The developments at the Summit of Mount Washington at an expense of a million and a half will attract many people to the mountains and we need additional facility for bringing them up the river."

- Portsmouth (N.H.) Herald - Fri, May 31, 1912 pg. 2

June 4th

Special Concord & Montreal Meeting Warned: "By order of the Directors of the Concord and Montreal Railroad, a special meeting of the stockholders of said corporation will be held in the Hall of the Railroad Young Men's Christian Association, in Concord, N.H., on the fourth day of June, 1912 at eleven o'clock in the forenoon, to act upon the following subjects: 1. To see if the stockholders will vote to build an extension of the railroad of said corporation from the Base Station, so-called, to the summit of Mt. Washington, to be operated by electricity, and a station, including hotel accommodations, on the summit of Mt. Washington; and if so, to take all necessary steps to that end; 2. To see if the stockholders will vote to raise money for the purpose mentioned in the foregoing article, by increasing the capital stock of the corporation; 3. To transact any other business that may lawfully come before the meeting. William M. Chase, clerk."

- Littleton Courier - Thu, May 23, 1912



STATE OF NEW HAMPSHIRE.

TO THE PUBLIC SERVICE COMMISSION:

The Concord & Montreal Railroad, a railroad corporation duly established by law having its principal place of business at Concord in the County of Merrimack, respectfully represents that it is the owner of a branch railroad running from Fabyans so-called, in the town of Carroll in the County of Coos, to a point about seven miles distant, at the base of Mount Washington, known as the Base Station; that it desires to build an extension of said branch beginning at said Base Station and extending thence through the Crawford Purchase, the Thompson and Meserve Purchase, the Low and Burbank Grant, thence back into the Thompson and Meserve Purchase, thence back into the Low and Burbank Grant, thence back through the Thompson and Meserve Purchase to the Sargent Purchase, thence back into the Thompson and Meserve Purchase and thence back into the Sargent Purchase ending at or near the summit of Mount Washington in said Sargent Purchase, all in the County of Coos in said State,---substantially in accordance with the plan herewith filed---said extension to be about fourteen miles long, to be standard gauge, and to have necessary turnouts, sidetracks, safety switches, station buildings including hotel accomodations, platforms and other needful appurtenances and conveniences for the accomodation of the public, and to be operated by electricity, and to cost about one million five hundred thousand dollars; and that the building of said extension and appurtenances will be for the public good.

Your petitioner further represents that it desires to increase its capital stock in a sum not exceeding one million five hundred thousand dollars for the purpose of raising money to build said extension and its appurtenances as aforesaid; and that its stockholders have voted such increase for said purposes by the issue of shares of Class 4 Stock of the corporation of the par value of one hundred dollars each, from time to time, as the Directors may order, and to offer the shares so issued, proportionately to the stockholders of the corporation at the price of one hundred and sixty dollars a share, and to dispose of the shares not thus taken according to law.

Wherefore your petitioner prays that you will grant it permission to build said extension and appurtenances, and will authorize it to increase its capital stock as aforesaid;

THE CONCORD & MONTREAL RAILROAD.
BY BENJAMIN A. KIMBALL
Concord, N. H., June 13, 1912. President.

Trolley Line Legal Notice (1912)
- Littleton Courier - Thu, Jun 20, 1912

June 8th

Trolley Stock Plan Approved: "Mount Washington Road - Concord & Montreal Railroad Owners Will Construct It: Stockholders of the Concord & Montreal Railroad Co., at a special meeting voted 22,764 shares

to 205 to build an electric railway to the summit of Mount Washington and to issue new stock to the amount of $1,500,000 to finance the project. A letter was read from President Charles S. Mellen, of the New Haven & Boston & Maine railroads saying that the new stock would be taken by representatives of those roads if the Concord & Montreal stockholders do not subscribe for all of it at the stated price of $160 a share." *- Bennington Banner - Sat, Jun 8, 1912 pg. 2*

July 1st

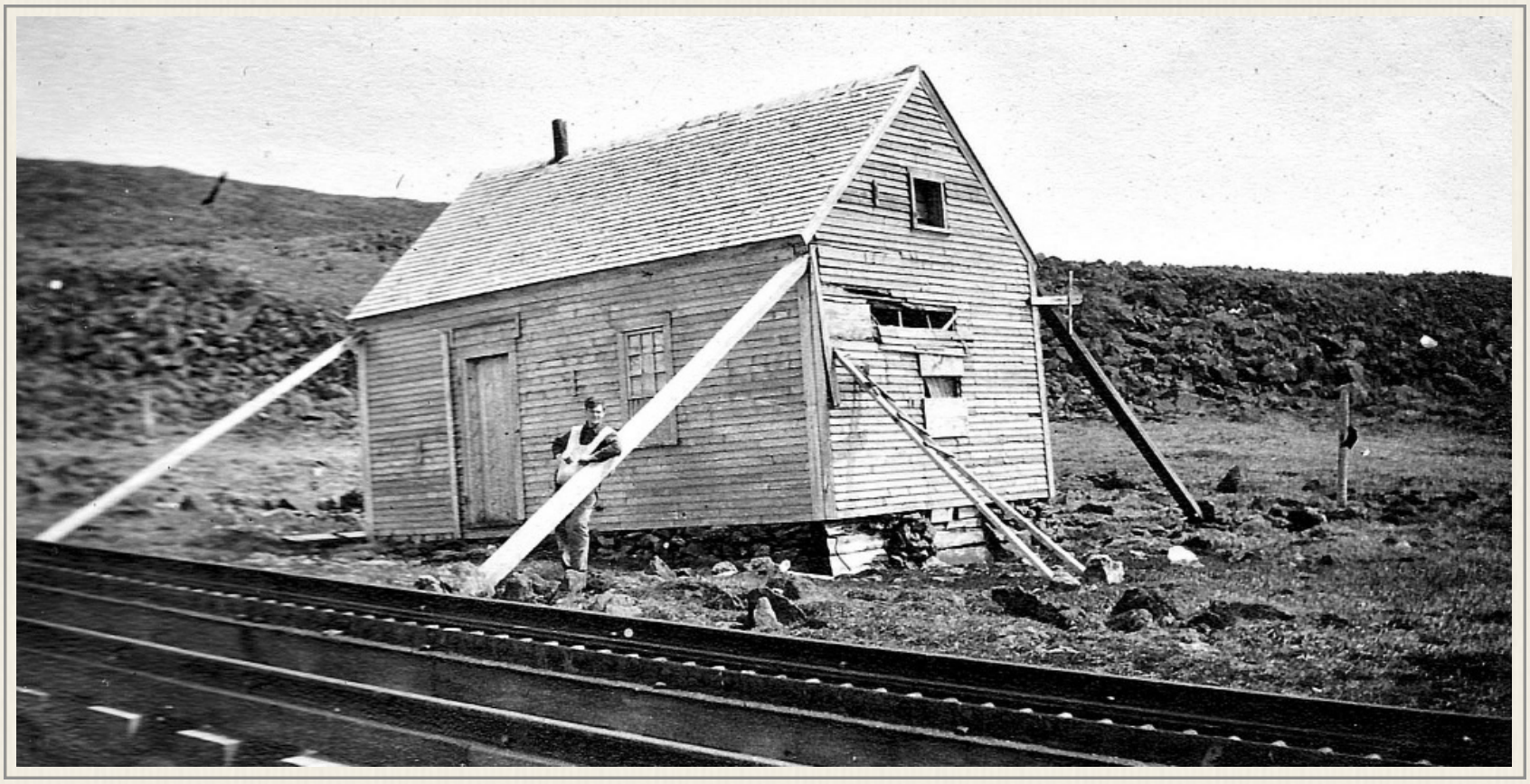
Opening Notes: "The first regular passenger trains of the Mount Washington Railway arrived on the Summit July 1st, and this marks the 43rd year that this famous cog railway has been in operation. With the retirement of Superintendent John Horne, the operation of the road this season is under the direction 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. All the engines have been taken down and overhauled and are in good condition. The cars have received a fresh coat of paint inside and out. The engines have also been repainted and both cars and engines project a fine appearance. Many minor improvements have also been made at the Base this year. The travel up the mountain has started in good, and promises favorably for a big season. On July 4th, nearly two hundred passengers ascended by the morning train. This is exceptionally good for the time of the year. The old Tip-Top House opened for the season on July 1st and once more extends it hospitable welcome to mountain travelers. Old visitors will be glad to find the familiar faces of Miss Mattie A. Clarke, Mr. A. Frank Curtis and James J. Powers again at their accustomed places. The interior of the Tip Top House presents a fine appearance this year. The walls have been covered with a heavy brown paper matting, while the furniture in the little sitting room and in the bedrooms have all been repainted. The well stocked souvenir and post card stands are at their best and are under Miss Clarke's personal care. The a la carte restaurant, with is old fashioned New England cooker is the delight of all who partake of it. *Among the Clouds* begins its pleasant task of recording the doings of visitors and keeping the chronicles of mountain events. The present year promises to be a memorable one for Mount Washington. Following the completion of the survey last year for the Scenic Electric Railway, plans have been perfected, as detailed on another page *(see Appendix - 1912 Electric Scenic Railway)*, for a hotel at the Summit, which will surpass in extent and comfort any mountain-top hotel in the world. Preliminary legal steps relating to the issue of stock by the railroad are now in progress and it is expected that the work will soon begin. The change of the railroad, including the giving up of the old cog railway and the substitution of the electric line, will cover a year or more, and the new line will be one of the greatest triumphs of electrical engineering. Mount Washington has witnessed many noteworthy achievements in the past. The carriage road was a wonder in its day, and the cog railway was a triumph of the indomitable energy and perseverance of a few New Hampshire men. The old stone hotels of sixty years ago were a monument to the energy and courage of our mountain pioneers. The achievement which is now to follow is the crowning masterpiece of electrical science."

- Among the Clouds - Mon, Jul 8, 1912



Pump House: *Seen hear in 1924 tax inventory photo along with its coal bin next to spur line track and laundry building next door.*
- Historic Beverly Images / Lewis Family Collection

The Pumping Station Operational: "For the first time in the history of the old Tip-Top House, it now has running water, and never before could one walk into this quaint old mountain hostelry where our forebears were sheltered, turn a faucet and get a drink of water. The pumping station at the Base that is to supply the new hotel with water, was completed last fall and was put in operation this spring. Ever since the first of July it has worked splendidly, and every day pumps water up the mountain into the big tanks at the Summit, and also the tanks along the railway. This pumping plant is the only of its kind in the country, and is very unusual in that the water is pumped in one stage or lift from the Base to the Summit, an alti-



Mike's Cabin: *"Building beside the Cog tracks (near Skyline) July 1912"*
- Robert J. Girouard Collection - N.H. Then and Now

tude of 3700 feet, and the pressure required to force this column of water up the mountain is nearly 2000 pounds. The two steam pumps were made by the Dean Bros. Pump Works, Indianapolis. The piping is mad of galvanized iron, double extra thick, and is 1.5 inches interior diameter. The pipe is layed [sic] on the horses of the cog-railway and is securely braced so as not to have too much strain on the track. There are fifty slip-joints in the line of pipe to allow for expansion." *- Among the Clouds - Fri, Jul 19, 1912*

July 8th

Mrs. Browley is Back: "Prominent among the arrivals at the Summit today *(7/8)* was Mrs. M. P. Browley of Goffstown, N.H., wife of former conductor Myron Browley of the Mount Washington Railway. For a number of years, Mr. Browley wound his way up and down the mountain railway and Mrs. Browley assisted Miss Clarke at the souvenir stand at the Summit House. Both were prominent figures in the days of the old Summit House and as Mrs. Browley intends to spend this summer on the mountain assisting Miss Clarke it will see more like old times to Summit visitors than it has since the burning of the Summit House. Mr. Browley is now in Alaska conducting tours for the Raymond Whitcomb Company."

- Among the Clouds - Mon, Jul 8, 1912 pg. 1

July 9th

State Hearing Scheduled: "The hearing on the petition of the (Concord & Montreal) road for permission to issue $1,500,000 new stock to finance the scenic railway and hotel on Mount Washington will be held on Friday *(7/12)* before the public service commission."

- Railroad Notes: Portsmouth (N.H.) Herald - Tue, Jul 9, 1912 pg. 4

July 11th

Mechanical Inspection: "C. S. Hall, master mechanic of the Boston & Maine Railroad and F. A. Avery, head boiler inspector of the B&M came to the Base this morning to make an inspection of the engines of the Mount Washington Railway."

- Among the Clouds - Thu, Jul 11, 1912

July 12th

PSC Hearings Begin: "This morning *(Wed)* at 10 o'clock the *(NH)* public service commission gave a hearing at the state house office in the matter of the petition of the Concord and Montreal railroad, asking for permission to build an extension of its line from the Base Station to the summit of Mount Washington, and to increase its capital stock not exceeding $1,500,000. The petition provides for the operation of the extension by

electricity and the building of necessary appurtenances, including hotel accommodations. For the petition appeared Benjamin A. Kimball, the clerk of the corporation, Judge William M. Chase, acting in the capacity of attorney. Judge chase outlined the plan as given in the petition and referred to the benefit which such improvements as the road intended to make might be to the state. Unexpected opposition developed at the hearing when Fred A. Savory of Warner, a stockholder, appeared before the commission and argued against the increased issue of stock on the ground that such action would have a depressing effect on the present value of Concord and Montreal stock. President Kimball and Judge Chase denied that the proposed issue would in any way affect the outstanding stock of the corporation and intended to furnish the commissioners with facts and figures to substantiate their position in this regard. At the conclusion of the hearing the commission took the matter under advisement and will give out an announcement of its findings at an early date."

- Manchester New Hampshire Farmer & Weekly Union - Wed, Jul 17, 1912 pg. 7

Federal Land Purchase: "The purchase of land in Low and Burbank's grant in the White Mountains seriously interferes with the project of the Concord and Montreal railroad in the building of a scenic electric railway up Mount Washington, as the plan of the railway layout is over the territory recently acquired by the government up the northern slope of Mount Washington. To secure this right for the railroad would necessitate legislation, and Senator Jallinger has been appealed to to undertake to secure necessary action on the part of Congress. It is a serious question whether the government will agree to grant the right, but a strong effort will be made to secure it.

- Portsmouth (NH) Herald - Sat, Jul 13, 1912 pg. 2

July 13th

Construction Engineers Arrive: "F. C. Shepherd, Construction Engineer of the Boston & Maine Railroad, who will have charge of the construction and building of the new Electric Scenic Railway up Mount Washington, and H. S. Jewell, Assistant Construction Engineer with a corps of assistants arrived at the Base this week and are already at work making the survey for the Right of Way. They will also make slight changes in the line now proposed, such as would be beneficial for grades and curves, and the measurements for bridges and trestles. The laying out of the immense power plant at the Base, that is to supply the electricity to keep the vast establishment in operation, together with the survey for the foundation of the new Summit House are also part of the programme the engineers now have on hand. Architect R. C. Reamer, of the Boston & Maine and New Haven Railroad's engineering department, who has charge of working out the details and plans for the new Summit House, and his assistant, L. M. Gowell, are on the Summit today *(7/13)*, accompanied by the constructing engineers, and are looking over the ground for the foundation of Mount Washington's magnificent new hotel. With the fine weather such as we are having now, much progress will be made within the next few weeks. Following is a list of the engineers under Asst. H. S. Jewell of the Boston & Maine that are now at work on the right of way survey for the electric Scenic Railway: F. A. Sawyer, Woodstock, N.H.; F. Otis Lufkin J., Gloucester, Mass.; O. P. Friend, Gloucester, Mass.; Lloyd L. Mansfield, Swampscott, Mass.; James V. Gallivan, Dorcester, Mass.; and R. B. Stone, Jamaica Plain, Mass."

- Among the Clouds - Sat, Jul 13, 1912

Government Purchase May Defeat Electric Line: "The purchase of land in Low and Burbank's grant in the White Mountains seriously interferes with the project of the Concord and Montreal railroad in the building of a scenic electric railway up Mount Washington, as the plan of the railway layout is over the territory recently acquired by the government up the northern slope of Mount Washington. To secure this right for the railroad will necessitate legislation, and Senator Ballinger has been appealed to to undertake to secure necessary action on the part of Congress. It is a serious question whether the government will agree to grant the right, but a strong effort will be made to acquire it. Engineers have begun work making the final survey"

- Portsmouth (NH) Herald - Sat, Jul 13, 1912 pg. 2 & White Mountain Republic-Journal - Thu, Aug 1, 1912

July 15th

Angling Conductor: "Mr. A. R. Wolcott of Woodsville is conductor on the Fabyan and Base trains this year 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. *- Among the Clouds - Mon, Jul 15, 1912*

July 20th

Icy Platform: "Ice on Mount Washington July 20th, the platform white with frost and the temperature down to 25, is a rare occurrence. Of course we have cold weather up here and have a few flurries of snow even in July, but it is very seldom that it gets as cold as it was last night and this morning. The night was very disagreeable and the fires in the Tip-top House were kept going all night. The water had to be shut off to keep the pipes from bursting. At 6 o'clock this morning the temperature was 25, and icicles were hanging from the water tanks. There was also a thin crust of ice on the tanks. The summit was in a cloud until 8 a.m. when it disappeared, revealing a very clear and distinct landscape view good for one hundred miles in every direction. (The temperature at 8 was 32 at the Summit - 52 at the Base) The sun is bright and it is getting warmer, but a cold wind blows across the Summit." *- Among the Clouds - Sat, Jul 20, 1912*

B&M Engineers Take Wives to Summit: "Mr. and Mrs. H. G. Spaulding and Mr. and Mrs. H. S. Jewell, who are making their headquarters at the Base, spent Saturday *(7/20)* night in the old Tip-Top House. This is the first time that Mrs. Spaulding and Mrs. Jewell ever spent a night on the mountain and they were much impressed with the fact that they had slumbered on the crest of New England's highest mountain. They all spoke well of the hospitality of the Tip-Top House and had a most enjoyable time."

- Among the Clouds - Mon, Jul 22, 1912

July 22nd

Cold Stormy Night: "Monday night was the coldest July 22nd, that has been experienced on Mount Washington in many years. The rain continued at intervals throughout a greater part of the day and the wind increased in velocity until at 12 o'clock last night it was fully 70 miles an hour. In the meantime the temperature had gone down to 20, and the water tanks began to freeze over, while frost and freezing clouds covered the mountain top and the buildings and rocks were all white. The ice on the tank was nearly one-half inch thick. The wind continued high all night, decreasing to about 40 miles at 8 o'clock this morning."

- Among the Clouds - Tue, Jul 23, 1912



All Aboard: *A car load of Pre-WWI tourists make their way from the spur line to the Cog coach. Two photographers (white sleeves) near the transfer document switch. The new pumping station's smokestack indicates image taken after July 1912*
- Courtesy Twin Mountain Historical Society

State Stock Decision Soon: "It is expected that the finding of the board of public service commissioners on the petition of the Concord & Montreal road for leave to issue $1,500,000 new stock to finance the improvements on Mount Washington, together with the order therein, will be filed early next week."

- Railroad Notes: The Portsmouth (N.H.) Herald - Mon, Jul 22, 1912 pg. 5

N.H. Approves Scenic Railway Permits: "At a meeting held in Concord on Monday, July 22nd, the board of Public Service Commissions handed down an order granting the petition of the Concord & Montreal Railroad for permission to extend its line from the Base Station to the summit of Mount Washington and to construct the necessary side tracks, safety switches, power plant, station buildings, including the hotel on the Summit, platforms, and all other needful appliances, for the operation of the road. The matter of the issue of

$1,500,000 new stock to finance the work was not provided for in the order, but it is understood that the stock will be put out with the consent of the board in such amounts as the progress of the work may render necessary. This order insures the construction of the Electric Scenic Railway which is fully described *(in Appendix - Electric Scenic Railway)* together with the magnificent new hotel on the Summit."

- Among the Clouds - Thu, Jul 25, 1912

PUC Grants Petition: "The public service commission has granted the petition of the Concord and Montreal railroad for permission to construct an extension of its road from the Base Station, so called, to the summit of Mount Washington. The matter of issuing the $1,500,00 in stock was not provided in the commission's order but will be arranged for as the work progresses. The hearing on this petition was held last week at the office of the commission (in Concord) at which time President Kimball and Attorney W. A Chase appeared for the road and Mr. Savory of Warner appeared as one of the stock holding remonstrants. His objection to the expansion, was that the plan, although possibly feasible, might cause depression on the stock of the road."

- Portsmouth (NH) Herald - Tue, Jul 23, 1912 pg. 5

Formal Decision Quoted: "The Board of public service has filed a formal opinion written by Edward C. Niles, the chairman of the board, and in it he says: "In the opinion of person peculiarly qualified to judge of such matters, it would attracted a greatly increased amount of travel, and would prove a paying investment. In that opinion we are inclined to concur. And the existence of attraction would inevitably not only result in increased travel on the railroads, but would enhance the popularity in our state as a place of summer resort, and would be of benefit to the community generally. We have no hesitation in finding that the proposed extension would be for the public good. Some difficulty, however, is involved in the question of authorizing the desired increase of the capital stock, in the manner proposed by the petition and the vote of the stockholders."

- Littleton Courier - Thu, Aug 1, 1912

July 29th

Large Bear Meets Teen: "Harold F. Buckler of Melrose Highlands, Mass., a member of *Among the Clouds* staff, had a very exciting experience early Monday *(7/29)* morning that will linger in his memory for many years to come. Harold accepted an invitation to spend Sunday night with Mr. Edwin I. Reed of Boston, who has a camp on the Jefferson Notch road, about three miles from the Base. After spending the night in camp he set out alone at 6 a.m. for the Base over a trail used by the surveyors last fall. The trail which is two miles long leads through a lonely, dense woods from the Jefferson Notch road to the Base and is seldom frequented by man. Harold had followed the trail for about half a mile and just after crossing Clay Brook came suddenly upon a huge black bear. The bear stood directly across the trail about 10 yards ahead and never heard him coming along as the roar of the brook deadened his approach. Harold, who is only fifteen years old and not being accustomed to meet bears other than what he met behind bars, was somewhat startled. He stood stock still for a moment as if paralyzed, then the thought struck him that he had better climb a tree, and one being directly at hand, he went up it with cat-like agility. The bear heard him for the first time going up the tree and not being able to see him plainly started toward the tree. Harold let out a series of yells that caused bruin to turn around and enter the tall timber at a rapid pace. This was the last seen of the bear. Harold not caring to meet him again climbed down from his lofty perch and returned to Jefferson Notch camp, then followed the state road back to the Base, none the worse for his exciting experience. Late in the afternoon a party set out in search for Mr. Bear, but nothing was seen of him only his tracks, which measured nearly eight inches long. This same bear has been seen several times by the surveyors and railway employees at the Base and is said to be a monster. He was seen this spring near the cog-railway on Coldspring Hill." *- Among the Clouds - Tue, Jul 30, 1912*

July 31st

Superintendent Visits: "G. E. Cummings, Supt. of the Mount Washington Railway, visited the Base and the Summit today on a business trip."

- Among the Clouds - Wed, Jul 31, 1912

August 3rd

Three Inches of Snow: "At 10 o'clock this morning the temperature dropped to 29 degrees. The rain first turned to sleet, then to snow. From 10:30 to 12 o'clock it has snowed very hard and there are over three inches on the Summit platform and on the rocks. The snow came in immense flakes and the cone of the mountain is white down as far as the Gulf Tank. This is the worst snow storm in the history of Mount Washington at this

time of the year. On the Summit the snow came up level with the tops of the rails, which is about 3.5 inches high. It was only the Summit colony, the train crew, passengers and a few trampers that saw the snow, for the clouds covered the mountain clear to the Base. Had it only cleared in the afternoon, it would have been a magnificent sight to the world below, to see the mountain snow-capped on August 3rd. Late in the afternoon it became warner and the snow turned to rain. It continued to rain hard Saturday night and Sunday morning the snow had all disappeared."

- Among the Clouds - Sat, Aug 3 & Sun, Aug 5, 1912

August 13th

Land Acquisition: "Edward O. Woodward of Boston, conveyancer for the Boston & Maine Railroad, Assistant Engineer H. S. Jewell, in charge of the survey for the electric scenic railway; Assistant Superintendent H. G. Spaulding of the Mount Washington Railway and L. D. Goulding and G. D. Thompson of Conway, representing the Conway Company, went to the Summit Tuesday *(8/13)* to make an examination in regard to the land takings for the new railway location and the site for the new hotel. The land owned by the railroad at the Summit is embraced in a radius of 50 rods and the new location will require about twice as much area. Coming down on the afternoon train, the party took a tramp from the Base to Jefferson Notch and the Castellated Ridge for the purpose of determining the land that will be required of the Conway Company, the lumber that will have to be cut and the general conditions of the land. On returning to the Base at dusk the party returned to Fabyan by automobile."

- Among the Clouds - Thu, Aug 15, 1912

Land Acquisition: "Agents of the Boston & Maine are engaged in purchasing the land for the right of way for the scenic railroad on Mount Washington and engineers are establishing camps for the construction gangs to have them in readiness for next spring the work will be vigorously undertaken."

- Portsmouth (N.H.) Herald - Tue, Aug 13, 1912 pg. 2

August 14th

Clear Skies - Full Trains: "This was the first clear morning for a week and it brought the largest company of visitors of any day of the season, the train bringing over 200 passengers from all parts of the mountains. 'Do you remember that summer, oh, eight or ten years ago, I guess, when it was pleasant on Mount Washington every day for two weeks?' 'Don't you remember back in 1898 what gorgeous sunsets we used to have, night after night?' ' I used to enjoy coming up here so much to see the full moon, years ago; it seems as if ti always was clear those nights.' 'And the sunrises that we used to get up nearly every morning to see! Oh, but they were just glorious!' If anybody comes into the Tip-Top House nowadays and indulges in recollections like these,





Faded Photo Card: *Heavily processed image of Base Station with train, the engineer in white coveralls and conductor with pocket watch at center. Jitney Jr suspects the man with pipe at left in front of baggage car is John Horne - master mechanic, train master and superintendent of the road. (1912-ish)*
- Conrad Ekstrom Collection

the patient and long suffering household, sadly meditating over three or four weeks of almost constant rain and cloud, merely wish that the offender was at the bottom of the Great Gulf."

- Among the Clouds - Wed, Aug 14, 1912

August 17th

Big Day: "Saturday *(8/17)* was a busy day on Mount Washington and there were more people on the mountain than any day since the burning of the Summit House in 1908. The train brought up 240 passengers; there were a number of auto parties; several came by mountain wagon or walked the carriage road; and all day long the trails were thronged with trampers. It is estimated there were over 500 in all that visited the Summit Saturday." *- Among the Clouds - Mon, Aug 19, 1912*

August 22nd

An Expensive Bluff?: "One of the latest canards is that the scenic railway to the top of Mt. Washington is all hot air and that the management is putting up a bluff. If that is so it is one of the most expensive bluffs ever. All summer at least twenty civil engineers whose salary ranges from $4,000 a year down, have been blazing the trail and straightening the lines to this purpose. The capital stock has been subscribed and money for this work comes out of the deposit for this purpose. Here is a note of warning, if those who aspire to represent their town in the legislature and declare for a new railroad and make their campaign on that basis, and would again put the railroads into politics they will find that the voters are not fools."

- White Mountain Republic-Journal - Thu, Aug 22, 1912

August 23rd

Stage Road & Scenic Railway: "Walter C. Libby of the E. Libby & Sons company was on the summit of Mount Washington last Friday *(8/23)* and there met the engineer of the Boston & Maine railroad in charge of the survey of the projected scenic electric railroad. The meeting was by chance Mr. Libby having gone up the carriage road in the company's new high-powered automobile making the trip from the Glen to the summit in

about an hour. The E. Libby & Sons company has made no proposition to the railway regarding quarters for the Glen & Mount Washington stage company in the proposed new summit house but the engineer interrogated Mr. Libby as to whether his company would object to having the present stage office moved a short distance in case the land occupied by it should be desired for the hotel. It is understood that there will be objection. It is understood that survey for the scenic railway plans for the first crossing of the carriage road not far from the point where the Gulfside trail over the northern peaks leaves the carriage road. It will circle the mountain and again cross the carriage road between the two barns and the terminus at the summit will be just about where the track is now. It is planned to have two switchbacks on the line, by means of which Mount Clay will be overcome on the track returning from Mount Jefferson and before the cone of Mount Washington is attacked. A Boston & Maine official being interrogated as to the probability of the road being built, said substantially: "I never have believed the new railway would be built, but am now beginning to believe it will."

- Gorham Mountaineer reprinted in White Mountain Republic-Journal - Thu, Aug 29, 1912

August 24th

Editorial Endorsement: People Are Discovering The Political Fakirs: "With the completion of the arrangements for the beginning of the construction of the big undertaking at Mt. Washington, such as the building of the electric road and the mammoth hotel... and the delivery of fifty to one hundred new locomotives and several hundred new passenger and freight cars to the Boston & Maine during the past two months, it would appear that President Mellen had started the swing of progress that he has been arranging for for the past few months. The trains are moving on excellent time, with safety and speed. With any sort of public co-operation, New Hampshire will be in the forefront so far as railroad facilities go, in less than two years. The public have discovered that Mr. Mellen meant every word he said, and that in order to carry out his extensive plans he has been obliged to summon to his assistance the necessary funds to do the work. He is going carefully about... building up the New England lines, making New England busier and better for the people and for the manufacturer. The work of educating the people so that they may discover what is behind the politician in his effort to appear as a sponsor for the people in attacking the road, is being rapidly unveiled. The public is learning that upbuilding of the railroads and the success of the railroads means more business and more work for the people, and in a short time the railroads will receive fair treatment and the demagogues will be cast into oblivion. New Hampshire has suffered the presence of a half a dozen men who have made their living and attained their prominence in attacking railroads for personal gain. We want careful and honest supervision of the public utilities, but the public will not stand for a gang who are standing in the way of progress and trying to deceive the people. The citizens of Massachusetts... have discovered that the railroads have been held up in every conceivable manner, and that a number of men that have posed as reformers were nothing but fakers."

- Portsmouth Herald - Sat, Aug 24, 1912 pg. 4

August 27th

Big Night: "Sixty-four people stayed on Mount Washington last *(8/27)* night. The Tip-Top House and Stage Office were both full."

- Among the Clouds - Wed, Aug 28, 1912

August 31st

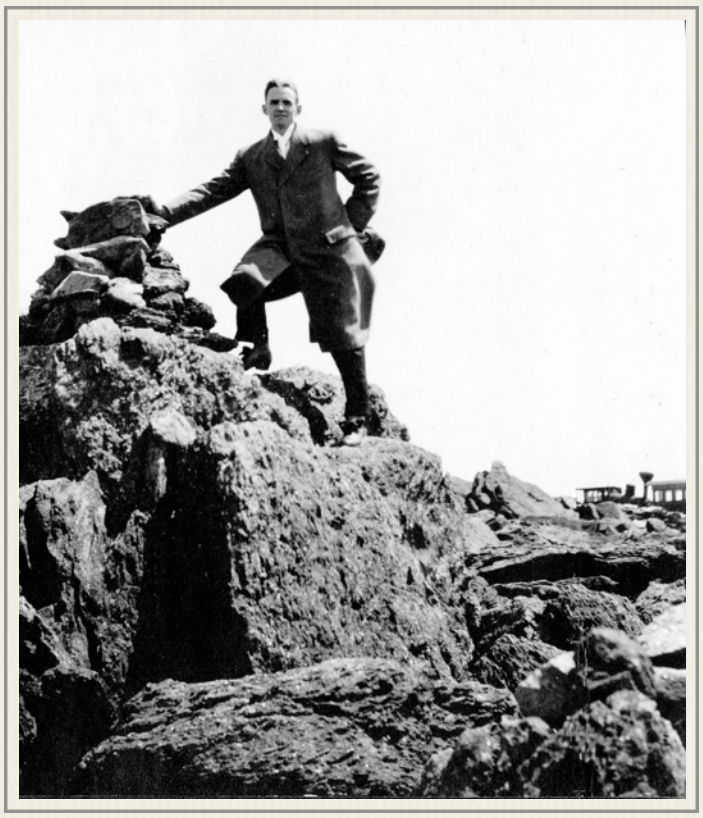
Browley's Reunited: "A familiar face to arrive on the Summit by Saturday's *(8/31)* train was that of Myron P. Browley who for a number of years prior to 1908 was conductor of the Mount Washington Railway. Mr. Browley has been connected with the Raymond & Whitcomb Company now for the past three years and has just returned with a party that has been on an extended tour to Alaska. Mrs. Browley who is assisting Miss Clarke at the Tip-Top House and Mr. Browley went down in the afternoon train to Fabyans to spend Sunday and Labor Day. Mrs. Browley returned to the Summit Monday, Mr. Browley going to Boston."

- Among the Clouds - Tue, Sep 3, 1912

September 4th

Clear Day - Track Car: "There was great rejoicing this morning when the Summit colony arose and found the sun shining brightly, that it was warm and calm and that the Summit was perfectly free of clouds. This indeed a great treat to have a good summer's day, after spending the whole month of August in the clouds, wind and storm. It is our earnest hope that this weather will continue throughout September and that a goodly crowd of people will take advantage of it and visit Mount Washington when it is at its best. G. E. Cummings,

Supt. of the Mount Washington Railway, motored from Fabyan to the Base this morning in the "Auto-on-Car Wheels." This vehicle of gasoline propulsion is nothing more than a Winton Touring car adapted for railroad service by putting on ordinary *(rail)* car wheels in the place of rubber tires. The car runs on the track the same as an electric car and can develop a speed of sixty miles an hour. The care will be used for the accommodation of the Mount Washington Railway officials and will be run between the Base and Fabyan." *- Among the Clouds - Wed, Sep 4, 1912*



A tourist at the Summit with Cog train seen at lower right. An photo angle only available between 1908 and 1915 when no Summit House was in place. (1912)
- Robert J. Girouard Collection / NH Then & Now

September 12th

Cloudy Crowded Summit: "Though the Summit was cloud capped Thursday *(9/12)* after 7 a.m. for the remainder of the day, it did not stop the crowd from coming to the Summit, who happened to see or hear of the fine sunrise. Yesterday brought the largest crowd, by train, to the Summit of any day this summer. Six trains of the Mount Washington Railway being packed full. It was cloudy, cold and disagreeable on the mountain, but nevertheless the passengers took it all good-naturedly."
- Among the Clouds - Fri, Sep 13, 1912

September 14th

Scenic Railway Update: "Although little has been mentioned this summer of the work done on the new Scenic Railway up Mount Washington, we take pleasure in informing our readers that a vast amount of work has been accomplished. The working out of the preliminary details, such as surveying for the right-of-way, making changes in the line that would be beneficial for grades and curves and the measurements for bridges and trestles have occupied the engineering corps all summer on the ground, as well as the legal and other departments of the railroad in taking over the right-of-way from the different land owners that control this section of the country. By another season everything undoubtedly will be in readiness so that construction can begin. In all probability several crews of workmen will be placed at different points along the line, so that building may go on with all possible speed. The railway officials have entered into the matter with enthusiasm and Superintendent Cummings in particular has devoted himself to the undertaking heart and soul, as one who realizes that he is engaged in a work which will mark an epoch in history. Our early issues of next season will undoubtedly have important progress to chronicle in the further steps of this great work." *(Ed Note: 18-year old John M. Keenan of Charlestown, Mass. began a new job as rear flagman of a Scenic Railway surveying crew the day before this article appeared. Four days later Keenan would become lost, and never found thus joining the roster of those who lost their lives on the Mountain.)*

Closing Notes: "The coming of autumn again bid us say good-bye to the mountains and to our friends among whom we have spent another summer. This issue of *Among the Clouds* is the last of the season to go to our readers away from Mount Washington, but as long as the amount of travel to the Summit justifies it we shall continue to print editions with the daily arrivals. Our thanks again are due to all our patrons and the many friends who have helped us in many ways. Mount Washington, with all its modernizing, is still in many ways like an outpost on the frontier, and it is in such insolation as we face here that the spirit of neighborly friendship and kindness is most developed. "Lend a hand," is a motto the real value of which one never knows until he has lived under such circumstances." The Tip-Top House will remain open this year until Sept. 25th and, weather permitting, will remain open a few days later. Considering the stormy weather and all, the Tip-Top House has had a fairly good season. Before the magnificent new hotel is built, this ancient mountain hostelry will probably extends its hospitality for at least two years yet to the thousands of tourists who visit Mount Washington. 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 show great interest in his work and we wish him future success."

"Uncle John" Camden Update: "The oldest survivor of the early employees of the Mount Washington Railway is undoubtedly the venerable John Camden, father and predecessor of the present roadmaster, Patrick Camden, now living at the age of eighty-nine in his native village of Ste. Agathe, P. Q. To the regular summer dwellers of thirty years and more ago at the Summit and the Base, the elder Mr. Camden was always known by the affectionate term of "Uncle John," and this fact alone is enough to suggest the kindly disposition and strong, upright character that earned him friendship and respect. Mr. Camden came to work for the Mount Washington Railway in 1872 as a carpenter on the construction of the Summit House. His son Patrick had come a few months earlier from Canada to Lancaster in search of work and had found employment on the new mountain hotel, afterwards sending for his father, who later became roadmaster. Railway building on Mount Washington has always been largely a matter of carpentry, much of trestle having to be renewed each year, and the two Camdens, father and son, have built and rebuilt the track and likewise all the Railway Company's buildings at the Summit and Base. As track inspector it used to be "Uncle John's" duty to go down on a slideboard before the train to look out for defects in the track, and his departure was always one of the sights of a visit. Mr. Camden left Mount Washington in 1892 after twenty years of service, and lived some years in St. Paul and elsewhere in the West. He has lately made his home with his grand-daughters in St. Agathe, enjoying remarkably good health until partially crippled by paralysis last winter. The kind wishes of his old mountain friends go to him in the advancing years of a good and useful life. Patrick Camden, who followed his father as roadmaster, has likewise enjoyed the friendship and esteem of his associates during his forty years of faithful service. - F. H. B."

- Among the Clouds - Sat, Sep 14, 1912

Plan Complete - Work Underway: "A scenic electric railway, coiling around Mt. Washington two and a half times in its upward climb to the summit, is the scheme of the Boston and Maine railroad. Plans are complete, money is being raised and corps of surveyors are working out details for the engineers. It will terminate in a unique hotel. The old cog railway which carries passengers to the summit climbs a distance of less than three miles, and the new road will be more than twenty miles long. At the crest it will be 4750 feet above the sea level. The grade will be uniformly six per cent. It will reach many of the noted scenic points on the mountain and traverse the slopes of Mt. Jefferson and Mt. Clay. The present cog road will be abandoned as soon as the new line is competed. The cost will be $1,500,000. The hotel will be unique, in that it will have the tip-top of the mountain sticking through its floor and every room will be on the outside. The circular observatory will be 150 feet in diameter and its sides will be of glass. The verandas will be inside this observatory."

- Boston Journal - Sat, Sep 14, 1912 pg. 6

Week of September 15th

Mellen's Got the Money?: "Boston & Maine Vice-President William J. Hobbs, whose principal official duty for the past year has been to come to New Hampshire and tell various tribunals about his road's business. This time Mr. Hobbs told state tax commission that the allocation of the receipts and expense of the *(B&M)* system in New Hampshire for the past nine months showed dividends of $617,000. *(Hobbs)* further stated that the total net income for the company for the complete year would be in the vicinity of $900,000, which capitalized at four percent would make a gross valuation of approximately $25,000,000 less than half of the gross valuation of $52,000,000, which was decided upon by the commission (for taxation) for last year. In spite of this disappointing showing in regard to earnings, President Mellen indicated on a visit which he made to New Hampshire last week that he should go ahead with his ambitious plans for development on that part of his system in this state. Arrangements for financing the great project for the scenic railroad up Mount Washington and the new hotel on its summit were completed at a gathering of representatives of various interests at Bretton Woods last week." *- Littleton Courier - Thu, Sep 26, 1912*



John M. Keenan (1912)

September 18th

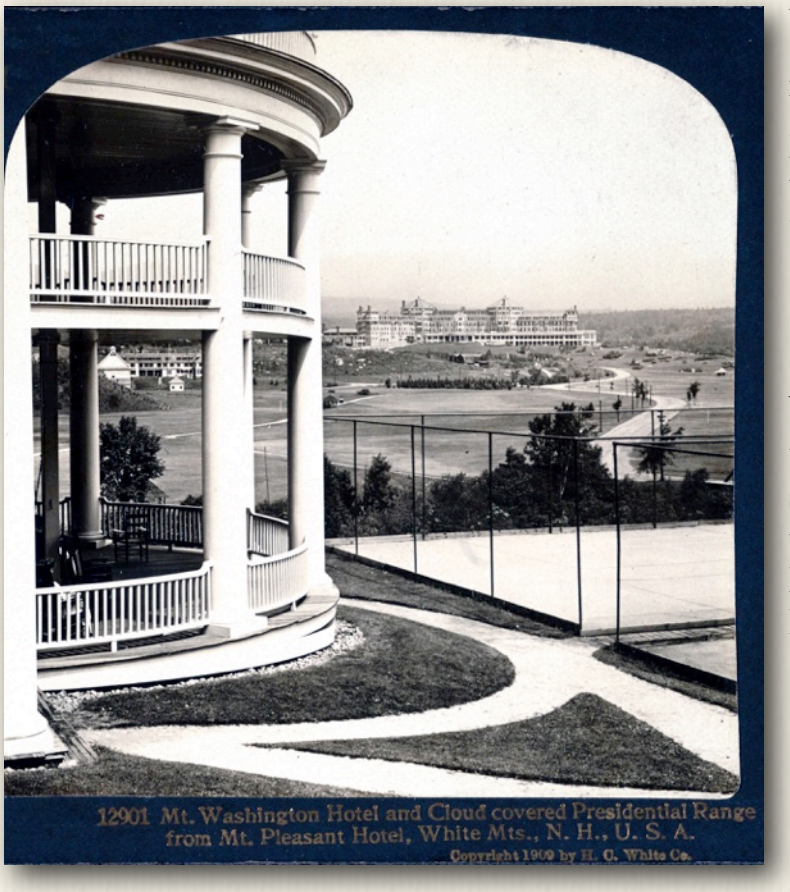
Lost in the Clouds - Gone from the Earth: "The season of publication for *Among the Clouds* for 1912 had just ended when young (John M.) Keenan became lost on Mt. Washington, Wednesday, September 18. While the staff (of the newspaper) was assisting in the vigorous search for the unfortunate surveyor, the editor was busily engaged in sending out dispatches to Boston newspapers. Being thoroughly familiar with all the details, the writer is able to give... readers the best account ever written

of this fearful casualty." The 1913 *Among the Clouds* account in three installments of "John M. Keenan - Mount Washington's Latest Victim" is transcribed in *Appendix - Electric Scenic Railway.*

September 20th

Desperately Seeking Keenan: "Search of the fog-blanketed summit of Mt. Washington today *(9/20)* by about 100 men and boys failed to reveal trace of John M. Keenan of Boston, the young Boston & Maine civil engineer, who has been lost on the mountain two days. Messages telephoned down tonight from the searching party, which camped on the summit, say that the guides feared Keenan was not alive. he was without food or drink, compass or extra clothing, when a fog bank shut him from 11 others in his surveying party near the Leakes of the Clouds. He was nervous and excitable in disposition, other members of the party say, and without the experience in woodcraft necessary for him to make his way to safety through the wilds. Since he was lost the weather on the mountain has been severed, with fog, rain, hail and extreme cold. Bells, guns and steam whistles sent out signals on the mountain all the day in vain. There was no response which might indicate the whereabouts of Keenan. One valuable form of signaling could not be used to attract the missing man's attention, since heavy rain and continued fog prevented the setting of fires as beacons. among the searchers were members of Keenan's surveying party, and their number was increased by scores of volunteers, guides and other men familiar with the mountain. The searchers were divided into small parties, each in charge of a professional guide, while in general charge were H. S. Jewell, chief engineer of the surveying party, and H. C. Spaulding, superintendent of the Mt. Washington railway. They were all equipped to spend the night on the mountain and to renew the hunt today. Some spent the night at the tip Top House; others slept in the refuge of Mt. Munroe, adjoining Mt. Washington, but most of the party camped in the open. At the level of the Lake of the Clouds and above it the mountain is covered with large rock projections, in the crevices of which an injured man might lie many days without being discovered even by a large searching party. It is possible that the young rodman fell into one of these rock holes and was stunned or more seriously hurt. The surveying party was laying out the line of the new electric railway being built up the mountain by the Boston & Maine. Keenan was some distance away from th rest of the party, holding the rod at which the transit man was sighting, when the fog shut in at 11 o'clock Wednesday *(9/18)* morning. The others yelled to him to remain where he was and await the rest of the party. When they reached the spot there was no sign of him. If he were an experienced mountaineer it would not have taken him more than three house to walk to the Tip Top House, but the wind was blowing more than 50 miles an hour and the mercury was about 40 degrees. If he escaped the dangerous rock pitfalls on the mountain side he might have fallen from exhaustion. Messages sent to various parts of the mountain started all available employees of the railway, guides and others, out on the hunt at 5 a.m. today. The bell at the summit was rung constantly, day and night, while a steam whistle at the base was sounded at intervals. it is planned to continue the search until Keenan is found, dead or alive. Keenan is the 23-year old son of Mr. and Mrs. Lawrence J. Keenan of 54 Bartlett street, Charleston, MA. He was graduated from the Warren grammar school in 1903. He left on the present trip on Sept. 10 and yesterday morning his mother received a letter from him asking her to send as soon as possible a heavy sweater and his high shoes." *(Ed note: Keenan's body was never found) -*

- Boston Herald - Sat, Sep 21, 1912 pg. 1 & 2



September 21st

Tip Top Removal?: "The old Tip Top house on Mt. Washington is to be removed for the new electric railroad to be constructed by the Boston & Maine railroad. It is considered possible, however, that plans may be so changed as to make possible the preservation of the old landmark. Railroad construction is expected to begin in the spring. President Mellen of the New Haven railroad has been here (Breton Woods, NH) to inspect the plans."

- Portsmouth (NH) Herald - Sat, Sep 21, 1912 pg. 3

September 25th

Seven Million Take Over of Two Mountain Hotels:



"The Mt. Washington Hotel and Mt. Pleasant Hotel *(left)* at Bretton Woods, N.H., may be purchased by the Boston & Maine railroad for $7,000,000, according to the Boston News Bureau. (yesterday printed) It is said that the asking price for the Bretton Woods property in New Hampshire, which includes the famous Mount Washington Hotel and the Mount Pleasant Hotel and 22,000 acres of land is $7,000,000. The Mt. Washington Hotel *(above)* was built about ten years ago by Mr. Stickney of Stickney, Conyngham & Co., the coal merchants, and was largely a work of love. Mr. Stickney was fascinated with the place, and while he lived it was never expected to be a profitable investment. Lately, however, the season at the White Mountains has begun to lengthen and the hotel is returning a small dividend. It is believed that it can this year pay 6 percent upon its $2,000,000 cost. It is understood, however, that for the entire property, $7,000,000 is now the asking price. The New Haven management of the Boston & Maine seems to be following the policy of the Canadian Pacific in acquiring a line of first class hotels, but $7,000,000 is a large price to pay for a single spot. It is said, however, that if the Boston & Maine should purchase the Mt. Washington property it would delay for some time the building of the new Tip Top House on Mt. Washington, but not the construction of the proposed electric railway encircling the mountain in substitution for the present cog wheel railroad. At present there are 15 surveyors at work on the mountain locating the proposed line." -*White Mountain Republic-Journal – Thu, Sep 26, 1912 pg. 2*

September 26th

Lost on Mount Washington: "Search of the fog-blanketed summit of Mt. Washington the past week has failed to reveal trace of John M. Keenan of Charleston, Mass., the young Boston & Maine civil engineer, who was lost on the mountain over a week ago. At the level of the Lake in the Clouds, where Keenan was last seen, the mountain is covered with large rock projections, in the crevice of which an injured man might lie for days without being discovered even by a large searching party. It is possible that the young rodman fell into one of those rock holes and was stunned or more seriously hurt, causing his death. Keenan was tee son of Mr. and

Mrs. Lawrence J. Keenan of Charlestown, Mass., and was 23 years of age."
- Littleton Courier - Thu, Sep 26, 1912

Bretton Woods Bloodhounds To Be Bought: "The searching parties who have been scouring and beating the forest adjacent to Mount Washington in the hunt for John Keenan say that if bloodhounds had only been available they are confident that their search would have been rewarded, for the use of dogs keen on the scent of a trail has again and again proven their efficiency in tracing lost persons in the woods. W. S. Kenney, manager of the Mount Washington hotel at Bretton Woods, has decided to buy a couple of bloodhounds and to build kennels at Bretton Woods that in the event of another such occurrence where a life is at stake, every resource may be available for the furthering of the search. Mr. Kenney's decision is a wise one. Mount Washington will always be climbed every season by scores of inexperienced mountain climbers and these are the very ones who lose their heads soonest when they find that the trail has been lost and that they are at the mercy of the forest." *- Littleton Courier - Thu, Sep 26, 1912*

October

Annual Railroad Meetings: "In connection with the (annual meeting of the Concord & Montreal railroad in Concord) there was much interest in similar meetings of the Boston & Maine to which it is leased, and the New York, New Haven & Hartford railroad, which in turn controls the Boston & Maine. In his report to the stockholders of the New Haven, President Mellen said concerning the prospects of the Boston & Maine: "The rehabilitation of the Boston & Maine railroad will require at least two more years time before the property can satisfactorily handle the business of the section of the country it serves. Until then the patience of the public and the officials in charge will be severely taxed. It is not so much a question of money as of the necessary time in which the plans can be legally perfected and the money properly and economically expended." A proposed new common stock issue of 106,637 shares and a bond issue not exceeding $7,500.000 were approved by the stockholders of the Boston & Maine railroad at the annual meeting. The new stock is to provide for the payment of money borrowed to buy stock of the Worcester, Nashua & Rochester, Maine Central, Boston & Lowell and Concord & Montreal roads, and for other purposes. The bond issue is for the purchase of new equipment and for abolishing grade crossings funding floating debt and paying and refunding $511,000 Worcester, Nashua & Rochester bonds. The payment of dividends on the stock of the Concord & Montreal railroad, to be issued for construction of a new railroad on Mt. Washington and the station on its summit, was authorized to be made by the Boston & Maine. The new stock will be regarded as issued for the extension of the Concord & Montreal road. *- Portsmouth (NH) Herald - Mon, Oct 14, 1912 pg. 5*

October 8th

Concord & Montreal Annual Meeting: "At the annual meeting of the stockholders of the Concord & Montreal railroad in (Concord) tomorrow *(8/8)* will receive an interesting report from their board of directors, covering the years 1911 and 1912. It will show rental received from the Boston & Maine of $867,562 in 1911 and $861,057.16 in 1912. It is show that the net amount available during the two years for improvements from the special stock issues of 1910 and 1912 was $751,347.70 of which all but $19,681.69 has been expended on June 30, 1912. The largest single item was the quarter million dollars for the electric power plant at Franklin. Up to June 30, $17,000 had been spent on surveys for the Mt. Washington electric line and hotel. The announcement of the purchase by New Haven system of a large tract of land at Bar Harbor, Me., upon which a million dollar hotel will be erected was read with special interest here because it was feared this departure might effect to postpone the Mount Washington project in New Hampshire. But it appears that the latter will be prosecuted simultaneously with the new Maine construction, both being parts of a comprehensive plan for the development of the resort business of the railroad system. Concord friends of President Mellen were gratified to read a recent article by "Holland," the New York financial expert, in which, commenting upon Mr. Mellen's election to the presidency of the New York, Ontario & Western railroad, the third such office he now holds, the article said: "President Mellen now stands revealed as the greatest constructive individual figure the railway world of New England has ever known."
- Littleton Courier - Thu, Oct 10, 1912

October 19th

No Trolley - Smaller Hotel?: Editorial page column: "A rumor has been current the past week that the new Summit house upon Mount Washington would be much smaller than originally contemplated, and that the



Family Portrait: *Judith V. Hoell of Rochester, N.H. posts this group of Mt. Washington Railway riders on the Grew Up in Conway/North Conway, NH Facebook page in Dec 2020. Conrad Ekstrom brings it to the Railway to the Moon! in November 2021. Sun angle seems ti indicate the photo was taken when there was no Summit House (1912-ish)*
- Judith V. Hoell Collection

plans for the proposed scenic railway p that mountain had been abandoned. There is no foundation in fact for this rumor. It has never been intended to build a large summit hostelry, but the edifice, which will serve also as a summit station for the railway, will be finely appointed and will contain about 100 rooms, which will be sufficient for all the patronage anticipated."

- Portsmouth (NH) Herald - Sat, Oct 19, 1912 pg. 4

1913

1913

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1912 Season*** - Total earnings: $21,281.03 - Total expenses: $19,060.97 - Total passengers: 14,262 - 420 new spruce ties laid during the year

February 10th

A February Ascent for Fun?: "Mr. George A. Gosbee of *Among the Clouds* staff, who spent last winter at the Base as watchman for the Mount Washington Railway Co., had many exciting experience in climbing Mount Washington on several occasions during the long winter months. Mr. Gosbee is a lover of the mountains and being anxious to spend a winter in the hills, was prompted to take the position as watchman at the Base. He kept a daily record of the weather throughout the winter and the coldest day was on Monday, February 10th *(1913)* when the mercury registered 19 degrees below zero at the Base. Several ascents of Mount Washington were made by him which were usually in company with some trampers that happened along and each ascent was full of interest and thrilling experiences, but the one he made on February 10th in company with Dr. Fritz Friedrichs of Stutzerbach, Germany, will not soon be forgotten. Dr. Friedrichs, who is in the Department of Chemistry at the University of Cornell, was anxious to make the ascent of Mount Washington winter, and came to the Base on February 9th and requested Mr. Gosbee to accompany him of which he gladly consented. It was decided to make an early start the following day and on the morning of the 10th both set out for the Summit, starting about eight o'clock with the mercury down to 19 below and a strong wind blowing. The sun was bright and it was remarkably clear, in fact about the clearest day during the winter. There were fully three feet of snow on the ground at the Base and they walked along the side of the track until they reached Jacob's Ladder, Mr. Gosbee using snowshoes and Mr. Friedrichs skis. Here a north-east wind was blowing seventy-five miles an hour and the thermometer registered 30 below zero. From the timber line to the Summit the rocks was a solid mass of ice and snow, and here they left the snowshoes and skis. At Jacob's Ladder they left the track and started up the cone to the right. The higher they go the colder it grew and with a seventy-five mile an hour gale and over slippery ice covered boulders it was next to impossible to make much headway. At one p.m. they gained the Summit after slipping, sliding and falling a number of times. On the Summit the mercury was down to 41 degrees below and with the heavy gale it was almost impossible to stand still it was so cold. They stayed an hour on the Summit and in that time the wind died down to almost a calm. With the wind going down it made it much easier to make the descent. They kept close to the track coming down and just on leaving the Summit Mr. Gosbee fell and started slicing, he kept on over the ice covered rocks and did not stop until he reached the pile of rocks that marks the spot where Lizzie Bourne perished. Mr. Friedrichs also had a marrow escape at the headwall of the Great Gulf, where he fell and started sliding over the head wall, Mr. Gosbee was below him and clinging to a rock with one hand he caught Mr. Friedrich as he was sliding by him. After several such experiences they reached Jacob's Ladder and with the aid of snowshoes and skis the trip to the Base was made without further incident."

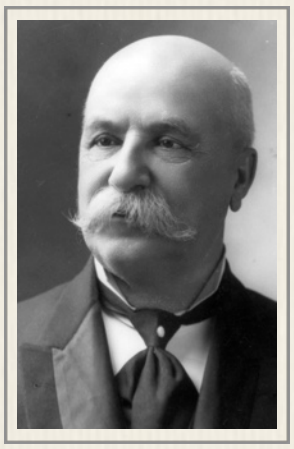
- Among the Clouds - Wed, Sep 3, 1913



Edward G. Buckland
- Buckland Family archives

February 19th

Salvaging the Trolley in D.C.?: "E. G. Buckland, Vice President of the New Haven Railroad, appeared this morning *(2/19)* before the Forestry Reserve Commission, representing the Maine Central Railroad regarding thee proposition of the road to substitute an electric line up Mount Washington to replace the present steam cog railway service over the mountains. It is proposed to construct an electric railway at a grade not to exceed 6 per cent., and to build a new hotel to take the place of the Summit House, recently destroyed by fire. The Concord and Montreal Railway, belonging to the Maine Central, has acquired the right of way except for a portion that is under optional purchase by the Government from the Berlin Timber Land Company, which is willing to transfer to the railroad the plot through which the right of way runs. Mr. Buckland assured the Commission that if the proper right of way is secured steam operation would be abandoned at once and the present danger of burning forests on the mountain side thus removed. Senator *(Jacob H.)* Gallinger of New Hampshire, a member of the commission, seemed to favor a proposition to give the road a



Sen. Galliger (1906)
- Wikimedia

revertible permit. This, however, is not acceptable, the railroad preferring rather to continue steam operation. In reply to a suggestion that if the commission had the power it would give the railroad a permanent right of way, subject to the regulations of the Department of Agriculture, Mr. Buckland replied that thi could be accomplished by modifying the option of purchase so as to permit the land company to grant the necessary right of way, but the commission was not favorable to this suggestion. It was decided after the hearing to endeavor to include in the pending Agriculture bill a provision allowing the government to permit exceptions of the kind suggested by Mr. Buckland to be availed of under Governmental regulations."

- The Stamford (CT) Evening Bulletin – Wed, Feb 19, 1913 pg. 3

March 20th

Stop Work on Hotel & Scenic Railway: "Orders have been sent out from the general offices of the New Haven road to stop all work on the scenic railway and the hotel on the summit of Mount Washington. Surveys for the railroad route had been completed and preliminary work done on the hotel, including the installation of a water supply system which was to furnish water to the hotel from the Base station. A party has been in the field nearly all winter and the details of the hotel plans have about been completed. The field party has been recalled and nothing more will be done on the plans. This project which was one particularly dear to Mr. Mellon's heart, was to cost about $3,000,000. The reason for its abandonment is said to be the present financial situation on the Boston & Maine, although it was to be directly financed by the Boston, Concord & Montreal Railroad and ultimately by the New Haven road. Those who are close to the railroad management say that the persistent attacks which have been made against Mr. Mellen and the New Haven management have led to the stop and to the consideration of the possible abandonment of other plans for large improvements which were not of absolute necessity, but which promised in the future to become large sources of revenue, such as the hotel at Bar Harbor and the White Mountains project."

- Portsmouth (NH) Herald - Fri, Mar 21, 1913 pg. 7

March 27th

May Be Delayed: "All construction work of the Boston & Maine railroad not required for safety or to meet other very urgent demands of the road has been stopped under orders from headquarters about a week ago," said an official of the road. One of those canceled undertakings is the scenic railway and the hotel on the summit of Mt. Washington. Surveys for the railroad route has been completed and preliminary work done on the hotel, including the installation of a water supply system which was to furnish water to the hotel from base Station. A party has been in the field nearly all winter and the details of the hotel plans have about been completed. The field party has been recalled and nothing more will be done on the plans. This project, which was one particularly dear to Mr. Mellen's heart was to cost about $3,000,000. The reason for abandonment is said to be the present financial situation on the Boston & Maine although it was to be directly financed by the Boston, Concord & Montreal Railroad and ultimately by the New Haven Road. Those who are close to the railroad management say that the persistent attacks which have been made against Mr. Mellen and the New Haven management have led to this step and to the consideration of the possible abandonment of other plans for large improvements which were not of absolute necessity, but which promised in future to become large sources of revenue such as the hotel at Bar Harbor and the White Mountain project. We certainly hope that the above policy will not be carried so far as to deprive Littleton of the new station and other improvements which we ought to have being the "Hub of the White Mountains," and taking into consideration the amount of business which is done at this place we feel that we are deserving of accommodations commensurate with the place we occupy in this mountain region."

- White Mountain Republic-Journal – Thu, Mar 27, 1913 pg. 2

April 10th

No Surprise - Still Need a Hotel: "Twin Mountain notes: No new hotel on Mt. Washington this year. Well who believed there would be? The beautiful hotel and scenic railway are no more fakes now than they have been for years, but the grand old peak certainly deserves a fine building at its summit."

- White Mountain Republic-Journal – Thu, Apr 10, 1913 pg. 6

June 30th

Opening Notes: "The Mount Washington Railway, which sent its first regular passenger train to the Summit this year on June 30, retains in its service nearly the entire personnel of last seasons' employees. Asst. Supt.

Spaulding has shown great interest in his work, and under his supervision the railway equipment has been put in excellent condition and many improvements have been made. 1913 marks the forty-fourth year that this famous cog-railway has been in operation. The travel up the mountain so far this season has been exceptionally good, and promises favorably for a big season. July 4 brought over 150 visitors to the Summit. Old Summit visitors will be glad to find the familiar faces of Miss Mattie A. Clarke, Mr. A. Frank Curtis, Mr. James J. Powers and Mrs. Myron P. Browley again at the old Tip-Top House, which opened for the seasons on June 30. The Tip-Top House is in a better way to accommodate the mountain traveller this year than ever before in its history. A large kitchen and service room has been built on to the rear of the house and a new oil cook stove aded to the equipment. Double beds have been placed in nearly all the sleeping rooms. Many other minor improvements have been made to the old house this year. The well stocked souvenir and post card stands are at their best and the a la carte restaurant, with its old fashioned New England cookery, is the delight of all who partake of it. We regret to state that the work on the proposed scenic railway and new hotel on the Summit has been indefinitely postponed, which is probably due to the present financial conditions. However, as soon as this and other matters are straightened out, the new railroad and hotel will in all probability be built."

SEASON OF 1913

Commencing Monday, June 30, 1913, Trains Will Run as Follows:

TO THE MOUNTAIN	WEEK DAYS A. M.	SUNDAYS A. M.
LEAVE FABYAN	9:15	10:00
" BRETTON WOODS	9:18	10:03
" BASE STATION	9:50	10:35
AR. SUMMIT MT. WASHINGTON	11:15	11:50

FROM THE MOUNTAIN	WEEK DAYS P. M.	SUNDAYS P. M.
LEAVE SUMMIT MT. WASHINGTON	1:15	1:15
ARRIVE BASE STATION	2:30	2:30
" BRETTON WOODS	2:55	2:53
" FABYAN	3:00	2:55

- Among the Clouds - Fri, Jul 13, 1913

July 12th

What Next?: "There were very few visitors to the Summit yesterday *(7/12)*, owing to the heavy rain in the morning. A party of railroad officials were among the arrivals and they were afforded a misty outlook from the Summit. The party included G. E. Cummings, Supt. of B&M and Mt. Wash. Rys.; W. F. Ray, Gen. Supt. B&M; H. E. Falsom, Supt. Conn & Pass.; C. S. Hall, Master Mechanic, and G. A. Wyman, Asst. M.M. of the B&M."

- Among the Clouds - Fri, Jul 13, 1913



July 18th

Mellen's First Backward Step: "Charles S. Mellen tendered his resignation as president of the New Haven road and all its subsidiary companies at a meeting of the directors in (New York City). It is expected that



Howard Elliott, who succeeded Mellen as president of the Northern Pacific railroad in 1903, will succeed him as head of the New Haven. The directors adjourned the meeting at 5:40 last evening. The first intimation of what had happened inside came with this announcement from Mellen, given out by Edward G. Riggs, his executive assistant: "Mr. Mellen, at a meeting of his board of directors today, offered his resignation of the presidency of the New Haven road and all its subsidiary companies, to take effect at the pleasure of the board, but, in any event, not later than Oct. 1, 1913." The four-line typewritten explanation of what had happened was handed to the newspaper men about 6 o'clock. The reporters at once besieged Mellen's private office in the Grand Central terminal building. His secretaries came back saying Mellen would have no further explanation of his withdrawal. Mellen's resignation from the presidency of the Maine Central, Boston & Maine and New Haven roads marks the first backward step which he has taken since he started in the railroad business forty-four years ago. His action of yesterday, brought to an end a ten-year service as president of the New Haven road which opened with great promise of hope for the development of New England. A New England man, his election was expected to bring back to New England the control of a great railroad which was at that time rapidly passing into the hands of the Pennsylvania railroad interests. Mellen wrested that control from the Pennsylvania interests, but New England gained little. Mellen turned control of the road over to the New York firm of J. P. Morgan & Co., and throughout his administration he has been recognized as the representative of that New York firm. With the presidency of the New Haven in his grip and with the Morgan interests at his back, Mellen sought to bring about complete control of the entire transportation interests of New England. In an effort to realize his one great ambition laws of the state of Massachusetts were violated or disregarded. Trolley lines were purchased, steamship lines were taken over, and later the Boston & Albany, with its through route to the west, came under the control of the New Haven and the master hand of Mellen. In spite of continued protests of governors, legislators and men of affairs, the personal ambition of Mellen to bring within his control the entire transportation system of this section of the country triumphed. With the taking over of the Albany his mastery of the situation was made complete. And then, with "nor more worlds to conquer," the final and complete disintegration of his powers came swiftly." - *White Mountain Republic-Journal –Mon, Jul 21, 1913 pg. 64*

Maine Central Defiance of NH Law: "An act passed at the last session *(in Concord)* requires all railroads operating in the state *(of New Hampshire)*, with the exception of the Mt. Washington railway, to sell 500-mile mileage books. Thee law went into effect July first and since that date patrons of the road have tried unsuccessfully to buy a milage book of this description of the Maine Central. Complaint was made to the *(NH)* public service commission and the road was asked to issue the books. The railroad replied that it did not propose to issue the books, as it did not consider the law as valid. Whenever the commission finds that a public utility, such as the railroad, is not obeying the law, it has authority to lay the facts before the attorney general and direct him, in the name of the state, to take such steps as he may think necessary to bring the public utility to terms."

- Windosr (VT) Vermont Journal - Fri, Jul 18, 1913 pg. 7

July 23rd

Good Fire Protection: "The Mount Washington Railway Company can boast of having very efficient fire protection for their property at the Base Station. An example of this service was demonstrated last night *(7/23)* just to see how quick the railway employees could get out the apparatus in event of a fire. While the men were all busily at work at their various stations on the company's premises, and without any warning, Asst. Supt.

Spaulding sounded the fire alarm on the big steam whistle at the pumping station. Every man dropped his work on the instant, and all made a rush for the hose and hydrants. In just two minutes from the time the first whistle sounded the men were up to the boarding house (that is where they thought the fire was) with two powerful streams of water, then the big whistle sounded "all out." This goes to show what quick work can be done here when necessary, and Asst. Supt. Spaulding was well pleased with the fire drill."

- Among the Clouds - Thu, Jul 24, 1913

July 26th

Summit Greens: "Picking dandelion greens on the Summit of Mount Washington is very unusual, in fact it has never been known to have been done before. Rev. H. P. Nichols of New York and Intervale who has been on his annual visit to the Summit found a large patch of dandelions in full bloom Saturday *(7/26)* afternoon, just below the workmen's shanty toward Lizzie Bourne's monument. Rev. Nichols picked all there was in that vicinity which made a large bunch and turned them over to Miss Clarke, who had them cooked up for supper. There were plenty to go around the family table and all enjoyed the luxurious repast."

- Among the Clouds - Mon, Jul 28, 1913

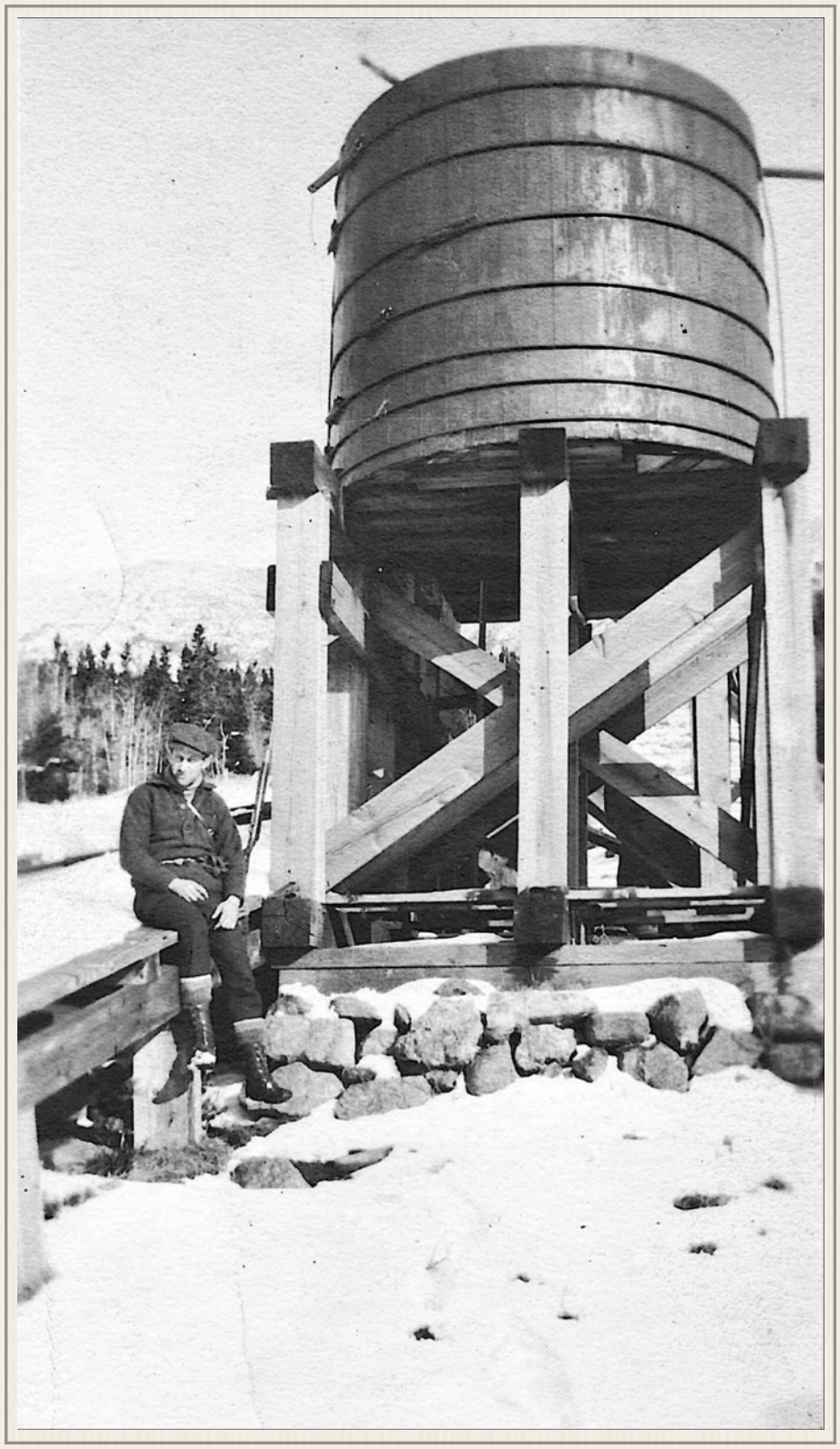
July 27th

Sunday Evening Stroll: "Miss Margaret Tewhill and Mrs. Browley of the Tip-Top House enjoyed an extended tramp along the carriage road Sunday *(7/27)* evening. Their absences was so prolonged into the evening that the employees of the House rang the bell on the water-tank and instituted a searching party, which discovered them seated, breathless but happy, at the foot of the stage office stairway."

- Among the Clouds - Wed, Jul 30, 1913

July 28th-29th

Wet Tramp Railway Rescue: "A party of ten (from Cambridge & Dorchester, Mass.) left their summer camp in Bowman, N.H., Monday *(7/28)*, en route for the Summit. They got caught in the heavy rain, got drenched and stayed all night at the Perch on Mt. Adams. Tuesday *(7/29)* they came up by Gulfside trail to the Summit. From the Summit they started down the Bridle path to the Lakes of the Clouds, When Miss Charlotte Morse, who is rather delicate, suddenly became exhausted and could not move. Miss (Emily) Kroepsch and Mr. (William E.) Murphy carried her back to the Tip-Top House. Miss Morse became very sick and weak and could not stand, which was probably due to the long tramp and having been wet and cold the previous night. Asst. Supt. Spaulding held the train at the Summit until she was somewhat revived and then brought her to the Base. Miss Kroepsch accompanied her. Miss Morse while at the Base was unable to walk or set up and had to be carried from the train to the boarding house. Late in the afternoon Mr. Spaulding took her to Fabyans in the motor car where they got a train for Randolph. The rest of the party returned by Gulfside trail to the Perch Tuesday afternoon, returning to their camp



Waumbek water tower. Photo thought to belong to Herbert G. Chase, Crawford's Depot Agent, that became part of the Raymond W. Evans Collection (1913)
- N.H. Then and Now FB page

Wednesday." *- Among the Clouds - Thu, Jul 31, 1913*

August 8th

The Bear and The Forest: "Asst. Supt. (Harry) Spaulding while going out to Fabyan yesterday *(8/8)* morning in the motor car, saw a large black bear at the Twin Rivers crossing (of the spur line), two miles below the Base. The bear was following up a small brook which crosses the track at that place and was hitting a good pace when the car passed over the bridge. The bear was soon out of sight in the thick woods. A check upon the project of the United States government to take over certain lands for a federal White Mountain forest reservation may result, it is believed in official circles, by the conditions under which the State of New Hampshire is willing to allow the government to secure title to the land. These conditions, contained in a letter sent by Attorney General Tuttle to the federal authorities, have been made public. The State wants to be allowed to hold title to all ponds and public waters, maintain all look-out stations, exercise and grant the right of eminent domain for franchises and highways and collect all taxes that may accrue within the territory. The tracts concerned aggregate 66,000 acres in Coös, Carroll and Grafton counties, surrounding the Presidential range. The national government purposes to make them a part of the Appalachian forest reserve."

- Among the Clouds - Sat, Aug 9, 1913

August 11th

Icy August Summit: "At an early hour this morning the mercury was down to 28. All forenoon the temperature has been below the freezing point and ice was found on the water tank half an inch thick. The Summit platform and cone of the mountain is all white with frost caused by the freezing clouds. The clouds are heavy and cover the mountain nearly to the Base. The wind is blowing about fifteen miles an hour. Ice and frost feathers on the summit of Mount Washington August 11th. No, this is nothing unusual at all, the same thing occurs every year only on different dates, and is recognized as part of the mountain life by the Summit dwellers."

- Among the Clouds - Mon, Aug 11, 1913

"Uncle John" Camden Dies: "The venerable John Camden, who in the early days of the Mount Washington Railway was its roadmaster for twenty years, passed away at his native village of St. Agathe, P. Q., on Monday last *(8/11)*, at the age of ninety years. John Camden was the father of Patrick Camden, the present roadmaster of the Mount Washington Railway, who has been in its service for more than forty years. To the regular summer dwellers of thirty years and more ago at the summit and the Base, the elder Mr. Camden was always known by the affectionate term of "Uncle John," and this fact alone was enough to suggest the kindly disposition and strong upright character that earned him friendship and respect. Mr. Camden came to work for the Mount Washington Railway in 1872 as a carpenter on the construction of the Summit House. Mr. Camden left Mount Washington 1892, after twenty years of service, and lived some years in St. Paul and elsewhere in the west. He had lately made his home with his son, John, in St. Agathe, and enjoyed remarkably good health until partially crippled by paralysis two years ago last winter. About four weeks ago he was stricken with another shock and was confined to his bed until his death."

- Among the Clouds - Mon, Aug 18, 1913

August 12th

Big Day: "Yesterday *(8/12)* Mt. Washington entertained the largest number of people of any day this season. Over 200 came by train, about fifty by carriages and over 150 on foot via carriage road and the various trails. It was a great day and demonstrated the immense drawing capacity of Mount Washington when all the conditions are favorable. The Tip-Top House was packed to its doors last night and the stage office too was packed full. It was such a glorious night everyone wanted to stay on the Summit. If only a new hotel was on the Summit now what a business it would do. Mr. Berge B. Bickford of Gorham, the well-known guide, brought a party of six to the Summit Tuesday. Following is Mr. Bickford's own story: 'A wonderful day with hardly a sign of a breeze, yet cool enough to make tramping enjoyable... Up and up we climbed visiting leisurely every point of interest including the Lakes of the Clouds, until we reached the top and found most careful accommodations made for us by Miss Clarke and a supper that made us think the Waldorf Chef was a back number. Certainly nothing could have been added and eaten without a doctor being necessary. Miss Clarke also had it arranged so that the sun would set most gloriously directly after we had finished our supper."

- Among the Clouds - Wed, Aug 13 & Thu, Aug 14, 1913



August 13th

Lozier in the Ditch: "Dr. N. A. DeWitt of Cambridge, Mass., and party of five young ladies... motored to the Base yesterday *(8/13)* afternoon in Dr. DeWitt's new Lozier car. They were out for a day's trip through the mountains, coming from Dr. DeWitt's summer camp at Bowman. Just as they ascended the last steep hill at the Base the clutch slipped and the big car started backward down the hill and ran off into the woods at the side of the road. Fortunately all the employees of the Railway and *Among the Clouds* staff were near at hand and with the aid of blocks and tackle the car was pulled out of the woods and put on the road again. The party then resumed their journey, returning to Bowman."

- Among the Clouds - Thu, Aug 14, 1913

August 15th

A Fine Summit Day Observed: "It is indeed very interesting to be on the summit of Mount Washington on a fine day and to note the doings of all the visitors that arrive by train, carriage, auto and on foot. Everyone is hurrying around to the different points of vantage on the Summit to see where they can get the best view from. Here and there you will see little groups of people piled on the rocks and hear the clocks of the cameras. The board walk leading from the platform to the Tip-Top House is always lined with people coming and going. In the historic Tip-top House you will see the visitors lined up in front of the post card and souvenir stand, and the a la carte lunch room is always packed with those eager to partake of the old fashioned New England cookery. At the writing stand you find a line of visitors who are hurriedly addressing post cards to their dear ones, or filling out an *Among the Clouds* blank form to tell "which way they came up."

- Among the Clouds - Fri, Aug 16, 1913

August 19th

Big Night: "The largest number of people stayed on the Summit last night of any night this summer, the Tip-Top House was full, many rolled themselves up in blankets and slept on the floor. The stage office was likewise filled." *- Among the Clouds - Wed, Aug 20, 1913*

August 21st

Record Breaking Stretch: "Six trains of the Mount Washington Railway were required yesterday *(8/21)* to carry all the passengers up the mountain. The past three days have been record breakers, over 600 people having made the ascent by rail. The stage line has done a remarkably good business this week as well. Many visitors are availing themselves of the Mount Washington circuit trip and go down by the stage line. This without exception the finest one day's trip in the White Mountains."

- Among the Clouds - Fri, Aug 22, 1913

August 28th

A Dangerous Bet: "A feat that was probably never before accomplished, was performed last night *(8/28)* by two lades and that was in walking the railway track



W. L. Kissel and party in Kisselcar '60 in the White Mountains: *Louis Kissel and his two sons, George and William (seen above), were engaged in the manufacture of agricultural equipment and stationary gasoline engines in Hartford, Wisconsin. In June of 1906 the entered into the production of automobiles by forming the Kissel Motor Car Company. Cars built by the Kissel family emphasized old world craftsmanship and attained international renown for their advanced design and outstanding performance, which helped the company to prosper. (1913)*

- Photograph by Brown Brothers / Detroit Public Library

from Base to Summit after dark. This is of course a feat in one way, but in another sense of the word it is most ridiculous and very dangerous. Walking the track of the Mount Washington Railway is forbidden and when anyone attempts it, it is entirely at their own risk. A party consisting of Mr. and Mrs. W. D. Hanford, Mrs. Beatrice Recknagle and Mr. Samuel B. Potter of New York, with Lewis Bates and chauffeur, motored to the Base late yesterday afternoon from the Mount Washington Hotel. The ladies, on a bet, said they would walk to the Summit. The men, thinking they were only fooling, too them up. The ladies started at 5:30 up the track at a slow pace. They were not dressed for climbing and wore high-heeled pumps. When they reached the Waumbek tank it was nearly dark, and everyone at the Base was watching them, expecting them to turn around, but on they went. The men became worried and sent the chauffeur (Bates) after them. It soon became pitch dark and gloom spread over the faces of Mr. Hanford and Mr. Potter. The track inspector and an engineer of the Mount Washington Railway were sent after them with lanterns. Being fast walkers and used to the track, they caught up to the ladies at Jacob's Ladder. The chauffeur was then with them. The ladies declared they were going on to the Summit, so the two men with lanterns returned to the Base. At ten p.m. the ladies and chauffeur reached the Summit. The ladies were practically exhausted. In the darkness they had to crawl over some places of the trestles and it is a miracle they did not meet with some accident. They telephoned to the Base upon arrival where the gentlemen were anxiously waiting to hear from them. Messrs. Hanford and Porter then returned to Bretton Woods and went up to the Summit by train today to join them. It is very doubtful if these ladies would ever attempt this daring act again and it should be a lesson to others." *- Among the Clouds - Fri, Aug 29, 1913*

September 10th

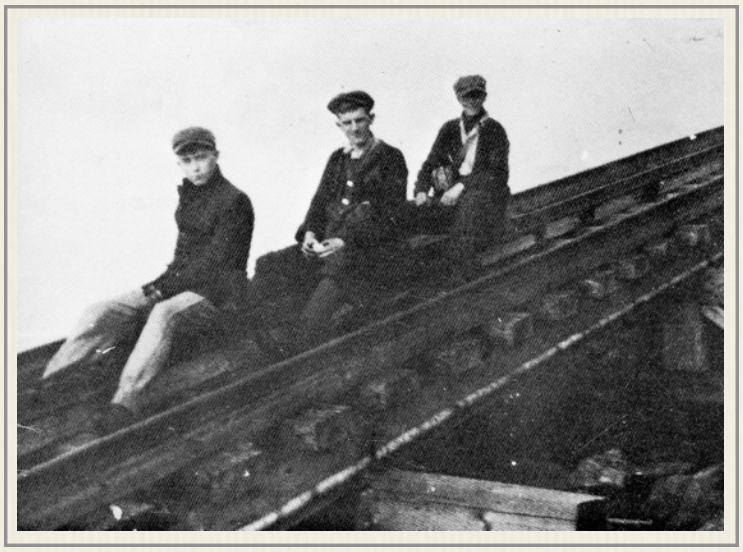
New Summit Hotel - Take 3: "Since the burning of the Summit House in 1908, there has been much discussion as to the building of a new hotel on Mount Washington. Several plans have been outlined for a building, varying from a restaurant and waiting room to a magnificent structure costing a half million dollars. For various reasons none of these plans ever materialized, so up to the present time no hotel has been built. *Among the Clouds* takes great pleasure in announcing that a new hotel will be built on Mount Washington next summer, on the site of the famous old Summit House. It will be called the New Summit House and will rest on the foundation built three years ago on the site of the Summit House, destroyed in the fire of 1908. The new hotel will be 38 feet wide, 172 feet long and one and one-half stories hight, it will be built entirely of wood in the old-fashioned way - strong, neat in appearance and comfortable. No plaster will be used, the inside being finished in sheathing. There will be a spacious lobby with a big open fireplace. Large windows will be used in the lobby and it will be filled with plenty of comfortable chairs. Here will be the office, post office, post card and souvenir stands and writing tables. There will be a dining room and lunch counter; the dining room will have eight tables and the lunch counter will have forty-two stools. Lavatories will be on the main floor, off from the lobby. There will also be three guest rooms on the main floor. Upstairs will be twenty-three guest rooms, each with a dormer window. In each room there will be two single beds. There will also be lavatories on the second floor. Adjoining the dining room will be the kitchen, service and store rooms, with eight sleeping rooms above for employees. Off from the kitchen at the north and facing the Lizzie Bourne monument will be a spacious piazza for the benefit of the employees. Under this piazza will be the electric light and heating plant. The house will be entirely heated with steam and lighted throughout by electricity. First-class in every respect, and built in a manner to afford every possible comfort to travelers, the New Summit House will be in every way a credit to New Hampshire's grandest mountain. The building will be all framed this winter and work will start early next spring on the Summit. It is now planned to have the hotel up and ready for occupancy by the first of July, when the season opens. Pure, fresh water, coming from the "Lakes of the Clouds," will supply the new hotel. It will be pumped from the Base into a 60,000 gallon tank, located on the highest point at the Summit. The pumping plant was installed in 1912 at the Base and is capable of supplying thirty gallons per minute. A hotel on Mount Washington is greatly needed, as the old Tip-Top House House is in no way large enough to meet the wants of the travelers, moreover, the old house is gradually falling into decline and it is very difficult to keep it in repair. The news of a new hotel to crown the summit of Mount Washington, and of it being an assured fact, will be heralded throughout New England. Every visitor, whether he comes by rail, auto, carriage or on foot, will rejoice at hearing of it. Every hotel man in the mountains, every one interested in Mount Washington, and all lovers of the grand and beautiful will more than appreciate the efforts of those who are bringing about the building of the hotel. As soon as the new hotel is completed, *Among the Clouds* will again be printed on the Summit. On the site of the printing office destroyed in the fire of 1908 a building will be erected for the permanent home of the paper. Here we will be in a much better position to tell of the doings on Mount Washington and to record the story of

the coming and going of visitors."

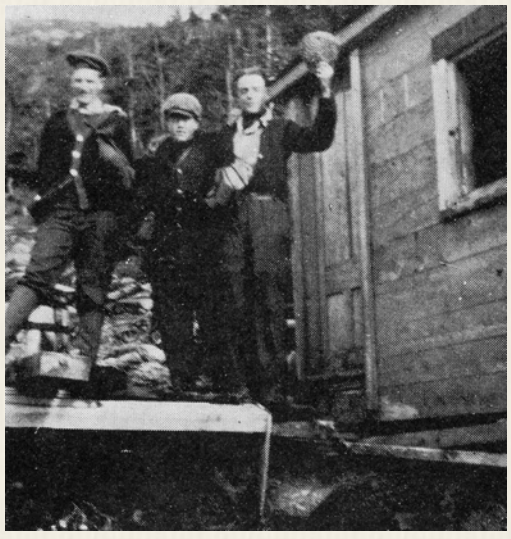
- Among the Clouds - Wed, Sep 10, 1913 reprinted Littleton Courier - Thu, Sep 18, 1913

September 13th

Board Hikers: Bethlehem historian Lillian Burns' book, *Mountain Measures* is a collection of stories from her husband's days in the lumber and railroad business. On the cover is a photograph *(right)* of one of her husband, Clayton's trips to the summit of Mt. Washington and the improvised ride home. She writes "This is how he entered in his 1913 diary an account of his first Mt. Washington trip: - Sat. Sept. 20th. "Prof. Shanor, Harold Breakwood, Richard Wilder and myself *(next page)*, climbed Mt. Washington to-day. We went out to the Mt. Pleasant *(hotel)* on the train and walked the rest of the way. We went up the path. There was such a mist we couldn't see a thing. We came down the track. Slid down on planks on the cogs. We got back to the village at 10:27 P.M."



A puzzling picture to most Coggers as no "official" slideboards with brakes can be seen. These trampers just used boards. (1913)
- Mountain Musings



"Professor Shanor, Clayton Burns and Richard Wilder" at what appears to be the Halfway House alongside the railway (1913)
- Mountain Musings

- Mountain Musings by Lillian Burns - cover & pg. 19

September 15th-16th

Two Glorious Days: "The weather yesterday *(9/15)* was all that could be wished for on Mount Washington. From the rays of the bright sun, the frost was all melted by noon and the afternoon was very comfortable. At 6 p.m. the range of mountains along the horizon loomed up clear and bold, especially Camel's Hump. The evening became very cold and 9 p.m. the thermometer registered 22. It grew colder than that later in the night, but no one cared to venture outside to find out. This is another glorious day, warmer and more agreeable than yesterday. A heavy frost covered the Summit at an early hour and ice was over an inch thick, but was soon melted by the hot sun. There is not wind today, a cloudless sky, cool atmosphere and a view that is good for 100 miles. Many visitors took advantage of today's fine weather to come to Mount Washington, four trains being required to carry them all up."

- Among the Clouds - Sep 16, 1913

September 17th

More Sensible: "The *Boston Post*, in commenting upon the proposed new hotel for the Summit, has the following article in its editorial columns: 'It is reported that the Boston & Maine Railroad is to build a hotel on the summit of Mount Washington, after all, and that it will be ready for guests next July. But it is not to be the huge, elaborate and costly caravansary planned about a year ago, but a plain, substantial affair, housing only some fifty guests all told. This is a sensible scheme and a proper one, for the railroad loses business by the lack of adequate lodging facilities on the mountain top. A house of modest capacity ought to be self-supporting or better. No critic of the road can reasonably object to the plan. It was the $3,000,000 circular railway-enormous hotel proposition that was very properly denounced as a grossly extravagant absurdity."

Closing Notes: "Much repair work is to be done on the Mount Washington Railway trestle this fall so that the track will be all in readiness in the early spring for the trains to carry the material up the mountain for the New Summit House. The whole of Jacob's Ladder will be rebuilt and various other places of trestle work is to be repaired or rebuilt. The veteran roadmaster, Patrick Camden, with a corps of assistants will remain late in October to complete the work. The coming of autumn again bids us to say good-bye to the mountains... With this issue, *Among the Clouds* closes its regular editions for the season... Our thanks again are due to all our patrons and to our many friends who have helped us in many ways. We also extend our hearty thanks to the officials and employees of the Mount Washington Railway and the management and employees of the Tip-Top House for

their kind co-operation and courtesies. With the weather favoring us, this season has been a remarkably good one for Mount Washington. The travel on the cog-railway has greatly increased over the last year... It is gratifying to know that the Summit House is to be rebuilt at last and that, according to present plans, it will be ready at the opening of the next season. *Among the Cloud*s has been successfully printed at the Base for the past four summers, but next summer we plan to be back on the Summit again."

- Among the Clouds - Wed, Sep 17, 1913

September 25th

Tip-Top Closing: "The Tip-Top House will close this year on Sept. 25th, and when it does it will be for good. The historic old house has faithfully served its purpose as a hotel on Mount Washington for the past six summers and according to present plans the New Summit House will be ready for the opening of next season."

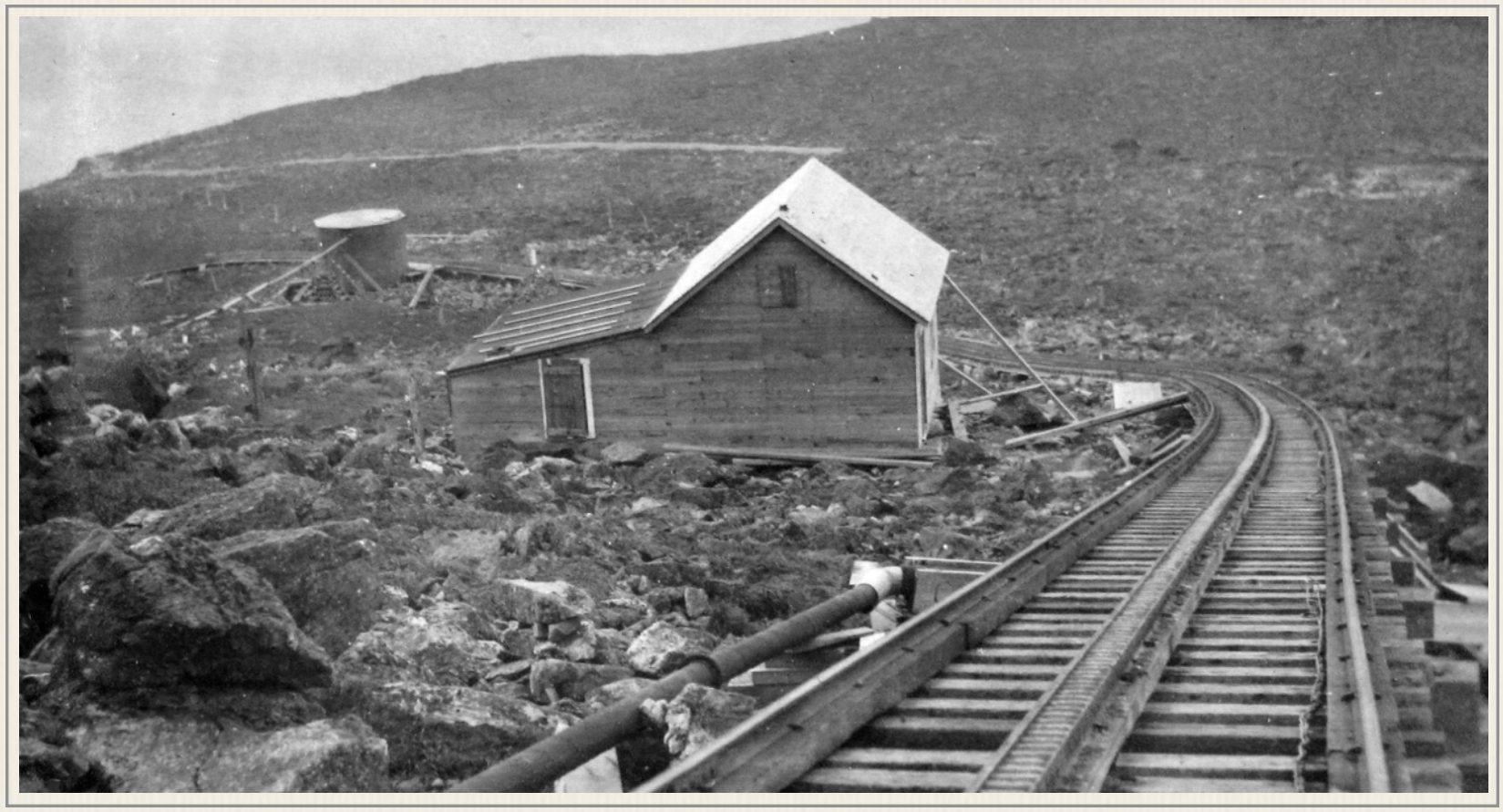
- Among the Clouds - Fri, Sep 12, 1913

October 28th

Work on Summit Structure to Start immediately: "Work will be started this week by the Boston & Maine Railroad on a new hotel building to take the place of the old Summit House, destroyed by fire in 1908. The plans, however, provide for a much more economical structure than the one for which Charles S. Mellen, when president of the road, had plans drawn up two years ago. The foundations completed three years ago on the site of the old structure will be used for a building 173 by 38 feet and one and one-half stories in height. It will contain twenty-three rooms for guests, and eight for servants on the second floor, while on the first floor there will be a large lobby, dining room and lunch counter, souvenir stand, post office, kitchen and service booms and eight rooms for guests. The walls will be erected this winter, and work resumed early in the spring, so that the hotel may be opened early in July for the tourist season of 1914. The necessity of a new hotel at the summit has been emphasized in the past season by the lack of accommodations. The only place where guests could stay was the old Tip-Top House which has often been so crowded that visitors were compelled to roll themselves in blankets and sleep on the floor. The proposed great hotel on the summit was found to be too expensive a proposition for the road to undertake in its present financial condition, and one of the first official acts of President Morris McDonald upon taking office was to stop work upon the detailed plans of the hotel. The new building will be rectangular instead of circular, and will be in front of the platform at the end of the Mount Washington cog railway line. It is understood that the proposition will be financed directly by the Boston & Maine. The hotel planned under the Mellon management was to be financed by the Boston, Concord & Montreal, which had voted to issue bonds for the purpose and a tentative approval of the issue had been given by the New Hampshire Public Service Commission. A building will also be erected on the summit for the occupancy of *Among the Clouds*, the daily newspaper published in the summer season, which since the fire has been published in a building at Base station at the foot of the mountain. No further action has been taken toward the building of the Mount Washington Electric Scenic Railway for which surveys had been made."

- Portsmouth (N.H.) Herald - Tue, Oct 28, 1913 pg. 3 & Springfield (MA) Republican - Tue, Oct 28, 1913 pg. 2





Structure built below Summit to house Tip Top personnel while new hotel is planned & built (1914)
- N.H. Then and Now above & previous page

1914

New Hampshire Public Service Commission Statistical Report Vol. IV: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1913 Season*** - Total revenues: $20,262.54 - Total expenses: $15,005.46 - Dividends declared (2%): $4,230 - Total passengers: 13,422

January 3rd

MWR Profits Pledged to B&M: "Benjamin A. Kimball, President of the Mount Washington Railway, announced today *(1/3)* that the projected improvements in hotel and railway facilities on the mountain would not be made this year. The capital stock of the Mount Washington Railway is owned by the Concord & Montreal Railroad, which, in turn, is leased to the Boston & Maine. Mr. Kimball said that in order to assist the Boston & Maine in its difficulties the accumulated earnings of the Mount Washington Railway would be placed at its disposal." *- New York Times - Sun, Jan 4, 1914 pg. 1 & Littleton Courier - Thu, Jan 8, 1914*

January 10th

Improvements Postponed: "In an interview Saturday *(1/10)* Hon. B. A. Kimball, president of the Mt. Washington railway stated that the contemplated improvements at the summit of Mt. Washington would not be made during the Present year. he gave as a reason the fact that the Mt. Washington railway was an independent corporation, although the stock is held by the Concord & Montreal which in turn is leased to the Boston & Maine. The road has no debt, but a surplus large enough to pay for the contemplated improvements. It was thought advisably in the present condition of the Boston & Maine that this surplus be used to help tide the road over its present difficulties until such time as the money can be used for other purposes."

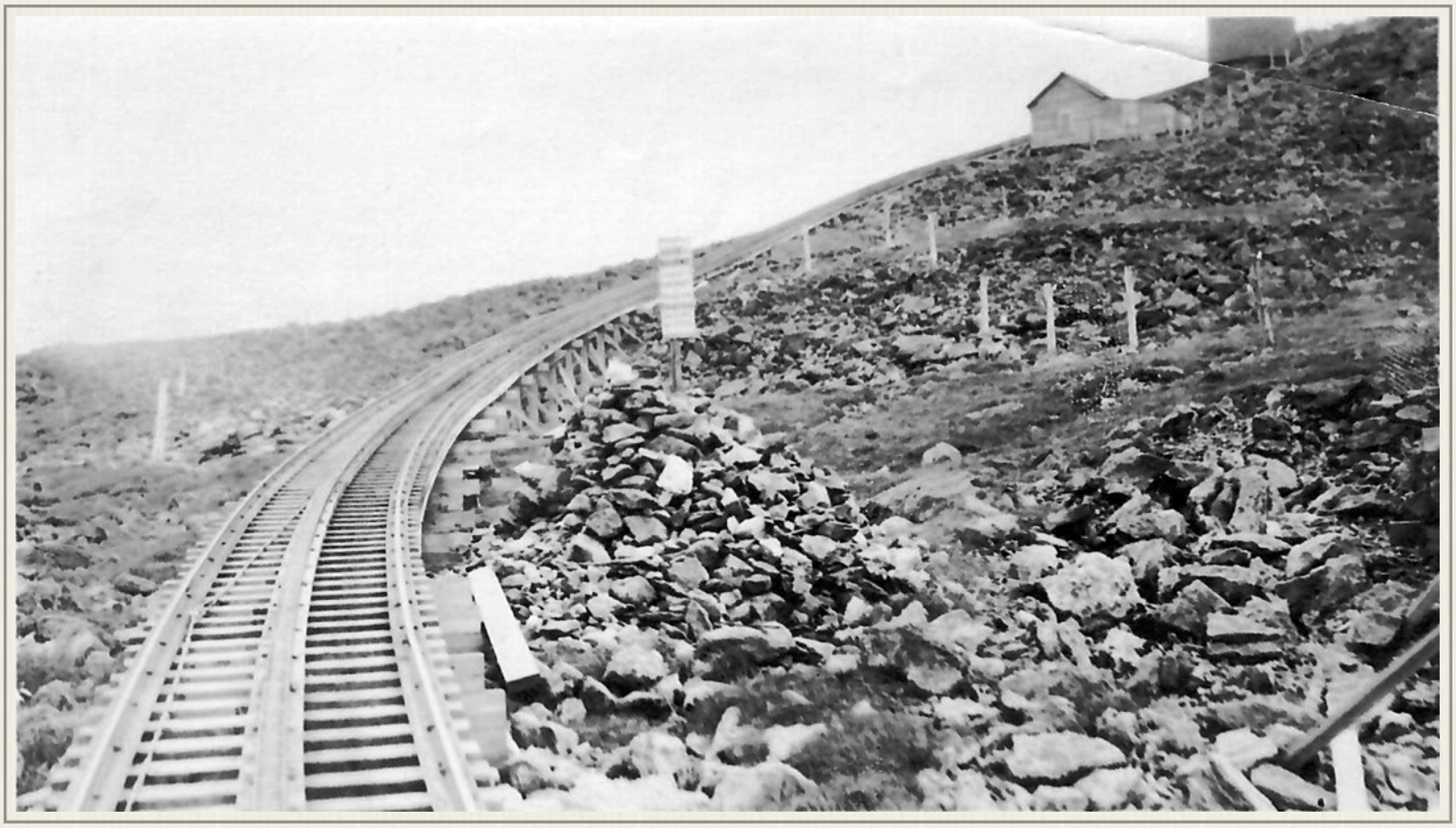
- Windsor Vermont Journal - Fri, Jan 16, 1914 pg. 6

June 25th

Cog Repairs Underway: "Twin Mountain Notes: It would certainly pay anyone to visit the Mount Washington railway and see what havoc our long, severe winters make with both the iron and wood work of the famous road. A crew of men have been at work on repairs for some time for the management is determined that this shall be the "safest road in the world." *- Littleton Courier - Thu, Jun 25, 1914*

June 29th

Opening Notes: "Mr. Harry G. Spaulding, the popular Assistant Superintendent of the Mount Washington Railway, and the veteran roadmaster, Patrick Camden, have had their hands full this spring in getting the



Approaching Lizzie's with structure built below Summit to house Tip Top personnel above (1914)
- Roddy Hillas photo

road in readiness for the summer business. Some time during the winter a tornado swept over the mountain and tore up over 1400 feet of the track known as Long Trestle, just above Jacob's Ladder. Heavy pieces of timber were picked up and hurled down into the depths of Burt's Ravine. The whole of Long Trestle had to be rebuilt. The trestle over the Ammonoosuc at the Base was moved two feet out of its line, owing to the heavy freshet. Jacob's Ladder was also rebuilt this spring. A large number of men were put to work early in May, and everything was completed and in readiness for the first passenger train to go up on June 29. All the engines of the Mount Washington Railway were sent to the Concord machine shops last fall and were given a thorough overhauling. This makes the forty-fifth year that the famous cog-railway has been in operation and the road and equipment were never in better condition. Again the old Tip-Top House extends its hospitality to the traveller visiting Mount Washington. With the close of last season we had every reason to believe that a new hotel would crown the Summit this year and that the old Tip-top House had ended its career as a hotel and shelter for the thousands that have visited the mountains in years gone by. But alas, those plans did not materialize, so the Tip-Top House will continue as a hotel for the present, and in all probability for some years to come. The Tip-Top House opened on June 29 and is again under the management of Miss Mattie A. Clarke, who has spent so many summers on the Summit. Mr. A. Frank Curtis, Mr. James J. Powers and Miss Margaret Tewhill, familiar faces to old Summit visitors, are again at their accustomed places."

- Among the Clouds - Thu, Jul 9, 1914

July 9th

MWR Inspection: "A special train bearing a party of Mount Washington Railway officials came to the Base yesterday *(7/9)* afternoon to make an inspection of the property and equipment. The party consisted of B. A. Kimball, President; G. E. Cummings, Vice-president; J. Frank Webster, Treasurer; Dr. Kimball and Harry Dudley, Directors. They stayed only a short time at the Base and then returned to Fabyans. Assistant Superintendent Spaulding takes a great deal of pride in keeping the property and equipment up to the highest standard at all times and he was complimented upon his good work."

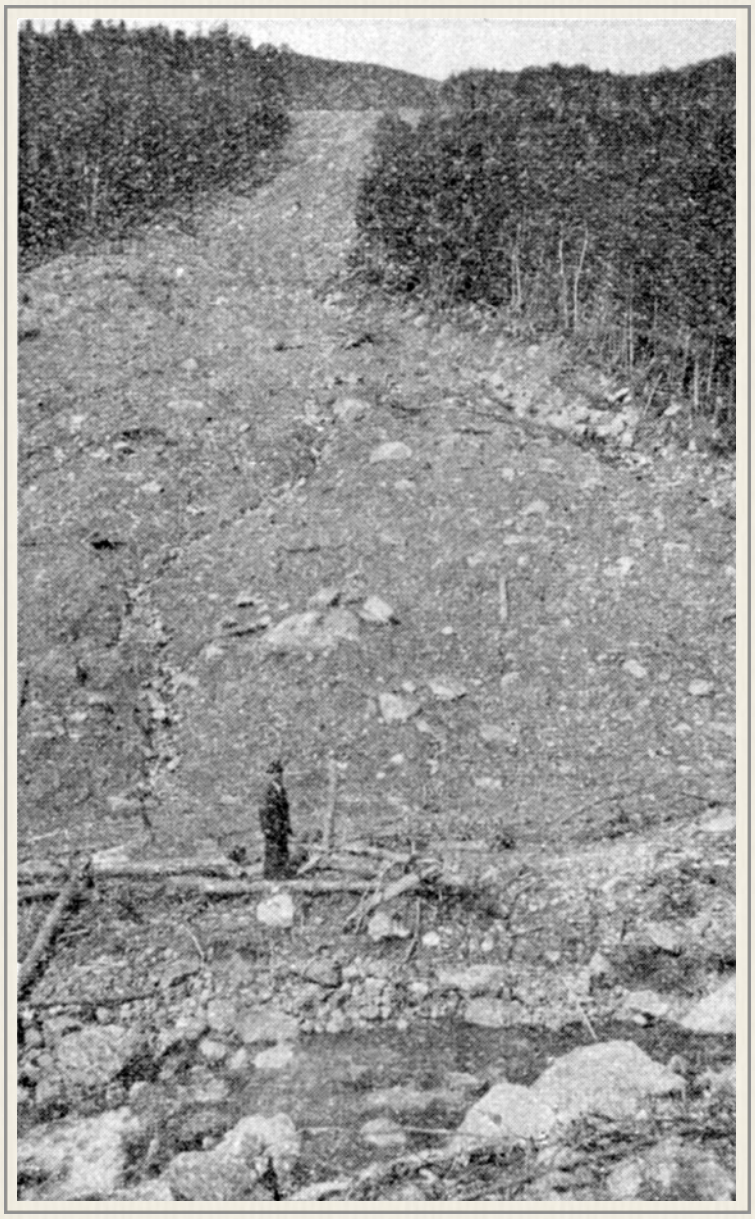
- Among the Clouds - Fri, Jul 10, 1914

July 12th

Visiting the November Landslide Site: "There is a big landslide in the Ammonoosuc Ravine on the western side of Mount Washington, about a mile from the Base, that occurred early last November during a very heavy rain. The slide is over 1000 feet long, about 59 feet wide at top and about 200 feet wide at bottom. At the

place where the slide occurred it is very steep, and it cut a clean swath right along, uprooting big trees and tearing out boulders, leaving nothing but a smooth stretch of earth *(right)*. This mass of tree, earth and rocks formed an immense dam at the bottom of the ravine, fully fifty feet high and two hundred feet wide. When the water in the Ammonoosuc began to rise, the tremendous pressure forced the dam out and carried boulders and trees for over a mile down the brook. The veteran roadmaster, Patrick Camden, and R. H. Buckler of *Among the Clouds,* walked up through the ravine Sunday *(7/12)* to see the slide, and found it well worth the trip. Mr. Buckler secured some nice photos of the slide. These pictures, in the form of photographic postcards, will shortly be on sale at the Shorey Studio in Gorham, where they may be obtained."

- Among the Clouds - Tue, Jul 14, 1914



July 13th

Good Day: "Four trains up the mountain today. The best day of the season and the largest number so far this season up the mountain. Good things all come in a bunch. The tornado that tore up Long Trestle on the Mount Washington Railway last winter, continued on down to the bottom of Burt's Ravine, where it uprooted and blew over large trees covering about two acres in extent. Looking out of the car window after the train crosses Jacob's Ladder one can plainly see the destructive work of the tornado. Over 200 visitors took advantage of the fine weather to see Mount Washington at its best. Nearly 150 came up by train and a goodly number by carriage and on foot. The day was one of remarkable clearness and the view extensive. There was just a pleasant breeze and bright sunshine all day. Visitors to the Summit should be reminded that it is almost impossible to keep the Summit in an orderly condition if every trainload of people persist in dumping lunch boxes, paper and other refuse indiscriminately over the rocks."

- Among the Clouds - Mon, Jul 13 & Tue, Jul 14, 1914

July 15th

B&M Inspection: "A party of Boston & Maine railroad officials were prominent among the train arrivals at the Summit today. They are on an inspection tour of the B&M system throughout the mountains, and took advantage of the fine weather to visit Mount Washington. The party included A. B. Corthell, Chief Engineer; B. R. Pollock, General Manager; Mr. Tyler, General Superintendent; Mr. Bartlett, Mechanical superintendent; and Mr. Chevalier, Division Engineer."

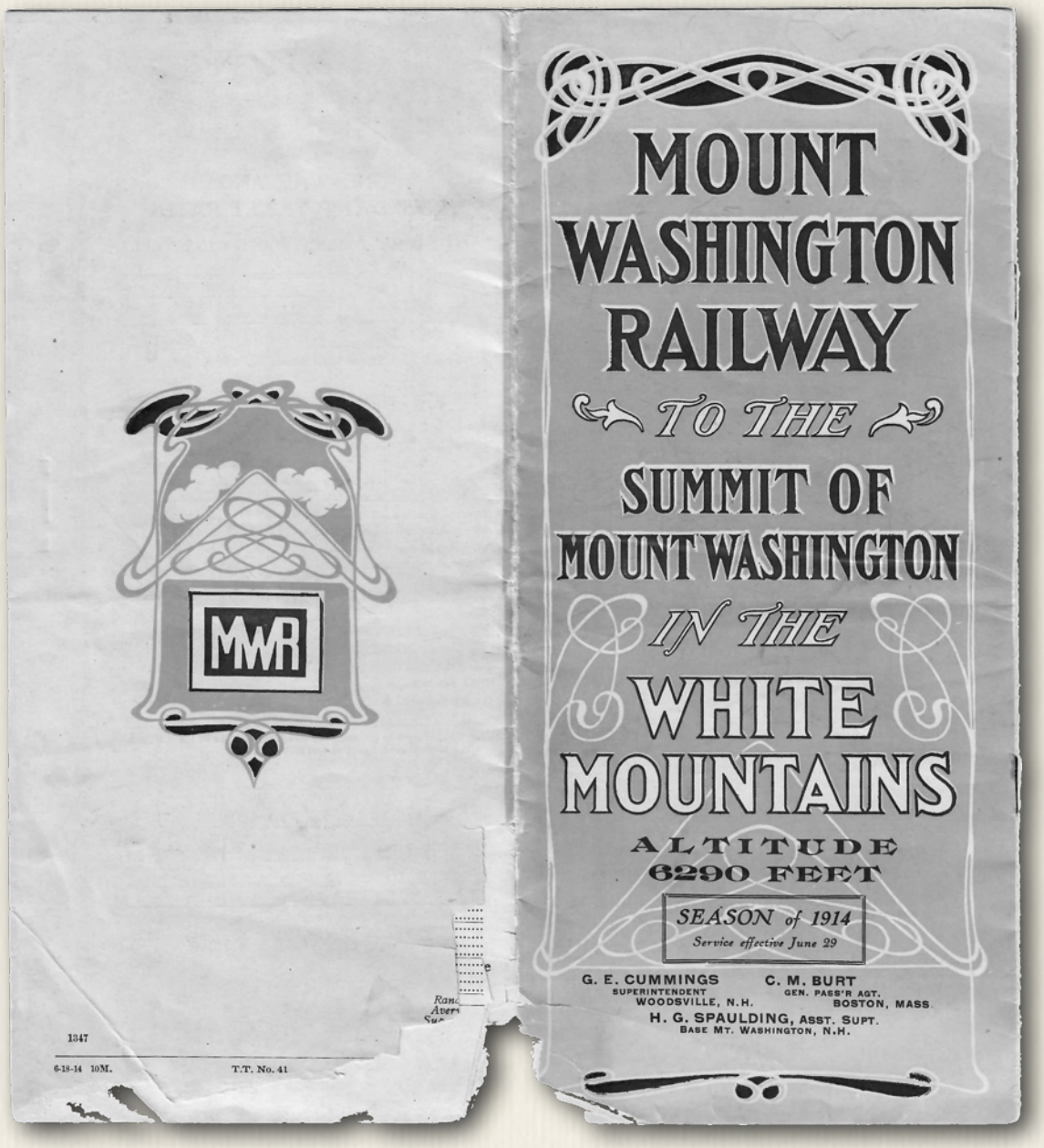
- Among the Clouds - Wed, Jul 15, 1914

July 15th

How the Trip is Made: Correspondent Charles G. Case writing for the *Hartford Courant* posts a dispatch on July 18th: "Most visitors to the White Mountains find it more to their taste to make the ascent of Mt. Washington by the railway to the summit, rather than to attempt the feat on foot or by coach or auto. This is how the trip is made. At 9:45 am a train of observation cars is run from Fabyan to the base of the mountain, seven miles distant. At Bretton Woods an enterprising photographer takes snapshots of the passengers in the several cars and has pictures of those in each car for sale upon return there, six hours later. At the Base Station the Mt. Washington railway begins. Here all change to small, closed cars, each seating forty persons. No trains are run on this railroad. Each car has its own locomotive to push it up and the mountain, and funny looking little engines they are; for, when standing on a level track, they look as if their backs were broken. This is because their boilers tilt sharply forward, so as to be horizontal when on the grade. As the car is pushed up the track the click, click of a safety ratchet striking against its cog wheel gives assurance that the car cannot slip backward, even if the engine, to which it is not attached, should suddenly fail. On the way up we passed a small shed next to the

track, which looked madly askew. Indeed it seemed tilted so much out of shape as to be in imminent danger of sliding down hill. And yet the conductor on our car announced it was the "half-way house," assuring us that it was perfectly level and that it was our car which was so badly tilted. Having passed the "half-way house," opportunity was given all who so desired to alight and to peer down into the depths of the "Gulf of Mexico." Away below us was a little pocket of snow which still lingered in the shade, July 15. Mention should here be made of "Jacob's Ladder," a high trestle... which is met in the second mile of ascent. This trestle is built of heavy timbers, securely bolted together, and yet so severe is the force of the wind at times, that, at a point in the third mile, we saw a considerable section of the trestle that had been wrenched from its location by the wind, blown down and wrecked. That this must have been comparatively recently was shown by the fresh appearance of the timbers used in rebuilding. The summit of Mt. Washington is a dismally bleak place. It is strewn with loose, jagged rocks, which afford just a precarious footing. The plateau here is, perhaps, three acres in extent. On the level part of this was formerly a little Alpine hamlet - the Summit House, car sheds, printing office of *Among the Clouds*, United States weather bureau and the stage coach office, with the ancient, sone-walled Tip-Top House overlooking these, besides two stables a few rods down the mountain slope. All these buildings, except the Tip-Top House and the stables were burned on the night of June 18, 1908, and nothing has been rebuilt. The visitor to the White Mountains should allow himself the choice of several days for making the trip to the summit of Mt. Washington, because of the uncertainty of having clear weather. The day I went up was a good day, but it was not a perfect day... Still, the trip was a success, on account of what could be seen and because of the comfortable temperature on the summit. Ordinarily warm wraps and overcoats are needed there. A present the outlook for the rebuilding of the Summit House is poor. It was not profitable before the fire. There is not popular demand for it now, because of the uncomfortable temperature on the summit and the disappointment as to the sunset and sunrise effects. The return trip to Base station was made in the same deliberate manner as the ascent. The locomotive precedes its car, but it is not attached to it. The car is held to a safe speed by a brakeman, while the compressed ar it its cylinders holds the locomotive. Arrived at the Base Station, copies of *Among the Clouds*, fresh from the press, are offered for sale and are eagerly bought by the passengers, who, at the same place, before beginning the upward trip, had filled in their names and home addresses upon cards which were distributed to them. Since the fire of 1908 this well known paper has not been printed upon the summit. The list showed that their homes were widely separated. One lives in Scotland, one in Canada, and the others were residents of *(13 states)*. The equipment of this mountain railroad consists of six cars and six locomotives. Three cars are always in readiness and six can be used the same day if required."

- Hartford Courant - Fri, Aug 7, 1914 pg. 7



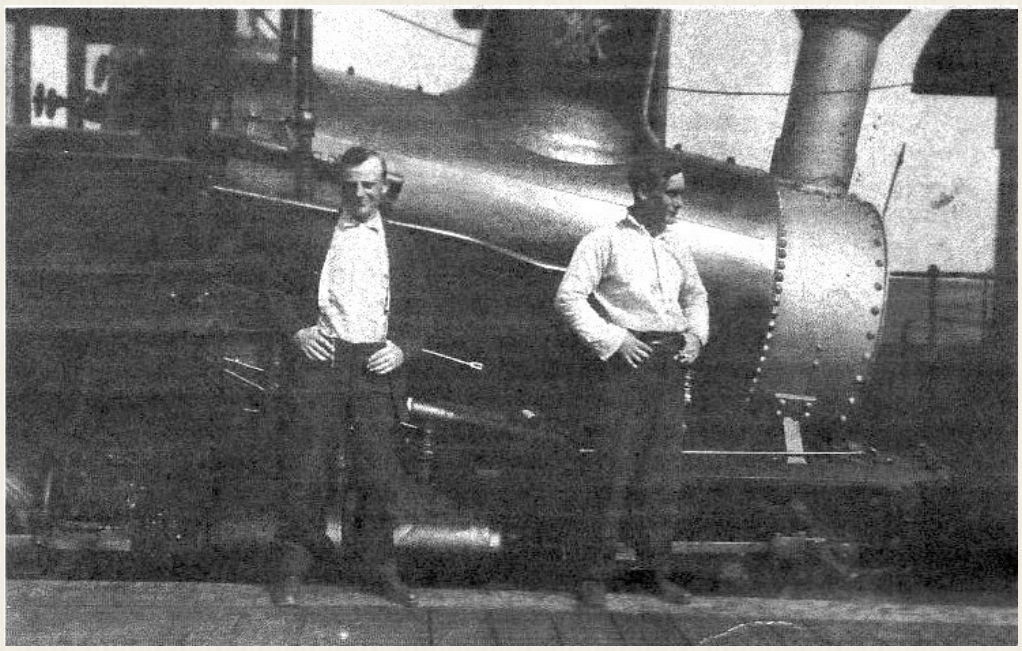
Black & White scan of the cover of a well-used 1914 travel pamphlet
- Roddy Hillas collection

1914

July 19th

Fish Fry: "Messrs. George A. Gosbee and Louis J. Phelan of *Among the Clouds* staff, who have held a record for some time in catching trout from the streams in the vicinity of the Base, broke their own record yesterday *(7/19)* - and then some. They were accompanied on this trip by Harry F. Weeks of Melrose Highlands, Mass., and the three set out early n the morning for Jefferson Brook, taking their lunch with them. After a day of good sport, hard tramping and getting soaked from the shower, they returned at 6 p.m. with 332 trout. The trout averaged seven inches, the longest nine and the shortest six inches. There were plenty of trout to feed the entire crew of Mount Washington Railway and *Among the Clouds* staff."

- Among the Clouds - Mon, Jul 20, 1914



Tourists: *21-year old William J. Smith (R) of Boston and his cousin, Ed Tiernan (L) at Summit (1914) - Ancestry.com*

July 31st

Few Autos: "The bridge crossing the Ammonoosuc River on the state highway between Bretton Woods and the Base, which was washed out last fall at the time of the flood which caused the big landslide in the Ammonoosuc Ravine, has not yet been replaced. It is a great pity that some one concerned does not take the matter up with the state officials. This road has always been kept up, and of late years has been popular with auto parties who motor to the Base and then go up the mountain by train. Now, if an auto or carriage party wish to get to the Base, they have to around by way of Crawford's, and as many do not know of this road the result is that very few autos get into the Base at all." *- Among the Clouds - Fri, Jul 31, 1914*

August 20th

Tip-Top in "Unfit Condition": The New Hampshire Public Service Commission's engineering department report on station accommodations on the summit of Mt. Washington opens a case *(No. I.C.-280)* on August 20, 1914 due to the "unfit condition of the Tip Top House. Disposition: The engineering department verbally called this matter to the attention of the division superintendent of the railroad and in April 1915, we were advised that arrangements were being made to erect a new building on the summit. On October 29 the engineering department reported that a building 160 feet by 160 feet in size with reasonable accommodations for people desiring to stop overnight, a waiting room, a restaurant, and toilet facilities, had been built, and that this improvement makes conditions on the summit all that could be desired."

August 23rd

New Cog Kid: "Congratulations are extended to Assistant Superintendent Harry G. Spaulding of the Mount Washington Railway, and Mrs. Spaulding, on the arrival of an eight and a half pound baby boy Sunday *(8/23)* night. Mrs. Spaulding is at the Whitefield Hospital, and both mother and child are doing well."

- Among the Clouds - Mon, Aug 24, 1914

August 25th

A Frosty Tuesday: "With a change in the moon, we have clearer and colder weather on Mount Washington. At 6 o'clock this morning the thermometer registered 22. Ice and frost covered the Summit buildings, platform and rocks, and the wind was blowing fully 50 miles an hour. The ice in the big tank was over an inch thick. The clouds broke at 8 o'clock and a beautiful clear landscape was revealed. Portland harbor being plainly visible. This is a good showing for August 25."

- Among the Clouds - Tue, Aug 25, 1914

August 26th

On a Clear Day: "Yesterday *(8/25)* brought the largest number of visitors to Mount Washington of any day this season. Nearly 300 came up by train; also a lot of trampers and carriage parties. Today brings another good crowd, nearly as many as yesterday. This is one of the finest days of the season, and the visitors will find it very pleasant and agreeable at the Summit, for they can see nearly 100 miles in every direction."

- Among the Clouds - Wed, Aug 26, 1914

September 5th

Presidential Range now Government Property: "Mount Washington is the nation's property at last. At all events the Government and the owners, after all of two years of negotiating, have now agreed upon the purchase price, the foresters are satisfied with the terms, and it is altogether probable that the Forest Reservation Commission will at once authorize the transaction. This is by all odds the most important purchase that the Government has made in connection with the White Mountain National Forest establishment, both from a sentimental and from an economic standpoint. Scenically it is the grandest part of this mountain country, and the Mecca of all tourists to this region whether they journey afoot, by train or by automobile. Economically, also, it is of great consequence, for here there are still standing some very considerable bodies of original forests, and three New England rivers of size, the Saco, the Androscoggin and the Connecticut, all draw important tributaries from this fountain head. Already the Government owns some of the summits of the Presidential range, Madison and Adams and their northern slopes. The latest purchase includes all of the great central peak, Mount Washington, together with its flanks and spurs and six other Presidential peaks as well, Clay, Jefferson and Adams of the northern group, with Monroe,
Franklin and Pleasant in the southern chain. Within this area lies the Great Gulf, Huntington and Tuckerman ravines. Nor is that all for the purchase will include that long southerly ridge, the Montalban, which for fully eight miles flows down from Boott Spur, close under the cone of Washington, to the lower end of Crawford Notch at Bartlett. This embraces the knobs known as the Davises, Stairs Mountain, noted for its giant granite threads, Mount Resolution, Mount Crawford commanding one of the most sublime views of the Notch and Mount Hope. In all it represents some 35,000 acres, which, added to what the Government has already taken on the slopes south of Jefferson and Randolph townships, in the Wild River country, and in the Pinkham Notch, makes an almost solid body of than 100,000 acres in the northeast quarter of the White Mount quadrangle."

- Among the Clouds - Sat, Sep 5, 1914



Tourists: *Chas. Allen & Ernest Hinkley on track at Waumbek water stop (1914)*
- Art Poltrack Collection

September 7th-11th

Mount Washington Snow-bound: "Mount Washington has been snow-bound since last Monday *(9/7)* night, and no regular passenger trains have been up or down the mountain since. Monday was cloudy all day and during the night it became cold and windy. Toward morning the mercury dropped to 22 and snow began falling. Tuesday the wind was blowing over 100 miles an hour and it was very cold and disagreeable all day. The Summit colony did not dare to venture outside the Tip-Top House, and at times they thought the roof would blow off. Clouds have continued to freeze and snow has fallen at intervals up to last night. the snow is four inches deep all over the cone of the mountain and frost feathers cover everything. The mercury has been down to 20 most of the times. On Wednesday *(9/9)* afternoon a work train went to the Summit with a load of fuel and water for the Tip-Top House, and a gang of workmen were sent to clear the track. This morning the mountain presents a beautiful appearance from below, with clouds floating in space around the mountain and the white snow on the cone glistening in the sunlight. A work train was sent to the Summit early this morning *(9/11)* to clear the track for the regular passenger trains. This is the first time since 1885 that passenger trains have been unable to run to the Summit on account of the snow. On September 23 of that year several feet of snow fell and there was not train service for three days. *Among the Clouds* has not been published since Monday on account of no trains running up or down the mountain."

- Among the Clouds - Fri, Sep 11, 1914

1914

September 8th

10 Above on Mt. Washington: "Storm-swept for over two days, the Presidential Range of the White Mountains presented an unusual sight Tuesday *(9/8)*. The ravines and mountain passes were ice-covered and several inches of snow fell during the day and night. The conditions were such that the Mount Washington railway decided not to venture its trains up to the summit because the cog railway was covered with ice. It was considered by old residents one of the hardest storms in years. Miss M. A. *(Mattie)* Clarke, manager of the Tip Top House on Mount Washington, telephoned down that she had not ventured from the hotel, fearing to be swept off her feet by the raging storm. The wind measuring instruments registered a velocity of 90 miles an hour. The temperature descended to 10 degrees above zero."

- White Mountain Echo - Sep 12, 1914 pg. 1 / Littleton Courier - Thu, Sep 10, 1914 pg. 1 / Boston Herald - Wed, Sep 9, 1914 pg. 2

Coal Bin Status?: "It was only 10 degrees above zero on Mt. Washington Tuesday *(9/8)* morning. The ravines and mountain passes were ice-covered, and the Mt. Washington railway decided not to venture its trains up to the summit because the cog railway was covered with treacherous ice. Is your coal bin lined?"

- Brattleboro (VT) Reformer - Thu, Sep 10, 1914 pg. 2

September 14th

Lizzie's Anniversary: "Today marks the fifty-ninth anniversary of the death of Lizzie Bourne, who perished from cold and exhaustion, near the spot where her monument now stands, on Sept. 14, 1855. The employees of the Mt. Washington Railway, will, as usual, cover the monument with goldenrod and ferns."

- Among the Clouds - Mon, Sep 14, 1914



- Richard Asker Collection/Twin Mountain Historical Society

September 17th

Closing Notes: "The Mount Washington Railway will close the season September 26. It has had a very successful summer although it was noted for its bad weather. This makes the forty-fifth consecutive year since the first passenger train ascended Mount Washington, and in all those years it has never met with an accident. The road is in perfect condition, and a lot of credit is due Roadmaster Patrick Camden who has been with the road for forty-two years. He came here in 1872 and for two summers worked as carpenter on the Summit. From 1872 until 1894 he worked with his father, John Camden, on the track and from then on till the present time has been Roadmaster. Mr. Harry G. Spaulding is completing his fourth year as Assistant Superintendent of the Mount Washington Railway and the roads has made some remarkable improvements in that time. He has shown great interest in his work and under his supervision the equipment at the Base is in excellent condition. He is a man well qualified for this responsible position and a valuable man for the Company. We wish Mr. Spaulding many years of success.Two years ago tomorrow John M. Keenan of Charlestown, Mass., was lost in the clouds on the cone of Mount Washington, while engaged in the survey for the proposed scenic railway, and what became of his is as much a mystery now as it was at that time. The last known person to see him was Mr. J. Howard Lightfoot, who carried him about two miles in his auto. Keenan left the auto at the Darby Field, on the Glen and Jackson road, and from then up to the present time no trace of him have been found."

- Among the Clouds - Thu, Sep 17, 1914

September 19th

Jefferson Notch Road Opens to Cars: "The new Jefferson notch is now open for the autos the first car passing through last week. This road was the forerunner of the present state highway system. It is said that this highway reaches a higher altitude than any in New Hampshire except the roads to the summits of Mts. Washington, Moosilauke and Willard. It affords unequalled views of Mts. Jefferson, Clay, Washington and Monroe, and a beautiful panorama of Israel's river valley and the Vermont hills beyond. The following letter written by James Richard Carter, who was one of the influential factors in the building of the road, tells something of its condition: The Jefferson notch road is now open for autos. I passed over it Saturday, September 19, in my large car, a Pierce-Arrow, and was agreeably surprised to find it in very good condition, although there has not

bee time yet for it thoroughly to settle and harden. The contractor told me I was the first to make use of it, although two or three others passed over it later in the day. Substantial bridges with concrete abutments have been built over the two so-called rocky fords. Of the remaining nine bridges, three have been entirely rebuilt and the others thoroughly overhauled and strengthened. After a winter's settling and the usual ordinary repairs in the spring I think the road will prove a very interesting and highly useful one. The trip around the President range is shortened 10 miles. There are of course some sharp grades, for one cannot rise to a height of between three and four thousand feet above sea level without going up hill. It is advisable to stop occasionally to cool the engine, and the same carefulness is needed as required on all mountain roads."

- Littleton Courier - Thu, Oct 1, 1914

September 24th

U.S. Buys Mount Washington: "Negotiations have so nearly reached completion that we may regard government ownership of the White Mountains as a practically accomplished fact. Three years have elapsed since tentative propositions were made, but nothing practical came of it until the government officials reached an agreement with the owners. The price of the new government property is $737,670, and the acreage is set at 84, 335. The tract extends from Bartlett to a point near the Glen house, about 13 miles, and is approximately 10 miles wide, a little over 130 miles altogether. It includes nearly the entire Presidential range with Mount Washington as the central point. Within the limits of the purchase are Mounts Adams, Clay and Jefferson on the North and to the South, Monroe, Franklin and Pleasant; also to the Giant's Stairs, Mount Resolution, Hope and Crawford are included, as well as the Bootts Spur and the Montalban ridge. This purchase with the purchase of some years ago will give the government a holding in the state of over 120,000 acres, making our esteemed Uncle the largest landed proprietor in New Hampshire, and the owner of the sublimest scenery in the world." *- Berlin Reporter reprinted in Littleton Courier - Thu, Sep 24, 1914*

October 8th

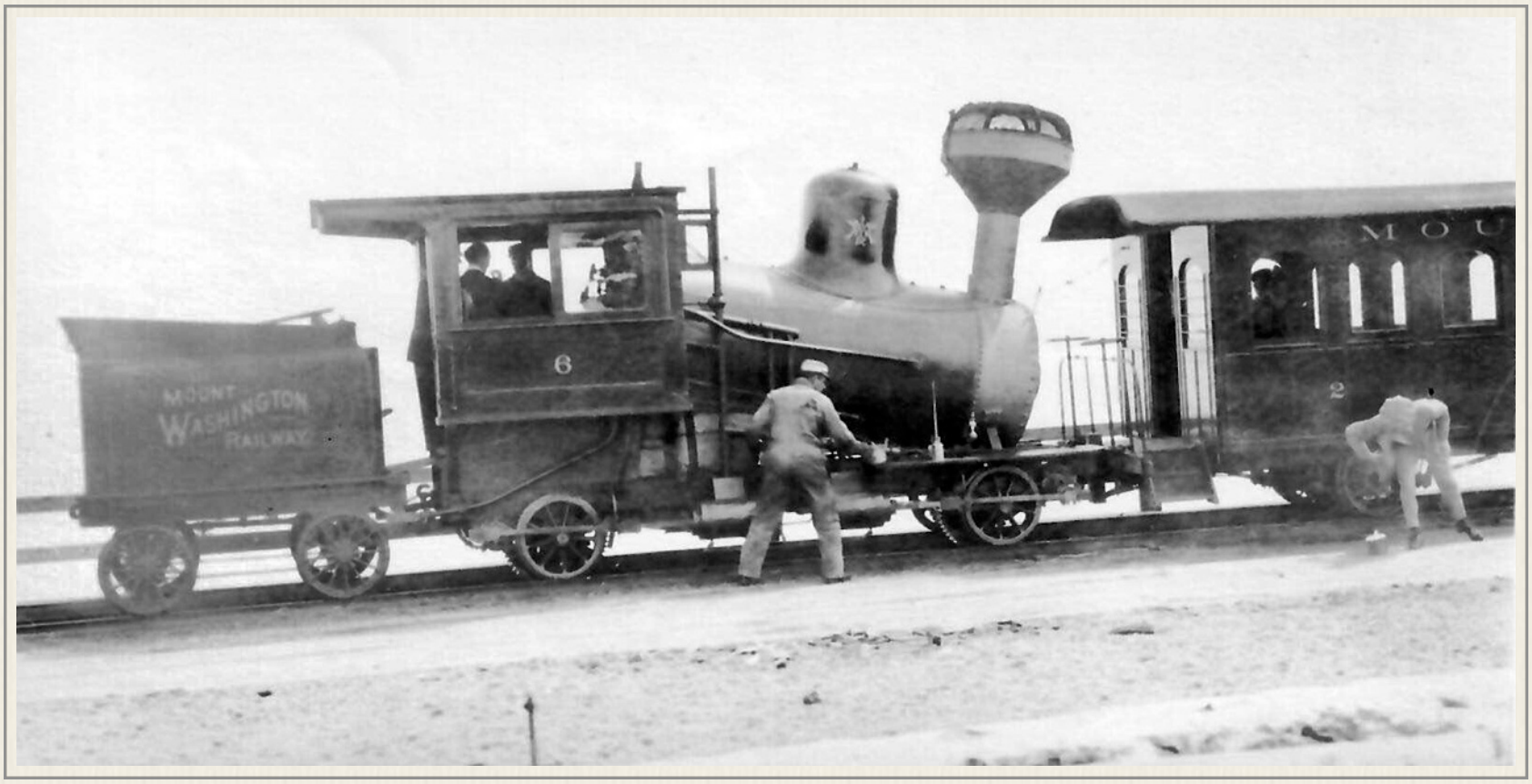
Ready for Winter: "Twin Mountain Notes: All closed on Mt. Washington for this year."

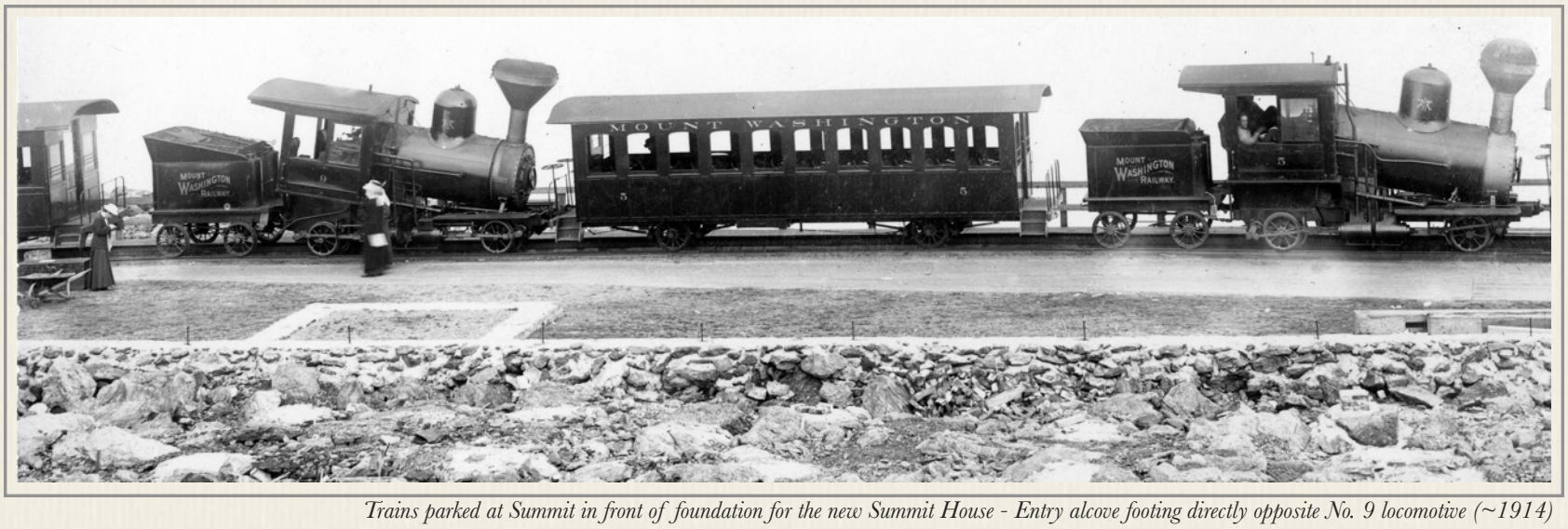
- Littleton Courier - Thu, Oct 8, 1914

December 31st

Ice Harvest Underway: "The Crawford ice crop is being harvested by a large crew of men, who will cut also for the ice-houses of Fabyans, Twin Mountain house, Base Mount Washington. The Bretton Woods company have started their ice cutting this week."

- Littleton Courier - Thu, Dec 31, 1914





Trains parked at Summit in front of foundation for the new Summit House - Entry alcove footing directly opposite No. 9 locomotive (~1914)
- Matthew D. Cosgro Collection / Nashua City Station

1915

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1914 Season*** - Total earnings: $18,096.35 - Total expenses: $14,157.04 - Total passengers: 12,006

January 3rd

The Summit's "Faithful Jimmie" Dies: "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 - Mon, Jul 12, 1915

January 7th

Base Visit: "Fabyans Notes: James Gall and George Nichols took a hike to the base of Mt. Washington last week, arriving at the base house at 10 o'clock at night. They stayed two days with the watchman and report a visit that would delight anybody."

- Littleton Courier - Thu, Jan 7, 1915

February 11th

A Wheel Within A Wheel: The *Boston Daily Globe* publishes a discussion of the existing financial relationship of the Concord & Montreal Railroad to the Boston & Lowell Road and to the Boston & Maine system. "It is a foregone conclusion that some thing is soon to be done to the Boston & Maine Railroad, whether receivership, reorganization, or a paring down of the system. Any change must take into account the Boston & Maine's leased lines, on which dividends must be paid, though the lessee road may not meet expenses. Chief of these leased lines are those which make up the Boston & Lowell railroad system, which includes the Concord & Montreal Railroad, a system in itself. It is the dominant opinion that should the Boston & Lowell lease to the Boston & Maine be revoked, the Concord & Montreal would transfer to the Lowell its own lease, which has still until 1938 to run. Talk has been common, too, that in such a case the Boston & Lowell directors might run their road independently, as in former days, in competition with the Boston & Maine. No definite statement can be made of the earning power of these roads, which correspond in general with the White Mountain Division of the Boston & Maine, for no separate division and branch operating accounts are kept. Present capacities can only be argued from data of from 20 to 30 years ago. To get a clear view it is necessary to go back to 1883, when New England was covered by independent and comparatively small railroads and there were no "systems." The Boston, Concord & Montreal Railroad carried the line from Concord by Laconia, Plymouth and Wells River to a connection with the Grand Trunk at Groveton, a stretch of 146 miles. An owned branch went 30 miles to the base of the Mt. Washington *(Wing Road)*. In June 1884, the Boston & Lowell took a 99-year lease of... the Boston, Concord & Montreal, with their leased lines. In 1885 the Boston & Lowell's mileage had risen to 619 and in 1886 it was 710... the Lowell had gained stock control of the St. Johnsbury & Lake Champlain. A contract for the operation of the road was made in 1885 by the Boston, Concord & Montreal. Meanwhile the Boston &

Maine likewise had been growing. The year 1887, indeed, was a year of battle. The Concord Railroad, frightened at the growth of the two Boston systems, took up arms against them. In the Legislature, a general railroad consolidation bill, sought by the Boston & Maine, was defeated. Meanwhile the leases made under the act of 1883 were being successfully attacked in the courts. All during 1888 there was litigation directed at the Boston, Concord & Montreal lease. The final decision was given. The assignment of the lease to the Maine was held invalid and the road was surrendered to its stockholders. The Boston, Concord & Montreal, released by the Boston & Lowell, was operated for a few months by the Concord Railroad. Then, Sept 19, 1887, the Concord & Montreal Railroad was chartered to take over and operate the two *(Concord Railroad and the Boston, Concord & Montreal Railroad)* existing roads, with their leased and controlled lines.. The new company began operations Jan 1, 1890. The Concord & Montreal in 1895 had a main line of 186 miles from Nashua to Groveton, with branches from Hooksett to Bow Junction and Wing Road to Base Station. (*The C&M also controlled the Mt. Washington Railway having purchased Walter Aiken's controlling interest following his death in 1893.)* The Whitefield & Jefferson and its extension spread branches to northern White Mountain resorts, as did the Profile & Franconia Notch about Bethlehem. The leased lines of the old roads were retained. June 29, 1895, the company *(C&MRR)* was leased for 31 years to the Boston & Maine, which assumed all liabilities and contracted to pay 7 percent on all classes of stock. Total liabilities then amounted to $13,506,162. Assets were *(almost $12-million)*. As has been said, there is nothing positive to show what this part of the *(B&M)* system is earning. A Boston & Maine rate brief in 1911 made the assertion that the Concord & Montreal was earning its 7 percent, yet the same paper cited an official allocation of earnings which argued that the New Hampshire lines as a whole do not produce a net income of more than 2 percent on value of property. It may be assumed both statements are true. If the foregoing account of the relationship of the various railroad properties appears difficult to understand, it is because the whole Boston & Maine problem is intricate and unusual."

- Boston Daily Globe - Thu, Feb 11, 1915 pg. 11

February 25th

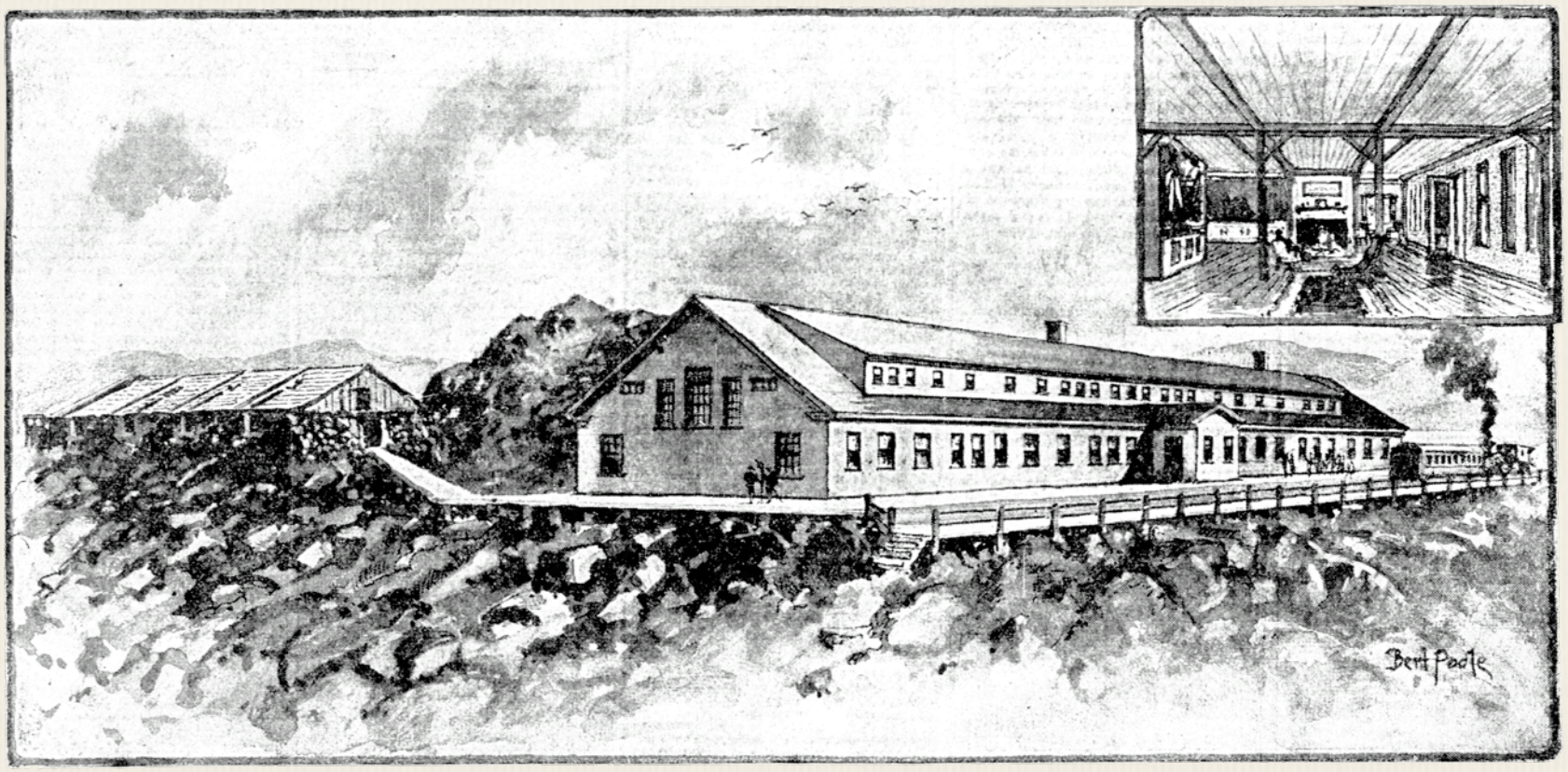
Vest Pocket Essay: George Fitch: "Mount Washington, our highest protuberance east of the Mississippi river, is the show peak of the White mountains, a geological disturbance which covers the north part of New Hampshire. Residents of the great west, and of the skyscraper district in New York, speak slightingly of Mount Washington, because it is only 6,300 feet high. However, it is high enough to look off of, with impressive success. From the top of Mount Washington, half of New Hampshire, and much of Vermont can be seen – and nothing is more worth while getting up early in the morning to look at, than norther New Hampshire. Mount Washington is owned by a hotel company, and has been greatly improved and modernized, since it was first discovered. One can now travel clear to its summit, by automobile, without overheating the engine, and the oldest cog railway in America reaches the same spot. However, much of the pleasure of visiting Mount Washington is derived in getting there. The vicinity of Mount Washington is noted for its magnificent hotels, which surround it on every side, and make life a dream of sylvan delight for those who like to treat summer with a distant reserve. If Mount Washington isn't high enough for the tourist, he might try a room, with bath and parlor, at one of these celebrated hostelries. Mount Washington is higher than any mountain in Great Britain, and is about as high as the Rigi-Kulm, up whose sides thousands of Americans are lugged by electric railway each summer, while touring Switzerland. We should not cling too fondly, however, to statistics, while judging a mountain. Those tourists who crawl painfully up the sides of a celebrated peak… do not often grasp the true inwardness of the mountain business. A man can see enough sunrise off of a 6,000 foot peak, to keep himself awed and humble for several months." *- The New London (CT) Day - Thu, Feb 25, 1915 pg. 6*

March 8th & 9th

MWR Supt Visits: "Fabyans notes: Harry Spaulding of Woodsville was a business visitor here Monday *(3/8)* and Tuesday *(3/9)*." *- Littleton Courier - Thu, Mar 11, 1915*

March 25th

New Plans Finalized: "Pres. Benjamin A. Kimball of the Concord & Montreal railroad says to the *Boston News Bureau*: "Plans have been perfected for the rebuilding by our subsidiary, the Mount Washington railway, of the so-called summit station and hotel on Mount Washington which was destroyed by fire about two years ago. *(Ed note: It was actually six - June 1908)* We expect to accomplish this rebuilding this spring, and the result will be a modern station and restaurant with about a dozen rooms for over-night guests. The Mount Washington railway is self-sustaining, and has accumulated a cash surplus from which nearly all the cost of the new edifice - about



A Shelter Designed for the Convenience of the Tramper and Outdoor Enthusiast Rather Than as a Gilded Resort Hotel

$40,000 - will be met." We understand that the management of the Boston & Maine system, of which of course the Concord & Montreal is a part, has already approved the above-mentioned plans and that the contracts for building the hotel have been actually let."

- Burlington (VT) Weekly Free Press - Thu, Mar 25, 1915 pg. 8

April 1st

Hotel on Mt. Washington: "Since the burning of the Summit house in 1908, there has been much discussion as to the building of a new hotel on Mount Washington. Several plans have been outlined for a building, varying from a restaurant and waiting room to a magnificent structure costing a million dollars. For various reasons none of these plans ever materialized, so up to the present time no hotel has been built. The *Courier* can now announce that a new station and restaurant will be built on Mount Washington this summer, on the site of the famous old Summit house, and will rest on the foundation built three years ago on the site of the Summit house, destroyed by fire in 1908. The new building will be 38 feet wide, 172 feet long and one and one-half stories high. It will be built entirely of wood in the old-fashioned way - strong, neat in appearance and comfortable *(above)*. No plaster will be used, the inside begin finished in sheathing. There will be a spacious lobby, with a big open fireplace. Large windows will be used in the lobby and it will be filled with plenty of comfortable chairs. Here will be the office, the postoffice, post card and souvenir stands and writing tables. There will be a dining room and lunch counter; the dining room will have eight tables and the lunch counter will have 42 stools. Lavatories will be on the main floor off from the lobby. Upstairs will be 20 guest rooms, each with a dormer window. In each room will be two single beds. There will also be lavatories on the second floor. Adjoining the dining-room will be the kitchen, service and store rooms, with eight sleeping rooms above for the employees. Off from the kitchen at the north and facing the Lizzie Bourne monument will be a spacious piazza for the benefit of the employees. Under this piazza will be the electric light and heating plant, and a room and toilet for the railroad employees. The house will be entirely heated by steam and lighted throughout by electricity. First-class in every respect, and built in a manner to afford every possible comfort to travelers, the new building will be in every way a credit to New Hampshire's grandest mountain. the building will be all framed this spring at Lisbon and work of erection will start as early as trains can be run to the summit. It is now planned to have the house up and ready for occupancy by the first of August. Pure, fresh water coming from the "Lakes of the Clouds," will supply the new hotel. It will be pumped from the Base into a 60,000 gallon tank, located on the highest point at the Summit. The pumping plant was installed in 1912 at the Base and it is capable of supplying 30 gallons per minute.

Assistant Superintendent Spaulding has just returned from a trip to the Summit and reports very little snow and ice and from indications it will be possible to run trains to the Summit by May 1. By April 15 the entire

force of machinists and trackmen will be sent into the Base to get the track and locomotives ready for service. The Mount Washington Railway is owned by the Concord & Montreal Railroad. It is an entirely independent corporation and is operated independently by its directors in connection with the Boston & Maine, which directs it as the lessee of the Concord & Montreal road. By economy and close management the road has acquired a surplus of between thirty and forty thousand dollars which is to be appropriated for the new building. During the construction of the new building the old Tip Top house will be used by the workmen as a boarding house and after the new house is open the old house will be retained in its original condition as a relic. - The above article and accompanying photo were taken from a recent issue of the *Boston Transcript*."

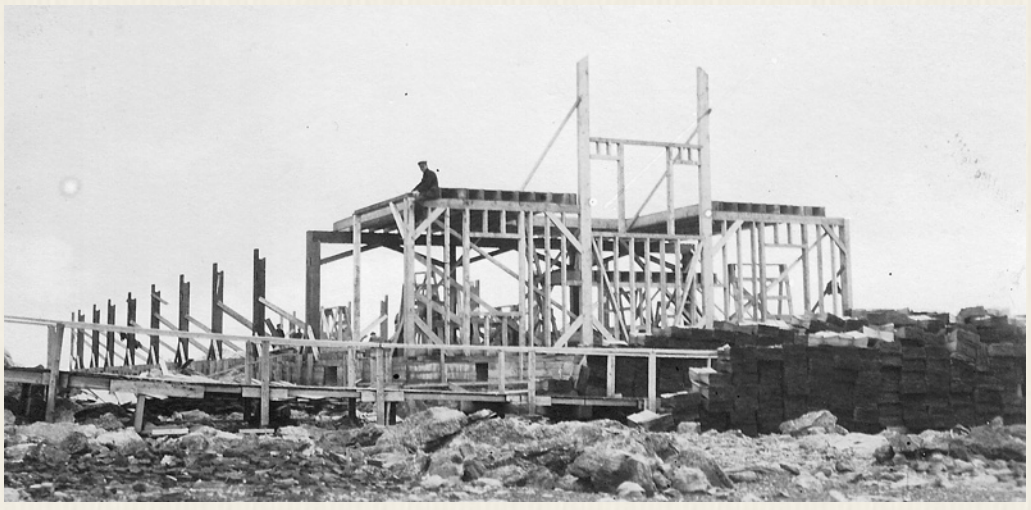
- Littleton Courier - Thu, Apr 1, 1915

May 6th

Contractor Arrives: "Lisbon Notes: S. D. Morgan and a large crew of men have gone to the summit of Mt. Washington to commence work on the new Tip Top house this week. Next week, Mr. Morgan will, with several carpenters from (Lisbon), being work at the Sinclair house, Bethlehem."

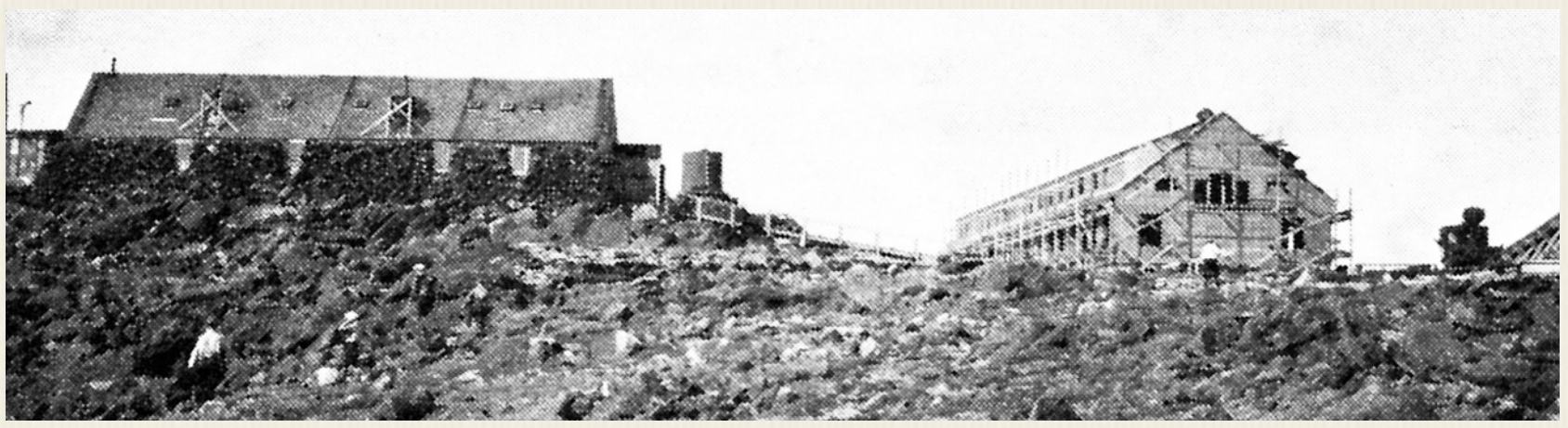
Materials Arrive: "Fabyans Notes: Carloads of lumber are begin sent to the base of Mt. Washington to be used later in the construction of the Summit House."

- Littleton Courier - Thu, May 6, 1915

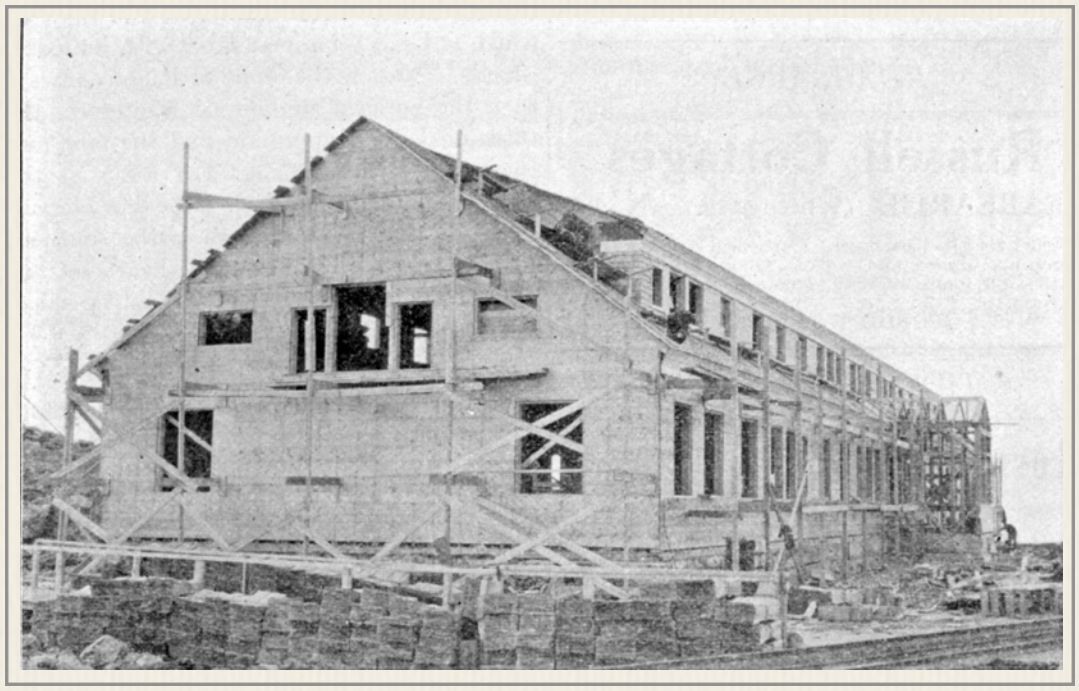


May 10th

Summit House Construction Commences: "(T)he old Summit House on Mount Washington ascended into the heavens in a magnificent spectacle of flame on the night of June 18, 1908... Seven years have elapsed, and at last through the never-ending efforts of the officials of the little Mount Washington Railway Co., their dreams for a new building on Mount Washington have materialized. Early last fall the plans *(see Ch. 9 Sec. 2 Summit House)* were finally completed for the new building to crown the summit of Mount Washington and now by the first of August the officials hope to greet old friends and new at the threshold of the new inn. The new building is to be called the "New Station and Restaurant" and although designed principally on those lines, there will be comfortable accommodations for a number of travelers who wish to spend a night on the roof of New England, to enjoy the impressive sunset and sunrise. The construction work is under the supervision of S. D. Morgan, a well known contractor of Lisbon. The building was framed during the winter at Lisbon and hauled to the Base in the early spring. Work was commenced on May 10. During the month of May the work was slow and arduous, the workmen having to contend with snow, frost, terrific winds, clouds and rain, and many days it was impossible to work at all. About twenty men have been employed and they are boarded in the Tip-Top House. The site of the old Summit House has been wisely chosen as the location for the new building, and it rests on the foundation built four years ago. The new building is 38 feet wide by 168 feet long and one and one-half stories in height. The frame-

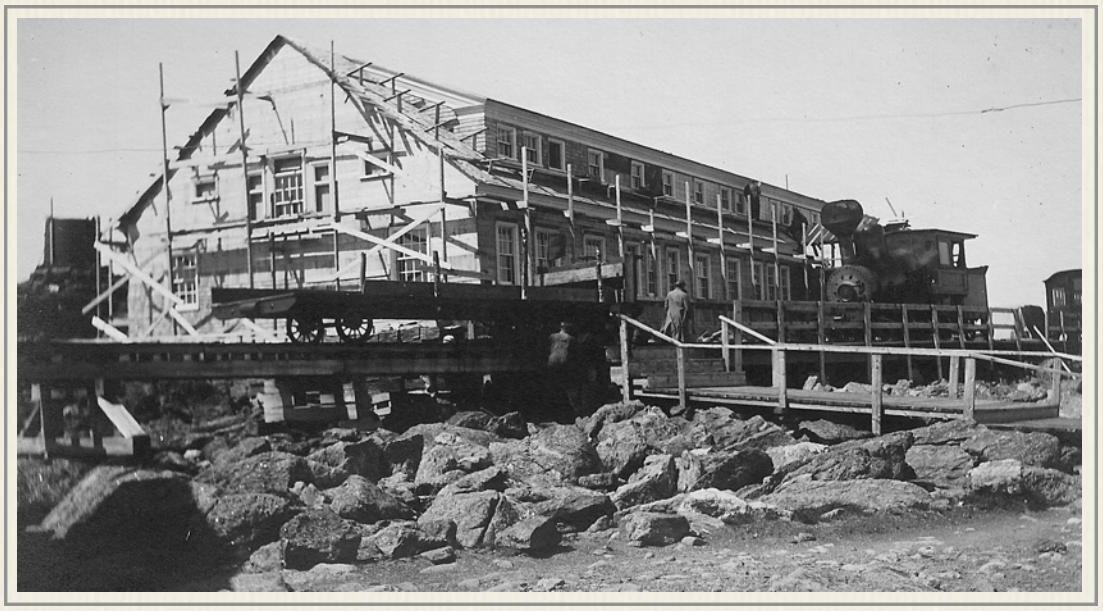


Hikers approach Summit House construction site with Tip Top House at left and work train at right (1915)
- White Mountains Remembered



work *(previous page)* is of heavy Southern pine and bound together in the most substantial manner. The sills are sunk in the solid concrete foundation and then anchored with heavy iron bolts. Every post is fastened to the sills with specially wrought iron strips, and the second story is similarly bound to the first floor plates. It will not be necessary to have heavy chains straddling the roof of the new building and then anchored to the rocks to hold it on, as was necessary with the old Summit House and the other buildings now standing on the mountain top. The new house has been designed to stand alone, relying upon its own sturdiness of construction. Comfortable coziness will be the keynote of the new house. Entering from the train platform through an ample vestibule, the visitor will step directly into a great room 102 by 37 feet, the walls and beamed ceiling being finished in rough sawed express sheathing and stained a soft brown hue. In the centre will be the guest counter, to the right of which will be the lunch counters and tables of the restaurant, capable of seating eighty guests, while to the left will be a commodious rest room, so fitted with comfortable chairs drawn up around a big old fashioned fireplace as to be worthy of its designers. Here also, at the southern end will be the writing room, while along the west side will be the souvenir stand, which always attracts so much attention on Mount Washington. To reach the bed rooms a large staircase mounts from the southern end beside the writing room. Upstairs there are eighteen guest rooms with twin beds in nearly all of them. Here also is the lavatories and bath room. There are also eight rooms upstairs for the employees, linen room, lavatories and bath room. All the upstairs is finished in pine sheathing and painted white. On the main floor off from the restaurant, is the well-equipped kitchen, service and store rooms. Under the kitchen there is a large basement where the steam heating and electric lighting plants are installed. The house will be entirely heated with steam and lighted throughout by electricity. Pure, fresh water coming from the Lakes of the Clouds will supply the new house. It is pumped from the Base into a 60,000 gallon tank, located on the highest point at the Summit. The pumping plant was installed in 1912 at the Base and it is capable of supplying 30 gallons per minute. First-class in every respect, and built in a manner to afford every possible





comfort to travelers, the new building is in every way a credit to New Hampshire's grandest mountain."

- Among the Clouds - Mon, Jul 12, 1915 and every subsequent issue

June 28th

First Passenger Train: "The first regular passenger train opened the season for Mount Washington on June 28. The passengers up the mountain this year will find the road in better shape than ever before. As is customary every spring the rolling stock and equipment at the Base have been put in first class condition under the personal supervision of Supt. H. G. Spaulding. The cog road was never in better shape, Roadmaster Patrick Camden and a crew of men have spent much of the spring putting the road in readiness for the summer travel. All the employees are old hands being at the Base for a number of years and the trains to the Summit are in charge of safe, careful and experienced men.

June 30th

Henry Teague's Mother Dies: "Over the little village of Manset-Southwest Harbor, (Maine) gloom and sadness cast its lengthened shadows, caused by the passing of Mrs. Cornelius Teague, into the higher life. She was born in Savannah, George October 4th, 1840, the daughter of George E. Dunham, veteran of war 1812; married to Capt. George E. Teague, who was lost at sea on March, 1877. Of this marriage there were nine children, six who wept with intense grief their "Good-Byes" to the mother, the bond of family ties - while three were welcoming the long-for-waited mother into the "Beautiful Isles of Somewhere." (Her) youth buoyed by luxuries and radiant expectations were realized by travel with her husband into nearly every clime enjoying the pleasures, comforts and social life due every captain's wife. With increasing family a home was considered. Barely had she become settled in this home, ere her husband sailed away, never to return. Thus bringing to adverse, and absolutely new conditions, almost insurmountable, her courage, pluck, and unswerving faithfulness to her children brought forth the greater woman, who, with her hand in the God's she acknowledged, won, won in the love of the six children who in the strength of manhood and womanhood, bent over her inanimate clay, reluctant to give up the devoted life which had been dedicated to them. Her warm southern nature, tempered with extreme charity for all, won for her countless friends, whose close friendship was silently expressed by the wealth and abundance of flowers which surrounded her at the last rites. After the severed struggle of middle life, fate again placed her above want or care. Every wish gratified with comforts in abundance. Henry Teague a business man of New York, and Williamstown, deemed it their special privilege to finance her any desire. The other three sons, Roswell, E. Fisher, and Dunham, aided by Mrs. Lenora V. Lunt, Mrs. Millicent Donahue, vied with each other in giving her personal attendance, weighted with loving kindness."

- The Bar Harbor Record - Wed, Jun 30, 1916

July 1st

Plumbers on the Mountain: "Lisbon Notes: A. C. Gowing was at the summit of Mt. Washington last week installing the plumbing in the new hotel there."

- Littleton Courier - Thu, Jul 1, 1915



July 11th

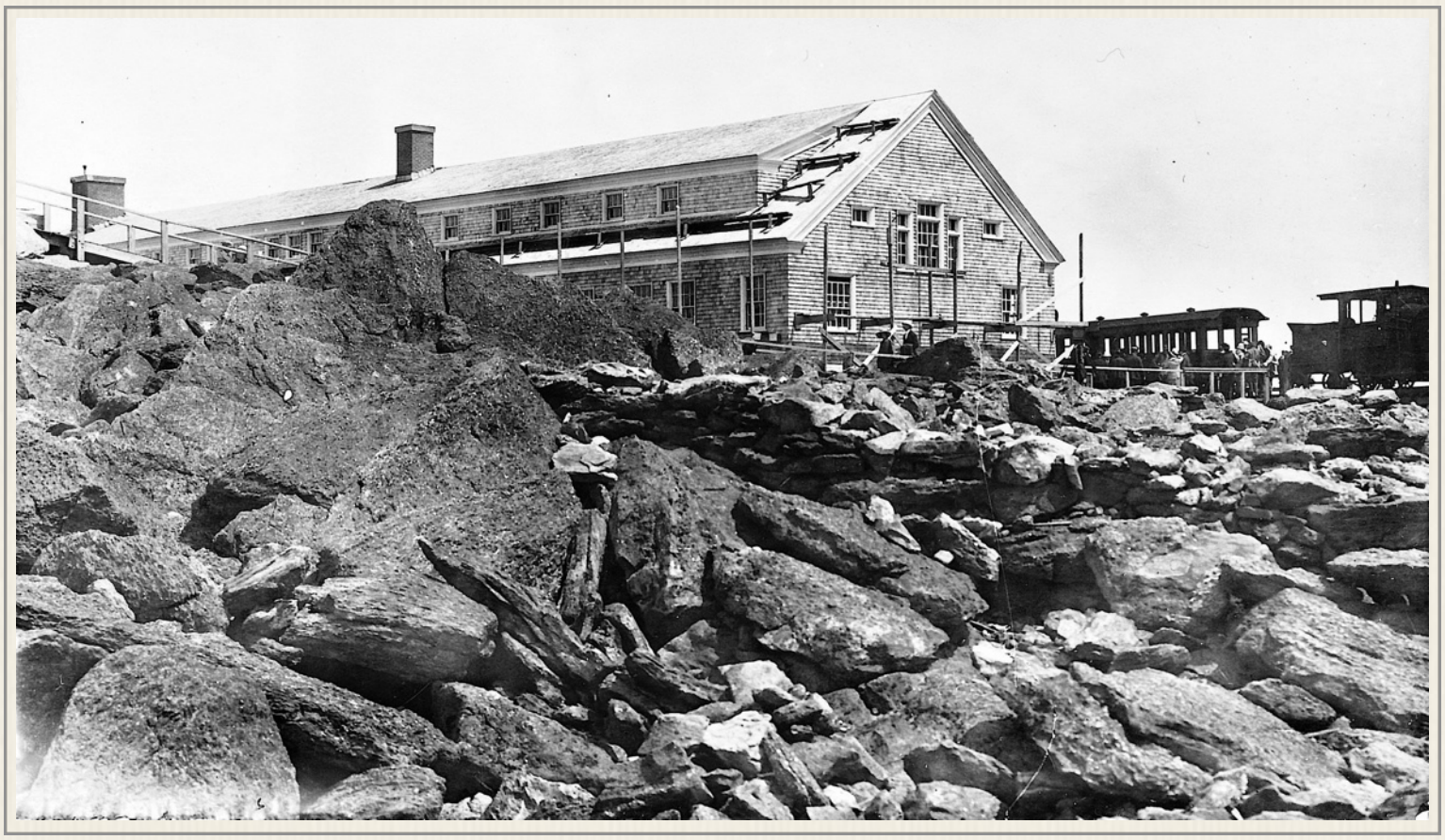
Opening Notes: "Miss Mattie A. Clarke, well known to Mount Washington as the manager of the Tip-top House and the old Summit House, is having a well earned vacation *(due to the construction team bunking in Tip-Top)*, staying at the Crawford House, the guest of Mr. & Mrs. W. A. Barron. The Appalachian Mountain Club are building a new shelter to replace the old one on the Mount Pleasant trail at the Lakes of the Clouds. This one will be much larger and more comfortable than the old one, being 18 by 40 feet and

will be built of stone. This will be welcomed by all trampers over this section of the mountains and they should appreciate the efforts of the A. M. C. and not leave paper, scraps of food and lunch boxes in or around the shelter, but leave it in first class condition. Last Thursday *(7/8)* a yoke of oxen were visitors on the Mount Washington. They were driven up the carriage road, and from what Chris Parker tells us they are the first oxen ever on the Summit; Chris is the veteran of the carriage road and if anyone knows he should. The oxen are to be used in drawing material over the trail from Gulf Tank to the Lakes of the Clouds to be used in the construction of the new A.M.C. shelter. Prominent among the train arrivals Sunday *(7/11)* were G. E. Cummings, Supt. of the Mount Washington Railway, W. A. Barron of the Crawford House, Mrs. O. G. Barron of the Fabyan House, and Miss Mattie A. Clarke. Their visit were in the interest of the New Station and Restaurant and they were well pleased with the new house and the progress that is being made. Beautiful weather greeted them on the mountain top as Sunday was a perfect day."

- Among the Clouds - Mon, Jul 12. 1915



Summit House construction crew poses while contractor S. D. Morgan stands at right (1915)
- David Moody Collection



July 13th

Europe's War - Good for Business: "The conflict in Europe, with its consequent deterrent effect upon pleasure travel in the countries at war, is expected to turn a host of vacation seekers toward the mountain resort of New England. This has already been fulfilled in part by the unusually large number of requests for reservations at practically all of the hotels in the White Mountains. The managements of the various hotels have been alive to this fact and have taken steps to cope with the situation. Additions have been built on some of the hotels, while accommodations of others have been increased. The usual painting, interior decorating, trimming of lawns and fixing of grounds about the hotels have been attended to early in the season."

- Among the Clouds - Tue, Jul 13, 1915

July 22nd

Painters on the Mountain: "Lisbon Notes: Ralph E. Foster and gang of six men went to the Summit house, Mt. Washington, where Mr. Foster will have charge of painting the new house."

- Littleton Courier - Thu, Jul 22, 1915



In this image from 1915, a construction crew building the Appalachian Mountain Club's Lakes of the Clouds hut poses for a shot in front of the partially built structure. The work crew was headed by local contractor Clarence Buzzell of Randolph. (1915)
- David Govatski Collection via Mike Dickerman Facebook page

A Lake House Under Renovation, Too: The Lakes of the Clouds Hut was first built as a shelter in 1901 in response to the deaths of two hikers the previous year who were caught in a storm on their way to an Appalachian Mountain Club meeting atop Mount Washington. It was rebuilt as a hut in 1915 *(construction crew pictured above)*, and was renovated in 1922, 1927, 1947, 1969, and 2005. Although it is highest elevation hut in the chain of eight shelters maintained by the AMC, at an elevation of 5,030 feet (1,533 m), it is the most easily accessible due to its proximity to the summit of Mount Washington, which can be reached by car and by the Mount Washington Cog Railway. It is located adjacent to its namesake Lakes of the Clouds, two small alpine tarns, and just below the 5,372 ft (1,637 m) summit of Mount Monroe. The current structure provides bunks for 90 hikers. It is sometimes called "Lakes of the Crowds" due to its size and popularity..

- https://en.wikipedia.org/wiki/High_Huts_of_the_White_Mountains / https://appalachiantrailhistory.org/

July 23rd

New House Nearing Completion: "In spite of the bad weather on Mount Washington, the work on the new House is progressing rapidly and every day brings it nearer to completion. The outside work is all finished and the staging has been taken down. From the outside the new building presents a very attractive appearance, rivaling the old Summit House. The windows are now in place throughout the house and from their appearance they surely are there to stay to withstand the terrific gales of the mountains. Ordinary windows that are used below would not stand the severe storms of Mount Washington, so precautions were taken to have them made extra strong. Not only the sash is of unusual stoutness, but the customary putty is supplanted with wooden beads. On the inside, the stair is nearly finished. The rooms have all been sheathed, the floors laid and the doors are now being hung. Downstairs there is considerable work to be done yet, and another week will see much of it accomplished. The plumbing and steam fitting is practically completed. The steam heating plant in the basement is now in operation; the steam being on throughout every day. The wiring is finished and the electric lighting plant is now being installed. the painters are at work now and the painting is progressing rapidly. One of the attractive features of the lobby will be the capacious open fireplace which is built of tapestry brick and is now com-

pleted. It is built in a very artistic style and will be worthy of its designation. It is now planned to have the house ready by the middle of August, which is gratifying to all mountain visitors."

- Among the Clouds - Fri, Jul 23, 1915

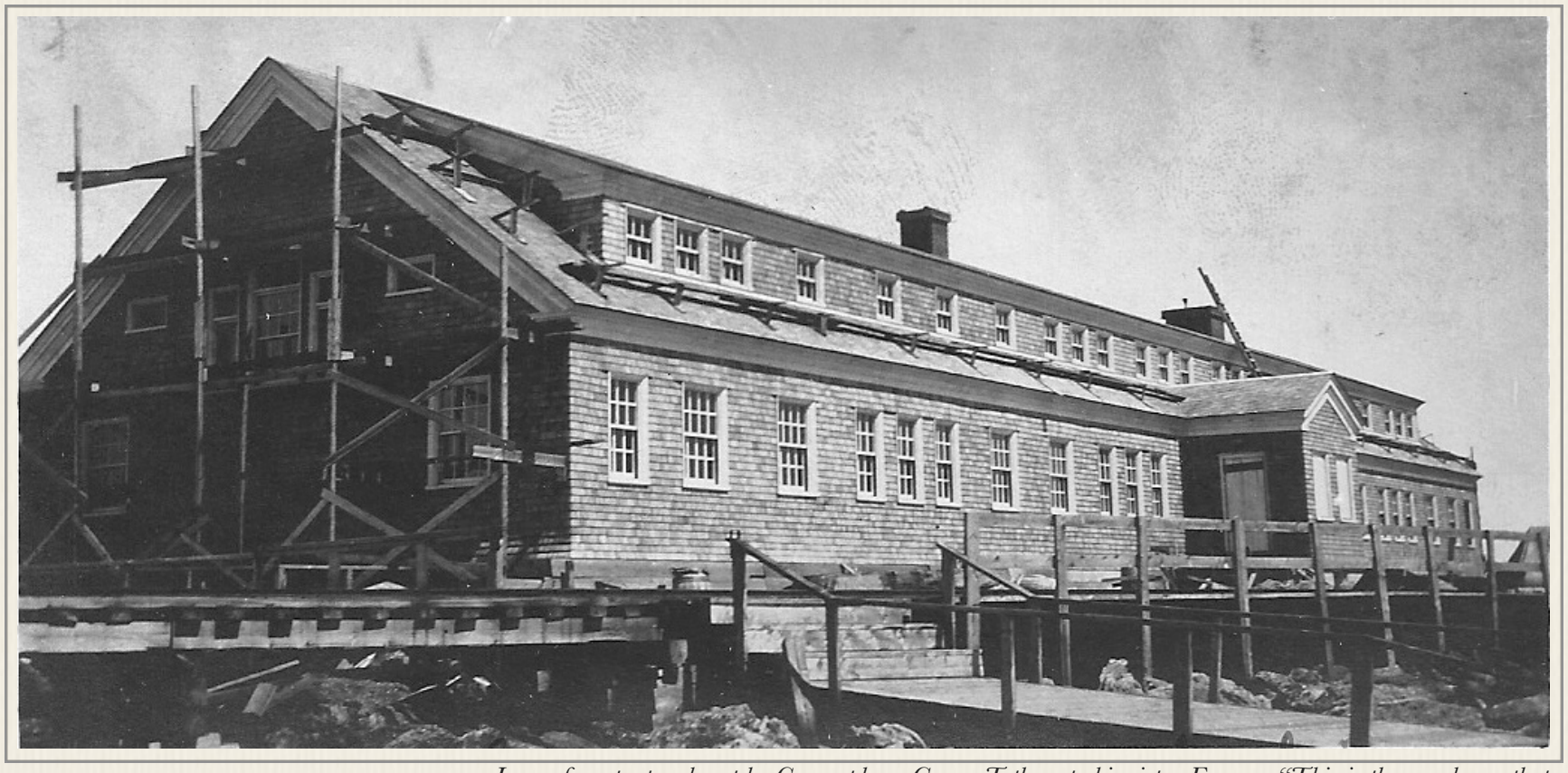


Image from postcard sent by Cog employee George Tatham to his sister, Frances. "This is the new house that they are putting up on top," he wrote. "It is going to be pretty good." (1915)
- Tatham Family Collection

Big Day & Triple Trips: Yesterday *(7/23)* was the finest day at the Summit we have had this season and goodly number of visitors took advantage of it. Four full trains came up the mountain railway, several auto and stage parties came up the carriage road and a large number came on foot over the many trails. A fine day, especially one after a storm, is sure to bring a large number of visitors to Mount Washington. Work on the new A. M. C. Hut near the Lakes of the Clouds is well under way and it is expected to have it ready to open early in August. A lot of material for it, such as the doors, windows, etc., have been taken up the Mount Washington Railway this week as far as Gulf Tank, where it is transported over the trail by oxen hitched to a drag. Almost at any time of day now, one can see the trains of the Mount Washington Railway plying up or down the mountain. On several days the past two weeks, three trips a day have been made. They make a trip early in the morning with freight and return to the Base again before the regular passenger trains goes up, then after the passengers gets down in the in the afternoon they make a trip with freight again. There is an immense quantity of material being used in the construction of the new building on the Summit, and as the little trains of the mountain railway cannot carry a very heavy load, a great many trips up and down have to be made."

- Among the Clouds - Sat, Jul 24, 1915

July 28th

Reviewing Progress - Big Day: "Prominent among the Summit arrivals today are Mr. G. E. Cummings and Miss Mattie A. Clarke. The cooking apparatus for the new house such as the big range, baking oven, steam table, stock pot, etc., have arrived at the Summit this week and they are now being set up and put in place. The kitchen equipment is being installed by Morandi-Proctor Co. of Boston. Today is the largest day we have had this season, four trains being necessary to carry the crowd up the mountain."

- Among the Clouds - Wed, Jul 28 & Thu Jul 29, 1915

July 29th

Camden's Come Calling: "Mr. P. P. Camden of Dorchester, Mass., son of the veteran roadmaster, Patrick Camden, motored to the Base yesterday *(7/29)* afternoon, accompanied by M. P. Boyce, also of Dorchester, and Thomas Penney of Randolph, N.H. Mr. Camden is an old employee of the Mount Washington Railway, having worked here with his father for several years prior to 1903."

- Among the Clouds - Fri, Jul 30, 1915

August 1st

Evening Swim: "Sunday *(8/1)* evening a party of eight employed in the construction of the new Summit House, went down to the Lakes of the Clouds and enjoyed a swim. They left the Summit at 6 p.m., and returned at nine through a dense cloud, but arrived safely under the excellent guidance of Irving Applebee. The party included: William Hennesey, William Barrett, L. A. Smith, Louis Benartchy, Harold Knights, Rip Van Dixon, Charles Pettis and Applebee."

August 2nd

Counter Arrivals: "A big carload of material for the new Station and Restaurant arrived at the Base yesterday *(8/2)*, and is being hauled up the mountain today. The carload contained the lunch counters, office counter, souvenir stand and sawed cypress used in finishing up the inside of the "big room." This material all came from the factory of Parker & Young at Lisbon. For this one big box carload of material it will require eight train loads of the Mount Washington Railway to get it all up the mountain."

August 3rd

Big Day: "This is the sort of a day that brings visitors to Mount Washington by the hundreds. The blue sky, the clear atmosphere, and the extensive view are most inviting, and people came from far and near by train, auto, carriage and on foot. Four trains of the Mount Washington Railway being taxed to their capacity."

- Among the Clouds - Tue, Aug 3, 1915

August 6th

More Fixtures & Furnishings: "The finishing touches are now being added to the New Summit House and another week will see practically the entire building completed, and it is now expected to have the official opening somewhere around the middle of this month. Rapid progress has been made the past week on the office, waiting room, dining room, kitchen and all the ground floor parts. The kitchen is about all finished and the cooking apparatus has arrived and is now being set up. The floor in the "big room" has been laid and the walls and ceiling are mostly all sheathed. The lunch counters, office counter and souvenir stands are being hauled up the mountain this week. The rooms upstairs are ready for the beds, as they received the final coat of paint several days ago. A carload of chairs and furniture is ready at the Base and will be taken up the mountain early



The New Summit House's "Big Room" furnished and ready for guests. Image from postcard sent by George Tatham to his sister.
- Tatham Family Collection

next week. Mr. S. D. Morgan, the contractor, has been on the Summit most of this week and he together with Asst. Supt. Spaulding are rushing things along."

- Among the Clouds - Fri, Aug 6, 1915

August 8th

Lights are On: "The electric lighting plant in the New Summit House was put in operation Sunday *(8/8)* and the lights were turned on throughout the house. Everything was found to be in splendid working order."

- Among the Clouds - Mon, Aug 9, 1915



Tourists aboard the spur train at Fabyan - The new Summit House will open in ten days (Aug. 11, 1915)
- Peter Eddy photo/Conrad Exstrom Jr. Collection

August 11th

Grand Illumination Postponed: "The grand illumination of mountain peaks throughout New Hampshire and Vermont in honor of the opening of the New Summit House on Mount Washington has been postponed to Saturday evening, August 21st. Mr. F. B. Maynard, who is making the arrangements, states that there will be parties that night on at least sixty mountains to burn red fire and kindle bonfires. The Green Mountain Club and the Greater Vermont Association have taken up the matter with enthusiasm and will do their best to extend the illumination throughout our sister state."

- Among the Clouds - Wed, Aug 11, 1915

August 14th

Box Cars of Beds: "All the furniture, beds, bedding, crockery, glassware, etc., for the New Summit House has arrived at the Base in three box cars, and is being hauled up by the Mount Washington Railway this week."

- Among the Clouds - Wed, Aug 18, 1915

August 12th

Beacon Fires?: "If all goes well, a bright beacon will be burning from every important peak in the White Mountains on Saturday evening, August 14, when great bonfires will be lighted in honor of the opening of the new hotel on the summit of Mount Washington. Mount Lincoln will be looked after by the Flume house, the profile will light the fires on Cannon and Lafayette; Crawford will attend to Clinton and Field, Mount Pleasant to the mountain bearing its name, while the Mount Washington will illume Deception and other adjacent peaks. Jefferson has Starr King; Gorham and Randolph, Madison and Adams; North Conway, Moat Mountain; Intervale has Kearsarge; Jackson, Iron Mountain and others, while many parties are planning to camp on the various peaks to see this wonderful demonstration, which is being planned by the Appalachian Mountain club. All day long, from the summits of the hills, the messages flashed by means of the Morse code, will send greetings to



Mount Washington Railway crew poses with Engine No. 5 and a work car loaded with furniture bound for the New Summit House. Roadmaster Patrick Camden with mustache is seated with legs crossed at front of car. George Tatham is fifth from left with arm around a chair leg. (Aug 1915)
- Tatham Family Collection

New England's Tip Top hotel. Thus history repeats itself; the Indians in the "days of auld lang syne," Tourists today, many of whom are "seeing America first."

- Amy L. Phillips in Boston Transcript reprinted Littleton Courier - Thu, Aug 12, 1915

August 18th

Frozen Pipes: "To have the water pipes and tanks all frozen up and the cone of the mountain white with frost from the freezing clouds is something unusual for Mount Washington at this time of the summer. Last night was the coldest that has been experienced in many years for the middle of August. The mercury was down to 24 at an early hour this morning. Yesterday was cold all day on the mountain top, the Summit cloud capped and a strong wind was blowing. It grew colder in the afternoon and at sunset it was down to 38. At 9 p.m. it was down to freezing point and the main water supply pipe froze up, rendering it necessary to shut down the pumping station at the Base and draw the water from the pipes. From then on throughout the night it grew colder and colder. This morning the ice was nearly an inch in thickness on one of the tanks. The buildings and works at the Summit are all white with frost this morning over an inch thick and the mountain has the appearance of being white with snow. The clouds are very heavy and with the strong wind they freeze into many fantastic formations."

New House - Old Hands: "Everyone who remembers the old Summit House with its homelike atmosphere and hospitality, as well as its excellent table, will be glad to know that the new house about to be opened will, like the former house which was destroyed in the fire of June 18, 1908, be in the hands of the Barron Hotel Company and under the immediate management of Miss Mattie A. Clarke. The Barron family have been identified with the White Mountains for nearly 50 years and none have contributed more than they to the advancement of the region in popularity, while their houses have always set the standard for excellence. Miss Clarke'long experience on Mt. Washington has made her more familiar than anyone else with the peculiar trials that attend the carrying on of a hotel in this isolated spot, where there are difficulties to contend with that the hotel keeper below never dreams of, and since the hotel was burned she has bravely met the real physical hardships and dangers involved in conducting the Tip Top House. The throngs of railway passengers, rushing in for

lunch and postcards on a pleasant day, and the mountain climbers, reaching their goal in triumph and seeking a place by the friendly fire, would never have guessed when they received her genial greeting, what their hostess and her assistants endured to make a place of comfort for them in the ancient and dreary abode. Her experience and advice have been invaluable in preparing for the opening and it is most fitting that after bearing the burden of keeping the old house in operation, she should at last be called to the management of the first thoroughly modern hotel to crown this grand old mountain. A host of friends will welcome her back to Mt. Washington and wish her a long continuance in the position. Miss Clarke arrived at the Summit today together with all of her assistants and has already started in to get the furniture unpacked and things set to rights for the opening on Saturday. Another familiar figure to be identified with the New Summit House is that of Mr. A. Frank Curtis, well known to Mt. Washington visitors as the clerk at the old summit House and the Tip Top House. Mr. Curtis arrived at the Summit today. Mrs. Myron P. Browley, who has assisted Miss Clarke at the souvenir stand at the Tip Top House and old Summit House, will again be back at her accustomed position at the New Summit House." *- Among the Clouds - Wed, Aug 18, 1915*

August 20th

Special Illumination Train Scheduled: "To give an opportunity for witnessing the grand illumination of the mountain peaks from the top of Mt. Washington there will be a special evening train to the Summit and return on Saturday, leaving Fabyan's at 5:30 p.m., Base at 6 and due at the Summit at 7:15. The illumination will open at 9 p.m., when the discharge of a bomb from Mt. Washington will signal to the watchers on peaks far and near to light their bonfires or red fire in response. The spectacle will continue half an hour and the returning train will leave the summit at 10 o'clock."

- Among the Clouds - Fri, Aug 20, 1915

August 21st

Ready to Open: "Every one who sees the new house and realizes that it has been built on this storm swept summit in little more than three months will be loud in praise of the energy and industry of all concerned. The lumber was sawed by the Parker & Young Company of Lisbon and the contractors was Mr. S. D. Morgan of the same place. Early April saw the railroad crew at the Base and the shipments of lumber soon began. but it was not until April 25 that the first train load of material could reach the Summit. Superintendent G. E. Cummings states that it was one of the worse spring seasons ever known on Mount Washington, and the hardships and the struggles with gales could not be told in many pages. The track crew, under the veteran roadmaster, Patrick Camden, put the repairs through with unusual speed. Assistant Superintendent Harry G. Spaulding had charge of the forwarding of the freight to the Summit, which taxed the capacity of the road to the utmost, but without interfering with the regular passenger traffic. The contractor, Mr. Morgan, has done a splendid piece of work, winning the appreciation of the railroad officials by his constant and conscientious attention to details. The interior finish of the house is remarkable for its richness and perfect taste. The furnishings are equal to the best in any mountain hotel and the beds cannot be surpassed. Steam heat and electric lights and an abundant of the purest water falling from the Lakes of the Clouds to the Base and pumped thence to the Summit give comfort to an extent never before known on the mountain. Superintendent G. E. Cummings has been indefatigable in looking after the work and his lifelong familiarity with the mountain is the one element of all that has been of the greatest help in the enterprise. to Mr. James H. Hustis, president of the Boston & Maine railroad special acknowledgement should be made. Amid the cares which confronted him in the early days of his administration he found time to look into the situation on Mount Washington and to confer with officials having direct charge, and the outcome shows the fulfillment of his desire that the mountain top should be equipped to meet the public needs in a way that should reflect credit on a great railroad system."

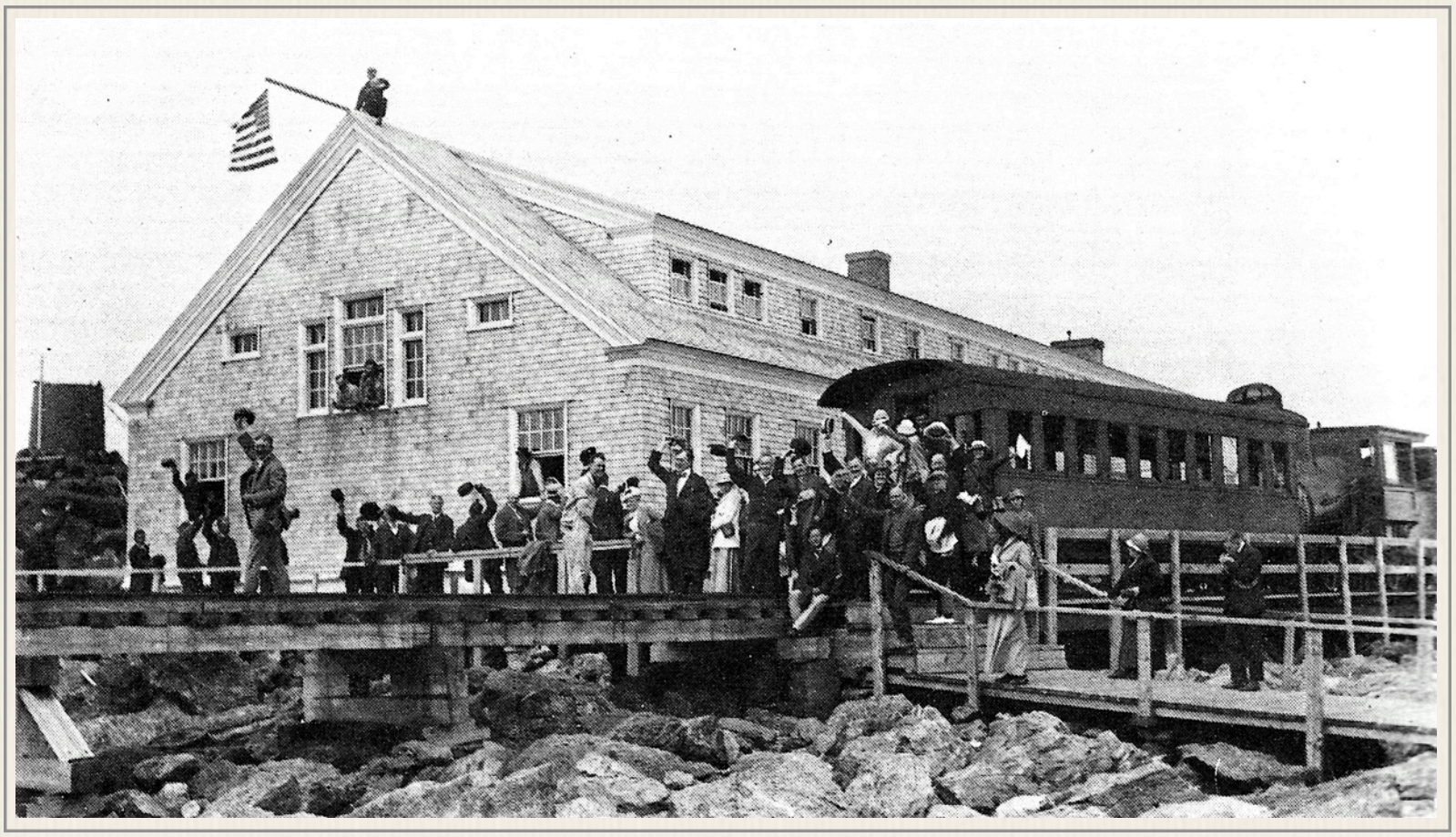
- Among the Clouds - Sat, Aug 21, 1915

New Summit Station and Restaurant Opens: The Boston & Maine Railroad says "When one says 'comfort' the house is described. It has a dining room, living room and writing rooms on the first floor. The living room has a great fireplace and easy chairs, all the creature comforts of home. The interior finish is pleasingly attractive. Be it fair or stormy no one could ask a cozier place to spend an evening. The rates are reasonable, and the service of the best. Throughout, the new house has steam heat and electric lights." For the dedication day, the B&M's president Hustis asked Boston coffee merchant Fred B. Maynard of the Appalachian Mountain Club if something special could be done to celebrate both the new Summit House and the new Lake-of-the-Clouds hut. Maynard suggested an evening illumination of the peaks of the Presidential Range. Maynard



was part of the daytime dedication *(above & next page)* making a short speech and raising a large flag "amid a din of tooting whistles, and bells from the engineers and cheers from the assembled gathering." Rockets were launched and red-fire flares were lit along the ridgeline at 9 pm under overcast skies. Twenty minutes later a dense fog and rainstorm moved in from the east. The weather hindered the return of the hikers who had gone to the various peaks with the flares. The last returned to the Summit House shortly after 2 am. Maynard out with a lantern to help his colleagues get through the soup noticed the flag had broken away and was heading for Burt's Ravine. He scrambled over rocks, caught the ropes and brought the Stars and Stripes back to the top. The B&M gave Maynard the flag and in 1946, Maynard presented the flag to Col. Henry Teague so it could hang in the Summit House. *The Book of the White Mountains* by John Anderson and Stearns Morse says Patrick Camden *(right)*, "the veteran roadmaster of the railway... celebrated the opening of the Summit House in 1915 by tearing down the railroad to the Base on a slide board with red lights gleaming to port and starboard." Organizer Maynard does not mention Camden's run, but says the 1915 event prompted the B&M to organize an even larger mountaintop illumination the following year that did feature Camden on a slideboard. *Among the Clouds* reports "The display lasted half an hour and had a spectacular finish when Roadmaster Camden *(next page)* reversed the mythical ascent of the Sachem Passaconnaway from this peak, going down in a chariot of fire instead of heavenward - that is to say, on a slideboard carrying gleaming red lights. Soon the (special) train followed with a like illumination. The final note was struck by a dynamite salute at the Glen House. The flash was distinctly seen through a thin cloud, followed by the roar of the explosion. The Glen reported by telephone that the bursting of each bomb at the Summit was faintly heard 15 seconds after the rocket had been seen. Just before the departure of the train the company was called together for an expression of the more serious thoughts that grow out of the completion of an enterprise so fraught with possibilities of good; and with earnest voices all joined in singing "Praise God from whom all blessings flow." *- Boston & Maine RR magazine Our Service, May 1916 - later named Employees Magazine / Appalachia, 28 (1950-1951) pg. 40-47 / Among the Clouds - Mon, Aug 23, 1915*

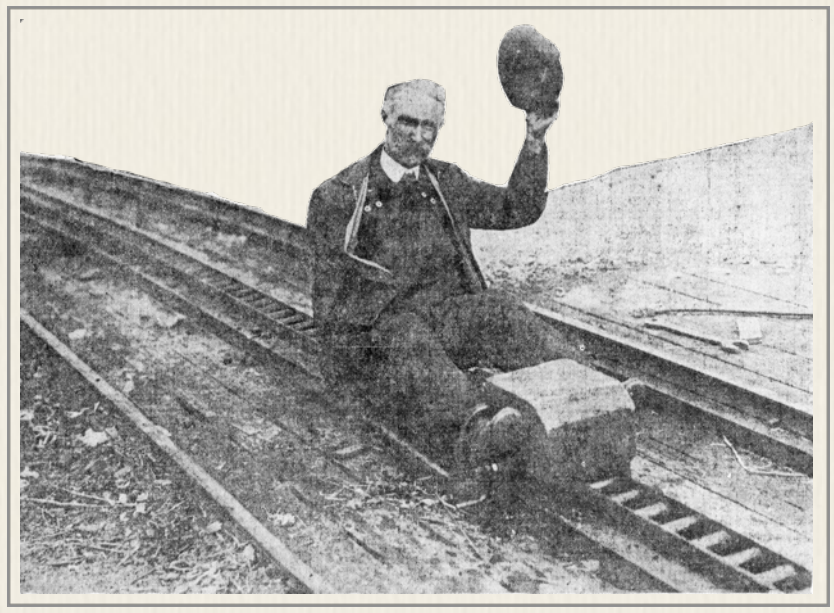
New Era Begins: "The register of the New Summit House was opened Saturday at 9:37 a.m. and the honor of being the first to register was given to Rev. Harry Pierce Nichols, D.D., of New York and Intervale, who has climbed Mount Washington and neighboring Peaks for a longer period than almost any other summer resident in the White Mountains. The second to register was Mr. Frank H. Burt of Newton, Mass., publisher of *Among the Clouds*, who has been on Mount Washington in 38 summers. Mr. Burt climbed the mountain on Friday



by the second Ethan Allen Crawford path, a trail opened nearly 100 years ago and now almost forgotten."

- Among the Clouds - Mon, Aug 23, 1915

Summit House Dedication: "Mt. Washington never saw such an event as the celebration of the opening of the new summit house Saturday *(8/21)*. The occasion was well worth all the red fire and bombs and enthusiasm, for the change from the old tip-top house to the new hotel was like a step from the days of the cave dwellers to the 20th century. The weather man, almost for the first time this summer, was kind enough to give a series of fair days, and while it was so hazy the illuminations could not be seen a great many miles there were a dozen points at least, on mountains and valleys where the watchers on the mountain could see the gleam of more or less distant lights. Those who watched the summit from the Glen house, the Lakes of the Clouds, Hut and the Presidential peaks were thrilled at the sight. Rockets of many styles and colors pierced the air, while about the cone there blazed a circlet of fire, burning continuously for some 20 minutes, and the many-windowed summit house gave the crowning glory of its electric lights. As the old summit house departed in the most spectacular fire ever seen in New England, so it was appropriate that the new house should receive a fiery baptism. All who witnessed it felt deep gratitude to Fred B. Maynard, the father of the idea, who labored with all his enthusiasm in conjunction with Boston & Maine railroad officials to make it a success. Much credit, too, is due to various members of the Appalachian mountain club and other climbers, the keepers of the club huts and to many residents of the mountain towns. Miss *(Mattie)* Clarke and her assistants did wonders in bringing the house into habitable condition between Wednesday *(8/18)* and Saturday *(8/21)*, being ready to serve meals Friday *(8/20)*, while nearly 100 visitors sat down Saturday night to a dinner which would have done credit to a city hotel. The tables were beautifully decorated with flowers, sent to Miss Clarke by Maurice G. Cochrane of the Mitchell, Woodbury company of Boston. The attractiveness and comfort of the house were universally commended. Guests familiar with the Alps declared that no better mountain-top hotel could be found in Europe.



Facing the wrong direction for photographers, Pat Camden on his flaming sled at the Summit. Pennacook chief Passaconnaway went up Washington in a wolf-drawn sledge that disappeared in fire. Gravity, not wolves, took Camden down the track. (1915)

"The flag-raising was carried out successfully in the presence of a large company who went up by the morning train and others on foot. Mr. Maynard pulled the cord, Miss Florence Hirsch of Connecticut broke a bottle of wine and Mrs. George F. Battles of Boston sang "The Star Spangled Banner." J. Willard Sears of the Hearst-Selig News Pictoral, who came with Mrs. Sears by the morning train, took photographs for the Internal News Source and moving pictures which 25,000,000 people will see in the next few weeks. The afternoon quiet was broken only by the coming of visitors by carriage road and paths, until every bit of sleeping space on the mountain was taken. The movie operator secured some thrilling films of the veteran roadmaster Patrick Camden shooting the railway track on a slideboard. Clouds gathered toward night and there were anxious moments after dinner, but by 8 o'clock Mr. Maynard was able to promise that the illumination would be given. The hour after dinner was merrily spent in dancing to vocal accompaniment. Then L. F. Schmeckebier of Washington, D. C., called the company to order and expressed the thanks of all to Mr. Maynard for arranging the spectacle they were about to witness, such as never before had been seen from a mountain top. Mr. Maynard responded fittingly after which the company sang "America" and "The Star Spangled Banner." Rev. Dr. Nichols was called on and made a short and most entertaining address on "The old times and the new" Nine o'clock arriving, the company scattered about the Summit to watch the illumination, many aiding in placing the red lights, for which the ordinary railroad fusers were used with great success. The display lasted half an hour and had a spectacular finish when roadmaster Camden reversed the mythical ascent of the Sachem Passaconnaway... on a slideboard carrying red lights. Soon the train followed with a like illumination."

- Littleton Courier - Thu, Aug 26, 1915



August 26th

Editorial - Mountain's Crown: "The fact that the summit of Mt. Washington once more is crowned with a good hotel is a subject for congratulation for the whole New Hampshire North country. The dream of magnificence for the mountain top for which plans were made in the Mellen regime was too good to be true. It advanced but a little ways towards fulfillment and probably, one the whole it is bet that such was the case. such a hotel so located, never could have been a paying investment and a dead horse always is a doleful spectacle, even for those who are not his owners. The present house on the summit provides the best accommodations that visitors to Mt. Washington ever have been given and is in every way a suitable structure for its place and its prupose By next year the news of the completion of the hotel and the good fame of its conveniences and comfort will have spread so widely that 1916 should see a new record made in the number of travellers to the tip top of this part of the world. To call attention to the magnificence of the landscape that unrolls itself beneath and around Mt. Washington would seem superfluous, but it must be remembered that new generations always are coming on, among tourists as in all the rest of life, and it will be well to impress upon them the fact that Mt. Washington was for their grandparents , and should be for them, a part of the American grand tour. with a few weeks we heard a veteran globe trotter say that the view from the summit of Mt. Washington was one of the three finest in the world, the other two being located in Japan and California. This view, now so comfortably and conveniently accessible, should be made an even greater asset for New Hampshire than it has been in the past."

August 27th

Full House: "The New Summit House was packed to its capacity last night *(8/26)*. It has been full nearly every night since the opening. Although it was very cold on the mountain last night, with the steam heat on the New Summit House was as comfortable as one could wish. The mountain top was all white with frost this morn-

ing. At 6 o'clock the temperature was down to 19, and the tanks were covered with ice two inches thick. There was a brilliant sunrise and this is by far the clearest day we have had on Mount Washington this summer. The Atlantic Ocean and far distant peaks are all plainly visible. There is no wind and with the bright sunshine... (t)his is a record day for Mount Washington. It is the finest of the season and brings the largest number of visitors as well. The Mount Washington Railway is taxed to its full capacity, six trains being required to carry all the passengers up the mountain - over 230 in all."

- Among the Clouds - Fri, Aug 27, 1915

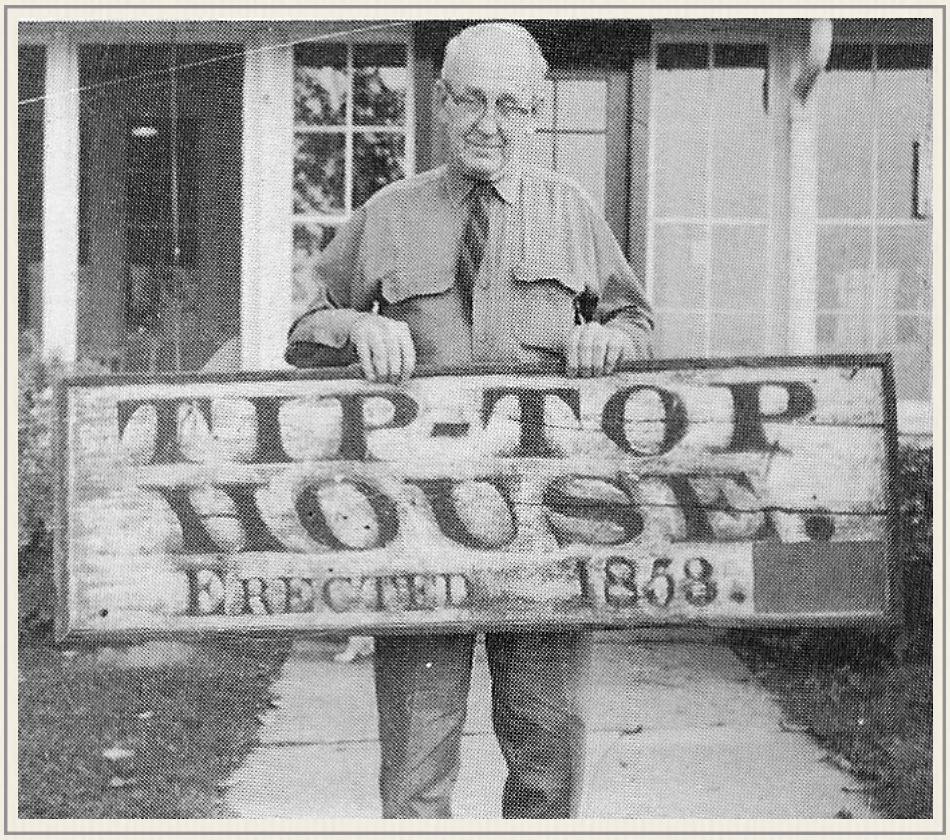
August 29th

Tip-Top Burns:



Sunday morning fire guts the Tip-Top House. A favorable wind saves the New Summit House (August 29, 1915)
- Douglas Philbrick Collection - WhiteMountain History.org

"Fire again visited Mount Washington on Sunday *(8/29)* morning for the second time in history and this time carried away in smoke and flame the historic Tip-Top House, the oldest relic of enterprise on the mountain, and all that is left of the once famous hostelry is the charred stone walls. While the thirty-odd guests of the New Summit House was peacefully eating their breakfast at seven o'clock Sunday morning there came the cry; "The Tip Top House is on Fire!" which caused everyone to forget their hunger and make a rush for the windows on the southwest side and run out-of-doors. The house had been occupied all summer by workmen engaged in the building the New Summit House and all had left but the cook and four carpenters who were putting the finishing touches on the Summit House. These men had just finished breakfast when one noticed a fire upstairs; at the same time the fire was noticed by the Summit House employees and the flames were then pouring through the roof. The fire is supposed to have started from a defective chimney. A general alarm was sounded among the little Summit colony and everyone made a rush for the house to try to put out the fire. Bucket brigades were put into operation early in the game, but water was scarce and these efforts proved of little consequence. It was soon seen that the fire had made great headway, and that it would be impossible to save the old house. The cook and carpenters hurried around to pick up their belongings but could not get bear all so quick did the fire spread. Irving Appleby of Lisbon, a carpenter, in trying to get into his room from the outside by breaking in the window, fell on the sash and broke two ribs. William Hennessy, the cook, during the excitement was more thoughtful for his employer than himself, saving a loin of beef and a loin of pork that was in the kitchen but neglected his money, camera, glasses, clothing and other belongings that was also in the kitchen. Fortunately the wind was from the northeast which carried the fire directly away from the New Summit House, otherwise nothing could have saved it. The plank walk leading up to the Tip-Top House was cut away to prevent the fire from spreading to the other building. By eight o'clock, one hour after the fire was first seen, the roof and woodwork had practically all burned up, and the old Tip-Top House was no more. The stone walls are left standing and did not crumble at all. 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.



Lawrence E. Philbrook of Shelburne, N.H. with the salvaged Tip Top sign in the 1970s. Lawrence's father, Gus was at the Summit when the 1915 fire broke out. Gus mentioned "what a shame it would be for the old sign, put up in 1853, to be burned. Acting on his suggestion, a number of college boys who had spent the night at the summit quickly formed a living pyramid under the door and took it down. The top boy on the pyramid turned out to be the grandson of John Spaulding who first put the sign many years earlier! Some years later, Lawrence saw the sign in storage at the Summit House, and arranged to take custody of it. For many years it hung, sheltered from the weather and in a place of honor, on the front porch of Philbrook Farm Inn, in Shelburne." Lawrence donated the sign to the Mt. Washington Observatory's Museum and the picture & story above appeared in their March 1975 Bulletin
- Mt. Washington Observatory photo

Spaulding of Lancaster, one of the builders and early landlords of the Tip-Top House. As soon as the fire started a telephone message was sent to the Base and Asst. Supt. Spaulding with all the available employees speedily got a train read and started for the Summit, but before the train arrived the fire was about all out. The fire could be seen for miles around and the blaze appeared so large that many feared it was the new house. The news soon spread around the mountains that it was the Tip-Top House that was burning and the spectacle was witnessed by thousands. When the fire was at its height at the Summit a lady calmly walked up to Miss Clarke and insisted that she take her out and show her a cloud view; speaking about "great getters' this is about the limit. Mr. G. E. Cummings, Supt. of the Mount Washington Railway, who came to the Summit today *(8/30)*, states that it is the plans of the company to restore the Tip-Top as far as possible to its former appearance by rebuilding the wood roof on the stone walls that are left standing. The loss is estimated at about $3,000." *- Among the Clouds - Mon, Aug 30, 1915 & Portsmouth (NH) Herald - Mon, Aug 30, 1915 pg. 4*

August 30th

Big Picture - Boys Choir: "A large picture of the old Summit House hangs over the fireplace in the New Summit House, and the frame holds a brass plate bearing an inscription to the effect that the picture is donated by lovers of the old house and Mount Washington. Norman Libby of Bridgton, Me., is understood to have been influential in raising the funds for the picture. The choir boys of the Stickney Memorial Church at Bretton Woods gave an entertainment at the New Summit House Monday *(8/30)* evening that is worthy of mention. With Mr. Frank R. Hancock in charge and counselors Edward L. Bullard and Charles F. Boyd the boys walked from Camp Duncan up to the Summit Monday afternoon via the Edmunds' trail. In the evening the boys gathered around the big fireplace and sang a number of beautiful hymns, songs and ballads, which were the finest ever heard on Mount Washington. The musicale was greatly appreciated by the large number of Summit House guests who gathered in the big room and were thrilled with the rapturous melodies. The boys spent the night on the mountain top and Tuesday morning walked down the track to the Base, and then took the road to Camp Duncan. The names of the boys are as follow; Robert Pugh, John Whittier, Robert Bullard, Alfred Foster, Chester Swenson, William Burton, Clarence Fowler, Roland Coates, Ambrose West and Robert Riley." *- Among the Clouds - Wed, Sep 1, 1915*

September 5th

Sunday Excursion: "Nearly 150 visitors came to the Summit by train yesterday *(9/5)*. This is the largest number that we have had on a Sunday this season."

- Among the Clouds - Mon, Sep 6, 1915

September 7th

Heat AND Light: "The power, heating and lighting plant of the New Summit House is a model of compactness and efficiency, with many of the latest improvements. The boiler is an Almy water-tube boiler of about 100 horse power. All condensed steam and drippings are returned to the boiler, being heated by a Webster Star vacuum water heater, so that there is absolutely no waste of water. Each radiator has a simple shut-off attachment by which the heat can be readily regulated. The tank for the hot water supply for the lavatories is automati-

cally adjusted to keep the water at a uniform temperature. The electric lights are supplied by a General Electric 7-kilowatt generator, direct connected to a marine type engine, of almost noiseless operation. The advantage of the electric lighting is felt at once on stepping out of the hotel in the evening and finding the platform almost as brightly lighted as the interior; and the lights of the hotel may be seen far and wide on every clear night. The power and heating plant was installed by the railway company. The plumbing was put in by Gowing & Chamberlin of Lisbon, and the electric wiring and fixtures by Ben Smith of the same place."

- Among the Clouds - Tue, Sep 7, 1915

September 10th

Summit Inspection: "A special train with officials and directors of the Mount Washington Railway arrived at the Summit yesterday *(9/10)* just ahead of the regular passenger trains. they came to inspect the recently opened New Summit House, which they found to be worthy of the highest praise. Miss Clarke had a special menu prepared for the party and they sat down to a dinner which could not be equalled in a city hotel. Although the Summit was cloud capped this morning, just before the train reached the top the clouds broke, revealing a beautiful clear landscape, much to the enjoyment of the party. The party consisted of Hom. Benjamin A. Kimball of Concord, President of the Mount Washington Railway; G. E. Cummings of Woodsville, Supt. and H. G. Spaulding, Asst. Supt. of the Mount Washington Railway; Mr. and Mrs. Henry A. Kimball, Concord; Col. and Mrs. C. H. Greenleaf, Profile House; Gen. and Mrs. H. H. Dudley, Concord; Frank P. Andrews, Concord; John F. Webster, Concord; Chas. F. Rowe, Concord; Warren Tripp, Short Falls, N.H.; E. W. Fiske, Boston, Mass.; Harold S. Jennison, Boston, Mass; Albert I. Larivee, secretary to Hon. B. A. Kimball, Concord."

- Among the Clouds - Sat, Sep 11, 1915

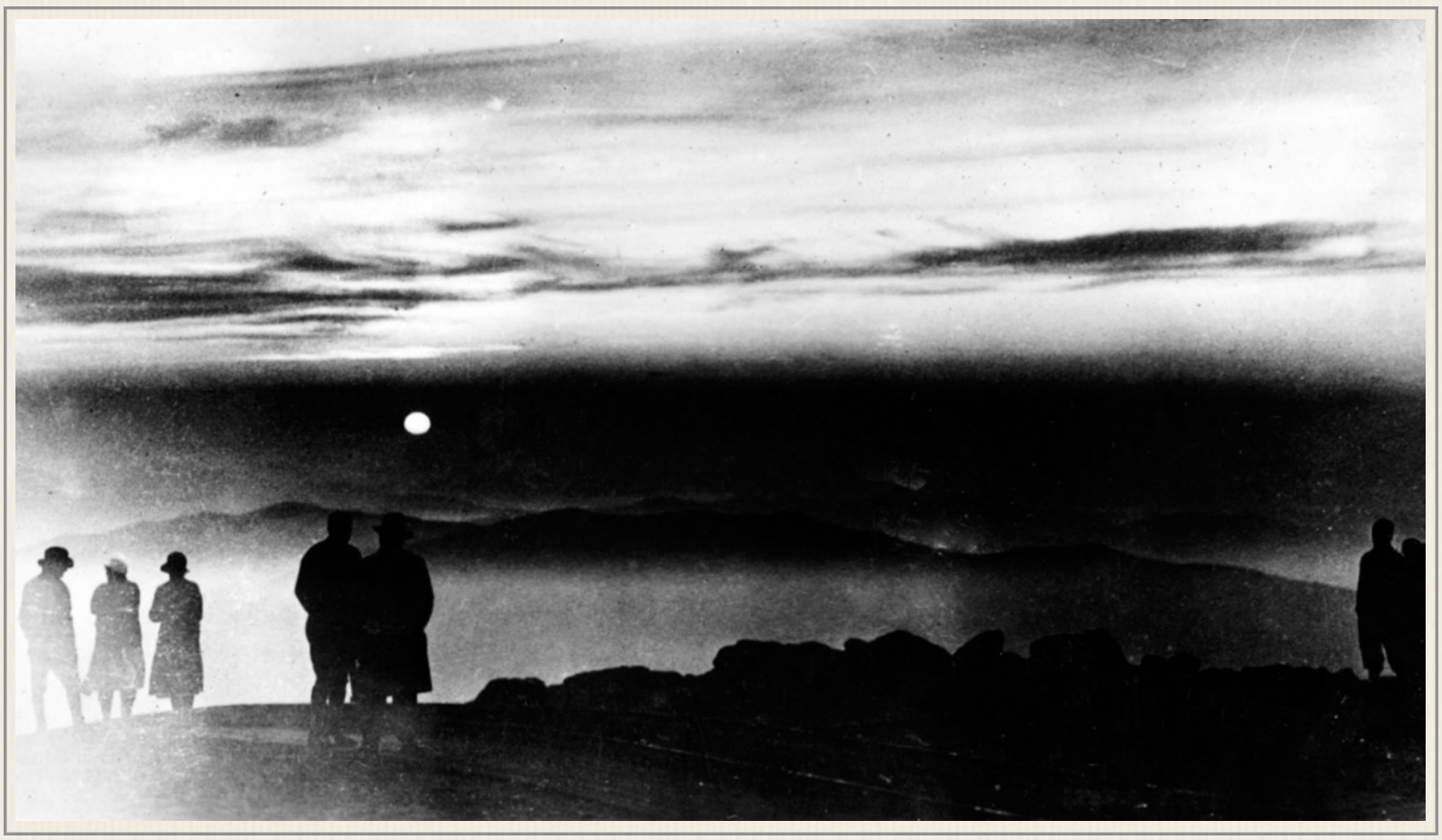
September 16th

Browley's Reunited: "Mr. Myron G. Browley, a former conductor of the Mount Washington Railway, arrived at the Summit by train yesterday *(9/16)*, joining Mrs. Browley at the New Summit House."

- Among the Clouds - Fri, Sep 17, 1915

September 18th

Closing Notes & First Sunrise Bell: "The last regular passenger train of the Mount Washington Railway will be run on Saturday, Sept. 25, when the road will close for the season. While the road has had a fair business it is not up to the usual standard, which is due entirely to the long stretch of bad weather we had the early part



Summit House guests heed the sunrise bell to watch another day begin on Mount Washington.
- White Mountains Remembered Facebook page

of the season. The travel on the Mount Washington Railway is practically governed by the weather condition, and every fine day is sure to bring a large number of visitors. The New Summit House will close for the season on Saturday, Sept. 25th. Miss Clarke with all her assistants intend to go down the mountain the 26th by special train. Since the opening on Aug. 21st the New Summit House has done remarkably well and on several occasions has had to refuse accommodations to visitors on account of all the rooms being taken. One of the novel features of the New Summit House is the large bell that has recently been installed on the roof of the vestibule, which is to be known as the "sunrise bell." The bell will be rung every morning when the night watchman finds that there is to be a good sunrise *(previous page)*, and it is guaranteed to arouse all slumberers. The bell is also rung just before the trains go down the mountain in the afternoon, to warn visitors that are scattered over the Summit that it is time to depart. The bell was taken from an old locomotive. The bell was run this morning *(9/15)* for the first time since it was installed, and it soon brought out all the Summit House guests to witness the beautiful sunrise."

- Among the Clouds - Sat, Sep 18, 1915

September 21st

Witnesses Doubt Money Used in 1911 Legislation: "The first day's proceedings of the (NH) Public Service Commission investigation into payments by the railroads of the State for influencing legislation between Jan 1, 1912, and June 15 last, had much to do with disbursements to George A Weston, an attorney of Bellows Falls, Vt., in connection with the fight made by the Northern, the Concord & Montreal and the Boston & Maine roads to keep the Grand Trunk road out of the State (of New Hampshire). W. J. Hobbs, general auditor, declared that as the matter had been wholly in the hands of Pres. B. A. Kimball of the Concord & Montreal Road, all he had to do was to pay the bills as they came to him with the approval of Pres. Charles S. Mellen. Edgar J. Rich, general solicitor, new nothing about payments because they had not come under his department. He knew nothing of the payments to Mr. Weston in 1913, for service in 1911 until August of this year (1915), and could not conceive of what the payments were for nor what services they covered. Pres. Benjamin A. Kimball of the Concord & Montreal will follow Mr. Rich on the stand Wednesday (9/22), and a summons is to be issued for Mr. Weston to appear next Tuesday (9/28), but since Mr. Weston is not within the jurisdiction of the State, it is uncertain whether he will come or not."

- Boston Globe – Wed, Sep 22, 1915 pg. 10

September 22nd

Seek Books at B&M Inquiry: Pres Benjamin A. Kimball of the Concord & Montreal Railroad at the (NH) Public Service Commission investigation this afternoon carried the story of the fight against the admission of the Grand Trunk road into New Hampshire along until it became necessary to have books, papers and voucher bearing on the expenditures of the road during the campaign. As he had not been informed of the desires of the board his examination was continued until later in the hearing when he can produce all the papers by board requires. The commission wishes to learn where and how the $27,000 or $28,000 given to George A. Weston was spent. According to Mr. Kimball's testimony Mr. Weston was supposed to have received only his retainer of $500 and his expenses. Asked as to why Mr. Weston was paid between $35,000 and $38,000, Mr. Kimball replied that the money was spent to take care of the railroad's interest in northern part of the State, and to educate the public to the dangers of the threatened invasion and to rally them to the support of the existing New Hampshire roads. "He had charge of the wester territory and his work was to keep the Grand Trunk out of New Hampshire. In carrying out that work he came to us from time to time for money, which we gave him to meet the obligations incurred in the discharge of the duties imposed upon him," Mr. Kimball replied."

- Boston Globe – Thu, Sep 23, 1915 pg. 5

September 26th

Sunday Press Special Denied: "The Mount Washington Railway train was forced back by the gale today *(9/26)* within a mile of the summit. It began the ascent in a driving rain, climbed Jacob's Ladder, the steepest grade in the road, rose above the clouds into clear weather, and, after running half an hour in the sunshine encountered a gale that defeated the sturdy mountain engines. This is the second time in five years that a trip once started has been abandoned. The special train was chartered by the Massachusetts Press Association and carried 25 passengers. The regular season closed yesterday."

- Montreal Gazette - Mon, Sep 27, 1915 pg. 18 & St. Albans (VT) Weekly Messenger - Thu, Sep 30, 1915 pg. 6

September 29th

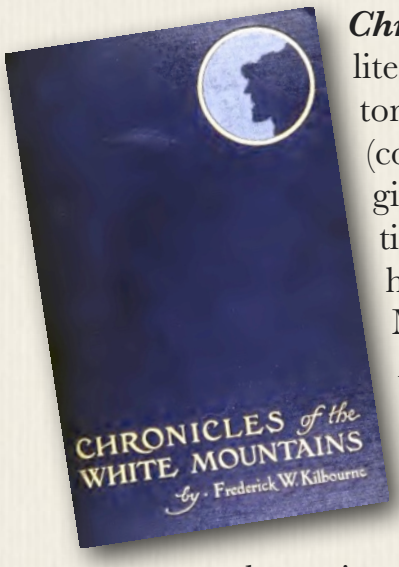
Money for "Influence" Reviewed: "Money paid by the Concord & Montreal for "influence" exerted by a group of workers was considered by the public service commission of New Hampshire yesterday *(9/29)* at its investigation of railroad expenditures in this state. Frank. P. Andrews, president of the Merrimack County Savings bank, testified that Pres. *(Benjamin)* Kimball had no official connection with that bank, but had borrowed money there. He could not find notes in amount and date corresponding to the sums and dates mentioned in the Weston vouchers paid to Pres. Kimball. On July 20, 1912, a note was paid for $11,665.75, which was exactly $1,999 less than the total of the sums paid to Mr. Kimball out of the Weston voucher. John F. Webster, treasurer of the Concord & Montreal, and assistant treasurer of the Boston & Maine, read from a statement of extraordinary expenditures from the Concord & Montreal office, and made by Pres. Kimball in 1912. So far as *(Webster)* knew, most of these expenditures were for the protection of the Boston & Maine leased lines and the Concord & Montreal against the Grand Trunk *(railroad)*. *(Webster)* had received money at different times from the Boston & Maine for use in the Grand Trunk campaign. The first time, he thought, was on Feb. 20. 1912, when he got $5,000, and a letter from him showed that it was paid as a retainer to Taggart, Burroughs & Wyman. Many amounts were similarly handled through *(Webster's)* office as assistant treasurer of the Boston & Maine. Many payments were made by Mr. Kimball, to whom Mr. Webster gave the money at different times. Persons sometimes would come in with bills approved by Mr. Kimball, which *(Webster)* would pay, and which were repaid to him by the Boston & Maine. *(Webster)* remembered payments of this sort to Warren T. Billings and Charles L. Mason. *(Webster)* received $12,665.75 from the treasurer of the Boston & Maine and paid Mr. Kimball's note at the bank. The money he original got at the bank he either disbursed on bills approved by Mr. Kimball or paid to Mr. Kimball. Mr. Webster had no vouchers for payments made by Mr. Kimball, but had *(Kimball's)* word that payments were made. Charles L. Mason, *(Webster)* had been informed, was to see the newspapers and do all he could to keep the Grand Trunk out of Boston. Personally, he knew nothing of Mason's work. E. K. Webster was paid $50 a month to protect the Concord & Montreal against the Grand Trunk. Warren T. Billings was traveling through the state to get articles printed in newspapers in Dover and elsewhere, and doing what he could to work up sentiment in favor of the Concord & Montreal and against the Grand Trunk. There was nothing in the vouchers to show what he was doing. C. O. Barney was doing similar work, *(Webster)* understood. They came to his office once a month. Mr. Billings altogether received $5,962, according to his vouchers, said Mr. Webster in connection with articles in newspapers printed as advertisements. He did not pay advertising bills, but was paid his salary and expenses. The vouchers showed that Barney got full payment up to the middle of May 1913, and half pay for the rest of the month. "Do you know why his pay stopped then?" asked Counsel Benton. "No," was the reply (from Webster). "Didn't the 1913 legislature adjourn about that time?" "I think it did – I'm not sure." *- Barre (VT) Daily Times - Thu, Sep 30, 1915 pg. 3*



Aerial view (right) of "Bretton Woods" with Mt. Washington Hotel center left (1916)
- Richard Hamilton Collection - Museum of the White Mountains

1916

New Hampshire Railroad Commissioners Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1915 Season*** - Total earnings: $18,353.68 - Total expenses: $14,860.40 - Total passengers: 11,878



Chronicles of the White Mountains Published: "The history of the White Mountains is literary ground that has been for the most part untilled for many years. Frank H. Burt, editor of *Among the Clouds* in succession to his father, prints regularly a valuable chronology (copyrighted) in his paper, and in his booklet *Mount Washington*, published in 1904, he has given a summary of the history of the chief peak and various items of historical information about the Mountains generally. Sweetser's *White Mountains* contains an abundance of historical material, mainly in the form of notes. The principal historical works on the Mountains are more than half a century old and are out of print. Lucy Crawford's *The History of the White Mountains from the First Settlement of Upper Coös and Pequaket* was first published in 1846; J. H. Spaulding's *Historical R*elics of the White Mountains appeared in 1855; and Benjamin G. Willey's *Incidents in White Mountain History* dates also from 1855. None of these is a systematic chronicle of events. It is this last long unoccupied and never adequately cultivated field that I have attempted to till, with the result that follows and constitutes the body of this work." *- Frederick W. Kilbourne*

- Chronicles of the White Mountains preface - 1916

January 7th

Mt. Washington South: "The Ormond hotel opened for luncheon Friday *(1/7)*, and Dr. J. Trudeau, manager, and A. D. Wright *(Summit House)*, assistant manager, were present to extend a cordial greeting to the may former patrons who arrived. It is a source of gratification to the guests that the hotel entourage will be much the same as last year. Miss M. A. Clarke *(Summit House Manager)*, as housekeeper; A. N. Chase, cashier; Thomas A. Delaney, chief engineer; Luke Glennon, assistant cashier; Ramon S. Stinson, front clerk; James A. Grady, night clerk; S. B. Pettengill *(Summit House chef)*, chef, and Thomas P. Kennedy, of Limerick, Ireland, head bellman; Guy C. Whiteman, head porter, and J. H. Looby, head waiter. A string of saddle horses from Bretton Woods, N.H., under the management of George D. Howland *(Crawford House)*, has been installed, so that horseback riding will again be a feature of Ormond, and Mrs. George Howland *(Summit House pastry chef)* will again direct the making of the delicious cake and pastry in the Ormond pastry room, for which she is so justly famous." *- The Daytona (FL) Daily News - Mon, Jan 10, 1916 pg. 4*

February 7th

Maine's Green Mountain Railroad Recalled: "Many Bangor (ME) people will recall the Green Mountain railway at Bar Harbor which was promoted by Frank H. Clergue, formerly of this city, who is now engaged in the manufacture of munitions of war. The recent fire in what is popularly known in Bar Harbor as the "Back Yard" brought back to the remembrance of the older generation the days of the old cog-wheel railroad which led up Green Mountain and was the second of its kind in the United States. The fire damaged the last relics of the old railroad, one of the cars of which ran up the summit of the mountain, and which, after passing through various stages, had been boarded in and used for a small dwelling house. In the early 80's, when Mt. Desert Island formed the gathering place for thousands of tourists, when great mushroom hotels had sprung up almost in a night, the railway which led to the top of Green Mountain was a notable success. In 1869 trains first began running over the Mt. Washington Railway. The novelty of this feature and its success appealed to a group of promoters, and as a result, in 1882, a charter was obtained for the construction of the Green Mountain Railway. It was built in 1883, the first train running in June. While not so long as the Mt. Washington road, the grade was nearly as steep, if not steeper. For 500 feet of the ascent the road rose one foot in three. Green Mountain is about 1500 feet high, and the road started at Eagle Lake, directly under the mountain, and pursued almost a straight course to the top, ending very near the site of the old Green Mountain House, which was torn down some years ago. Little attempt was made at ballast. The sleepers and their supports were belted directly to the ledges. A third rail, running up the center of the track, furnished the unique feature. This consisted of a system of cogs in which large cogwheels underneath the engine ran, in order to prevent the too rapid descent of the engine and its load. The cars were open affairs, resembling the open cars used on the modern electric lines in the summer. The engine was a pudgy little affair, the boiler was set at a sharp angle, to keep the

boiler on a level going up or down the mountain. On a level the engine presented a novel sight, as if it were about to topple over forward. Passengers who took the trip had frequent changing of cars, for there were three stages, by barge, steamer and train, before for the summit was reached. Big barges, drawn by two horses, conveyed the passengers from town two miles and a half to Eagle Lake. At the lake passage was taken on the little stern-wheel steamer *Wauwinet*, at one time in use on the Merrimac *(river)* at Newburyport. After a voyage of some 20 minutes the station at the foot of the mountain was reached, and the dumpy little train was ready to receive its passengers. It wasn't the easiest ride in the world, but the view more than compensated for the discomforts. As the little train ascended, the wooded mountain was replaced by great wind-blown and ice-polished ledges, bare, except for little crannies, where blueberries and cranberries might be found, and which the passengers got out and picked during the many stops to enjoy the scenery, and to allow the fireman to stoke the engine sufficiently. At the top was a hotel, good for those days. Picnic parties were frequent, and it was a favorite amusement to come out to the mountain, have supper, spend the evening with dancing and cars, and remain over night to watch the sun rise from the mountain top. In 1884 the hotel was burned, and another was built the following year, which remained until 1897. The hotel, like the railroad, was bolted to the ledges to withstand the fierce storms that during the winter months swept over the summit of the mountains. During the life of the road not an accident ever occurred to mar the enjoyment of the trips. It was rather fearsome looking down into the depths of the lake, when the train was almost at the mountain top and laboring heavily on the steep grade. But the cogs always held, and the little engine, in spite of its grotesque appearance, always seemed equal to its task. Gradually, however, the boom which Bar Harbor was enjoying at that time collapsed and the railway suffered in common with others. The novelty had worn off, the amusement was a little too strenuous for the generation which was beginning to demand more luxury and ease, and Bar Harbor was changing from a big hotel resort to the present exclusive set of millionaire cottagers. After running for several years at a loss, the road was discontinued, and its equipment sold. It had been a great day when the little steamer *Wauwinet* was hauled the two miles and a half over land with nearly a hundred horses and oxen tugging at the unwieldy load. Some of the cars and barges were sold around town. The car which caught fire the other night was boarded in, and for a number of years made a snug little building. For some years it remained on the main street in town, and formed a small shop for the sale of souvenirs and knickknacks, later serving as a cobbler's shop. Some years ago, it was hauled off and converted into a small shack. Although damaged by fire, it still remains. The rails were for the most part removed, but the ties were left for years and even today the route is plainly to be seen, a long strip up the side of the mountain, although more or less grown up in places."

- Bangor (ME) Daily News – Mon, Feb 7, 1916 pg. 6 / see Vol. 4 Appendix 1881 Green Mountain Railway

April 15th

Base Operations Begin: *"*The many friends of Mr. Harry G. Spaulding, who has been Assistant Superintendent of the Mount Washington Railway for the past four seasons, will be glad to hear that he has been promoted to Superintendent this year. Mr Spaulding has been at the Base since April 15 with his crew of men getting the rolling stock and equipment in shape for the summer business. The veteran roadmaster, Patrick Camden, is again at his post and has the cog road right up to its usual standard. Practically all the employees of the Mount Washington Railway are old hands, having been at the Base for a number of years."

- Among the Clouds - Mon, Jul 10, 1916

June 8th

Tip Top Under Repair: *"*Twin Mountain notes: Carpenters are at the Summit restoring the old Tip-top house to its former appearance. All are glad to see the old land mark kept up."

- Littleton Courier - Thu, Jun 8, 1916

June 11th

Conductor/Engineer Ferguson Dies: *"*One of the staunch friends of *Among the Clouds* in its early days was 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. "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. I had lost sight of Mr. Ferguson for many years, until in 1910, I was agreeably surprised to find him in the posi-

tion of superintendent of Barrister's Hall in Boston in which I have my office. For the next five years we met almost daily, often exchanging reminiscences of the old Mount Washington days and talking of friends of that time. Occasionally we would be joined by John Horne, retired superintendent of the Mount Washington railway, who would look in on his visits to Boston to chat of old times. Mr. Ferguson's health failed a little over a year ago and he returned to Lakeport, hoping by rest in the quiet of his old home town to prolong his life. While he was spared but a short time I can well understand the satisfaction that it gave to Mr. Ferguson and his devoted wife that his last days could be passed in scenes of his early activity and among old friends. It was through such men as George A. Ferguson, true and faithful, vigorous and clear headed, that the Mount Washington railway in its beginnings earned the reputation for safety which it has held so long. - F. H.B."

- Among the Clouds - Fri, Jul 28, 1916



People in this photograph were not identified, however Jitney Jr. believes they are (L-R) Summit House stalwarts, A. Frank Curtis, Jimmie Powers & manager Miss Mattie Clarke posing for the publicity still (1916)
- White Mountains Remembered Facebook page

July 1st

Opening Notes: *"*The New Summit House *(above)* opened its doors to Mount Washington visitors on July 1st, and is again under the popular management of Miss Mattie A. Clarke, with Mr. A. Frank Curtis as clerk. Several other summit House employees are back in their accustomed places. The New Summit House withstood the elements of the long winter much better than expected and practically everything was found to be in good shape when it was opened in the spring, with the exception of a few doors that were swollen and had to be plained down a little. With the restoration of the Tip-Top House, which will be completed in August, a number of extra rooms will be available, to be used for the Summit House employees and trampers, these together with the twenty odd rooms in the Summit House will give ample accommodation for those who wish to spend a night on Mount Washington. The table and service will be maintained with the usual high standard that the old Summit House was noted for. The souvenir stand this seasons has been well stocked with various mountain souvenirs, post cards, confectionery, etc. While the first regular passenger train opened the season for Mount Washington on Saturday, July 1st, there were several special trains up the mountain during that week. On June 29 there was a special party of 180 people, which required four full trains of the Mount Washington Railway to carry them to the Summit. Since the opening of the season the travel on the railway has been remarkably good and the outlook for the summer business is good. 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 Fa-

byan, 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. On account of the bad weather on Mount Washington this spring the work of restoring the Tip-Top House has been greatly hampered, but in spite of the elements the work is progressing favorably and it is expected to be completed early in August. The roof is now being boarded in and as soon as it is shingled the inside work can be rushed through. The Tip-Top House will have the same appearance from the outside as the original Tip-top House, while the inside will be modern in every detail. It will be heated throughout by steam and lighted by electricity. The stream and electricity being supplied from the Summit House plant. There will be a big lounging room in the front part of the house, while the rear end will be divided into two big rooms for trampers, one for men and the other for women, with twenty-two bunks in each. There will also be two complete bath rooms on the first floor. Up stairs there will be 18 little sleeping rooms, comfortably furnished, which will be used for employees and the overflow from the Summit House."

- Among the Clouds - Mon, Jul 10, 1916

Karl Barrett left St. Johnsbury at 8:30 Sunday morning and motored to Mt. Washington, arriving at the base too late to get the train they all walked up the mountain on the railroad, leaving the base station at 11:45 and arriving the Tip Top House at 3 p.m. and left at 3:35, returning by Truckman's*[sp]* Trail, arriving at the base at 7:10 p.m. All agreed it was a fine trip, but too much for one day."

- St. Johnsbury Caledonian - Wed July 19, 1916

July 22nd

Tip Top Nearing Completion: "Mr. S. D. Morgan, the contractor, informs us that the Tip-top House will be completed by the end of next week."

- Among the Clouds - Sat, Jul 22, 1916

July 31st

Double Trains Weekdays: "The Mount Washington Railway today introduces double train service on week days between Fabyan's and the Summit. The morning train leaving Fabyan's at 10:10 and due at the Summit at 11:55 will be followed by an afternoon run leaving Fabyan at 12:05, Bretton Woods at 12:15 and the Base at 12:40, reaching the Summit at 1:55. Returning the morning train will leave the Summit at 2 p.m., reaching Bretton Woods at 3:35 and Fabyan's at 3:38. The afternoon train will leave the Summit at 3 p.m., reaching Breton Woods at 4:35 and Fabyan's at 4:38, connecting with trains for North Conway, Bethlehem, Littleton, Sugar Hill, Whitefield and Jefferson and other points in the mountains. This is the most important change in the Mount Washington train service for many years. Heretofore passengers from the East Side towns have had to take the train leaving North Conway at 7 a.m. They can now start at 10:48, changing cars at Bretton Woods and having an hour on the mountain. One of the many advantages of the new schedule is right here: You found the sky overcast and threatening in the early morning and nothing in the world would tempt you up Mount Washington. In an hour or so, with traditional fickleness, the clouds have had blown away, but the train had gone. Now, if the clouds lift and hour or so after the first train had gone, you still have time to go and enjoy yourself. Another gain is the shortening of the journey in point of time. The trip that used to take nearly 12 hours from North Conway and Intervale can be cut down to less than eight. While the time on the Summit is shortened, you are there in one of the most delightful hours of the day. It has always seemed to the writer, in many seasons spent on Mount Washington, that the clouds were more inclined to lift just after the 2 o'clock train had gone than at any other time of the day. The early afternoon lights, when the sun has passed the zenith, bring out some of the most delightful view imaginable, removing entirely the apparent flatness that sometimes disappoint visitors at noon. Of course it goes without saying that if you go up on the early train you have your choice of returning on the later one, so gaining this extra hour and increasing your chance of a good view. And then you can all the better afford the time for the excellent lunch at the Summit House. Not only will mountain resorts gain much in convenience of reaching Mount Washington, but a multitude of places are suddenly brought with arm's length, so to speak, of the mountain. North Woodstock, Plymouth and the shores of Lake Winnipesaukee are within easy reach. One can breakfast at Poland Springs, Portland or even at Bath, Me., and lunch at the Summit House. White River Junction, St. Johnsbury, Montpelier, Barre and Newport, Vt., are all within a reasonable morning's ride. Indeed, any enthusiast who is willing to leave Boston at 2:55 a.m. or Concord at 5:20 can be "among the clouds" at 2 p.m. The railway was never better equipped to handle a large business than now, and with the increased accommodations for visitors at the Summit there never was a better time

for introducing the new schedule."

- Among the Clouds - Mon, Jul 31, 1916

August 11th

Big Day: "Mount Washington was thronged with visitors Friday *(8/11)* from all quarters of the Globe and the Mount Washington Railway broke all records for carrying visitors to the Summit. It was a perfect day and the first fine day we have had for some time, so people came en masse from all parts of the mountains. In the morning there were six train loads of passengers and big ones too, for each car was packed full with many setting out on the front platform and standing in the aisles. In the afternoon, there were two more full train loads of visitors came to the Summit, which made a total of about 400 for the Mount Washington Railway. There were about twelve autos at the Summit during the day and nearly as many carriage parties. We could not estimate how many came on foot, as they kept arriving throughout the day from sunrise to sunset, over the various foot paths, and the humber ran into the hundreds. Friday night the Summit House was packed to its doors. A large number of visitors who came by the afternoon decided to spend a night on the crest of New England. Friday, August 11th, will go down in history as a record breaker for Mount Washington."

- Among the Clouds - Mon, Aug 14, 1916

August 15th

Booked Full: "The New Summit House is booked full for tonight. A large party of girls who are coming up on foot have engaged rooms and several other tramping parties are planning to stay on the Summit tonight."

- Among the Clouds - Tue, Aug 15, 1916

August 18th

A Very Good Week: "This has been a remarkably good week for business on Mount Washington, and the famous mountain railway has had about all it could do to carry the hundreds of visitors up the mountain. On Tuesday *(8/15)*, Wednesday *(8/16)* and Thursday *(8/17)* there were six full trains each day. On Monday *(8/14)* there were four trains and today there are three. Up to the present time the Mount Washington Railway has carried over 1000 more passengers up the mountain than last season at this time. The New Summit House is doing a rushing business this week, especially at the noon hour, and every night it has been packed full with many sleeping in the Tip-Top House, which is not yet quite finished."

- Among the Clouds - Fri, Aug 18, 1916

September 3rd

B&M's Grand Illumination: The success of the 1915 dedication/illumination prompted B&M officials to ask Fred Maynard of the Appalachian Mountain Club to organize "a monster illumination of all the mountains - possibly from Mt. Katahdin in Maine to the Adirondacks in New York, and including the Green Mountains in Vermont." On the 4th of July weekend, Maynard and George Haskell hiked the ten miles of skyline on the President Range painting numbers at each of the stations chosen for the 30-minute illumination. Volunteers were given specially-made 20-minute red-flares. Railroad officials had a large fireworks manufacturer make "very large and powerful display bombs constructed of most brilliant colors to be fired every minute from special heavily built mortars buried for safety between the rocks on the summit of Washington." Maynard convinced an Army Base to loan the project "a heliograph to flash signals by day and night to the different mountain peaks" - a task Haskell would handle. The weekend of September 2nd was selected as it was "at the height of the summer tourist season and also the best time for those assisting to be away from business." But what if the weather was bad? The manager of the New England Telephone Company arranged to have operators "announce to anyone calling his local telephone exchange after 12:00 noon as follows: If fair weather 'Illumination tonight,' if rainy, 'Illumination postponed until tomorrow night" until the next fair night. Fog and rain on Saturday the 2nd forced Maynard to use the telephone tree to announce a delay. On Sunday morning, the rain had stopped and the fog was slowly lifting. At 11 am, the experienced White Mountain hiker Maynard bet the west wind would swing to the northwest "and bring an exceptionally clear afternoon and evening for the illumination." He told the phone company the illumination was on, and Maynard says the mountains did clear completely at 1:30 pm. Army and Navy personnel were at the summit to "observe the effect of these bombs - perhaps for use in some capacity, as World War I was on." Hotels and surrounding towns in the valley sent word they were ready to extend the party by firing their own works at 9:30 pm. "At exactly 9:00 pm, three heavily loaded bombs were hurled heavenward and exploded - to be heard many miles away - the signal for the illumi-

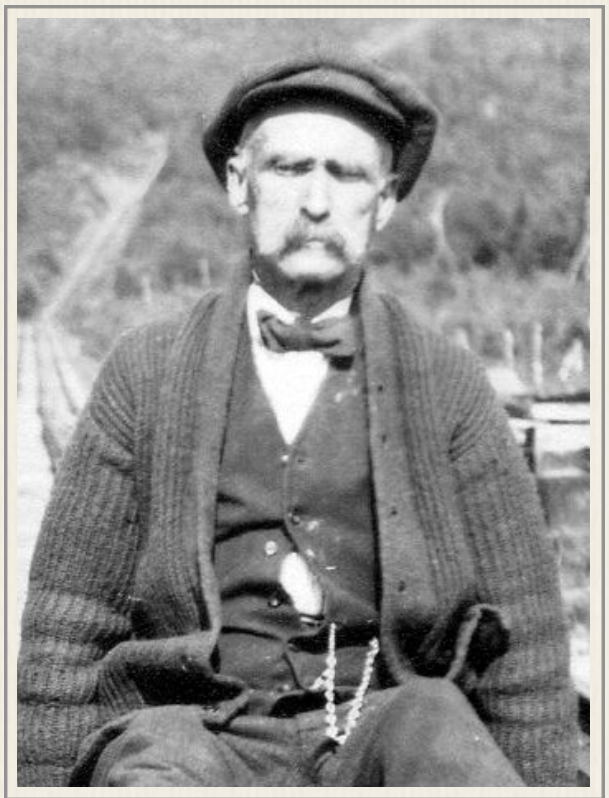
nation to start." Maynard writes "From that moment there was sent aloft every minute one of these immense bombs which burst into the most brilliant colors, showering the whole summit. Red fire glowed for ten miles on the Presidential Range skyline from cols to peaks - a most impressive and unusual picture. And for a fitting climax at 9:30 pm, my good friend of many years, Pat Camden, for whom Camden Cottage is named, seated on a slide board lighted with red-fire flares, descended the Cog Railroad from the summit to Base Station - a 'shooting star' finale." Overall some 2-thousand people helped light over one hundred mountain peaks in the northeast while another 200 alone lit the Presidential Range, and Maynard says "Best of all, there were no accidents to mar this spectacular event."

- Appalachia, 28 (1950-1951) pg. 40-47

Mountains Aglow with Lights: "Thousands of people throughout the White Mountain region enjoyed the illumination of the peaks of the Presidential range Sunday *(9/3)* evening, arranged by the Appalachian mountain club. For several years the club has carried out a similar program, but never on so extensive a scale as this year, when for a distance of many miles along the ridge of the range fires were burning at intervals of about 200 feet. At 9 o'clock a bomb was sent up from the top of Mount Washington, which was the signal for lighting the red fire all along, up and down the range, and quickly the sky was lighted up with the little jets of flame along the horizon. At the same bonfires were lighted here and there on the various peaks, silhouetting the entire range on a background of clear blue, as the sky was cloudless. The spectacle was not so brilliant as might be expected, as the fires were not large, but rather served to demonstrate the expanse of the presidential range. Rangers of the club were stationed all along the range to carry out the schedule. Over in the Franconia range the illumination was carried out on a smaller scale, Lafayette having been lighted up with red fire and a bonfire, and even down as far as Moosilauke the peak was brightly lighted. At Maplewood, where a throng of people assembled to watch the spectacle, the program was amplified with some local fireworks, including some set pieces and a good many rockets. The evening was a delightful one, with just enough chill in the air to make it exhilarating. There was no better place to watch the illumination than on Pine Hill in Littleton, which commands a view of a long stretch of the Presidential range, and a considerable number of Littleton people journeyed up there to view the rare sight. The illumination had been advertised to take place Saturday night, but for some reason had to be postponed." *- Littleton Courier - Thu, Sep 7, 1916*

September 8th

Horne Observes Illumination: "John Horne, former superintendent of the Mount Washington railway, while a long way from the mountain is not out of sight of it, for he spends a part of every week at his son-in-law's cottage on Locke's Island, Lake Winnipesaukee, where he enjoys one of the finest views of Mount Washington and the neighboring Peaks. The illumination last Sunday night was distinctly visible in the vicinity. "I was on the wharf at 8:55," writes Mr. Horne, "and at 9:02 I saw a flash from the Summit and almost immediately a number of red lights became visible. I do not know the exact distance from Locke's Island to Mount Washington, but I figured out in a crude way that it is 47 or 48 miles and that it is about 10 or 11 degrees west of south. I should like to have been on the mountain when the lights were in full blast and heard Miss Clarke exclaim 'Oh!' and Mr. Curtis say 'Gee!'"



- Among the Clouds - Fri, Sep 8, 1916

September 9th

The Roadmasters Camden Profiled: "The thousands of passengers who travel over the Mount Washington Railway every summer have little idea of the labor and hardship which has been put into the care of the railway structure in order that they may climb in safety to the clouds and back again. The track is practically all built on a wooden trestle from the Base to the summit, so that track construction is practically a carpenter's job, and a group of men may often be seen by the track making needed repairs. If your eye happens to fall on the man *(right)* in charge you will notice a genial face, bronzed by long exposure to sun and storm on Mount Washington, and a figure rugged and erect as a Swiss mountain guide. should you hear him giving orders to his men there is another foreign touch to the picture for he speaks in the

tongue of sunny France as it was brought long ago to Canada. this is Patrick Camden, for forty-five years employed on the Mount Washington Railway and for the past twenty-three years roadmaster. As senior employee of the railway, he has seen nearly all the changes that has taken place here from very near the beginning of the operation of the road, and many is the interesting story he can tell of the earlier days. Mr. Camden was born in St. Agathe, P.Q., March 17, 1850 and was the son of John Camden, whose father, coming from the Emerald Isle to Canada found there a wife of French descent. Patrick Camden like his father, followed the trade of carpenter, and in 1872, business being dull, they came together to New Hampshire in search of work. At Lancaster they learned of the building of the Summit House on Mount Washington and they soon found employment. The father soon entered the employ of the railway as roadmaster, the son working with him. Both won the friendship of all the old-time residents on the mountain, to whom the elder Mr. Camden was familiarly known as "Uncle John." It was a part of his duty to go down the track every day before the down train, by one of the slide boards - a device resting on the centre rail, with brakes to control the speed - and it was one of the thrills which visitors experienced to see him start on this descent. His inspection trip, of course, was made slowly, but when he was really in a hurry he thought nothing of shooting the three miles in three minutes. for several winters he was on duty as watchman at the base and was of great help to the weather observers in their lonely vigils. "Uncle John" resigned here to go West in 1892 and for many years thereafter was engaged in keeping a hotel in St. Paul, Minn. A grew years ago he returned to his old home at St. Agathe where he passed the remainder of his days with his children, dying August 11, 1913, at the age of 90 years.

Patrick Camden followed his father as roadmaster in 1893 and has held the position ever since. The year's work here begins here in April, or as early as it is possible to get in through the snow drifts to the Base. There is always a section of the track to be rebuilt and this must be begun early, to take advantage of every fair day; for Mount Washington's season, as the weather man used to say, are only two - "Nine months winter, and three months darned late in the fall." The hardships of that period would seem pretty tough to the summer visitor, but to the seasoned trackmen they come as a part of their regular duty. Mr. Camden has had an active party in nearly all the building on the mountain before the present Summit House, having built the addition to the old summit House, the Signal Station, the office of *Among the Clouds* and the train sheds, as well as the old tower that once crowned the peak. Like many others who are identified with Mount Washington, Mr. Camden some times gets tired of it and says he isn't coming another year. But the strange fascination of mountain life, with all its storms and clouds and gales, is hard to resist, and "Pat" is as sure to be found at his post in the spring as the mountain itself. Long may he live and stick to his duties, for to the old residents Mount Washington would not be the same without his cheery face and kindly greeting."

- Among the Clouds - Sat, Sep 9, 1916

September 11th



Married on Mt Washington: "For the first time in history a wedding ceremony was performed on the Summit of Mount Washington at 1 o'clock today. Mr. Harry Blanchard and Miss Mildred M. Tibbetts, both of Sandwich, N. H., were united in marriage, standing out on the rocks on the crest of New Hampshire's Grandest Mountain, in the presence of over two hundred visitors. The wedding party came up by the train today, returning this afternoon. *Among the Clouds* extends congratulations to Mr. and Mrs. Blanchard."

Married on Mt Washington - Groom's side? "Two of Sandwich, N.H.'s popular young people motored to Bretton Woods last Monday morning, and, ascending Mt. Washington upon the cog railroad, were married upon the crest of New Hampshire's highest mountain peak. The participants in this novel ceremony, the first recorded upon Mt. Washington, were Harry Blanchard and Miss Mildred M. Tibbetts *(above right)*. Rev. E.S. Coller, pastor of the Sandwich Methodist Church, officiated in the presence of some 200 visitors. The day was a most perfect one, the sky was cloudless and Portland harbor was plainly visible. Mr. Blanchard is a Carroll County 'live wire.' He is extensively engaged in the lumber industry and is a dealer in White Mountain real estate. He is a lover of fast horses and is the owner of a large stable of them. He is prominent in Democratic political circles and is the present candidate of his party for Representa-

tive from his home town. Mrs. Blanchard is a popular dressmaker and has lived in town for several years."

- Boston Daily Globe - Sun, Sept 17, 1916 pg. 48

Married on Mt Washington - Bride's side? "Standing on the very top of the mountain, their vision swept the surrounding country ever and anon as the clouds were wafted clear below them. The silence of the remote natural altar was profoundly impressive. Then as the minister began to speak the words of the marriage ceremony snow began to fall and their clasped hands grew wet as the snow evaporated. 'I pronounce you man and wife,' fell on ears tremendously affected by the import. A rush to the shelter hut and the spell was broken. The bride is dark, and is considered unusually good looking. The groom is in the real estate business in Sandwich, and it was during a motor trip in the mountains that the couple decided to take the cog railway up to the summit of Mt. Washington and there be married."

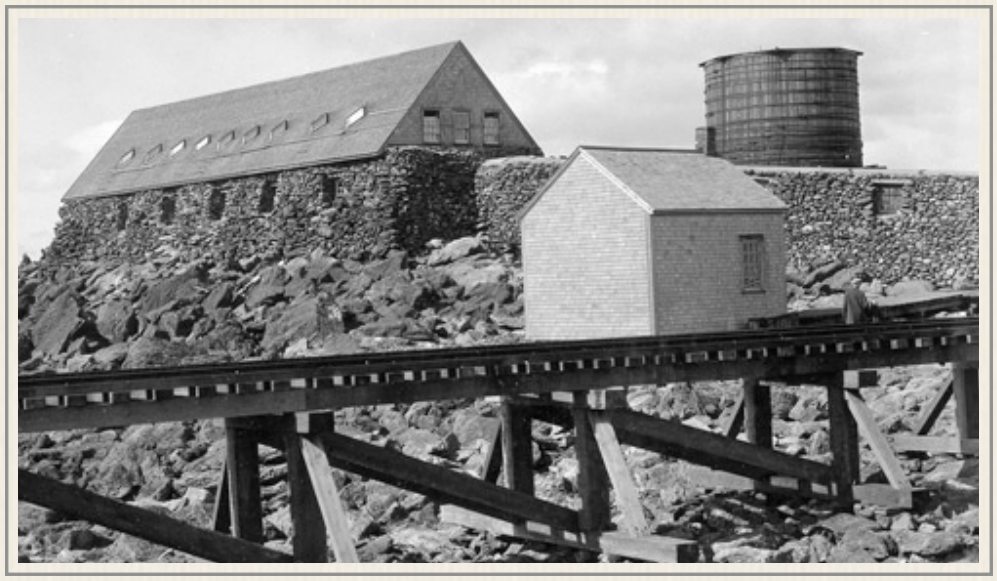
- Boston Post - Sun, Sept 17, 1916 pg. 50



September 14th

Tip-Top House Restored: "When the new Summit House was opened a year ago, the question naturally came up in every one's mind, "What will become of the old Tip-Top House?" The fire *(of Sunday, August 29, 1915)*... removed what had become useless and gave a chance to restore the house in better condition than ever while preserving the time-honored form. Plans were made during the winter under the direction of the Mount Washington Railway officials and as soon as the snow was off the carpenters were at work. the outcome has been a new tip-top House built within the old stone walls, and joined to the Summit House by a concrete passageway, so the two houses are practically one. The Tip-Top House affords simple accommodations, with every comfort, and the combined houses give ample room for all wishing to stay over night. In the process of rebuilding the old rock walls of the Tip-Top House were carried up two feet, making the lower story high enough for anybody to stand upright - something that not a few visitors found impossible in the original house. The walls were lined inside with concrete throughout and then plastered, and with steam heat which has been installed it would be impossible to find anywhere a better heated structure. The front room is left about the same dimensions as before but the staircase is now at the rear of the room instead of in its old place in the front corner. The part of the house formerly used as dining room and kitchen is now divided lengthwise into two large dormitories, the northerly one for women and the one on the southerly side for men, each with lavatory connected. There are 22 bunks in each room, fitted with wire springs and mattresses, so that one can be as comfortable as in any bed. The upper story was rebuilt in much the same style as the old house, being divided into 18 small sleeping rooms, a few of which are used for the hotel help and the rest available for guests. The house is lighted by electricity. The burning of the Tip-Top House destroyed the old hand hewn beams and timbers which was dragged up the mountain by horses, but the massive rocks that were built into the outer walls will stand to tell future generations of the energy and courage of the builders of the old house."

Among the Clouds - Thu, Sep 14, 1916



Renovated Tip-Top House with concrete passageway connecting to Summit House (1926)
- Forestry History Society Collection

Lizzie Bourne Anniversary: "(Today) marked the sixty-first anniversary of the death of Lizzie Bourne who perished from cold and exhaustion, Sept. 14, 1855, near the spot where her monument now stands. She was climbing Mount Washington from the Glen with her uncle and cousin and was overtaken by a severe storm. The employees of the Mount Washington Railway decorated the monument with golden rod and ferns, which has been the custom for a number of years."

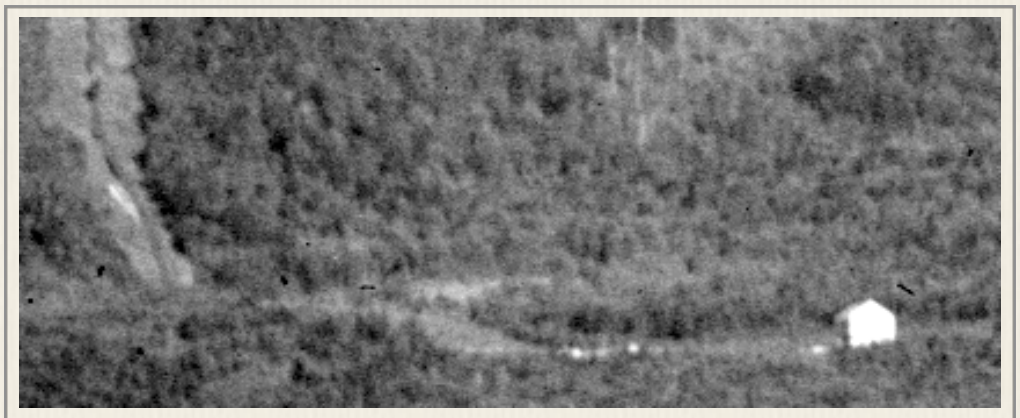
- Among the Clouds - Fri, Sep 15, 1916

September 16th

Closing Notes: "The Summit House is planning to close about the 25th or 26th of the month, after a very successful season, in spite of the fact that the first part of the season was light. Now that the Tip-Top is completed so that there will be ample accommodations for trampers, both houses should do remarkably well another year. 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. Supt. Spaulding is having a number of improvements at



the Base this fall, chief among them are at the boarding house. The roof of the house was raised and dormer windows put in both sides, and what was formerly four large attic rooms have now been transformed into fourteen nice single sleeping rooms for the men. A piazza is also to be added, running the whole length of the house. When completed the house will have a very attractive appearance. 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 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."



Extreme enlargement of 1906 photo of the Mt. Washington Hotel reveals original 1896 configuration of the boarding house at the Base Station in the distance. No dormers - no porch - features that were hallmarks of the Jitney Era structure.
- Library of Congress

October 12th

A Good Season: "Twin Mountain notes: The Mt. Washington railway has carried up 2000 more passengers this year than last and 250 automobiles went up the carriage road."

- Littleton Courier - Thu, Oct 12,1916

October 28th

Huldah's Summer Trip: The *Norwich (CT) Bulletin's* Society Corner column awards monthly prizes of $2.50, $.150 and $1 for the three best letters from readers. The letters could be "good home letters; good business letters; good helpful letters of any kind the mind may suggest." A woman by the name of Huldy sent the following: "Dear Social corner Sisters: I have been gadding about so much that I have not attended many of the Social Corner parties this summer, and I know by the descriptions given, that I have missed many good times. But one can be in but one place at a time and I have spent a delightful summer. I have just returned from an

auto trip to the White Mountains. The mountains, always grand, were at the height of their beauty with their autumnal dress and snow caps. We stayed another night (in Franconia.) It snowed during the night and was very cold the next morning when we started for Breton Woods; but we braved the weather, and were well rewarded by a fine view of the Presidential Range, with hits highest peak, M.t Washington. It has a cog railway three miles long, to the Tip Top House, where the view is sublime."

- Norwich (CT) Bulletin - Sat, Oct 28, 1916 pg. 14

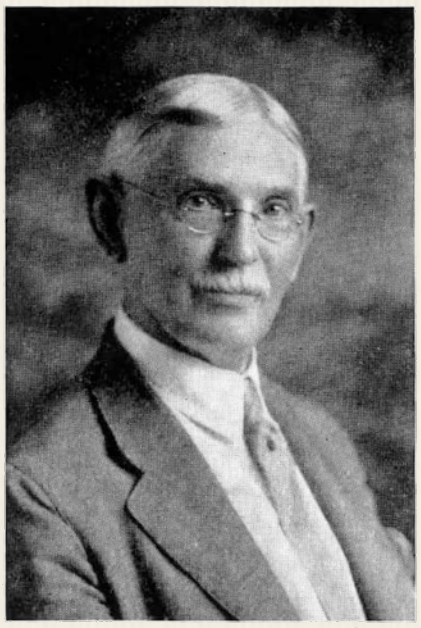


Photo by Kinsman, Williamstown

FRANK H. BURT

Editor of "Among the Clouds"
1899-1907

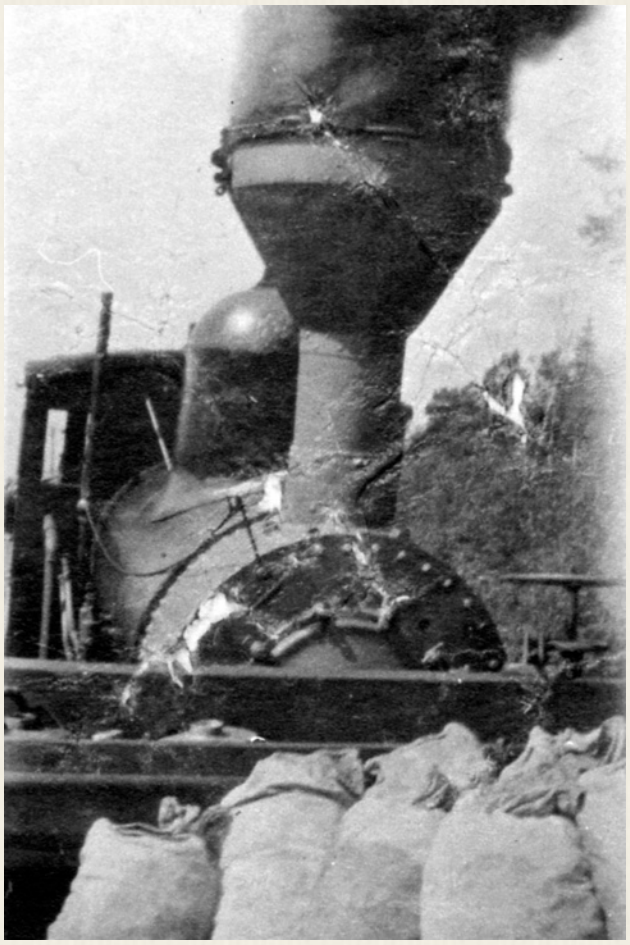
December

Frank Burt Recalls 1870 MWR Brake Test: "The December *(1916)* number of *Appalachia*, the magazine published by the Appalachian Mountain club, contains an extraordinarily interesting article on "The White Mountains Forty Years Ago," written by Frank H. Burt, the veteran editor of *Among the Clouds*, than whom no one is better qualified to write the history of the development of the resort business in this section. The article is of such interest that the *Courier* reprints it: "I was not in the mountains the year of the club's origin, as my regular sojourns on Mt. Washington did not begin until a year later *(1877)*. It was, however, my good fortune as a young boy to make a White Mountain trip with my father and two of his friends in June, 1870. The railroad through the Crawford Notch had not been built and the railroad from Woodsville had only reached Littleton and Whitefield, so that, save for the Mt. Washington railway, the whole country was practically in the condition that Starr King had described it, only about a dozen years before. Whether we were to have a chance to ascend Mount Washington by rail had been an open question, the trains not having begun their regular trips for this, the second year of the railway's existence. However, a special trip was to be made to make a test of a new car with newly devised air-brake, and my father secured permission for us to avail ourselves of the opportunity. Accordingly, the morning after our arrival at Crawford's, we drove back to Fabyan's and over the turnpike to the Basin. Probably few visitors realize that the Mount Washington railway was built practically in the wilderness, some 25 miles from the nearest railroad, so that all the rails rolling stock and supplies had to be hauled by ox-teams through the woods from Littleton. The only approach to the Base was by turnpike from Fabyan's, over which the coaches from Bethlehem, Twin Mountain and Crawford's carried the passengers. The group of buildings at the Base, besides the train sheds, were the station, a barn-like affair of three stories, with several sleeping rooms for the railroad men, and a log cabin for kitchen and dining room. In this log cabin we ate our lunch, and at length our trial trip started up the mountain. The new car was open, with reversible seats running crosswise, as in a summer street car, so that, while the opportunities for a view were unexcelled, no shelter whatever was afforded from the wind. This happened to be a clear, cool day, with a moderately high wind, and, while the view was remarkably fine, we had the full benefit of the gale. The engine was one of the early types, with upright boiler, such as is shown in early pictures of the railway. The rails were of a primitive "strap" variety. The new brake proved more than successful. Not only would it hold the car anywhere, but it would work at any time and automatically at that, setting itself whenever and wherever the spirit of total depravity so moved. Repeatedly we came to an unheralded stop, when all hands had to climb out of the car upon the rocks until the brake could be induced by the gentle persuasion of a crowbar to release its grip; the engine would then resume its pushing of the car uphill and everybody would scramble on board as best he could, until air again overcame the energy of the steam and the starting process had to be repeated. In this slow fashion we toiled upward, until., late in the afternoon, we saw before us the cone of the mountain, capped only by the two little stone houses, The Summit and Tip-Top houses. The hour was so late that the people in charge of the train decided to go no further and the descent began. The brake lived up to its reputation for efficiency, though its judgment was no better than on the up-trip, and the setting sun of the long June day had left us in twilight when the train made its final stop on the steep trestle bridge of the Ammonoosuc, where we abandoned it and made our way down to the Base, driving back to the Crawford house. this ended our White Mountain experiences for this trip. It was seven years before I saw the White Mountains again, but they were kept fresh in my mind by various events. In 1874, while reading of Starr King's great work gave me a real longing to see them again and to know them better. Unexpectedly I found in 1877 that my wish was to be gratified, when my father surprised the household with his plan for the publication of *Among the Clouds*, an idea which had occurred to him in a visit to Mount Washington in 1874, when he found the mountain provided with railway, car-

riage road, hotel, postoffice and telegraph - every feature of modern life but a newspaper - and it seemed his destiny to supply that want."

- Littleton Courier - Thu, May 31, 1917 pg. 9





Supplies on a flatcar head up the mountain (1917)
- Doug Taylor Collection

1917

New Hampshire Public Service Commission Statistical Report Vol. VII: Mount Washington Railway Company Report for the twenty-one months ending December 31, 1917. ***1916 Season*** - Total revenues: $30,152.71 - Total expenses: $23,242.27 - Dividends declared (2%): - Total passengers: 10,712

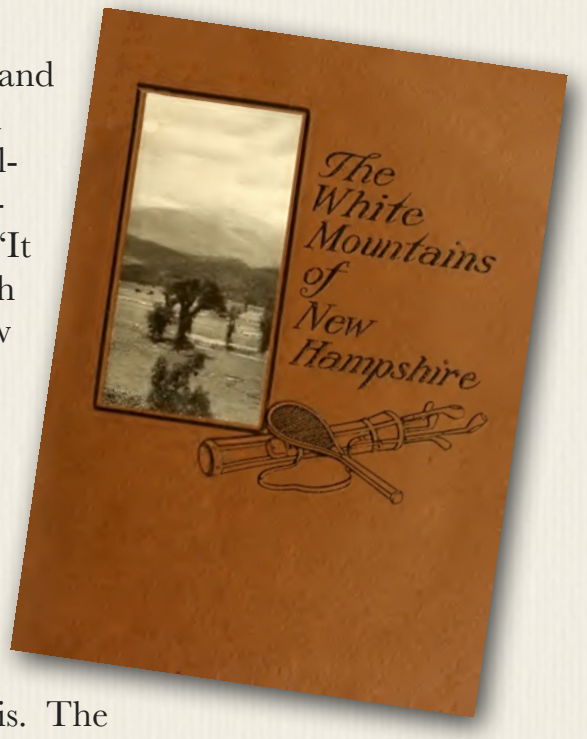
1917 Season - Total revenues: $24,274.02 - Total expenses: $21.040.70 - Dividends declared (2%): - Total passengers: Not stated - Surplus appropriated for investment in physical property: $13,122.98 - Description of Equipment: Steam locomotives, 8. Coaches, 6; baggage and express cars, 1; other company service cars, 1; total, all classes of cars in service, 16.

March 27th

Greylock Addition Progresses: "Improvements on the Greylock Hotel will be begun by the F. T. Ley Co., of Springfield, next Monday *(3/27)*. There will be a new semi-fireproof building, 55x75 feet, which will include a kitchen, a servants' dining room, a chauffeurs' dining room, a bake-shop, a refrigerating plant, and a servants' restroom. A north wing of concrete and wood construction, three and one-half stories high, containing 30 rooms with baths, will also be built. The old garage is to be used as a heating plant, and will be replaced by the one built this winter which accommodates seventy cars. The chauffeurs will have their quarters in the old Kappa Alpha annex. Henry N. Teague, lessee, has announced that the hotel will open on May 15, and the two new buildings will be ready for occupancy on June 15."

- The Williams Record - Sat, Mar 24, 1917 pg. 2

March 29th



Mountains in Word and Photo: "Photographer, electroplater, author and the printer have combined their highest art in making of the booklet entitled "The White Mountains of New Hampshire," which the Boston & Maine railroad is now sending broadcast throughout the country for the purpose of acQuainting the vacation ground seekers with the allurements of this region. "It is sort of a grown-up fairyland says the writer of the descriptive matter, "each turn of a road or path, or each achievement of a summit revealing some new and wonderful spectacle or experience." The booklet of 135 pages is filled with a most enchanting description of a region to which it is always difficult to do justice with mere words. But the railroad is not satisfied with the descriptive alone. It has incorporated between the covers no less than 67 of the best half tone cuts obtainable of views throughout the mount region, using a view of Mount Washington from Bretton Woods as a frontispiece and a view of the Presidential range and Tuckerman's Ravine furnishes a wonderful centerpiece, with its wealth of detail and marvelous cloud effects. The Boston & Maine railroad never did a better piece of advertising than this. The book alone will bring thousands of visitors to the mountains this summer. The reading matter included in the book is so fascinating in its description that the Courier proposes to use it serially during the next few weeks. The little volume would grace any library or parlor table."

- Littleton Courier - Thu, Mar 29, 1917

June 4th

First Repair Train: "So heavy were last winter's snowfalls that it was not possible to get a repair train up Mt. Washington until June 4, the latest date in at least 40 years. Great masses of snow and ice lie in sheltered spots about the mountainside. The task of putting things in order for the summer on Mt. Washington is full of

hardships which would discourage any but those who have faced it repeatedly and know that it can be accomplished - and it always is!"

- Among the Clouds - Tue, Jul 24, 1917

June 7th

Frank Burt Summer Summit Sunset Trains: "The December 1916 *Appalachia* article on "The White Mountains Forty Years Ago," written by Frank H. Burt, son of Henry and the veteran editor of *Among the Clouds*, continues reprinted in the *Courier*: "Those who knew Mount Washington in the old days cannot forget the motherly and dignified figure of Mrs. J. W. dodge, who long kept the Summit house. And while her record falls short of the 40-year period, I know that Appalachians and mountain climbers generally would regret it if I were to omit the name of Miss Mattie A. Clarke, so long identified with the both Summit houses and with the Tip-Top house in the years that followed the fire of 1908. Her thoughtfulness and readiness in emergencies have helped many an exhausted climber, while her rare fund of reminiscences told beside the Summit house stove, have cheered many gloomy hours. Few hotel people have had to endure the sever physical hardships that she bravely sustained during the Tip-Top house days, when Mount Washington seemed to slip back 50 years in its conditions; and all who know her are glad that she has been enabled to greet her old friends in the modern and comfortable Summit house. It is with similar feelings of friendship that another Mount Washington veteran is regarded by the old climbers - A. Frank Curtis, who has greeted them from the Summit house desk for nearly 20 years. One of the old features of life on Mount Washington has been sadly missed, of late years. I refer to the evening train to the summit. From the opening of the railway an afternoon train brought visitors to the top in season for the sunset - if there was one! - taking them back in the early morning. Go back with me in fancy to the exciting moment near the end of a fine day, when the train is discovered insight down by the Gulf or near Lizzie Bourne's monument. The few guests who have stayed over from noon or arrived on foot or by carriage rush to the platform and watch with eagerness as the train puffs up the last ascent, heads visible at every window of the car and the front platform crowded. The sinking sun sheds its lessening light over the mountain top and the western sky flushes with the coming glory; but we must tarry just long enough to see who is coming. Out of the train rush the visitors and in a moment the Summit house lobby is thronged. To and fro hurry the bellboys, and the 40 or 50 arrivals are quickly roomed, but all are down stairs again in a few moments, asking the best place to see the sunset. If the sun is going to set before the supper hour there is a rush for the rear of the old Tip-Top house. Gathered there on the highest point in New England are some who left Boston that morning, while others came from the shores of Maine, others from Montreal and Quebec, and some just from Sugar Hill, perhaps, or some other nearby place; and now, drawn together by the mysterious charm of Mount Washington, they stand breathless and silent, as the sun slowly disappears behind the Adirondacks or the Green Mountains. While the roseate splendors are still lingering on cloud and sky, they retrace their way over the rocks to the Summit house platform to stop awestruck as they see the shadow of the mountain thrown high on the eastern sky. But the supper bell sounds, and the thought of beef steak, baked potatoes, griddle cakes and maple syrup draw them in doors. Supper over, perhaps the moon is announced and the stars shine out of a cloudless sky as they can shine only on a mountain top. At last, satiated with the scenes, the visitors reluctantly seek their rooms, hoping for the glories of that other wonder, a Mount Washington sunrise. Happy indeed are they in the morning if their wish has been fulfilled and a sight of the rising sun granted them! And they depart by the morning train, with minds and hearts overflowing with the thrills of the spectacles they have been privileged to witness, ready to tell friends far and near all that their tongues can express of the glory of Mount Washington. With the Summit house rebuilt, and the Tip-Top house remodeled it is not too much to hope that the railway will see its way to resume the evening trains to the summit, thus giving once more to the many who cannot climb and who cannot spare the time for a prolonged visit the privilege of a night on Mount Washington."

- Appalachia article reprinted Littleton Courier - Thu, Jun 7, 1917 pg. 10

June 30th

Opening Notes: "The Mount Washington Railway under the direction of Superintendent Harry G. Spaulding started its summer schedule on June 30th and trains are now running regularly between Fabyan and the Summit of Mount Washington. Mr. Spaulding and his entire force, most of whom are old employees, have been busy since early spring making repairs and getting the equipment of the road in first-class shape for the comfort of travelers. Mr. Pat Camden is still at the Base in the capacity of road master assisted by G. C. Tatham, foreman. The machine and blacksmith shops are in charge of E. L. Spaulding and C. B. Mitchell respectively, while the Summit trains are handled by the following: Engineers, C. H. Hanscom, C. W. Charlton, A.

H. Watkins; firemen, Peter Martineau, Josiah Y. Wentworth, E. C. Reed; brakemen, W. J. Madison, Geo. Saul, Phillip Larty; conductor, R. H. Large. The train from Fabyan to the Base is operated by the following crew: Conductor W. C. Winters, Engineer S. A. Bailey, Fireman Harlan Peaslee, Brakeman W. H. Aiken and Baggage Master H. E. Platts. The New Summit House has opened with Miss M. A. Clarke, who has had the active management of the summit hostelries for many years, again in charge. Mr. Frank A. Curtis who filled the position of clerk last season will be found at the desk again this year. The dining room is under the supervision of Miss Margaret Tewhill. Mrs. McGregor will preside at the souvenir counter. J. H. McGrath is also to be found in the capacity of chief engineer, which position he has held for the past two years. The success which has attended it since its opening in 1915 has shown that the enterprise of the railway management in building a first-class hotel and the comfort of visitors, that Miss Mattie A. Clark and Mr. A. Frank Curtis remain at their familiar posts. To old visitors the mountain would have lost much of its homelike charm if they were not here to extend the welcoming had. From Miss Clarke's winter home at Ormond, Fla., to the top of Mount Washington is a change in altitude and climate such as few are called upon to undergo, and hosts of friends are grateful that she is willing to continue in the management of the summit House. At the Base Station is located one of the most powerful pumping stations in the country. These pumps carry a pressure of 2,250 pounds and force a stream of water one and one-half inches in diameter to the summit of Mount Washington, three and one-half miles distant and at a height of nearly 4000 feet from the pumping station. 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 - Mon, Jul 23, 1917

July 19th

Rail Buses Suggested: "The suggestion is made by the *Granite State Free Press* that the railroads might turn to advantage in the use of auto service in place of some of those poorly patronized trains which seem essential to the maintenance of the roads, and asks why we might not have the auto bus on the rails as well as on the highway. this would reduce the cost of operation tremendously and herein would seem to lie an idea which could be put in effect with great profit to the roads. For instance, autobus service from Woodsville to the Profile or to the base of Mount Washington once an hour would receive large local patronage as well as from the thousands of guests in summer hotels. Some years ago the railroad contemplated a scenic railway on Mount Washington at tremendous expense, but sightly as this would have been, it would not excel a trip through the mountains in open buses which traveled on the rails."

- Littleton Courier - Thu, Jul 19, 1917 pg. 4

July 20th

A Draft on the Mountain: The first draft lottery in the United States *(right)* was held on Friday, July 20, 1917. "That the war is indeed a reality is felt at the Base Statin, 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."



- Among the Clouds - Mon, Jul 23, 1917

July 22nd

Views Are Wonderful: "The quaint Mt. Washington railway is the oldest of its kind in the world, and has the steepest grade of any similar railroad. The trip to the summit from the base consumes about an hour and a quarter. Wonderful sunrises and sunsets are seen from the summit. An entirely different impression of beauty and colorings come with each. Both are well worth staying over night on the summit to see, and the visitor will be amply repaid, inasmuch as the accommodations at the new Summit House make it possible to enjoy them with no discomfort of inconvenience whatever."

- Pittsburgh Daily Post - Sun, Jul 22, 1917 pg. 29

August 9th

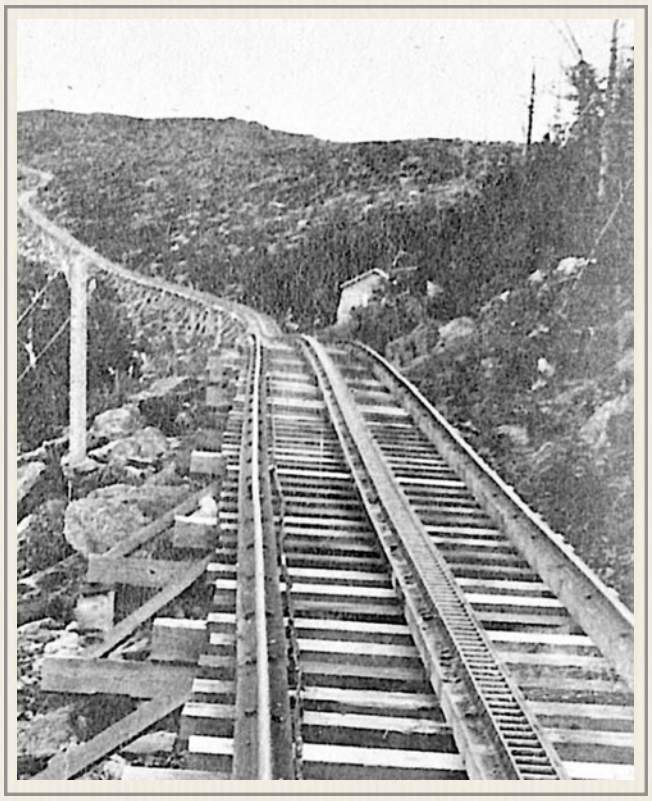
MWR Inspection: "Prominent among the arrivals at the Base Station by train this morning was a party composed of Mr. B. R. Pollock, General Manager of the Boston & Maine Railroad; Mr. J. H. Hustis of Winchester, Mass., Receiver for the Boston & Maine Railroad with his assistant Mr. Wm. J. Cunningham of Cambridge, Mass., Mr. G. F. Cummings of Woodsville, N. H., Vice President and General Manager of the Mt.

Washington Railway. They were received by Superintendent Spaulding and after an inspection of the property and the working of the Mt. Washington cog railway, left on 10:45 a.m. train for Fabyans."

- Among the Clouds - Thu, Aug 9, 1917

August 17th

Brother Bums from Barnet Tramp the Tracks: "August 17 my brother bum and myself entrained at Barnet for a short tramp through the White Mountains. We wore olive drab outing costumes and white duck hats bearing the letters B. B. (Brother Bums.) We carried blankets and ponchos, bacon, eggs, soup, coffee, beans, etc. We made a mistake in not beginning our tramp at Fabyans, and paid a dollar to ride the next five miles! Arriving at the Base Station, at the foot of Mount Washington, we reported to the editor of *Among the Clouds,* and then continued our journey up the Mount Washington railroad on foot. The day was warm, and we soon worked up a heavy sweat, without the aid of our sweaters. After climbing for three-quarters of an hour we halted and ate lunch, while a million little black flies ate us. Thirty minutes later, we continued our progress onward and upward. The next stop was at the water tank, where we quenched our thirst. About 4 o'clock we came upon a small hut, inhabited as a rule by porcupines, and called the halfway house *(right)*. Here we undid our packs, brought in firewood and spruce boughs, and made our bed for the night, and very carefully laid up our eggs, high up on a plank over our beds. Supper tasted good, and we felt so good after we had eaten it that we decided to go back down to the water tank and bring ups some water for breakfast. "What you say we slide down?" says my pal. "All right," says I, "I'll go you." We found two pieces of tin and bent the sides down to fit the cog rail, and took our water pails and then took our seats. I don't known how we ever stayed on, but I do know that my seat got hot, and that we speedily reached the water tank. Hiking back up wasn't so funny, or so speedy either, and when we did finally regain the hut we were tired out. We locked out tin doors and windows and turned in for the night. All went well for an hour or so. Then it began to thunder and lightning and rain, at first gently, then harder and harder. At 11 o'clock the wind blew so that the hut fairly rocked. During this rocking an egg rolled from is high perch of safety and shattered itself on a bench near my head, and spattered itself over my face and poncho and blankets. Soon after the shower blew over, and we set sail for dream-land. The next thing I knew, my pal was punching me in the slats, and telling me to get up and make the fire. Bacon and eggs, topped off with coffee and doughnuts restored us to life, and we were soon packed up and ready for the trail. Two men came along on their way up the mountain at top speed. They stopped to let their shoe leather cool off, and then went along with us. Up, up, up, we went into the clouds, until finally we sighted the Summit House. We stayed at the Summit House for a short rest, and sent home some postcards. At 2 o'clock we set out... along the foot path over the southern peaks. But another storm had been threatening us all the morning, and by the time we reached the Appalachian Mountain Club hut by the Lakes of the Clouds, it burst upon us in full force. So after an early supper we started to follow the Ammonoosuc river from its cradle in the Lakes of the Clouds down to the Base Station. The last night's rain had turned the new trail into mud and mire, and we slipped and slid along in promiscuous fashion. Half way down the mountain we found a bee tree. We worked over it long enough to get well stung, and have darkness threaten us, when we decided to report the find to our friends at the Base Station. A little later, wet and cold, we knocked at the door of the Mount Washington Railroad boarding house. One of the fair sex answered our summons, and out of the kindness of her heart provided us with shelter for the night. Next morning we ate breakfast, paid our bills, thanked our hostess for her hospitality, and set out for Fabyans, and the train for home. - Howard M. White."



- St. Johnsbury Caledonian - Wed, Sep 19, 1917 pg. 6

August 26th

Aiken Family Legacy Story: "Walter Aiken, grandson of the late Walter Aiken who built the Mt. Washington Railway, building and operating the first half-mile himself until he could demonstrate the "impossible" to capitalists, and Mrs. Aiken were guests on Sunday *(8/26)*. They came from Lee, Mass., and with them Mr.

Archer Clark, manufacturer of paper mill machinery. Mrs. Clark and son, also of Lee, Mass. The party are on a fishing trip to Canada by auto." *(Ed note: Sylvester Marsh financed, built the test-track and demonstrated the feasibility of his mountain-climbing locomotive.)*

- Among the Clouds - Tue, Aug 28, 1917

September 14th

Season of 1917 Closes: "The effects of the war have been felt in the mountain region as well as in the cities and more than one hotel have been obliged to close earlier than usual for want of help many of their regular employees having enlisted or been drafted into the service of their country - and in many cases it has been impossible to fill their places. *Among the Clouds* has been forced since the middle of August to publish with an incomplete force, but has continued the regular editions until today, when it will discontinue for the season of 1917. The management wish to extend their thanks to the Mt. Washington Ry. Co., Supt. Spaulding and the employees of the road, also the management of the New Summit House for their many courtesies during the season. During the few short weeks we *(likely managing editor Leslie A. Ellis)* have spent here in the mountains, we have enjoyed all kinds of weather from 113 in the shade to a regular winter snow storm and have seen the mountains in all shades from green to snow-white, and as we leave, it is with feeling that the summer has been well spent and that we have been drawn nearer to nature and her Great Creator." *(Ed note: The Friday, September 14, 1917 edition of Among the Clouds - Vol. 39 No. 58 featured a front page photo of the Lizzie Bourne Monument and was the last to be published. The Mount Washington Railway would not run and the Summit House would not open in 1918. When railway and summit operations resumed in 1919, the newspaper did not. The printing press would be stored in buildings at the Base Station. Col. Arthur S. Teague would ask Jitney in the 1950s whether he would like to take the old press and use it in his classroom in Vermont. Jitney had no room to store the machine. The press eventually disappeared.)*

September 22nd

Boston & Maine Changes: "The coming of cooler weather will result in several changes in the service of the Boston & Maine Railroad. All passenger service on the Mt. Washington Railway will be discontinued after Saturday, September 22."

- Hartford Courant - Mon, Sep 17, 1917 pg. 4

October 4th

MWR Supt. Spaulding Promoted: "It is announced that Harry G. Spaulding has been appointed assistant superintendent of the White Mountain division of the Boston & Maine railroad. this position was made vacant by the death of Carrol C. Rinehart in February, 1916, and has never been filled until the present time. In addition to these duties, Mr. Spaulding still retains the position of superintendent of the Mount Washington Railway." *- Littleton Courier - Thu, Oct 4, 1917*

November

Henry Likes Hogs: Notes for Class of 1900 reported by secretary Neil W. Emerson: "A newspaper account of the field day held by the Berkshire County Farm Bureau in New Marlboro, contains this reference to a fellow classmate. "Among the first guests to arrive was Henry N. Teague, manager of the Greylock in Williamstown, and owner of Shadowbrook Farm. Mr. Teague is one of Northern Berkshire's prominent hog fanciers, and it was chiefly his interest in hogs that induced him to take the long trip from Williamstown to New Marlboro." *- The Dartmouth Alumni Magazine - Nov, 1917 pg. 57*

1918

New Hampshire Public Service Commission Report: The company did not operate during the year 1918, and the expenses incurred were in the protection of the property. ***1918 Season*** - Total earnings: $0 - Total expenses: $5,438.25



Cutting ice on Savo Lake at Crawfords (1920s)
- White Mountains Remembered

January 31st

The Icemen Finish: "The ice men have finished a six weeks' cutting at Crawfords. Besides filling the ice houses at Crawford house, there were 18 cars shipped to supply Fabyan house, Twin Mountain and Summit houses. The cakes were from 16 to 28 inches in thickness."

- Littleton Courier - Thu, Jan 31, 1918

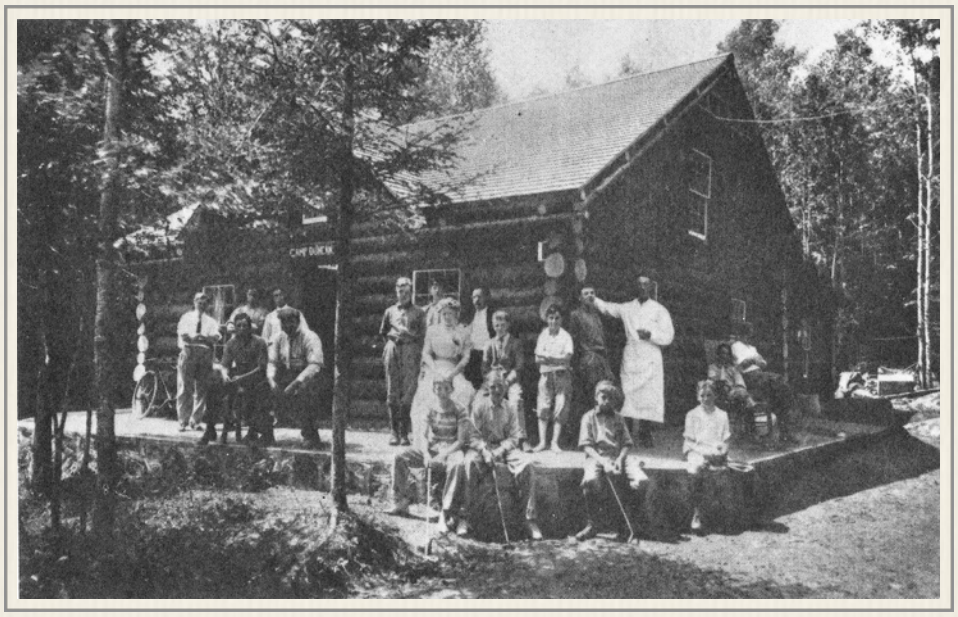
February 24th

Hamlin Garland Coasted Down: "The *Boston Herald* of Sunday *(2/24)* contained a full page story of Hamlin Garland, the article being entitled "Reminiscences of New England, Boston and the White Mountains." In 1890 Mr. Garland made the trip to the top of Mount Washington and was so impressed with the scenery that he later wrote a book on the subject. He made a memorable coast down the railroad track which he describes in his writings."

- Littleton Courier - Thu, Feb 28, 1918

May

Cog Railway shut down for 1918 - The Great War - It is the only summer Camp Duncan *(right)* closes for the Boys Choir. The *New York Times* reports "This Summer the cog-railway, Sylvester Marsh's masterpiece, will not run. That is the announcement of the Boston & Maine Railroad Company, which pleads that the Draft and competing industries have attracted all but three of its thirty engineers, firemen, brakemen, and trackmen. There will be a watchman on the summit to look after the water supply for the new hotel, which seems to be in an unfinished state, for the company's distressful notice says that "some scheme may be worked whereby those who tramp the mountain may be able to find a haven for the night." No one ever moved at more than a snail's pace on the road except the workmen who shot down at dizzying speed on boards fitted over the oily centre rail. The best time reported for any of the rolling stock was even faster, when an empty platform car, detached by experimenters, made the descent to Ammonoosuc station in three minutes, and was there distributed in splinters. We have a notion that the closing of the cog-railway will provoke no lamenting from those self-centered friends of solitary trails, the mountain climbers."



- New York Times - Sun, May 12, 1918 pg. 24

May 9th

Silence on the Mountain: "A bit of silent testimony that will serve to remind the summer visitor to the North Country of the fact that we are at war will be the absence of trains up and down Mt. Washington. For the unique little railroad that has carried so many thousands of tourists safely to the highest point of land in New England finds itself unable to operate during the coming summer.. The demands of war have reached far into this North Country and the high grade young men who carried you safely to and from the summit of Mt. Washington have gone in response to the call of their country. Manager R. H. Buckler of *Among the Clouds*, the daily newspaper that has for years been printed on Mt. Washington gives out the statement that the publication will not be printed this year. Owing to the fact that the trains will not run up and down the mountain it would

be impractical to issue the publication. However, it will be printed again as soon as conditions are more nearly normal." *(Ed note: Among the Clouds did not resume publishing at Mt. Washington after the war.)*

- Littleton Courier - Thu, May 9, 1918

May 22nd

A Mute Mountain: "A bit of silent testimony that will remind the summer visitor to New England that we are at war will be the absence of trains up and down Mt. Washington. (The) famous cog road is closed, probably for the duration of the war. The record the road has made of handling an average of 10,656 passengers a season without an accident for 50 years is too precious a heritage to be risked through the operation of the Mt. Washington railway by men who are not in every way fitted to meet the peculiar requirements of this unusual bit of railroad. Things on the summit will be cared for by a watchman and the maintenance of the water supply so that the new hotel there may not suffer unnecessary deterioration. Some scheme may even be worked out whereby those who tramp the mountains may be able to find a haven for the night on the summit of New England's most famous peak."

- St. Johnsbury (VT) Republican - Wed, May 22, 1918 pg. 10

Sign of the Times: Editorial - "There is no occasion for surprise in the announcement by the Boston and Maine railroad management that the long-established railway transportation between Fabyan's and the summit of Mt. Washington will be suspended this season. Famous as the railway has become in the half-century or so since it went into operation, and convenient as it is for tourists from far and near who come b thousands each year to visit the White mountains, it cannot be considered in any sense as an essential in these time of demand for essentials exclusively. The peculiarities of this railroad, its tremendous grades, and the eccentric type of locomotive construction necessitated thereby, call for men of special training for that particular road. Ordinarily, it has been no great problem to secure the engineers, firemen, brakemen and trackmen needed for the season's Mt. Washington railway operation, as men familiar with and equal to the requirements were usually on the scene and available. They knew the intricate mechanism of the engines and cars, and the fact that no accident has ever occurred to any train, either in the ascent or in the descent of the mountain since the establishment of the road, is a gratifying commentary on their skill and faithfulness to duty. But this year, it is easy to believe the assertion of the management that not even inexperienced trackmen could be found. A wealth of splendid meaning is in the reminder included in the announcement: "the high grade young men who carried you safely to and from the summit of Mt. Washington have gone in response to the call of their country." That is the story, in a nutshell. The steady nerves, the highly-specialized skill, the spirit of readiness and fidelity to the task in hand, which normally are attached to such work as railroading up and down Mt. Washington, are exactly the qualifications that are most needed in the active prosecution of the war. The time will come when the world will be again at peace, and peaceful industries will resume their accustomed course; but, in the meantime, this war must be fought to a conclusion which shall ensure the progress of those industries without foreign interruption or molestation. This is why the Mt. Washington Railway and hundreds of other industries are suspended for the season or diverted to essential war work - in order that they may return to their own when the war is won. The suspension of the summit railway service for the season probably will make no appreciable difference in the number of visitors to the mountains. Everybody knows what it means. Many prefer to make the ascent by the carriage road, anyway, either by vehicle or on foot. Hotel and other conveniences will be available, as usual, throughout the mountain region; and, best of all, the inspiring scenery which has attracted millions from every quarter of the globe is still here, unchanged and immutable."

- Manchester New Hampshire Farmer & Weekly Union - Wed, May 22, 1918 pg. 6

May 23rd

Photographer Eddy Dies: "The death of Peter Eddy, the well known photographer at Fabyans for many years, removes one whose connection with a Mount Washington trip will be remembered by thousands of mountain visitors. It is quite a coincidence that his death should occur within a few days of the notice of the suspension of the Mt. Washington railway service. He was familiar to almost everyone making the ascent, since for more than a third of a century he had taken photographs of the tourists in the open cars ready for the trip, and had the prints ready for delivery on their return from the summit. Mr. Eddy opened his studio at Fabyans in 1882, making his principal business the photographing of the passengers about to ascent New England's highest mountain. During the winters he made many unique and beautiful views of the peaks in snowy garb. In spite of illness and doubt that he would be able to do his accustomed work at Fabyans, the decision not to run the cog

railway was a distinct shock to him. He is survived by his wife, three sons, Wellington, Floyd and, Ellsworth, and two daughters, Mrs. Marcie Lilly and Mrs. Mable Moore."

- Littleton Courier - Thu, May 23, 1918 & Thu, Jun 6, 1918

July 7th

Summit House Open?: "For some weeks, the question of whether to open the Summit House on the crest of Mt. Washington has been considered by officials of the Mt. Washington Railway, and the decision is in the negative. The manager, Miss Mattie Clarke, is now at Fabyans with Mrs. Oscar G. Barron. Miss Clarke has been manager of the house among the clouds since it was built to replace the one burned, and was manager for many years of the old Summit House. The Appalachian Huts will be used as shelters as usual and there promises to be much climbing on the mountain. Ex-Supt. H. N. Spaulding of the Mt. Washington Railway heads the N.H. Food Administration Board." *(Editor's note: Reporter may have confused Harry Spaulding with Huntley Spaulding - both having similar initials. Huntley ran the Food Administration Board)*

- Boston Globe - Sun, Jul 7, 1918 pg. 18

August 15th

Tip Top Opened: "The Mount Washington Summit Road company have opened the Tip Top house for the convenience of trampers over the range. This quaint old stone house will now provide suitable shelter for camping parties and trampers, who may also obtain light luncheons there. The climb to the clouds will have more followers this season than ever, owing to the fact that the famous railroad train is not being operated. This transfers the principal tourist traffic to the other side of the mountain, making Randolph and Glen very busy summer resorts. It has been found that there are 365 water bars on the nine mile carriage road to the top and the average grade is one foot in eight, with one foot in six at the steepest points. Many an automobile makes the trip up and down the mountain without difficulty. In charge of the Tip Top house are Carl Phipps and Sumner Catlin, and Christ Parker is still found at his old stand at the Half Way house to give drinks to thirsty automobilists and purvey post cards of himself and other points of interest. Many Littleton and Lisbon parties have made the ascent of New Hampshire's highest peak during the past few weeks and report excellent views, especially this past week."

- Littleton Courier - Thu, Aug 8, 1918

August 20th

Summit Spies?: "For several nights past powerful searchlights have been seen flashing signals by a secret code from the summit of Mt. Washington and the curiosity of the residents concerning the repeated flashes was satisfied early yesterday *(8/21)* morning when the deputy sheriff from Gorham, who was accompanied by the postmaster, motored to the summit of the mountain and arrested Robert L. Smith of Boston, with his wife and woman accompanying them. When the signals began Tuesday *(8/20)* night word was telephoned from Glen and Jackson to Gorham, to Crawfords and to Bretton Woods and other adjacent towns and a posse of men was quickly gathered, over 150 strong, to guard the various roads and paths leading to the summit of Mt. Washington. A. P. McLaughlin of Bretton Woods got five automobiles and his men guarded the base at Mt. Washington, where the railway climbs to the clouds, the Mt. Pleasant trail and other trails over which people might make their escape, as the theory that German spies were signaling submarines in Portland harbor concerning the movement of troop ships was pretty well founded. A secret service man accompanied this party and word was received from the navel intelligence bureau that officers from Portland were on their way to Glen, where the party had been staying. Smith, when arrested, represented himself as president of the new Portable Electric Searchlight company of Boston and said that he had gone to Mt. Washington to try out his invention *(left)* which is said to be sufficiently powerful to throw signals over 300 miles. He had telephoned a friend in Portland to watch out for these signals at night and the unusual clarity of the atmosphere during the past four nights made signaling Portland perfectly simple. The secret service man motored to the Ravine house at Randolph to take into custody another friend of Smith's, who had taken him over to Glen, and the sheriff brought his suspects to the Glen house, where the party awaited all night the arrival



Portable searchlight that weighs 16 pounds and throws rays 2,000 ft. Made by Portable Electric Searchlight Co., 87 Haverhill St., Boston, Mass.

of the naval intelligence officers, who were to take the party to Portsmouth for examination before the board. The flashes were seen in Littleton about 2 o'clock."

- Littleton Courier - Thu, Aug 22, 1918

October 1st

Greylock Hotel Fire: "Fire caused damage of $35,000 yesterday *(10/1)* to the Greylock Hotel building here *(Williamstown, MA)* and it was necessary to summon assistance from the fire department of North Adams to put out the blaze. The Williams college training battalion under command of Capt. Canaday removed furniture and furnishings and guests were given accommodations in an adjoining cottage. An overheated flue is blamed for the fire. Flames spread to the roof, through the attic and then down to the fourth floor. The building was flooded from top to bottom with water which caused the greater part of the damage. James Bullock of Cincinnati, Ohio owns the building and it is leased to Henry N. Teague. The loss is fully covered by insurance. Mr. Teague said he would continue business until the end of the season."

- Bratttleboro (VT) Daily Reformer - Wed, Oct 2, 1918 pg. 1

November 1st

B&M Management Changes: "Changes in the Woodsville office of the White Mountain division of the Boston & Maine railroad were announced October 31 and took effect November 1. Superintendent G. E. Cummings has resigned, together with Assistant Superintendent Harry G. Spaulding. Frederick C. Mayo of St. Johnsbury, Vt., has been appointed superintendent, together with George H. Kidder of Boston as assistant superintendent. Mr. Mayo, who comes to Woodsville highly recommended, has been superintendent of the St. Johnsbury & Lake Champlain railroad with headquarters at St. Johnsbury."

- Littleton Courier - Thu, Nov 7, 1918

November 19th

Greylock Fire Thank-You: "High praise for the efficient work of the North Adams fire department at the Greylock hotel fire in Williamstown, October 1st and a gift of a $50 Liberty bond were contained in a letter from Henry N. Teague, proprietor of the hotel, received today *(11/19)* by Fire Chief Henry J. Montgomery. In his letter Mr. Teague thanks Chief Montgomery and the members of the fire department and speaking of the Liberty bond declares it is "a small appreciation of the magnificent work done by your company at the Greylock hotel fire on October 1st." Continuing Mr. Teague says "It was very kind of you to come from North Adams in such quick time and to do such efficient work. The fire prevention chief of Boston told me he did not understand how we were able to put out the fire."

- North Adams (MA) Transcript - Tue, Nov 19, 1918 pg. 5

1919

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1919 Season*** - Total earnings: $27,186.29 - Total expenses: $22,122.56 - Total passengers: 8,394

BC&M Contributions to Cog: *Warren (NH) News* editor C. E. Caswell writes: "It is impossible to close this history of the Boston, Concord & Montreal and the men who helped make it without briefly referring to the triumph with which engineering skill has achieved in the construction of the Mount Washington Railway, as many of the men of the BC&M had to do with the building of and work on the road up the mountain which was built in 1869 by the Mount Washington Railway Company. During the summer season, steam cars daily run over the track which passes up the west side of the mountain to the summit. The BC&M extended its line to the Base, bought a special locomotive, the *Mt. Washington,* No. 29, (which was the first ten-wheel locomotive every in New England) and special observation cars to run from Fabyans to the Base. The construction of the road up Mount Washington was due to the enthusiasm and inventive genius of Mr. Sylvester Marsh, of Littleton, N.H. At first it was difficult to convince mechanicians of the feasibility of the scheme, and little encouragement was afforded by capitalists until an engine was actually running over a portion of the route. Finally, the necessary funds having been subscribed, the railroad was finished in 1869. It starts from a point 2,668 feet above the sea, and about 3,600 feet below the summit. There are nine curves on the line, varying from 497 to 954 feet radius. The track consists of three rails, the outer four feet, seven and half inches apart, which sustain the principle weight of the rolling stock, and an inner cog rail, four inches wide, into which the teeth of the driving-wheel of the engine play, and, as it revolves, the whole engine is made to move, resting on the outer rails. Practically, the operation is accomplished by one cogwheel working into another. The atmospheric brakes reduce the possibility of accident to a minimum risk."

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

February 7th

Henry Teague in Oregon for Jobs Program: "Governor Withycombe will convene the legislature in special session in May next, to enact reconstruction legislation presented to it by the reconstruction commission. The special session will enact this legislation and refer it to the electorate of the state at a special election to be held the first of June. At that time the voters will be asked to amend the state constitution so that state bonds can be issued to finance the reconstruction program estimated from $30,000,000 to $50,000,000. This is reconstruction program (to provide employment for war veterans) outlined in the rough at a meeting held in the governor's office late this afternoon *(2/7)* when Mayor Baker, Commissioners Mann and Bigelow, Henry N. Teague and others met with the governor and the members of the reconstruction committee. At the meeting, Henry N. Teague, associate director of constitutional developments in the office of Commissioner of Labor Wilson, discussed the unemployment and reconstruction problems and told what the federal government was doing to meet the emergency which now fronts the Eastern and Middle states, as well as those of the Pacific coast. Governor Withycombe argued for the June 1st election because if it did not occur until August or October, "the horse would be starving while the pasture was growing up." Governor Withycombe said he considered that the manner in which the federal government had handled the demobilization of the army and navy was a "national crime," and that he thought the legislature should speak strongly to congress, expressive of tis opinion in regard to the matter."

- Portland (OR) Daily Journal - Fri, Feb 7, 1919 pg. 4

March 12th

Wilson Employment Efforts Praised: "While Congress has been busy investigating bolshevism, the executive departments of the government, under the direction of President Woodrow Wilson, have been earnestly trying to prevent its spread. Instead, however, of merely scolding about it, these departments have been endeavoring to remove the cause for its existence; namely, but extending opportunities, reducing prices and providing employment. To be more specific: The department of labor is making strenuous efforts to revive public and private building and construction development of all kinds. In addition to collecting data relative to plans, cost of building materials, where and how loans may be obtained, etc., all of which is placed at the disposal of state, municipalities, corporations, and private individuals, we have had Henry N. Teague and his assistants in the field. In addition to this work of stimulating public and private construction of schoolhouses and other public buildings, private residences and wage workers' homes, sewers, waterworks and other municipal improvements,

the labor department is making a special drive to get public utilities on a stable basis."

- Babson College founder & economic theorist Roger W. Babson's column in The Charlotte (N.C.) Observer - Wed, Mar 12, 1919 pg. 10

May 8th

Work Trains Running: "Twin Mountain notes: Trains for work are running to the base station nearly every day, as Mt. Washington trains are to be resumed this season."

- Littleton Courier - Thu, May 8, 1919

May 29th

Bartlett back at the Base: "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."

- The Landmark (White River Jct., VT) - Thu, May 29, 1919 pg. 3

July

Cog Reopens: The summer brings the semi-centenary of the opening of the Mt. Washington railway, which, 50 years ago, distinguished the White mountain region of New England by making it the location for the first important mountain railroad in the country. Remarkable railroading to high altitude has since been accomplished, but the climb of some 6,200 feet to the summit of the highest of the White mountains was then regard almost as an achievement of the impossible. And it did, for that matter, immediately make Mt. Washington possible to many a tourist who would have spent his life at the bottom rather than try then to climb to the top on foot. *– Kansas City Kansan Thu, July 17, 1919 pg. 2*

July 5th

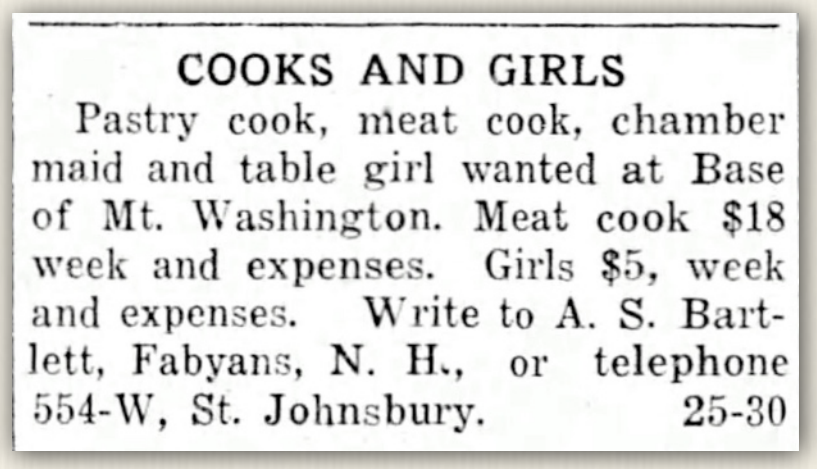
Bridle Path & Cogway Celebrated: "People from all over the White Mountains flocked to the Crawford House today *(7/5)*, where this afternoon at 2 o'clock the services commemorating the 100th anniversary of the opening of the Crawford bridle path to the summit of Mt. Washington and the 50th anniversary of the opening of the Mt. Washington Railway were jointly observed. Following luncheon at the Crawford House, the throng assembled in the grove adjacent to the hotel, where a platform for the speakers had been built... Franklin K. Reed of the Federal Forest Service... talked of the entry of the United States Government into the plans for technical and standardized trail building in connection with their work in the United States Forest Reserve, which now embraces 400,000 acres in the White Mountain district alone. Ex-Senator John W. Weeks declared that the United States Government should control an additional 400,000 acres of forest park within the White Mountain territory in order to better control and regulate the great water power of New England.... He said the entry of the Government into the territory will be a potent factor in preserving for the people of New England for all time the scenic beauty of this region. Frank H. Burt, son of the late Henry M. Burt, founder of Among the Clouds... related many interesting anecdotes concerning the history of the (Mount Washington Railway), those who conceived and executed it."

- Boston Globe - Sun, Jul 6, 1919 pg. 16

July 30th

Cooks and Girls: Pastry cook, meat cook, chamber maid and table girl wanted at Base of Mt. Washington. Meat cook $18 week and expenses. Write to A.S. Bartlett, Fabyans, N.H., or telephone 554-W, St. Johnsbury.

- Want ad placed in The St. Johnsbury Evening Caledonian, Sun, July 30, 1919 pg. 5



COOKS AND GIRLS

Pastry cook, meat cook, chamber maid and table girl wanted at Base of Mt. Washington. Meat cook $18 week and expenses. Girls $5, week and expenses. Write to A. S. Bartlett, Fabyans, N. H., or telephone 554-W, St. Johnsbury. 25-30

August 5th

Improvised Slideboards: "Harry Clauson, 19, South Boston, Massachusetts and Jack Lonigan, 21, Boston, Massachusetts "attempted to improvise their own slideboards and ride down. Unfortunately they possessed no brakes with which to slow their travel. Finally their boards derailed and both suffered fatal injuries. Their companion, John P. Jansky of South Boston, tried in vain to dissuade them from the hazardous venture... Nothing more was heard from them until passengers returning to the base upon the afternoon train saw the body of a young man lying beside the track. The train was

stopped and the body of the other young man was found nearby. The necks of both had been broken. Slide boards were often used around the turn of the century for quick descents of the cog railway tracks from the mountain to the valley. Two other accidents on the Railway involved "slide boards". Slideboards were regularly used by Cog Railway workers and others to make a rapid descent to the valley. Very high speeds were sometimes achieved, making control difficult to maintain. After several fatal accidents, the practice of 'slideboarding' was discontinued." *- Evening Caledonian August 6, 1919*


Boys Who Tried To Slide Down Mountain Railway Are Killed

Lose Lives on Mt. Washington Railway: "Mount Washington was the scene of a double tragedy Tuesday afternoon when two Boston boys lost their lives trying to coast down the inclined railroad track on an improvised sliding board made of two planks. The boys were Harry Clauson and Jack Lonigan, while John Jansky, 18 years old, fell off the board right at the start and thereby saved his life, getting out of the affair with only a scraped knee. The young men left Boston on the Portland boat Saturday *(8/2)* for a wee's vacation. At Portland they took the train through Crawford Notch, arriving at Bretton Woods Sunday. Monday *(8/4)* with a small part of friends, they made the ascent of Mount Washington, having a slight unpleasant experience that day, getting off the trail which brought them to the Summit house in the late evening. The night was spent there and they left for the base soon after 2 o'clock in the afternoon Tuesday, going down by the track. On the way they discovered a plank that someone had grooved to stay on the track and the suggestion was made by one of the trio that they attempt to ride down upon it. An improvised sliding board was then made and the boys were ready for the extremely perilous trip down the mountain. At the start Jansky fell off, scraping his knee and making him decided to walk the rest of the way. His companions, however, started a second time and they were last seen alive by Jansky, plunging down the heavy grade at a 90 mile clip and in no time were out of sight around a curve, just above the famous Jacob's ladder. Jansky followed down the steep incline on foot and at one time heard a groan, but thought probably wild animals were near. At the half way station he met an inspector looking over the track and upon inquiry found that the boys had not passed that point. The two men then started back up the track, realizing that an accident must have happened to the young men. Just at this time the train was making for the bottom and a passenger on board saw a body lying some distance from the road bed. The train was brought to a stop and search made for the other boy. It was some minutes before his mangled form was found, wedged between rocks and trees many feet from where the sliding board left the high, steep track, which was about 100 yards above the half way station. One was probably killed instantly while the other lived about 15 minutes. The bodies were taken to the Fabyans and were then brought to Littleton by Charles F. Bingham." *- Boston Herald - Thu, Aug 7, 1919 pg. 1*

August 28th

BC&M Railroad History Released: "The *Warren News* has just issued a 148-page book giving correspondence relative to the Boston, Concord and Montreal railroad, especially of its early history and the men who helped to make it. The letters, compiled by Editor Caswell, are especially interesting to all railroad men of the past two decades."

- Littleton Courier - Aug 28, 1919

September 26th

Georgian's Mountain Memories: *Mount Washington Railway – Climbing Trains First Made Ascent of Peak Fifty Years Ago, Writer Recalls* - "Mt. Washington may not be anything stupendous in the way of height nor yet startlingly beautiful; still, it is the highest peak in New England and to those who are familiar with its thickly wooded slopes and its bare, often cloud-hidden summit, it is a mountain much beloved. Then, too, it is by way of having a little reputation in the wide world, if only because the cog railway which carries tourists to the tops was the first cog railway ever built. This forerunner of all the famous mountain railways of Switzerland, Italy,

Peru, and many other places, was finished just 50 years ago. When I was very small, by far the nicest, most thrilling things that used to happen to me during a summer holiday seasons was a trip into the White Mountains, to stay for perhaps a week or two at one of the first of the big hotels that have now sprung up so thickly in this part of the State, says a writer in the *Christian Science Monitor*. In those days we used to travel by train, not be motor car; but it was exactly as pleasant to chug nearer and nearer to the mountains, watching the hills grow taller and more barren, the streams swifter and running deep brown depths and white eddies over the stones. When we would reach the Franconia Notch, excitement of the tensest sort prevailed; across from one side to the other of the train we would dash, exclaiming at some view, sighting another well-remembered mountain. A wonderful place is this Notch, whether seen from train or motor; deep and green and cool it is, shut in by high mountain sides on either hand. Far below the train there is the most rushing of all the mountain streams. But, best of all, was the realization that, when the Notch was reached, we were actually in the depths of the mountains once more.

As for the hotel itself, my memories of it include wide halls and brightly lighted lobbies, a big dining room where one hungrily devoured hot griddle cakes and maple syrup each morning, and long piazzas along which our rooms ordinarily opened, commanding a magnificent view of the Presidential Range, with Mt. Washington appropriately in the middle. One day while we were there, we ordinarily tore ourselves away from paddling in the mountain stream, in order to go up the mountain itself. Really, this was the grand climax of our whole stay – a day to be looked forward to. The funny little *(observation spur line)* train started from a hotel *(Fabyan House)* nearby, and stopped by the way for us *(Mt. Pleasant House?)*. Such a queer track it ran on, and such odd and uncomfortable seats so that one seemed to be tipping forward, until the ascent began; then one sat evenly enough. On and on over the level and wooded valley one went to the foot of the mountain, and then the grinding of the cog began. Have you ever seen a track laid for such a cog or rack railway? It looks something like a ladder, laid flat on the ground; and wheels under the engine fit securely into these cogs and hold the train safely in place. Although you might not quite believe it, the whole train can be brought to a stop and held steadily at any point chose. Sometimes the track is close to the ground of the mountain side, then again one is crossing deep trestles over deep hollows. One of these trestles, the longest as I remember is known as Jacob's Ladder. But, when you have gotten over marveling at the railroad itself, you will begin to notice the scenes you are passing. Inch by inch, or rather cog by cog, the view grows lovelier and more distant, as line upon line of blue and purple mountain ranges come into sight. Toward the bottom the trees are thick and tall, but they grow more and more low and scraggily until they are stunted by the winds and gray from exposure to the weather. But and by, the birches and spruces disappear altogether, and all is coarse grass and lichen-covered rock; sometimes there are a few blueberry bushes and wildflowers close by the track. If you are very fortunate on the day you make the ascent, you may pass through a little misty cloud clinging to the mountain side, then emerging into the sunshine again. Once, when on the summit, I watched a smart little shower in progress in the valley below, while I stood dry and bareheaded under a cloudless sky. Mt. Washington is nearly 4000 feet high you know *(Ed. note: 4,000 ft above the Base Station - 6,288 ft above sea level)*, and at such a height the weather is unusually cooler, and a strong wind blows. Houses on the summit have to be made secure in their places by stout rods from which cables pass over their roofs. The first little hotel erected in 1853, when everybody climbed up the mountain trail, was there when I first knew the summit, though it was no longer in use; it was low and long, well fastened down by ropes attached to the rocky foundations of the building. But those first adventurers who made their way up a bridle path in 1819, just 100 years ago, and feeling themselves real explorers, named the mountains of the range after Washington, Adams, Jefferson, Madison, Monroe and Jackson, were speedily followed by hordes of others; until a larger and more modern hotel had to be built. Now one can stay the night, getting up early to see the sunrise, as comfortably as on that other familiar mountaintop, the Rigi, overlooking Lake Lucerne. It is odd to think that the railway up the Rigi, that up Pilatus opposite, that up the Jungfrau, skirting the glacier and its wonders, were made possible by this first cog railway up Mt. Washington. There is a story that, when the inventor applied to the Legislature for his charter, his plan was deemed so ludicrously impossible that someone inquired why he did not undertake to build a railway up to the moon. Fifty years afterwards we are increasingly grateful that the inventor had the courage of his convictions and persevered."

- The Macon (GA) Telegraph – Fri, Sep 26, 1919 pg. 17

October

Still Single: Notes for Dartmouth Class of 1900 reported by secretary Neil W. Emerson: "The surviving bachelors of the class are as follows : W. B. Edwards, N. J. Gibbons, E. J. Jonakowski, J. W. Manion, G. F. Mer-

rill, H. N. Teague, L. W. Tuttle, A. R. Virgin, Joseph Wentworth. It is only fair to say that there are signs of waverings on the part of one or two on this list, so it is not proper to say that all are confirmed. This list is printed purely as a matter of record, there being no desire to criticize or to infer that any particular case is hopeless. This comment simply closes with the usual phrase "The sympathy of loving friends."

- The Dartmouth Alumni Magazine - October 1919 pg. 501

October 2nd

Henry Teague - Pig Farmer: "Henry N. Teague of Williamstown is certainly going into the Berkshire pig game in earnest . He has about ten mature brood sows now and they are good ones, is raising a large number of young pigs and intends to have nothing but Berkshires on his farm when winter comes. Mr. Teague expects to raise at least 200 head, maintaining a herd of 20 brood sows. As evidence of what Mr. Teague thinks of rape-seed plants we call our readers attention to the crop of 7 acres which he has put on his farm, a wonderful feeding ground maintain the mature animals without supplementary feeds. We wish more of our Berkshire breeders could see this field."

- Berkshire County Farm Bureau comment reprinted in North Adams (MA) Transcript - Sat, Aug 2, 1919 pg. 7

December

Procession, Politics & Commitment: Notes for Dartmouth Class of 1900 reported by secretary Neil W. Emerson: "In spite of the fact that 1900 has its Twentieth Reunion next June, the Class has acquired the habit of attending in great numbers every celebration of the College. The fellows just turn up. Such was the case at the sesquicentennial. We occupied one whole wing of Massachusetts Hall, and when the heads were counted, there were 26 men present. "Are we growing old?" was the question almost everyone asked when we found that we practically headed the torchlight procession. Of course, we were all there at Dartmouth Night, and returned to listen to a very heated political discussion between Guy Ham and Henry Teague. Then Henry took as many as he could to Moose Mountain in the morning. In the afternoon we went to the game. The crowning event of the whole occasion for us was a delightful buffet luncheon served by Perry Fairfield at the Inn Saturday night. Everyone was there, and we gave a shout of welcome to Nat Barrows and Bill Cook, who had not been in Hanover for many years. Then Lt. Col. Woodman told of his experience in France. Then Ben Prescott contributed a few of his original stories. The meeting did not break up until Doc Keyes and Doc Butterfield got into too deep a medical discussion for the rest of the fellows. These 26 men, by their presence at the Centennial at this time, signified that they would be back to the Reunion. No one was supposed to come unless they could make both trips, so we start with 20% of the members of the class already committed."

- The Dartmouth Alumni Magazine - December 1919 pg. 566



Tourist examines spur line locomotive at the Base platform of the Mt. Washington Railway (1920s)
- E.B. Robertson Collection

1920

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1920 Season*** - Total earnings: $33,601.42 - Total expenses: $30,209.90 - Total passengers: 10,637

March 24th

Was Big Railroad Project: "The summer brings the semicentery of the opening of the Mt. Washington railway, which, 50 years ago, distinguished the White mountain region of New England by making it the location for the first important mountain railroad in the country. Remarkable railroading to high altitudes as since been accomplished, but the climb of some 6,2000 feet to the summit of the highest of the White mountains was then regarded almost as an achievement of the impossible. And it did, for that matter, immediately make Mt. Washington possible to many a tourist who would have spent his life at the bottom rather than try then to climb to the top on foot." This press release was printed in newspapers in Minnesota., Kansas, South Carolina, Missouri and Vermont. *- Willmar (Minnesota) Tribune - Wed, Mar 24, 1920 pg. 16*

April

Bermuda Bound: Notes for Dartmouth Class of 1900 reported by secretary Neil W. Emerson: "Mr. and Mrs. D. B. Rich and Mr. Henry N. Teague and family made a trip to Bermuda this winter. Needless to say, both parties had a fine time, which recalled the old round- ups at Ipswich of days gone by."

- The Dartmouth Alumni Magazine - April 1920 pg. 783

June 14th

First Summit House Guests: Veteran tramper Percy G. Stiles, who began hiking north woods of New Hampshire and Vermont in 1897 just out of college, chronicled his exploits in a 1920 book called *Wayfaring in New England*. His memory of Mount Washington went like this. It may or may not have occurred in 1920 though it was tied to a specific date: "I had never climbed the highest of the New England mountains. It was not an ideal excursion but there was a refreshing piquancy about it. Other features beside the top of Mount Washington were fortunately included in our itinerary. My companion was a cheerful and plucky Scot of just half my age and not much over half my weight. One of the consolations of becoming a slow-moving veteran is to enjoy the enthusiasm of the novice. We started on the morning of Monday, June 14th, and soon after one o'clock we stepped from the car... When we had seen the Presidential series from Intervale we had noticed bright flecks upon the upper slopes and had supposed them to be shining ledges. Now we were astonished and delighted to see that they were areas of snow, in some places smooth fields, elsewhere long, narrow streaks marking deep gullies. When I first opened my eyes on Tuesday *(9/15)* the sun was shining but when I got up after several additional naps the sky was overcast. Still the clouds were high and broken while the great range was defined as clearly as the night before. At eight o'clock we started up the carriage road. The climber is encouraged by mile-posts. Near the second of these we met a solitary pedestrian. He had come up the Crawford trail the day before and had camped in the Summit House. He reported that there was no care taker on the premises but he had been comfortable before an open fire. We paid toll at the Halfway House, a small pittance for the recreation we were having. We pushed along. (Above the sixth mile-post) it now became chilly and the wind rose ominously. I suppose the better statement would be that we climbed into the gale. The final mile was covered -with discomfort but not with real difficulty. The grade was less than the average. The first building in the group about the peak started into view before we expected it. This was a stable. A stairway, rising into the driving vapor, showed us the way and toiling up it we found ourselves in the lee of the Summit House. It was hardly possible to see the length of the building. We entered through a window. The long, empty room was a lonesome place. The wind moaned about the vacant structure and kept the drops quivering upon the panes. All we could make out from the western windows was a phantom water-



Day trip to the top of Mount Washington - photo in front of No. 4 (1920)
- Janey Morey Collection - N.H. Historical Society



R.I. Tourists: *William J. O'Brien of Providence and his mother, Margaret McGuire at the Summit. (August 1920)) - Ancestry.com*

tank; the highest object in New England. We spread our provisions on the lunch counter and while we ate congratulated ourselves over the fact that our successors would soon pay roundly for such a privilege. What to do next was a question. We had planned to go down the Crawford Path but we could now appreciate the force of the warnings in the guide-book. We could not expect to follow this trail in the clouds. We could wait for the next day, we could go back the way we had come, or we could try the railroad. We chose the latter course. I found it more disciplinary than amusing. Walking along the piece of horizontal track in front of the Summit House one caught the full power of the gale at the corner of the building and at the same moment faced the appalling declivity of the trestle, the perspective of wet and slippery ties vanishing into the murk at a shocking angle. I have never met with conditions better calculated to concentrate one's attention upon a set task. Every step had to be deliberated. The height of the track above the foundation is sometimes three feet and sometimes thirty. To be sure, there is no real danger of falling between the ties clear to the rocks but it would be easy to break an ankle by a slip of the foot and a pitch forward. It would be possible to stumble and go over the side in a gust of wind. The unequal spacing of the sleepers introduces a refined bit of torment. As I picked my way down this crazy stairway I tightened every muscle to a degree that meant rapid fatigue. I could not take my eyes off my feet. I longed to bestride the cog-rail and coast but it was covered with black grease. When we came to the Gulf Tank I fervently agreed with the guide-book that the view was "perhaps the most awe-inspiring in the mountains" though it was limited for me to a few square rods of shattered granite. Circumstances improved as we went on: the wind moderated, the muscular operation became somewhat more habitual, and we emerged from the clouds. The track became visible to the Base Station and the out- look expanded to include the territory about Bretton Woods and the mountains beyond. Only a single streak of snow was seen in this side of the range, a long ravine scoring the flank of Mount Monroe. Soon the sultry atmosphere made it hard to recall the boisterous and chilling climate we had just left. It seemed as though the summit must now share the warmth and quiet of these lower slopes. But when we looked back we saw that the storm cloud still wrapped the cone. I judge that we had just about a fair average experience of Mount Washington. We passed the Waumbek Tank and found ourselves at the head of a particularly steep stretch. Far down the tapering track we discovered two pygmy figures advancing slowly and intermittently. They turned out to be a couple of college students. We stopped for a chat. I thought their form of exercise was preferable to ours but had a notion they would have enough of stair climbing. Their conceptions of times and distances were ludicrously vague but their optimism was most winning. It was a great relief to set foot on the soft surface of the road from Base Station to Crawford's. As we resumed a normal gait I found my "feeble knees" gradually "confirmed" but for days after I was to feel the effects of the walk down the trestle."

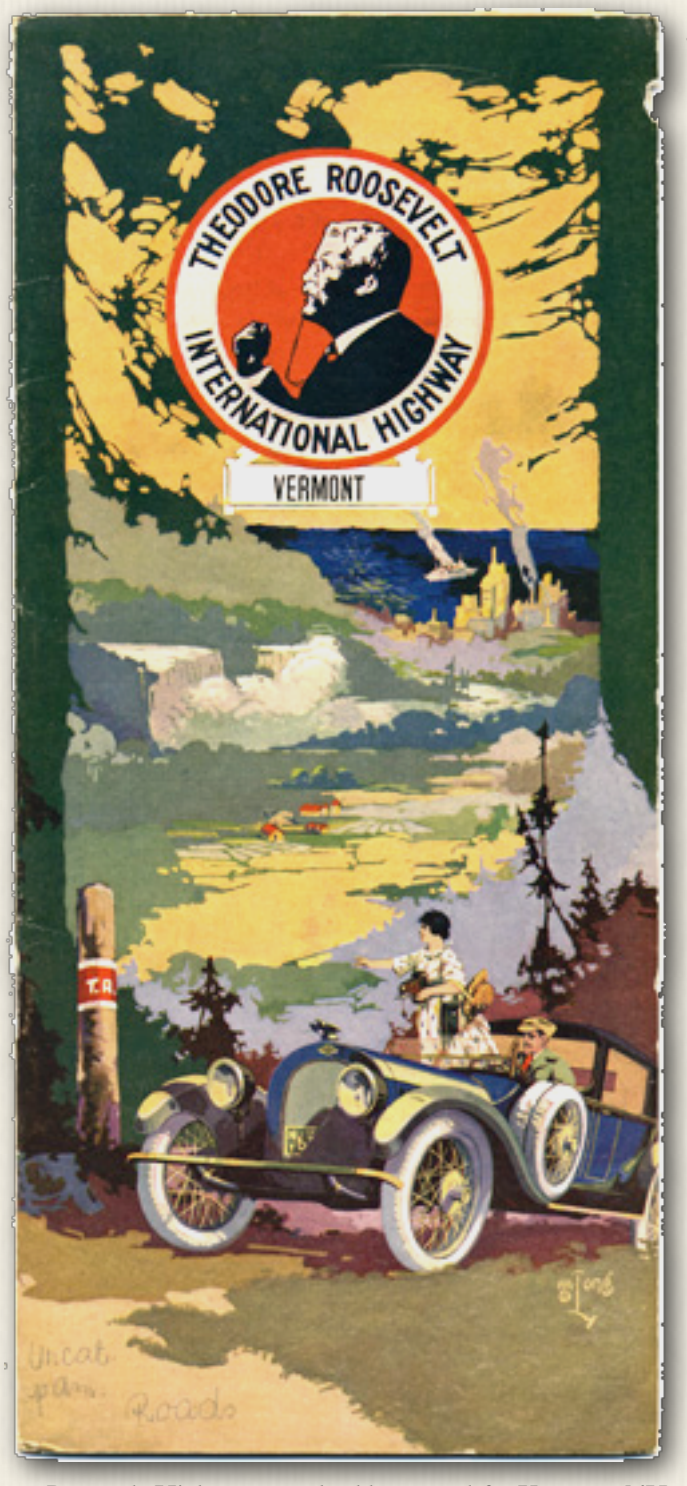
June 13th

Henry & the "Missing Link": "A new road from the West to the famous motorcar touring section of the Berkshire Mountain will be opened with the completion of a ten-mile stretch of road from Petersburg, New York, to Williamstown, Mass., over a route of unsurpassed scenic beauty. Plans for the construction of this section have already been adopted. This new stretch of road will supply the "missing link" of the famous Mohawk Trail and add materially to its diversified scenic beauties. Not the least of the advantages of the new road will be to make even more accessible beautiful and historic Williamstown, home of Williams College and the famed Greylock Inn, of which that prince of good fellows, Henry N. Teague, is host. Highway Commissioner Greene of New York State, has promised to have the five-mile piece of new road (in his state) completed within 24 months. The remaining stretch, lying in Massachusetts, is to be built with a special appropriate which the Legislature of that State is expected to grant at its next session. Much of the preliminary work for the construction of this stretch of road has been done by Henry N. Teague, proprietor of Greylock Inn, and to his efforts motorists

of the East and West will owe the opening of one of the grandest scenic tours in America."
- Brooklyn (NY) Daily Eagle - Sun, Jun 13, 1920 pg. 54

July 8th

Dartmouth Gains a Mountain Top: "through the generosity of Edward K. Woodworth of Concord, Dartmouth '97, and Charles P. Woodworth of Boston, Dartmouth '07, the Tip top house on Mount Moose-lauke and the surround top of the mountain (800 acres) has come into the possession of Dartmouth college, to be held for the use of the outing club. The house will be operated during the summer of 1920 by the outing club.. It will not be operated as a hotel, but as a camp along the same lines as the huts of the Appalachian Mountain club." *- The Littleton Courier - Thu, Jul 8, 1920*



Roosevelt Highway map booklet created for Vermont. NH Historical Society website indicates the same cover art was used for the Granite State map. (1920)
- Vermont Historical Society

July 25th - 26th

Inspecting Teddy's Road through NH: "An official inspection of the new Theodore Roosevelt International Highway *(Rt. 302)* in its course through New Hampshire was made Sunday *(7/25)* and Monday *(7/26)* by the state chairman, Hon. John C. Hutchins of North Stratford, together with the secretary of the state organization, Frank A. French of Manchester, with prominent hotel men along the route. The start was made from the western reach of the Roosevelt highway, where it enters New Hampshire at Waterford. From Crawford's the run down the famous notch was made and the official markers - a wide red band between two narrow white bands with the letters "T. R." on the red - were carefully noted wherever they appeared. Tourists are requested to note, too, that an "x" appears just above the Roosevelt marker whenever a dangerous curve or narrow bridge or railway crossing is approached. A booklet with an especially attractive cover design *(left)* in colors and containing both the state detailed map and sectional maps showing the entire course of the highway are now in process so as to be handed out before the *(1920)* season is over and with the particular purpose of allowing this season's tourists to show them to friends who never saw the Old Man of the Mountains or the cog-wheel railway up Mount Washington and the other numerous wonders. Undoubtedly, too, a motion picture reel will be made of the New Hampshire section."



- Littleton Courier - Thu, Jul 29, 1920

September 20th

Henry's Car Clipped: "Henry N. Teague, proprietor of the Greylock hotel, Williamstown, reported that his car, a Ford touring automobile was stolen from the rear of the hotel."

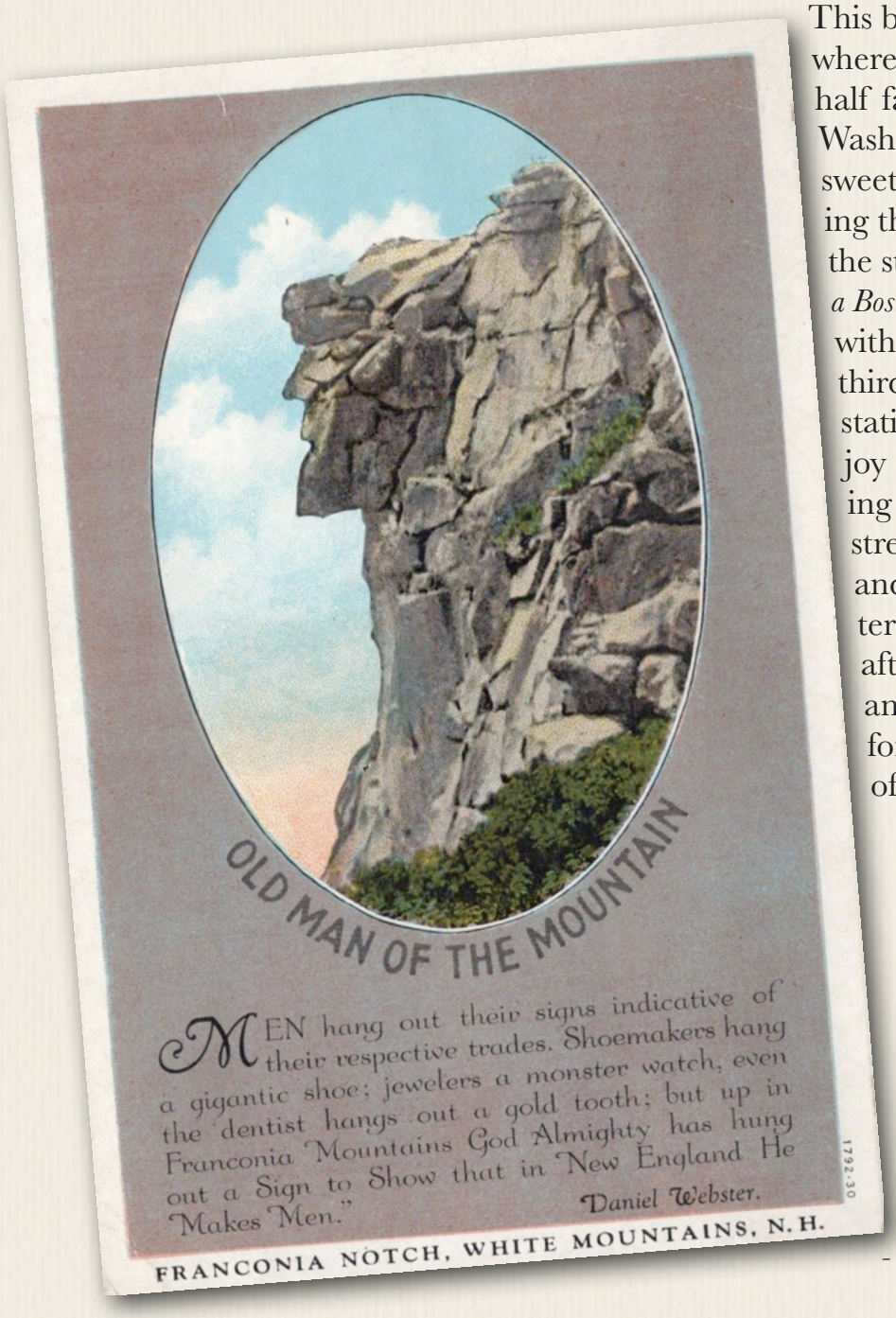
- 25 Years Ago (1920) feature / North Adams (MA) Transcript - Fri, Sep 7, 1945 pg. 4

December 31st

Lost Harvard Hikers Arrive at Base: "Three Harvard students, Emanuel S. Cook, Max Goldberg and Ben Scheinman, marooned and lost for two days and nights on the snow-coated and ice-packed slopes of Mt. Washington reached safety tonight just as searching parties were about to begin a hunt for them. The group of students left Cambridge last Monday *(12/27)* to spend their holidays in the mountains with toboggans and snowshoes. Tuesday night they spent at the foot of Mt. Washington. Its snow-crowned peak looming above its neighbors fascinated them, and they wanted to make the climb. They discussed the possibili-

ties of doing so that night with their guide, Jack Coreau. Scheinman had been to the top of the giant in the spring, and thought a climb over the snow and ice was practicable. The guide said it would be dangerous, but it could be done. They set out early Wednesday morning *(12/29)* under a clear sky and the snow-covered mountain-top glistening in the December sunlight. They followed the railway, equipped only with the ice creepers on their boots. They had discarded the snowshoes to facilitate travel over the ice, as the rough surface of the mountain would give no opportunity to use them. They had gone only a short distance when Lucien Strauss was obliged to fall out *(due to a leg injury.)* Both he and the guide, Coreau, watched the youths up the mountainside, and they waved a farewell as they disappeared over a knoll. That was the last that Strauss saw of them until he heard one of their voices over the telephone tonight from the Base Station. When the party failed to return to Fabyan Wednesday night Strauss and Coreau were not alarmed, for they thought that the mountain-climbers had made the descent on the other side and would pass the night at some hotel." They did - the closed Summit House. "For two nights they were marooned in the Summit House with only the three small cakes of sweet chocolate for nourishment. They told how through suffering from the deepest pangs of hunger, they measured off each bite... Their thirst they tried to quench with snow, for every spring on the mountain side was buried under many feet of snow and ice. That was Wednesday night. They made the best of their plight, believing they could make the descent *(Thursday.)* But when morning dawned they found that a blizzard had swept the mountain top and the upper stretch of the Mt. Washington railway was so covered with snow that they decided to wait another night. *(Friday)* the drifts were so deep in places that they had to abandon the railway *(as they made their descent)* and plunged off through the snow and toward the line of dense forest of fir trees that cover the slopes. It was then they realized they were lost. The snow whipped from the heavily laden tree boughs by the cutting wind, fell and buried their tracks. About this time Cook began to show exhaustion. He went down on his knees. *(Goldman and Scheinman)* laughed and sang to spur their suffering companion on... By accident they stumbled upon the Ammonoosuc trail and followed it as well as they could... until they came to a river bed. This brought them back to a trestle of the railway, from where they found their way to the station. Dazed and half falling, they reached the Base Station of the Mt. Washington Railway *(New Year's Eve)* - Only three bits of sweet chocolate stood between them and starvation during their 63 hour stay on the mountain. The keeper of the station *(Their original guide, John "Jack" Coreau, according to a Boston Globe article in January 1921)* threw open the door with a shout for he had seen the two youths assisting a third, making their way painfully down the slope to the station. The eyes of the three students glistened with joy as they stretched out their hands toward the roaring fire in the station stove. With their remaining strength they kicked and pulled off soggy footwear and the frozen and torn outer garments and with chattering teeth clung close to the fire. It was not until after they had gulped down the steaming hot coffee and sizzling bacon and eggs that the keeper set before them, were they able to unfold bit by bit the tale of their experiences on the mountain above."

- Boston Post - Sat, Jan 1, 1921 pg. 5



- Walter Jung - NH Vintage Postcards

1921

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1921 Season*** - Total earnings: $33,479.65 - Total expenses: $36,441.52 - Total passengers: 11,075

January 6th

New Year's Eve Excitement: "There was great excitement at Bretton Woods Friday *(12/31)* when it was learned that three Harvard students started up Mount Washington Wednesday morning and had not returned, although they carried nothing to eat with the exception of four bars of chocolate. Searching parties were formed, both at Bretton Woods and at Jackson and thorough search was to have been made on Saturday. But late Friday evening the three men returned to the base station of the Mount Washington railway, totally exhausted after two days spent on the mountain with no food. The youths went up the track and succeeded in reaching the Summit house at the top of the mountain Wednesday evening, after a struggle, through a blizzard and gale. They broke in the door, spent the night and after making an unsuccessful attempt to come down the mountain Thursday, made a second attempt Friday. After a hard fight, during which they almost despaired of ever reaching the foot, and after one had become so exhausted that it was necessary for the others to carry him, the trio reached the small cabin at the base. There they stayed for the night and returned Saturday evening to Boston, none the worse for their thrilling adventure. The students were E. S. Cook of Duluth, Minn., Max Goldberg of Chicago and Benjamin Scheinman of Detroit."

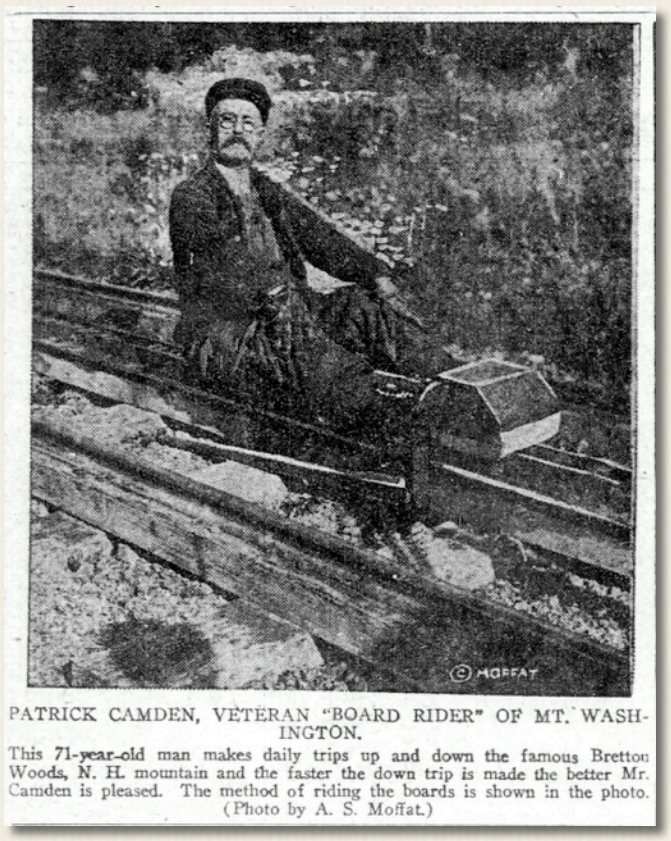
- Littleton Courier - Thu, Jan 6, 1921

May 25th

Season Number 9?: "Mike Boyce of Island Pond has begun his ninth season as trainman on the Mt. Washington railroad." *- St. Johnsbury Republican - Wed, May 25, 1921 pg. 4*

June

Putting Mt. Washington in the Movies: Strapped and lashed to the front of the wheezing engine, the camera man was busily grinding away at the crank of his machine. The wheezing engine rocked and panted and grunted behind him - now swaying far toward the sheer declivity of the precipitous slope on the left, now lurching at the rock wall that soared at the right. Cinders from the smokestack deluged his face and scorched innumerable tiny red patches on his neck. Now and then swirling smoke buried him in a black cloud. Sometimes he stopped for a moment or two to wipe off his lens as the spurting steam from the exhaust clouded it. Sometimes the piercing shriek of the locomotive whistle, two yards behind him, caused him to leap in his network of ropes and straps - which alone prevented him from tumbling to death. The *Globe* photographer was perched on the hood of the engine, holding his camera between his knees and manipulating it with one hand, while with the other he held on to the engine for dear life. That is the picture they presented last week, when the moving picture man and the *Globe* man and a party of invited guests, including several men prominently known throughout New England, launched their expedition to discover the people of the rest of the United States the actual beauties and scenic splendor of the most famous mountain and range east of the Mississippi. The railway has never before been put to use for the purpose of informing the rest of the country of the tourist possibilities of New England through the films. Every interesting nook and cranny of the mountain trip was filmed by the photographers. The camera man tied a machine to the rails on the Summit trestle in order to get a picture of the cog system at work, and the train was backed down and then driven toward the camera. The result was a sort of "skunk's eye view" of the operation, taken lower down than ever before, and showing the train approaching like some huge prehistoric monster. The descent was not made until the second day. Pete *(Pat)* Camden, the young 75-year old railroad veteran, who has been in the employ of the road



PATRICK CAMDEN, VETERAN "BOARD RIDER" OF MT. WASHINGTON.
This 71-year-old man makes daily trips up and down the famous Bretton Woods, N. H. mountain and the faster the down trip is made the better Mr. Camden is pleased. The method of riding the boards is shown in the photo. (Photo by A. S. Moffat.)

- Boston Post - Thu, Aug 18, 1921 pg. 14

since it began operations, invited the camera man to slide down through the clouds with him, but the camera man gracefully withdrew. Pete has a sort of sled which fits on the railroad and has two hand brakes. On this he slides from the summit to the base station - the distance which it takes the train 1-and-a-half hours to make coming up - in just three minutes.

- Boston Daily Globe - Sun, Jun 19, 1921 pg. E6

June 30th

Washington Road is Revived: "Project instituted in 1915 is again taken up by Springfield, MA architect. The Washington-road project, calling for a highway from Washington, D. C. to Mt. Washington, N. H., over a trail followed by George Washington, is being pushed again by Albert W. Cogg, architect. The idea was first suggested in 1915. Mr. Cobb states that Connecticut and New Hampshire would welcome the highway. Washington journeyed only as far north as Exeter, N.H., but the road proposed is to run to Mt. Washington."

- Littleton Courier - Thu, Jun 30, 1921

July 16th

Mr. Wright Takes Over: "Mr. A. D. *(Alvah David)* Wright formerly chief clerk at the Crawford House is manager of the Summit House this season, and assisting him is Mrs. Wright *(Georgia Mae Stevens)* who has for a number of seasons been in charge of the new stand and bazaar at the Crawford House."

- White Mountain Echo – Sat, Jul 16, 1921 pg. 11

July 21st

Hazing the Summit House: "Whitefield notes; Business at the Summit House is reported as very poor on account of the prevailing hazy weather."

- Littleton Courier - Thu Jul 21, 1921



Mt. Washington showing Great Gulf, looking east. Taken by Capt. Stevens during survey of White Mountains (1921)
- Lewis Family Collection

1922

New Hampshire Railroad Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1922 Season*** - Total earnings: $39,729.93 - Total expenses: $31,466.61 - Total passengers: 15,040



Camden Cottage: *Bob Therrien says "On the summit - a foggy day in February 1931. Here are the chained and padlocked trunks from the storage space upstairs. Rex (the dog) sits near the window. Camden Cottage, our home for February and April of 1931. The unusually frost-free entrance is due to the heat from the stove, which was near the door. The Stage Office is at the left." (1931)*
- Robert Therrien photo - Tom Boyce Collection

Camden Cottage - "a sturdy framed building constructed (to shelter winter climbers) - was ***named for Patrick Camden***" - Mt Washington Railway Roadmaster *- Skiing Heritage - June 1998 - second issue*

February 5th

Winter Climb: Clare T. Bodwell and Kenneth Cole of Bethlehem head out for a winter hike of Mt. Washington. Bodwell writes a letter to the editor about their adventure. "Dear Sir: Leaving about 8:30 in the morning, we drove to Fabyans, where we left our horse in the care of George Miles of the Fabyan House stables. We put on snowshoes and shouldered our packs, which contained three days' rations, thermos bottle, kodaks, and extra heavy clothing. With this load of about 30 pounds each, we left for the Base station of the Mount Washington railroad, seven miles from Fabyans, and reached at this time of year via snowshoes. Being heavily loaded and the day extra warm we were three hours getting in to the Base station, but upon arrival we received a hearty welcome from genial John Coureau, of Whitefield, who, for the past three years has been watchman at the Base for the Mount Washington railroad company. He is 63 years young, and runs a trap line, having special permits to trap in the national forest and on the property belonging to the Bretton Woods company, goes out to Fabyans on snowshoes about once a week, and is all alone except for an Angora kitten named Snooks. It is hard to tell which one thinks the most of the other one, the man or the cat. He had so far trapped two Canadian lynx and showed us a fine sable skin. Well, after taking care of our inner wants we gathered around the big range and told tales until a later hour, and it was a toss up as to who took the highest honors.

"Monday morning looked pretty dubious for the mountain trip but as it cleared considerably by 7:30 we put on our snowshoes... and started up the railroad track which at this point was pretty well covered with snow. We made steady progress up the steep incline to the half way house, a little shack about one half way up the mountain. Here we discarded our snowshoes and started up the track, which is on stilts most of the way. It was difficult traveling and a misstep or slip meant a broken leg or worse.. We had made only a few rods when we noticed that the weather had taken a sudden change for the worse, heavy clouds shutting us in on all sides, but thinking it might burn off we continued. By the time we reached Jacob's Ladder the wind had increased to a driving gale with sleet from the south West. With such precarious footing we heaved a sigh of relief when we had crossed the trestle in safety. here we held a consultation, and fulling realizing the serious risk we were taking decided to push on and if possible reach the summit, knowing that we could not take the time for another trip this year. Pushing from this point in a blinding blizzard we left the railroad track and made for the summit, or where I supposed it was as one could not see 10 feet in any direction, so after some time we bore to the left again until we hit the track feeling that in the storm we might pass the summit and get lost... Knowing that the top must be within a quarter of a mile and that we needed to get into some kind of shelter in order to eat and rest for the return trip, we redoubled our efforts in a dash for the highest point in New England. This last quarter of a mile took longer to make than any previous mile had and the knife-like snow was making our faces feel like raw beefsteak. You can be we were glad to be able to enter a small building called building called the stage office. The high wind prevented us from getting a fire started so we ate lunch and drank some of the hot coffee brought up in thermos bottles, and felt well repaid for the extra effort it had cost to pack up the food, coffee, and extra clothing.



ARTIFACT: *Cover of Wonderful 1920's Mount Washington Railway Co. and B & M Railroad Travel Brochure issued by the Passenger Traffic Department features the Mount Washington Cog Railway. Inside the pages are filled with information about the area, maps, and photos of wildlife, important buildings, and railway operations.*
- Flying Tiger Antiques

"Looking at the thermometer on the building Mr. Cole found that it had dropped 10 degrees since our arrival, and as the wind and storm had increased in intensity we made rapid preparations for the return trip. I recalled at the time the experience of the three Harvard students who were caught in such a storm the last of December 1919 and had a bad time of it before they got back. Their experience ought to be a warning to such fools as we were who attempted to climb Mount Washington in the face of a storm or any time in the winter without planning to start back at the first warning of a storm. Putting on helmets and extra mittens, we each tied an end of the rope around our waists, and leaving a note about our trip we started down. In the first mile or two the rope saved one or the other of us several times from bad spills and perhaps injury. Reaching Jacob's Ladder and dropping down into the ravine which it bridges, it being utterly impossible to cross it in such wind. Reaching the half way house we put on our snowshoes and after resting a little in its shelter, continued on our way. But soon a remarkable change in the weather appeared, with a gentle wind instead of a hurricane, and large soft flakes of snow instead of driving ice. At 1 o'clock we reached the Base station, having made the entire trip in five and one half hours. At this point I want to say that we certainly appreciate the kindness of Mr. Coureau and H. W. Curtis, who inquired of our safety by telephone."

- Littleton Courier - Thu, Feb 16, 1922

April 9th

Railroad's Model Maker Dies: "Henry W. Smith, aged 87 years, who for 16 years was town clerk of Littleton died on Sunday *(4/9)* at his home on Union street. Death was due to heart trouble. Since an illness last fall he had been in failing health, his condition gradually growing worse during the winter. Mr. Smith was a tinsmith by trade, but later took up plumbing, learning the trade in Concord. It is said that Mr. Smith laid the first water pipe in Littleton and that he made the first successful model for the Mount Washington Railroad company for its tracks up Mount Washington."

- Littleton Courier - Thu, Apr 13, 1922

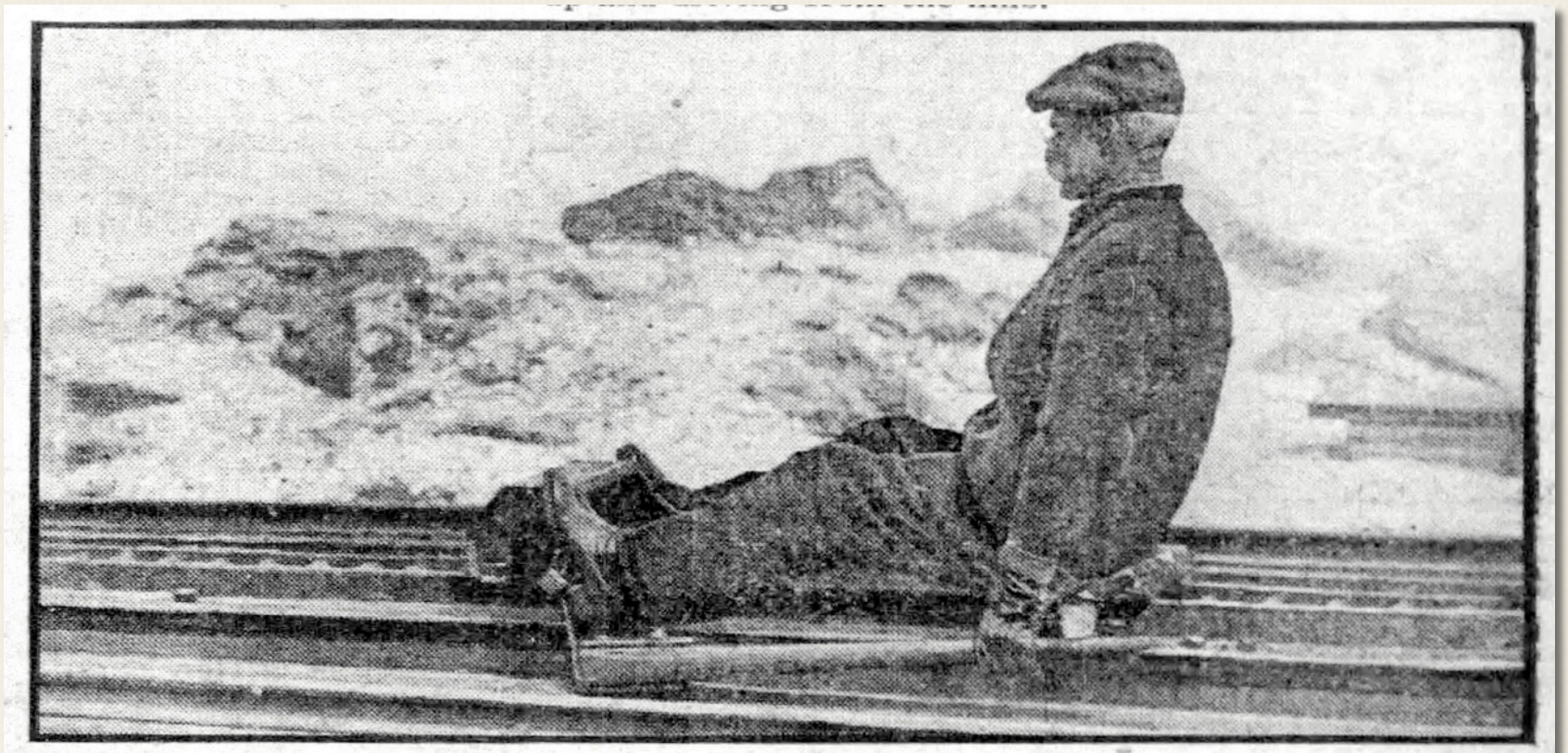
July 21st

MWR President Cummings Dies: "Death came Friday morning *(7/21)* 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 (N.H.) George Edgar Cummings was born in Rumney October 10, 1853 the son of George S. and Mariette (Vinton) Cummings. The family moved to Woodsville in March of the next year. At the age of 12 Mr. Cummings entered the railway service and had been connected with all branches of the operating department for more than fifty consecutive years when, on account of impaired health, he retired November 1, 1918. He was division superintendent of the White Mountain division of the Boston & Maine road for 30 years, and was president of the Mount Washington railroad and director of the Pemigewassett Valley road. Mr. Cummings was of Scotch descent and a Republican in politics."

- Groton Times - Fri, Jul 21, 1922 pg. 8

July 11th

Do Not "Trifle With It": "G. W. Marque Maier, of the Peddle *(Prep)* School faculty, who returned here *(to Hightstown, N.J.)* from a three weeks' training expedition in the White Mountains, related an interesting tale of



PATRICK CAMDEN.—He earned his nickname of Mile-a-Minute Pat by gliding down Mount Washington, N. H., a 37 per cent. grade, on a sliding board at the rate of sixty miles an hour.

his experiences yesterday *(7/11)* afternoon. Among other things, the instructor stated that Mt. Washington is a real mountain even though it is only 6,300 feet high. "Beware how you trifle with it when a storm is raging upon its exposed slopes," he said. "With all the crowds of foolish, inexperienced trampers coming up Mt. Washington in hot-house attire," continued Mr. Maier, "it has been a surprise to me that more fatalities have not occurred. I remember vividly an evening some time ago. We were sitting about the huge fireplace of the Summit Hotel lounge room. The fashionable folks had all returned by train to Bretton Woods. A terrific gale was howling outside and splashing the sleet and snow furiously agains the small window panes. The heavy door outside had been barricaded, and we were happy in the thought that our shelter was securely bolted and anchored to its granite rock foundation. We were about to retire when we thought we heard something pounding agains the door. Bracing ourselves, we managed to open the door far enough to allow two half-grown girls to slip through. Hats gone, teeth chattering, hair and white summer clothing clinging to their wet forms like a soaked bathing suit, the poor girls were too exhausted to utter a sound. The hotel matron *(Miss Mattie Clarke)* gave them first aid, and later, snugly wrapped up in our heavy blankets and thawing out by the cozy fire, they were able to tell us a bit of their terrifying experiences. When they left Bretton Woods it was hot and sultry. In their high heeled white shoes, they started walking up the cog railway tracks, and dared each other to go to the top on foot. Even when the sleet storm burst over them they continued to climb, though numb with cold and forced to crawl on their hands and knees. Crossing the high trestle of Jacob's Ladder, a wind-blast bowled them over. Fortunately they straddled a tie and escaped with nothing worse than skin bruises extending from ankle to thigh. It was just below Jacob's Ladder that two husky men had recently been hurled off and killed. After several hours of further struggle with the elements, the girls reached the Summit House, and the next day they were able to take the train back to Bretton Woods."

- Trenton (NJ) Evening Times - Wed, Jul 12, 1922 pg. 5

August 3rd

Henry the Entertainer: "Rear Admiral Robert Mallory Berry, U.S.N., retired, and Mrs. Berry, who are at the Greylock Hotel in Williamstown, Mass., entertained seventy-five of their friends this afternoon with an old time Southern barbecue. The party was held in a beautiful grove on the shore of Harmon Lake at Mr. Henry N. Teague's Shadow Brook Farm, chiefly in honor of the army and navy representatives in Williamstown. Besides Admiral Berry there were present six rear admirals, a captain and two commanders from the navy, a brigadier general, five colonels and a major from the army."

- The Washington (D.C.) Times - Thu, Aug 3, 1922 - pg. 11

September 16th

Conductor Browley Dies: "Myron P. Browley, for many years with the Boston & Maine Railroad as conductor on the Mt. Washington Railway, and for the last 20 years associated with the Raymond & Whitcomb Co. as tourist manager, died here (in Manchester, N.H.) on September 16. Mr. Browley's acquaintance extended from the Atlantic to the Pacific and from Fort Yukon to Panama. He was probably known to more railroad, steamship and hotel officials than almost any other man in the United States, while his friends among the traveling public were numbered in the thousands. Many will recall some of the interesting journeys they have taken under his successful guidance. He was a member of the Knights Templar of Laconia, N.H., and also a member of the Aleppo Temple of the Mystic Shrine of Boston. He was born at Magog, Quebec, about 60 years ago. He leaves his widow, Mrs. Josephine Browley of Manchester."

- Pittsburg Post-Gazette - Fri, Sep 22, 1922 pg. 7

September 28th

Derby Academy Mountain Adventure: "Friday, Sept. 28, Mr. Stone, Percy Kelley and twenty-six boys from D.A. *(Derby Academy)* left Derby for the White Mountains. The seniors and the baggage were on one truck and the rest of the other truck. After making three temporary bridges we got the trucks to the base of (Mt. Washington) at about four o'clock. That night seven tents were hurriedly pitched, fires were lighted and soon supper was served. We had an ideal camping ground with an excellent brook a few yards away. Next morning all rose at an early hour, had breakfast, aired tents and were ready to climb the mountain as soon as the train went up. This train moves so slowly that some of the boys walked up behind it. A few of the boys went back down the railroad but most of them took the trail, and so got a near view of the Lake of the Clouds. Sunday morning we packed up and went on our way *(to Franconia Notch, the Flume, Lost River.)* The experience was a wonderful one, never to be forgotten. We started for Derby at 10 *(Monday morning.)"*

- Newport (VT) Express & Standard - Fri, Oct 13, 1922 pg. 7

December 1st

Teague Trophy for Southern Motor Pilgrimage: "Lieut. Clarence H. Cushing, formerly of the Aviation Service of the AEF (Allied Expeditionary Force), has been appointed to take charge of the service car on the third annual A.L.A. Green Book personally conducted tour to Florida. Lieut. Cushing spent eighteen months in France. His work on the tour last year was exceedingly efficient and, largely due to his constant supervision, not a single car had to be towed, nor was there a car delayed in making the noon and night controls. The tour is being conducted by the Scarborough Motor Guide Company, of Boston, and will include about forty cars of various makes, each driven by the owner or his chauffeur. The start of the tour will be in Boston on December 1. Among the special delights of this motor pilgrimage to the Sunny South will be a day spent at Pinehurst, the winter Mecca of fashion and sports. There will be held the A.L.A. Green Book golf tournament, the trophies for which are being donated by Henry N. Teague, of the Greylock, Williamstown, Mass. There will also be special diversions and prizes for those of the ladies who do not care for such strenuous sport as golf."

- Washington (DC) Herald - Thu, Nov 9, 1922 pg. 10

December 20th

Winter & Summer Playgrounds Predicted: "An earnest discussion of the best ultimate location of the Dixie Highway was held yesterday *(12/20)* at the meeting of the *(Miami)* Realty Board in Luban's restaurant. The main issue in the discussion was whether the highway should lead northward along the west or the east side of the F.E.C. railroad tracks. Henry N. Teague, of Williamstown, Mass., was a guest of the realtors yesterday. Mr. Teague, who has recently leased the Miramar hotel, predicted that Florida eventually would be the winter playground of the nation and New England would be the summer playground."

- Miami Herald - Thu, Dec 21, 1922 pg. 6



- Paul Forbes Collection



Final Push: *Hikers said "This train makes lots of noise and smoke but, it will never be in court for speeding." (1923)*
- Robert J. Girouard Collection - N.H. Then and Now

1923

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1923 Season*** - Total earnings: $43,211.95 - Total expenses: $26,870.96 - Total passengers: 16,707

January 2nd

Camden Dead in Canada: "A Well Known Roadmaster - Patrick Camden long time employee of Mount Washington Railroad - Dead in Canada: Word has been received in the North Country of the death of Patrick Camden, 75 years of age, who for many years was roadmaster for the Mount Washington railroad. He died at Beaurivage, P.Q., where he lived winters. He was a well known railroad man and had a host of friends in the mountains, coming here every spring, returning to Beaurivage in the fall. About 40 years ago he succeeded his father, John Camden, who also was a railroad man. Death was due to heart trouble. The funeral was held on January 2 and burial was at Beaurivage. He is survived by his wife and four children, Mrs. Mary Borgou, John and James Camden of Beaurivage and Patrick of Boston."

- Littleton Courier - Thu, Jan 11, 1923 pg. 1


The MIRAMAR

MIAMI, FLA.

The new Miramar Hotel on Biscayne Bay, in Miramar, will positively open on Saturday, January 13th.

HENRY N. TEAGUE, Lessee.

Page 31 Miami News advertisement (Mon, Jan 8, 1923)

January 13th

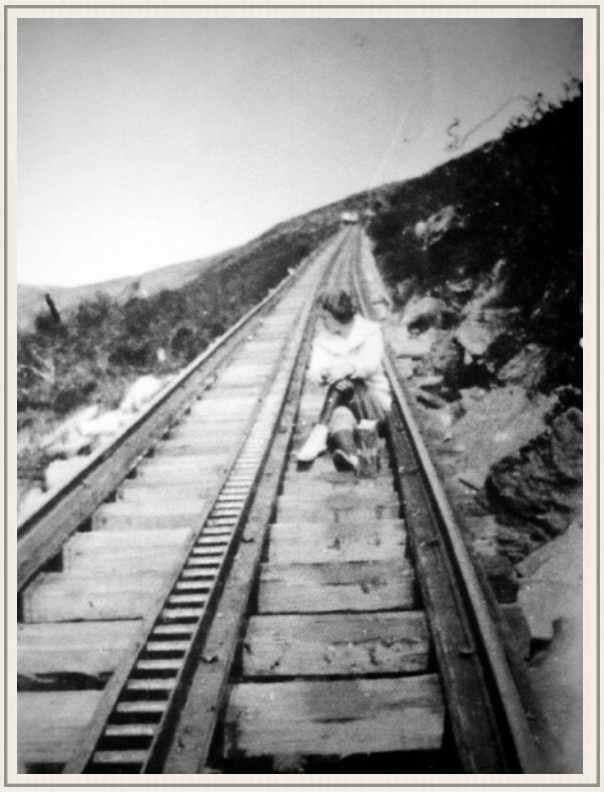
Miramar Pre-Season Dinner Dance: "Lights twinkled from every window of the beautiful new Miramar hotel Saturday evening *(1/13)* in honor of its informal opening when Henry N. Teague, the proprietor, entertained a number of guests at a dinner dance and a number of other parties enjoyed their first dinner and dance in the new hotel. The Miramar is ideally located at the foot of N.E. Seventeenth Terrace, Miramar, overlooking the sparkling waters of the Biscayne Bay. It is built in the shape of the letter U, with every room an outside room. The grounds are formally planted, while palms beautify the broad terraces. As the guests arrived they were invited to inspect the hotel. In the spacious foyer a color scheme of cream and tan is effectively used. Andrew Johnson of New York City is responsible for the interior decorations of the hotel. The bedrooms are large and airy, all with private bath,

and can be arranged in suites or single rooms. The rooms are handsomely furnished in French gray, and woodwork of the same shade, but walls a lighter tone. Figured draperies and ivory bed lamps with rose shades add the right amount of color. The dining room which is located at the base of the U, is decorated in cream and old blue. It has a capacity of 300 persons. Beautiful linen and silver service add to the joys of dining in such lovely surroundings. An eight-course dinner was served Saturday evening, after which there was dancing in the foyer. The Miramar Hotel orchestra composed of Ray Boyle, pianist; Oscar S. Elgart, violinist; Herman M. Nissenbaum, saxophone, and Leslie Miller, drums, from Copley-Plaza, Boston, called dancers irresistibly to the floor. Associated with Mr. Teague in the management of the hotel is George M. Leary. Reservations are already being made for the formal opening of the Miramar with an elaborate dinner dance on Thursday evening."

- The Miami News - Mon, Jan 15, 1923 pg. 34

Henry Teague - Dartmouth '00 ***sells*** his ***family's farmhouse*** on Mt Desert Island to current Dartmouth President Hopkins after the Hopkins family spent a vacation at the place in the village of Manset in 1922. "The Hopkins family had first gone to Manset in the summer of 1922, after vacationing for some years at Rye Beach on the New Hampshire coast. They occupied what was formerly a farmhouse, owned by Henry Teague, a Dartmouth graduate. When they told him how much they had enjoyed their first stay in it, he suggested that they buy it, and this they did in 1923. The cottage was moved back from the water's edge and remodeled, and later it was considerably enlarged into a comfortable and attractive summer home. During his early years at Manset, President Hopkins commuted back and forth to Hanover while Mrs. Hopkins and Ann remained in Maine for the summer. He gradually spent more and more time there himself, and in order that he might do all his College work at Manset from early July until Labor Day, a small office was built not far from the main cottage."

- Hopkins of Dartmouth: The story of Ernest Martin Hopkins & his presidency by Charles E. Widmayer 1977



Tourist: *20-year old Harriet Sturgis Small of Stoughton, MA takes a breather on the tracks (1923) Ancestry.com*

May

Aluminum Bronze as an Engineering Material: From W. M. Corse's article in *Mechanical Engineering* - the monthly journal published by the American Society of Mechanical Engineers. "By aluminum bronze is meant, not the gray-white metallic coating used on radiators, but rather a strong, reliable metal resembling 0.35 per cent carbon Swedish bessemer steel to a remarkable degree. The color, of course, is different, but the mechanical properties are much the same. It resists alternations of stress unusually well and is superior to nearly all of the non-ferrous alloys except monel metal in this respect. Aluminum bronze has proved its worth... in such parts as worm-wheel gears. Every day's output of 1000 Ford trucks carries 12,000 lb. of this metal in gears. Almost constant trouble was experienced with large spur gears on the locomotives on the Mt. Washington Railway until aluminum bronze was tried. Its service there has proved eminently satisfactory."

- Mechanical Engineering Vol. 45, No. 5 pg. 283

September 1st-3rd

Heavy Traffic: "Thousands of Automobiles on North Country Roads: Probably never before in three days were there so many automobiles in the North Country as on Saturday, Sunday and Monday. The main highways were literally jammed with cars. It seemed as though all Massachusetts had moved into the mountains for a time at least. It was a constant stream of all sorts and conditions of machines. The fine weather appeared to have called everybody out. Sunday *(9/2)* machines were going through Littleton at the rate of 150 an hour. The hotels and boarding houses did a rushing business and a place to sleep was worth considerable to the tourist. All available space was used and hay mows were even resort to for a place to rest. A large number of people visited the top of Mount Washington."

- Littleton Courier - Thu, Sep 6, 1923

1923 - 1924

November 1st

1922 & 1923 Passenger Counts Released: "Items from Here and There: Boston & Maine railroad reports received show that business is increasing on the picturesque rail line up Mount Washington. During the season of 1922 a total of 14,745 passengers were carried up and down Mt. Washington by the Mt. Washington railway; this season 16,389 passengers were carried, that being an increase of 1,642 over last year. Records for the railroad's New York-White Mountains week-end express show that last summer north-bound trains hauled 3,199 passengers in 172 cars. The year before the number of of passengers was 3,222 and in 1921 the season's total was 2,834. During the 1923 season, the Boston & Maine provided additional week-day sleeping car service from New York to Bretton Woods, which accommodated 328 persons on the outward and 714 on the inward trips. Lacking this additional service, many of these persons would have traveled on the week-end trains."

- Littleton Courier - Thu, Nov 1, 1923 & Thu, Nov 15, 1923

1924

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1924 Season*** - Total earnings: $44,140.02 - Total expenses: $32,226.34 - Total passengers: 17,176

January 2nd

Host Henry at the Miramar: "Henry N. Teague of the Miramar hotel will be host to the Dartmouth college men at dinner Wednesday evening at 6:30 o'clock. All Dartmouth men are invited."

- Miami News - Wed, Jan 2, 1924 pg. 8

"Fourteen Dartmouth men attended a banquet given by Henry N. Teague '00 at the Hotel Miramar, Miami, Florida on Tuesday, January 2, at which the principal speakers were John C. Wallace '07, a member of the Alumni Council; Dr. John W. Bowler and Mr. Teague. Mr. Wallace spoke on the efficiency of Dartmouth's athletic equipment, and remarked on the change since his undergraduate days. Mr. Teague spoke of his relations with President Tucker, whom he served under for four years as manager of Commons, and Dr. Bowler told some of his experiences in 23 years of Dartmouth athletics. Mr. Teague, who is manager of the Miramar and of the Greylock Inn at Williamstown, announced that he would make the banquet and annual affair. Dr. Bowler stayed as the guest of Mr. Teague at the Miramar while at Miami."

- The Dartmouth (Hanover, N.H.) - Thu, Jan 10, 1924 pg. 1

January 9th

Miramar Formally Opens: "The formal opening of the Hotel Miramar will be an event of Wednesday night *(1/9)*. Many reservations have been made and this popular hotel will again take its place among the favorite gathering places for society. Another delightful dinner was given by Henry N. Teague of the Miramar Monday night *(1/7)*. Pink Radiance roses decorated the table."

- Miami News - Tue, Jan 8, 1924 pg. 8

February 17th

Bodwell Climbs Again: "C. T. Bodwell and A. J. Dexter of Bethlehem climbed Mt. Washington February 17. They arrived at the summit at 12:15 p.m. in time to welcome with a hot fire in the refuge hut *(Camden Cottage)* on the top and steaming tea, 30 members of the Appalachian Mountain club, who arrived from the Glen House via the carriage road. The party was made up of 11 women and 19 men. The air was extremely clear and with wonderful visibility... a magnificent view... parts of all five states and the Province of Quebec. Messrs. Bodwell and Dexter were forced to leave by the gathering darkness and made the descent in one and three-quarters hours, arriving at the base station in time for a piping hot supper prepared by John Coureau, watchman at that place. Mr. Bodwell had the additional pleasure of accompanying Mr. Coureau the next day over his five mile trap line. This was, however, his unlucky day as the traps yielded nothing. Earlier in the winter Coureau had secured two very fine Fisher Cat pelts and also one Sable. Mr. Bodwell hopes that a large party can be enticed to take this wonderful trip with him next winter."

- Littleton Courier - Thu, Feb 21, 1924

April 11th

Teague Motors Back from Miami: "Henry N. Teague, lessee of the Greylock hotel, has returned from Miami, Fla., having closed his winter hotel, the Miramar, after a successful season. Mr. Teague motored home

and reports that with the exception of about 50 miles all told the roads are in excellent condition all the way. He left today *(4/11)* for Boston, and will go from there to Washington, but expects to return for the seasons within two weeks. The Greylock is to be opened on May 22. Mr. Teague is still suffering from the effects of a heavy fall which he sustained some time ago on the street in Miami."

- North Adams (MA) Transcript - Fri, Apr 11, 1924 pg. 21

April 25th

Spur Line Auto: "An automobile with special wheels to make it possible to operate it on the railroad track has been brought here from Concord, under the direction of Supt. F. C. Mayo and Trainmaster Frank Rourke. Special engine and brake equipment has been provided for it is expected the car will be used between Fabyans and the base of Mt. Washington and possibly on other parts of the road where the grades are bad. The car will be used mainly to transport workmen and supplies."

- Groton Times, Woodsville, N.H. - Fri, Apr 25, 1924 pg. 1

June 4th

"North Danville, ***Vermont farmers***, Mr. & Mrs. John Dudley take guests from West Charleston over to the White Mountains and Cog Railway base station and ***found snow on the mountain***. They returned home the next day." *- The Caledonian Record - June 7, 1924*

June 16th

Henry's BBQ Invitation: "Henry N. Teague '00, proprietor of the Greylock Inn at Williamstown, Mass., will hold his annual barbecue at Shadowbrook Farm, near Williamstown, Saturday, June 28. The Berkshire Dartmouth Club, the Dartmouth alumni of western Massachusetts and eastern New York, and any other Dartmouth alumni who will be in the vicinity are invited to attend. Those who wish to do so are requested to drop a post card to Mr. Teague at the Greylock Inn, Williamstown, Mass."

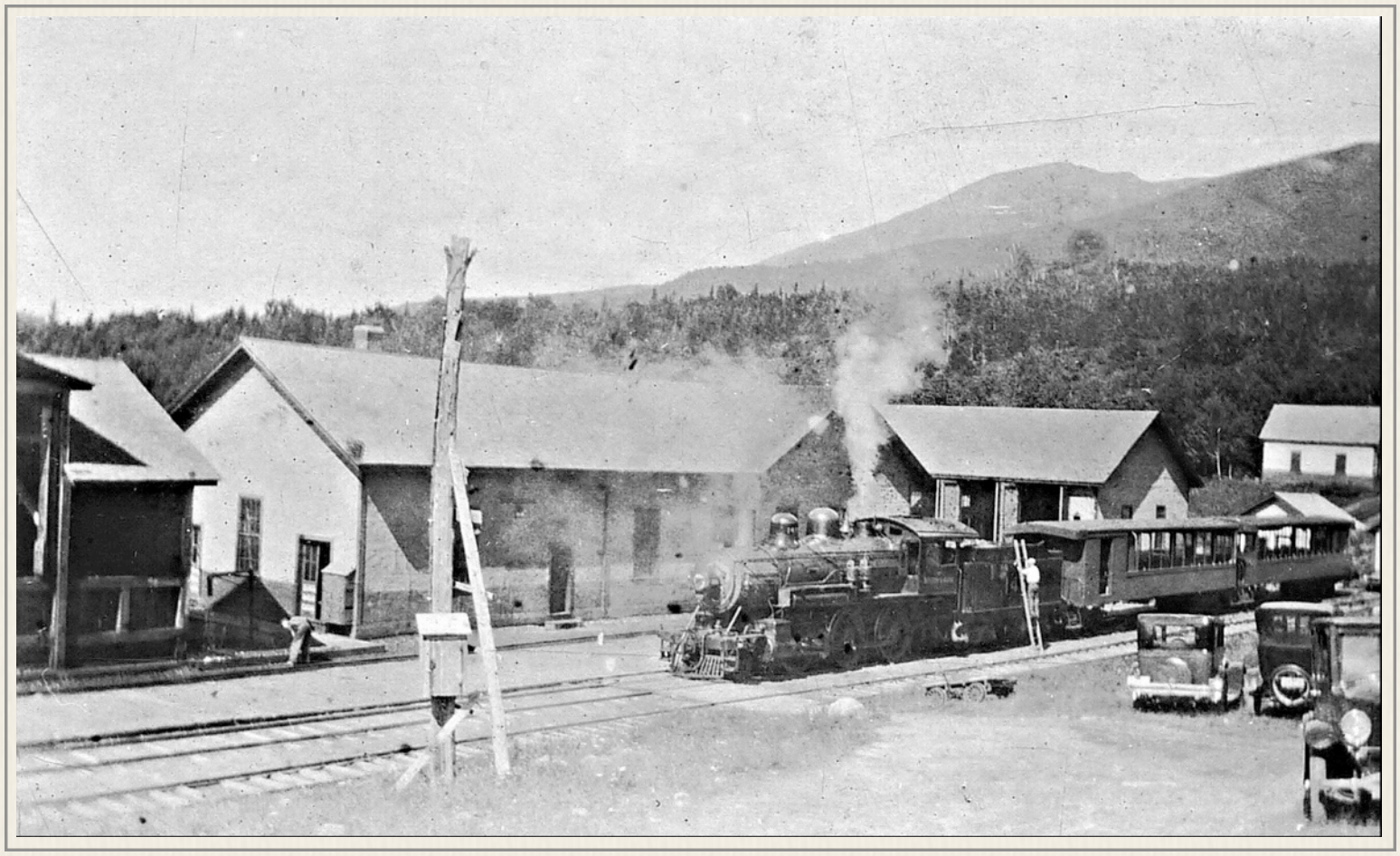
- The Dartmouth (Hanover, N.H.) - Mon, Jun 16, 1924 pg. 5

June 17th

Snow on Mt. Washington: "Passengers coming in on the mountain train today report that there is six feet of snow half-way up Mt. Washington. Workmen are busy with shovels clearing the snow from the tracks. At the Halfway House where the workmen are the snow is over the tracks six feet in depth in places. No wonder there is no warmth to the north winds."

- Portsmouth (NH) Herald - Tue, Jun 17, 1924 pg. 1





Awaiting Their Return: *"The train that took you from Fabyan Station to the Cog Railway sitting at the Base Station. Notice what looks like the engineer on ladder cleaning up the tender. (Aug 1924)*
- Robert J. Girouard Collection - N.H. Then and Now

1925

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1925 Season*** - Total earnings: $43,711.91 - Total expenses: $31,814.85 - Total passengers: 16,490

January 24th

Henry & the Orange Blossom Special: "Delayed by washouts on both the Seaboard and Atlantic Coast tracks in Georgia, the Orange Blossom Special will inaugurate cross-state railway service in Florida tomorrow, a postponement of 24 hours. Six Pullman cars, bearing representatives of Miami, West Palm Beach and other east coast cities, will leave here at midnight tonight to join parties from other sections of the state in welcoming the Orange Blossom at Sebring, central point on the line. Celebrations at all points along the line will proceed without change of program, it is understood, with 525 guests, including leaders in business, financial, journalistic and political circles, aboard the 41 Pullmans and five diners, which will make up the complete train on its inaugural run. The Christening of the Orange Blossom Special is to take place at Winter Haven. Among those from Miami who expected to make the trip were George E. Merrick and John McEntee Bowman, hotel magnate who has been Mr. Merrick's guest while planning the $10,000,000 Miami-Biltmore hotel project, and Henry N. Teague, Miramar hotel manager."

- The Miami News - Sat, Jan 24, 1925 pg. 17

Base Road extended from Boarding House parking area to "a point near the site of the Old Marshfield House and a clearing was made, providing ample parking space" for cars.

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

March 6th

Engineer Randall Dies: "Albert Randall, aged 82, died on Friday *(3/6)* at his home in Franklin, N.H. He was a veteran of the Civil War and went to work for the Boston, Concord and Montreal Railroad after the way. He helped to make the first engine used on the Mt. Washington Railroad. For 21 summers he served as engineer on the Mt. Washington Division. 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."

- Portsmouth (NH) Herald - Tue, Mar 10, 1925 pg. 9

March 24th

Henry Files Florida Suit: "Henry N. Teague, operating as Henry N. Teague, lessee, vs. Jacob A. Fass. Damages $1,000."

- Miami News - Tue, Mar 24, 1925 pg. 40

April 23rd

Hauling Engines by Horse Remembered: "Ned Lucas writes an interesting narrative *(of)* coaching days in the White Mountain region. My father, Ed Lucas, had the hauling contracts for the Mount Washington Railroad and the six engines all cars and rails were hauled from Littleton to build the road. Jackson (somebody) was pinned under an overturned engine for several hours between Fabyans and the Base."

- Littleton Courier - Thu, Apr 23, 1925

May 7th

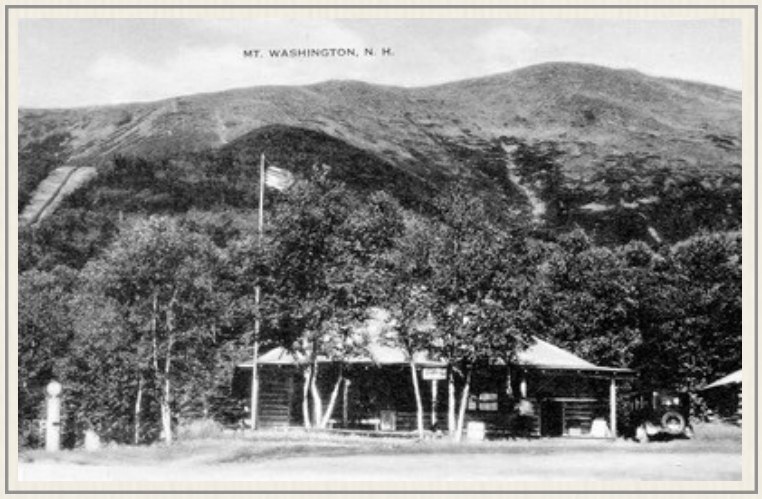
Boyce Back to the Mountain: "Mike Boyce left *(Island Pond)* Thursday *(5/7)* for the White Mountains, where he has employment during the summer months on the Mt. Washington Railway as fireman."

- Essex County Herald - Thu, May 14, 1925 pg. 5



Wanted—Middle aged woman to work in boarding house. Inquire of A. S. Bartlett, Base Station, Fabyans, N. H. 27-2p

Help wanted advertisement (July 1925)
- Littleton Courier



August

Kro-Flite Kamps: "William Barron and the Barron, Merrill, and Barron Company leased an acre of land from the B&M in the spring of 1925 at the Cog upper base area and built the Kro-Flite Kamps for visitors traveling by car. During that first season, the Kamps included a main building *(right)* that housed the restaurant, manager's quarters, and store. There were also one or two cabins during that first season, first generating revenue in early August. Gasoline (see the pump on the extreme left of the image) was first sold in late August 1925. The sign hanging on the eaves reads Parking 50¢."

http://www.whitemountainhistory.org/Cog_Railway_Photos_Pg_IQCV.html

"In 1925, the Barron company built a small cabin colony (the Kro-Flite Kamps) adjacent to the Cog base station on land leased from the B&M. In early 1931 the B&M ended their relationship with the Barron company."

- Robert W. Bermudes, Jr /
.http://www.whitemountainhistory.org/Cog_Railway.html

Kro-Flite Station: "Catering to passengers arriving by automobile, the Kro-Flite Kamps provided a large parking area, a store selling soda, food, film, ice cream, and other tourist items, and cabins for over-night guests. Rather than expect auto tourists to walk down





- N.H. Historical Society

to the lower base, a small station was built at the upper base, next to the tracks at the Ammonoosuc River. This station *(right)* was called Kro-Flite after the "kamps" nearby. (In 1926 Rev. Guy Roberts suggested that the upper base area be called "Marsh-Field" in honor of Sylvester Marsh, the inventor of the Cog Railway, and Darby Field, credited with being the first European to climb to the summit of Mt. Washington. Roberts had the ear of the Boston & Maine Railroad and soon the name of the upper base was changed to Marsh-Field. That name replaced Kro-Flite on the small building soon thereafter, relegating the name Kro-Flite to the ash heap of time.) The small station was replaced with the second Marshfield House in 1938."

http://www.whitemountainhistory.org/Cog_Railway_Photos_Pg_IQCV.html

September 10th

Cog Reproduction in Sherbrooke: "A "Bit of New Hampshire" showing the Presidential Range and the White Mountain country, with the famous Mount Washington cog railway reproduced in action, has been arranged by the Boston & Maine railroad as an exhibit of New England's attractions. It is at the Sherbrooke, Que., fair this week, where it has developed a lot of interest. It will be taken later in the month to the Middle West for display at conventions there. The exhibit is a work of pictorial and of mechanical art. The reproduction of Mt. Washington shows in miniature the Waumbek tank, one of the two sources of water for the railway engine on the climb to the clouds, Jacobs Ladder, the long trestle on the slope, Great Gulf, where the second tank is located, and the Summit House, at the top. The fact that the Mt. Washington railway is distinctive among the railways of the world, and the first of its kind built anywhere and for years the only one, is told in attractive booklets."

- Littleton Courier - Thu, Sep 10, 1925 / See Appendix Model Behavior



Cog Railway tracks above Kro-Flite Station crossing the Ammonoosuc - Damaged photo and slightly out of focus (1925)
- Photo from Robert J. Girouard collection

September 27th

Summit House Buttoned Up: "Sunday *(9/27)* the final work was completed in the closing for the year of the Summit House on Mount Washington. The railroad up the mountain has had a very prosperous year, carrying thousands of passengers weekly."

- Littleton Courier - Thu, Oct 1, 1925

October 8th

Motor Cars Not Railroads: "The motor car is the only transportation that can be offered this territory without placing a heavy burden on the community," declared W. A. Cole, representing the Boston & Maine railroad in its petition for the abandonment of five branch lines in New Hampshire, before the Interstate Commerce Committee at Washington last week. He says that the possibility of making these branch lines self-supporting is hopeless." *- Littleton Courier - Thu, Oct 8, 1925*

November 12th

Small State - Big Things!: "New Hampshire, although a small state in area and population, is nevertheless noted and could well be much more noted, for several things to say the least... this state can rightly claim to possessing several of the biggest things in America. The biggest known boulder in North America is in New Hampshire, the Madison Boulder of Madison. The biggest profiles in America are also in New Hampshire, Indian Head as to size, and "The Old Man of the Mountain" as to awe inspiring importance and scenic attractiveness. The railroad that is the biggest success in not causing injury of death to its passenger is in New Hampshire - the famous cog-road up Mt. Washington, where no passenger has ever been injured during the entire history of the road." *- Littleton Courier - Thu, Nov 12, 1925*



1926

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1926 Season*** - Total earnings: $44,379.43 - Total expenses: $34,276.56 - Total passengers: 16,851

March 27th

B&M Mt. Washington Diorama in Florida: "An exhibit by the New Hampshire society is attracting attention in the large window of Harrison & Powell's store at Third street and Central avenue (in Tampa Bay). It is a landscape showing the Mount Washington region and the cog railway climbing the highest peak in the White range. The display fills almost the entire background of the window, and has a cleverly devised reproduction of the actual railway which takes tourists up Mount Washington. A feature of the display is the various sizes the little climbing car assumes as it ascends, completing the illusion of distance. This is done by changing one car for another as the road seems lost behind a near peak. In the foreground is a constant procession of moving automobiles. Henry H. Austin, president of the New Hampshire society, and officials of the Boston & Maine rilway have arranged the display to boom the state and its scenic beauties." *(Ed note: This promotional diorama first appeared in Sherbrooke, Quebec in the fall of 1925 and later in Kansas City, Missouri before arriving in Florida - See Appendix - Model Behavior)*

- Tampa Bay Times - Sat, Mar 27, 1926 pg. 19



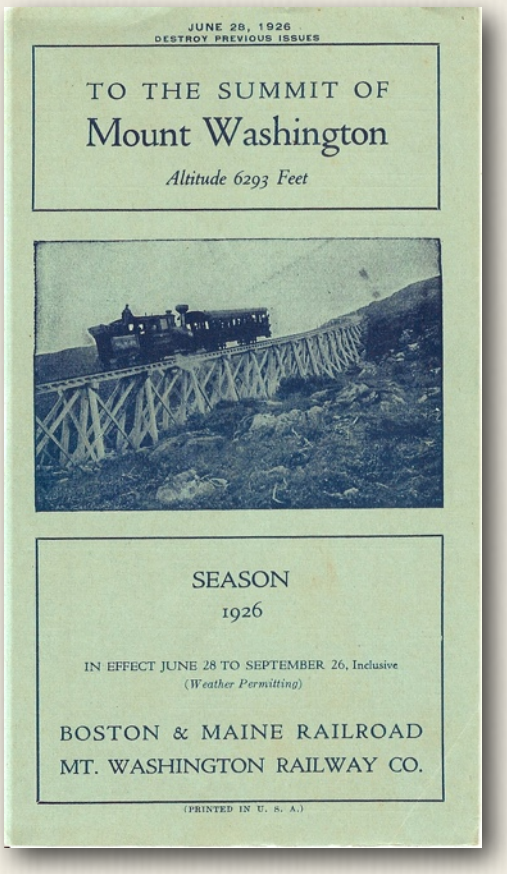
July 4th

Marshfield House Remembered: "An article of interest to the readers of the *Courier* appeared in last Sunday's *(7/4) Boston Globe* by Frank H. Burt on the history of the old Marshfield House *(above)* at the base of Mt. Washington. Mr. Burt traced the history of the name of the house and told many interesting incident connected with it."

- Littleton Courier - Thu, Jul 8, 1926 / See Vol. 1 Appendix Marshfield House Hotel

July 15th

Press Junket: "Arrangements are nearly completed for the week's tour to be taken in New Hampshire by the presidents of the press associations in the United States. The men and women are to be the official guests of the state of New Hampshire... Nearly every state in the union will be represented in the party, the men being the heads of press associations of which the total membership is nearly 13,000 newspapers, daily and weekly. The Boston & Maine railroad has arranged for special trains Thursday *(7/15)* morning to take the entire party over the famous cog railway, the first in America, to the top of Mount Washington for a look at Portland harbor, the weather man, permitting. Fortunately the weather was almost ideal all the time (of the trip.) There were a few rain storms, but they helped to lay the dust and give relief from the heat. New Hampshire could not buy with money the kind of advertising that she received last week and will continue to do so for some time to come. Papers in many (of the 43) states are planning to run a series of articles on the Granite state, its resources and beauty." *- Littleton Courier - Thu, Jun 24, 1926 & Thu, Jul 22, 1926*



- Peach Family Collection (1926)

Press Junket 2: "After breakfast the entire delegation traveled to the top of New Hampshire's highest mountain on four special trains provided by the Mt. Washington Railway. The party started from the Mount Washington House at 8 o'clock in the morning to ascend the mountain by railroad. Climbing into the cars on the incline railway they soon arrived at the Summit House and obtained for the first time a glimpse of the Presidential range of mountains that rose up before them and pointed their tips into the clouds. When the party was at the bottom of the mountain previous to their trip up its sides the weather was mild, the sun was out and although the sky was a little cloudy the sun would break through occasionally. When they reached the top it was very cold with the thermometer hovering around 50 degrees. They learned from the people at the Summit House that there was snow averaging form 20 to 25 feet in depth in Tuckerman's Ravine. Mr. (A.D.) Wright, the manager of the Summit House, predicted to the newspapermen that there would be snow in the ravine all summer long. He said that it was the first time in the history of the mountains that so much snow had remained in the ravine during the summer. One of the first things the newspapermen did when they reached the top of the mountain was to send a telegram to President and Mrs. Calvin Coolidge at Paul Smith's, N.H., wishing him a happy vacation. The party remained at the top of the mountain until noon and started the descent down reaching thee bottom at about 1 o'clock. Once again they boarded the busses for Franconia." *- Orleans County Monitor - Wed, Jul 21, 1926 pg. 2*

Press Junket 3: "Thursday had been eagerly anticipated as the day when we would climb Mount Washington and go through Franconia Notch. Following breakfast at the Mount Washington (where, by the way, we were served with all the deference any guests would have received) our buses landed us at the Mount Pleasant station of the Mount Washington railway. The first stretch of this road, about six miles, to the foot of the mountain, is of standard construction. Arriving at the base station, we changed to the special trains of the cog railway that were to take us to the top. So many people have taken this trip that no detailed description is necessary, yet it never loses interest or fails to produce that creepy feeling which welsh rarebit is sometimes responsible for in dreams - as though, sitting on top of the world, you were beginning to slide over the bulge. This railroad, in continuous operation since 1869 save for the war period, has a record of never an accident. The few passengers injured were victims of their own foolishness in different ways."

- Bethel (VT) Courier - Thu, Jul 22, 1926 pg. 2

August 10th

Breakdown: "Failure of a safety device on one of the cars of the afternoon train on the Mt. Washington cog railroad delayed the return here *(Bretton Woods, N.H.)* until 10 o'clock last night. The engine was run down to the valley to secure a replacement part. Failure of the device to work was discovered at the summit so that the passengers were not endangered."

- AP article in Boston Daily Globe - Aug 11, 1926 pg. A8 & North Adams (MA) Transcript - Thu, Aug 12, 1926 pg. 11

August 18th

Banner Day: "August 18 was a banner day on Mount Washington. Public automobiles carried up 108 people, 106 went in 44 private cars, the cog railroad was the means of transportation for 250 and hundreds hiked to the top of New England."

- White Mountain Echo - Sat, Sep 4, 1926 pg. 10 & Littleton Courier - Thu, Sep 2, 1926

September 9th

Marshfield House Image: "Lisbon Methodist Church Notes: A recent article in a local paper on the old "Marshfield House" formerly located near the present "Kro-Flite" station on the cog-road up Mt. Washington, reminds the pastor *(Rev. Guy Roberts)* that he has a fine photo-



graph of this almost forgotten house, as well as one of the old group of base buildings near the same site as originally built for cog-road use."

- Littleton Courier - Thu, Sep 9, 1926



MIRAMAR HOTEL

N. E. Seventeenth Terrace and Bayshore Drive

THANKSGIVING DINNER

November 25th

One to Nine o'Clock

$1.50

Fresh Fruit Cocktail
Clear Green Turtle Soup with Sherry
Jellied Beef Bouillon en tasse
Queen Olives — Iced Celery
Fresh Shrimp Newburg, en Croustade
Corn Fritter, Maple Syrup
Roast Stuffed Vermont Turkey, Cranberry Sauce
Roast Prime Ribs of Beef, au jus
Mashed Potatoes — Candied Sweet Potatoes
New String Beans — Summer Squash
Salad Miramar
English Plum Pudding, Sauce au Rhum
Pumpkin Pie — Hot Mince Pie
Vanilla Ice Cream — Assorted Cakes
American Cheese — Cream Cheese
Toasted Crackers
Tea — Coffee — Milk

Vouched for by Ye Hosts, Henry N. Teague, Lessee, and Roland G. Eaton, jr., Manager, to be a Thanksgiving dinner that will remain an ever pleasant memory to both Gourmet and Gourmand.

November 8th

Miramar Hotel Owner Arrives: "Henry N. Teague, owner of the Miramar hotel, has returned to Miami after a trip to Boston to attend a dinner given in that city by Roger W. Babson, writer, statistician and financial authority. The dinner was given by Mr. Babson to his 10 best friends on the occasion of his recovery from a recent illness. Mr. Teague traveled more than 3,000 miles to attend and the combined mileage of the guests totaled more than 15,000 miles. Mr. Teague is also the owner of the Greylock hotel at Williamstown, Mass., and is transferring the entire kitchen crew of his northern hotel to the Miramar. According to Mr. Teague, he has found it impossible to recruit a crew on short notice and at the same time maintain his standard of high quality in food and service for which his hotels are noted. Roland Eaton has come here as manager, after closing the Greylock. Mr. Eaton reports that a number of guests at the Greylock this summer made reservations for the season at the Miramar, which will open formally on Dec. 1st."

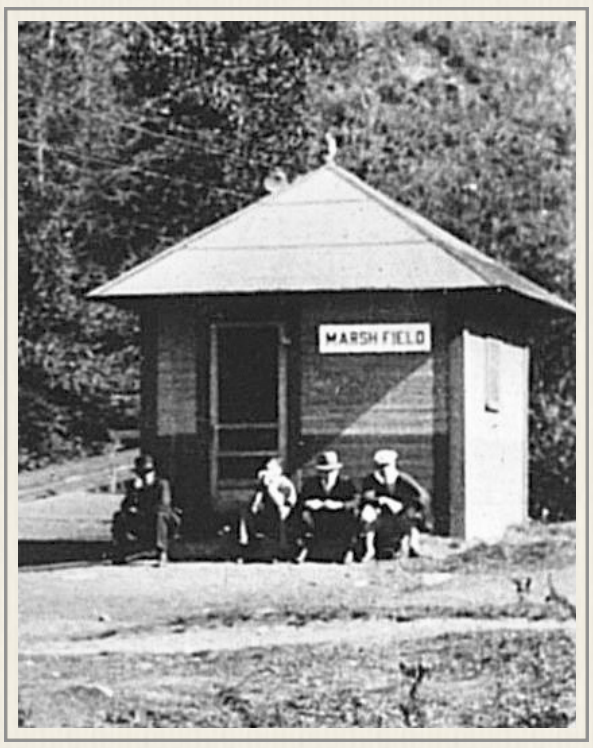
- Miami News - Mon, Nov 8, 1926 pg. 15

November 20th

All for the U - "Go CANES!": "The Greater Miami Hotel association has pledged its whole-hearted support to the University of Miami's department of athletics, according to a letter received yesterday *(11/20)* by Harry H. Provin, director of athletics. It is signed by Henry N. Teague, of the Miramar hotel, and tells of the adoption of a motion at the last meeting of the association to give the athletic program at the university every possible boost."

- Miami News - Sun, Nov 21, 1926 pg. 40

December 9th



Marsh-Field Official Name of New Station: "A few years ago the writer *(Rev. Guy Roberts)* received from a Mt. Washington "old timer," now living in Maine, a package of old stereoscopic half views of various White Mountain scenes. One of these was a picture of the old "Marshfield House." Although the recipient of this photo has lived in the North Country during the past 23 years, and has been up Mt. Washington 15 times, the picture and name, "Marshfield House" meant nothing to him other than to cause wonder as to where and what it was. Later in reading an article from the pen of Frank H. Burt, who probably knows more of Mt. Washington history than any other man, *(Roberts)* learned as to the what and where of this house. Hereby hangs a tale that will be interesting news to most of the present generation and pleasing reminder to those of older years. The life of the Marshfield House extended from about 1871 to 1895. Just who built it or who owned it no one seems to know. The location of this hotel was near the lower end of the famous Cog-road up Mt. Washington, near the trestle over the Ammonoosuc river at the foot of Cold Spring hill and on the site now used for auto parking space about a quarter of a mile above the Base Station boarding house. When the Cog-road was completed and for seven years following, its lower terminus was just below the above mentioned trestle. From 1869 till 1876 the old Marshfield House well served the stage drivers and others who came in teams to the Base, its three large stables often being filled to capacity with horses of the tourists. The hotel itself was a two and one-half story building and ell with piazza across one end and the front, shingled with split shingles, clapboarded, and painted white, with blinds. With the extending of *(cog)* railroad to the *(new)* Base, business at the Marshfield House met with a great slump, for gone were the days



White Mountains: *"The network of good roads, following river-valleys for the most part; have contributed more than any other one factor to the pleasure one derives from a visit to this section of New England. To be able to motor in comfort and safety from one enchanting resort to any other is a boon which all too few automobilists are ready to acknowledge.*
- 1926 Mixers Road Guide

of "Driving in" to the Base by stage or teams to any large extent. However, the mountain railway help in part continued to board here, which, with now and then a straggling tourist gave a little business to this old time hotel. It might have continued to the present, possibly, had it not been for the fire in the spring of 1895 which burned the depot and all the rest of the Base buildings excepting the Marshfield House. In rebuilding... the Base was located down the mountain a little farther and at the junction of the branch line with the Cog-road. This of course left the old hotel stranded along by itself, a quarter of a mile nearer the foot of the mountain and with no further business nor reason for its continued existence, hence it was deserted. Tramps, however, knew of it and began to occupy it "free gratis." A little later, because of the increased fire hazard of such occupancy, things of value about the house including furnishings, windows, doors and blinds, were removed by the railway company and the old house set fire to, thus ending its existence and incidentally obliterating all visible evidence of what had for some 24 years borne the name of Marshfield.

From 1896 till the present there has been nothing visible at or near Mt. Washington bearing the name of Marsh in any form of spelling. He himself is doubtless seldom thought of by the thousands of tourists who annual enjoy in perfect safety, this most unique railroad ride to the highest spot in northeastern United States. In 1925 it occurred to William A. Barron, of the Crawford House, to lease land where the old Marshfield House formerly stood, or in about the same location, and there erect over-night log cabins and a log cabin restaurant, with gasoline filling station, for the accommodation of the ever increasing number of autoists who now enjoy the delightful wooded drive in to the Base, either from Crawfords, Fabyans, or Jefferson through the Jefferson Notch road. The road was extended from its former terminus near the Base boarding house, up to the above mentioned site, with the buildings referred to coming into existence and use. The Boston & Maine railroad erected a little station just at the foot of the Ammonoosuc river trestle nearby, with a little ticket office up nearer the restaurant, and Cog-road trains now stop here to take or leave passengers as well as at the Base Station. The name given to this new station and "settlement" was "Kro-Flite," and such it has borne during the past two seasons. A few months ago, the writer *(Roberts)* learned through the manager of the Bazaar at the Summit House, that there were many calls during the season for an inexpensive but well gotten up booklet telling what the ordinary tourist would like to know about Mt. Washington exclusively. years ago the Boston & Maine railroad gave to passengers up the Cog-road a fine little folder that gave much of the interesting information about this wondrous peak, but the custom was given up some years ago and the folder went out of print, leaving nothing less than a $3.00book extant on this subject. In seeking to meet this need the author *(Roberts)* is having published a small 48 page illustrated booklet soon to be out, (entitled, *Mt. Washington: Its Past and Present*,) as noted in the *Courier* a short time ago. In writing up this subject the omission of all reference to Sylvester Marsh... was noted by the writer and that with regret. Correspondence followed with William A. Barron and with S. E. Miller... of the Boston & Main railroad concerning the matter of changing the name "Kro-Flite" to one commemorative of Mr. Marsh. Naturally the old name of Marshfield again came into the lime light as available for this renewed use. The "field" part of the name was still somewhat objectionable, however. In seeking a per-

fectly acceptable solution of the problem Mrs. Guy Roberts suggested to *(her husband)* that "field" might well be made to refer (as it possibly may have in the earlier years) to Darby Field and his historic feat of being the first white man to make the ascent of Mt. Washington in May or June, 1642, accompanied by two superstitiously frightened Indian guides. The new idea was submitted to Mr. Barron, meeting with his approval. His decision was in favor of the hyphenated form using two capitals in the name - Marsh-Field. The railroad company (was glad) to make the change and adopt whatever name Mr. Barron might prefer, as he naturally is the part most interested in the activities of this new location and development. We are sure that this a most desirable change for by its adoption this unique location will henceforth bear a name commemorative of Sylvester Marsh, Darby Field and lastly of the old Marshfield House."

- Littleton Courier - Thu, Dec 9, 1926





1927

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1927 Season*** - Total earnings: $45,543.96 - Total expenses: $41,676.85

January 3rd

Henry & Cornell Hotel College: "Henry N. Teague, owner of the Miramar hotel, and one of the sponsors of Cornell university's course of hotel management, entertained five graduates of the Cornel college of hotel management at a dinner at the Miramar Monday night *(1/3)*. The men are all employed by hotels in and around Miami. They are Raymond M. Stearns, Hollywood hotel; Clyde Jennings, Everglades; Fred L. Miner, Flamingo; Charles I Sayles, New Oaks hotel at Bartow; Roland G. Eaton, Miramar hotel."

- Miami News - Tue, Jan 4, 1927



Mt. Washington - Its Past and Present: A brief description *(left)* of the many interesting things about Mt. Washington, past and present by Rev. Guy Roberts and Frank H. Burt is self-published. The booklet would be revised over the years with at least ten editions. The second edition featuring Guy Shorey's photo of Patrick Camden is from the Littleton Historical Society collection.

January 11th

Henry Backs Horse Racing: "Expression of faith in the proper administration of the Hialeah race track by the Miami Jockey club was made in two resolutions passed Monday *(1/10)* by the board of directors of the Miami Chamber of Commerce and the Greater Miami Hotel association, and presented to Gov. John W. Martin in an effort to prevent any action to prohibit racing as it is now allowed here. Henry N. Teague, Herbert H. Mase and Fatio Dunham as a committee signed the resolutions to the governor from the Greater Miami Hotel association. Their paper said: "The Greater Miami Hotel association, in session, hereby unanimously resents any action which will tend to affect in any way the meeting of the Miami Jockey Club this season. Miami has suffered by the reaction of the real estate market, the hurricane and vicious propaganda by the enemies of Florida, therefore Miami has never needed the attractions for the tourists as it does at the present time. We have invested millions of dollars in our hotels and give employment to thousands of people. We know that if facing is stopped here, our investments will depreciate to an alarming extent and a great many of our employees will be thrown out of work. We earnestly urge that you make every effort to prevent any unfavorable reaction against racing as it is conducted in Miami today."

- Miami News - Tue, Jan 11, 1927 pg. 4

January 13th

And they're off...!: "Fair devotees of the turf thronged the boxes and verandas of the clubhouse Thursday *(1/13)* afternoon on the occasion of the formal opening of the Miami Jockey club. A riot of color, intermingles with a generous contribution of tropical white, featured the sport frocks and coasts of the feminine contingent present. Miamians were present in large numbers, greeting racing fans here for another season. As guests in the box of A. J. Cleary were Mrs. Florence Aton and R. G. Taton, Boston, and Henry N. Teague, Williamstown, Mass."

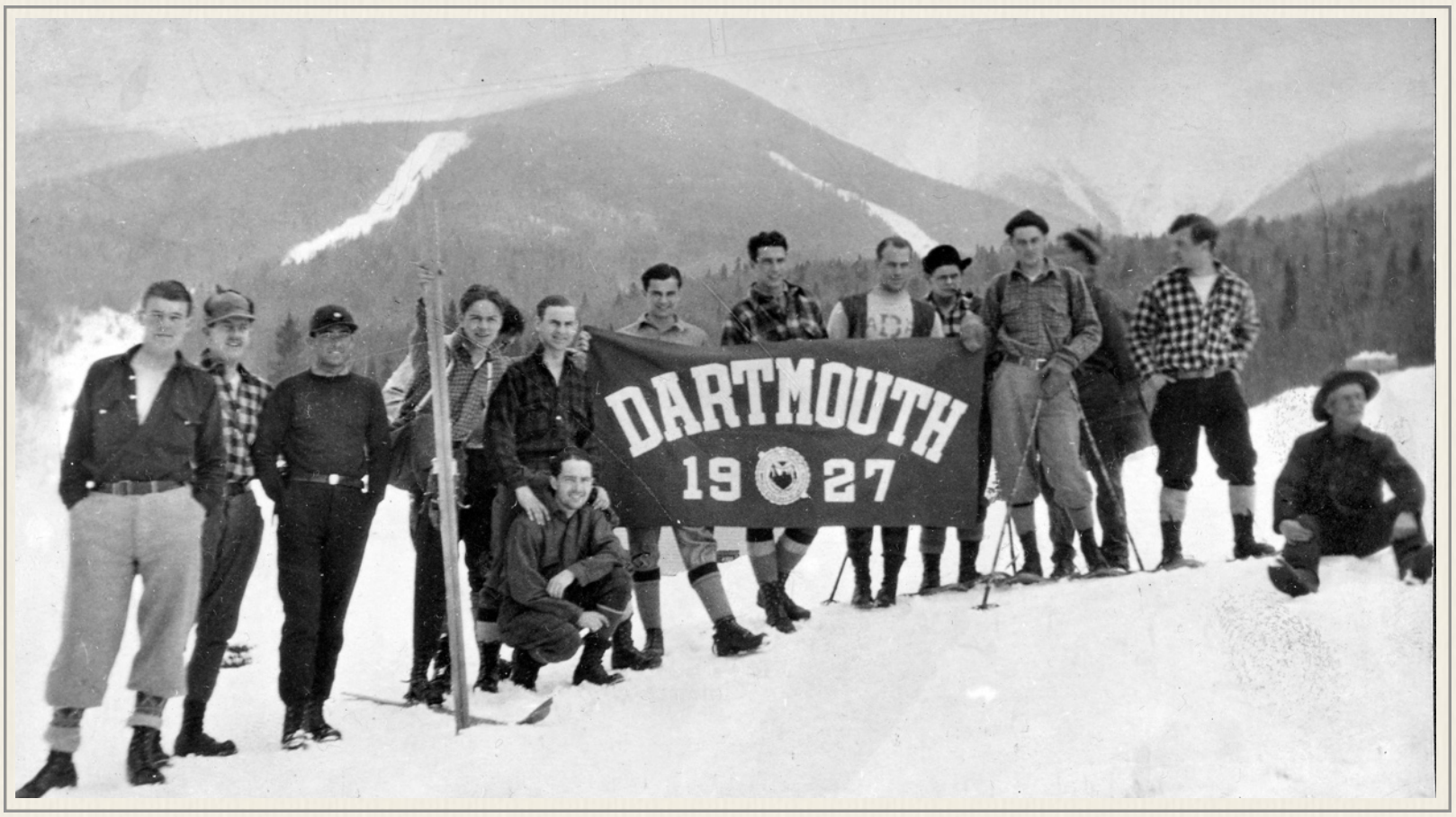
- Miami News - Fri, Jan 14, 1927 pg. 15



Hialeah Grandstand & Parking lot (Jan. 13, 1927)
- William A. Fishbaugh photo / Florida Archives

February 28th

Radio from the Summit: "A message by radio was received at the Dartmouth radio station on Monday *(2/28)* night from the party of Dartmouth students who climbed Mt. Washington. They report the weather as cold but exceptionally clear, Portland Harbor was plainly visible. The descent even with crampons was very dangerous and slow. However, no mishaps occurred." *- Littleton Courier - Thu, Mar 3, 1927*



Mt. Washington Railroad caretaker John Coreau (far right on posterior) photobombs a group shot of the Dartmouth Class of 1927 (1927)
- Courtesy Dartmouth Collegee

March

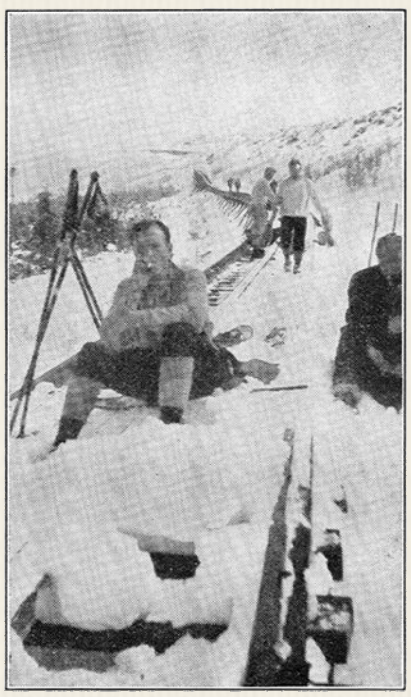
1st Senior Mt. Washington Trip: "By the Leader of the Party: "Early in the month of March, a year ago *(1927)*, a party of twenty undergraduates left Hanover for the White Mountains, with the express purpose of making a midwinter ascent of Mount Washington. Many such winter expeditions to the Presidential Range have been undertaken by Dartmouth men in years past, but this particular group of climbers was perhaps as unique as any within the history of the Dartmouth Outing Club. All the members were seniors in the class of '27, for the affair had been organized primarily as a senior party… never had the Outing Club run a senior trip before. To increase the novelty as well as to ensure the safety of the climb it was to be made from the Base Station via the three and a half mile cog railroad, while the story of this senior party was to be recorded in the annals of the class by a light and portable movie camera. From the hour of their departure until their return, five days later, the hitherto dignified seniors might easily have been mistaken for a group of schoolboys running away to the circus. Joy was unconfined. At the end of a long day's train ride, the first night, spent at Whitefield, saw the hungry mountaineers commandeer an entire restaurant, and it can truly be said that when the twenty seniors blew in, the proprietor almost "passed out." Next morning saw the arrival of the seniors at Fabyan's, from which they caught their first glimpse of the snowy mountain they were to climb on the morrow. Here they donned their skis and heavy packs for the seven-mile trek to the Base Station, and the entire day was then given over to this single ski run. Many of the neophytes confessed they worked harder at this stage of the trip than they did in climbing the mountain, but the experience of looking up to a dozen dazzling peaks while eating lunch after a long hard run, or drinking from the frosty bank of a mountain stream is one they look back upon unanimously with a thrill of pleasure. When the long file of skiers at last drew up in front of the Base Station, with its tortuous line of cog track extending up and out of sight above tree line, they were greeted by John Coreau, the winter keeper of the Base. Still hale and hearty in his sixty-eighth year, Old John is a picturesque mountain character. As host to the party for two days he did



A rest at the Summit

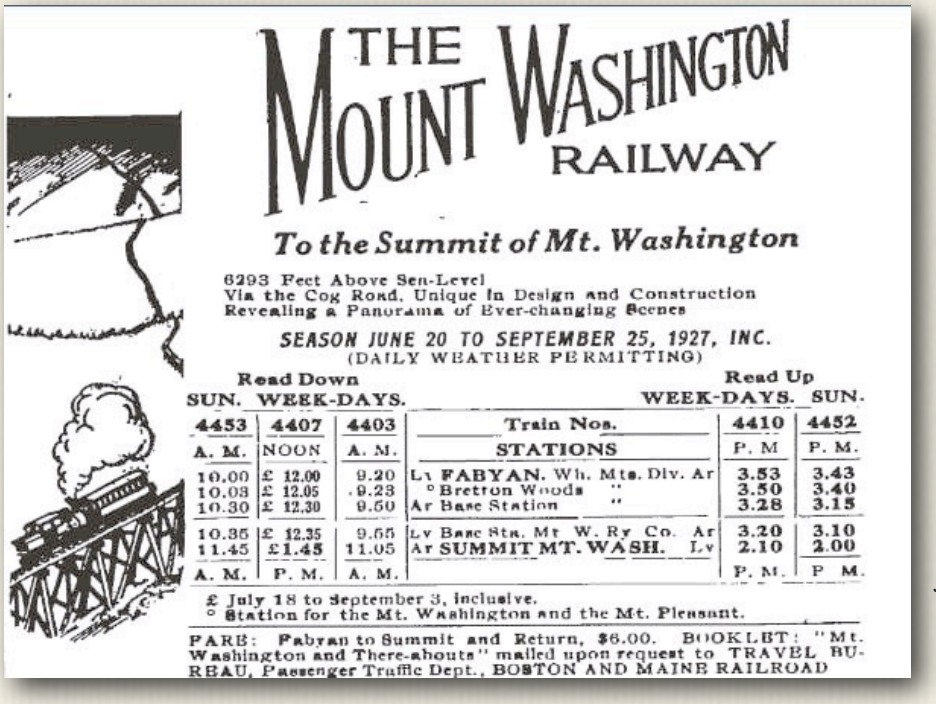


On the platform at the Tip Top House



Coming down the Cog Railroad

his best to give everyone a good time. The whole Base Station building (boarding house) with its beds and blankets and heated rooms was at the disposal of the seniors, who promptly proceeded to encamp. The exertions of the day's ski trip were sufficient to put most of the men to bed early that night, but the lure of a good bridge game kept a few inveterate card players awake until the wee hours of the morning. Promptly at seven o'clock the activities of the climbing day began, for although the summit of Washington was hidden in drifting clouds it was deemed advisable to go through with the scheduled plans. By the time the men were dressed a hearty meal was ready for them, after which lunches were prepared, packs were adjusted, and the mountain climbing gear was put in order. Shortly before ten o'clock the expedition set out. Old John waved farewell, and the long line of seniors set off up the track. For many it was their first snowshoeing experience as well, but the snow was crusty and easy to walk on. After crossing Ammonoosuc brook on the high trestle the rest of the climb to tree line was just routine work. A long rest was taken at the Half Way House, and the crampons were put on there. Beyond this point the bleak and treeless snowfields of the mountain extended on to the summit, and. the icy trestles of the cog road added difficulties to the climb. Parka suits were donned when the windswept areas were reached, and from then on there were thrills enough to satisfy the boldest. The movie camera in the expert hands of Harv Jones took some fine views of the men scaling Jacob's Ladder and bucking the wind at the Gulf Tanks. A few men found the going hard toward the last, but by taking plenty of time and a little grit every man on the trip reached the top. The scene in Camden Cottage, the winter shelter hut, will long be remembered by these Dartmouth men. The first climbers reached the summit at one o'clock, and built a roaring fire in the little stove, on which they melted ice for drinking, and heated several cans of soup. Sweaty clothing was removed and hung up to dry; and a few tired mountaineers stretched out full length on mattresses to rest. The stove was the nucleus for twenty in this one small room. An hour was thus spent at the summit in resting and preparing for the descent. When all were again dressed in their parkas a group movie was taken in front of the Summit House. Flurries of snow and dubious weather made it unwise to venture down to the Lakes of the Clouds so the return was made on the railroad. Supper that night was the big feed of the trip—in fact it was a banquet. An ancient grand piano furnished college music, and the big 1927 Dartmouth banner on the wall increased the atmosphere of a real class pow-wow. Old John Coreau had a seat of honor, and entertained the company with Canuck humor. Gorged with food, and self-satisfied with their mountain climbing prowess the seniors retired for the rest of the evening to the comfort of the wood stove, their pipes, and their bridge games. The final day at the Base was spent in various climbs and trips, and on the following morning the party retraced its steps to Fabyan's and embarked for Hanover. "Satisfaction" is hardly a sufficient term to apply to the feelings of all connected with the first senior expedition. Moreover, this story would not be complete without mentioning the royal tip that was left with the venerable


THE MOUNT WASHINGTON RAILWAY

To the Summit of Mt. Washington

6293 Feet Above Sea-Level
Via the Cog Road, Unique in Design and Construction
Revealing a Panorama of Ever-changing Scenes

SEASON JUNE 20 TO SEPTEMBER 25, 1927, INC.
(DAILY WEATHER PERMITTING)

Read Down SUN.	WEEK-DAYS.		Train Nos.	Read Up WEEK-DAYS.	SUN.
4453	4407	4403		4410	4452
A. M.	NOON	A. M.	STATIONS	P. M	P. M.
10.00	£ 12.00	9.20	Lv FABYAN, Wh. Mts. Div. Ar	3.53	3.43
10.03	£ 12.05	9.23	° Bretton Woods "	3.50	3.40
10.30	£ 12.30	9.50	Ar Base Station "	3.28	3.15
10.35	£ 12.35	9.55	Lv Base Stn. Mt. W. Ry Co. Ar	3.20	3.10
11.45	£1.45	11.05	Ar SUMMIT MT. WASH. Lv	2.10	2.00
A. M.	P. M.	A. M.		P. M.	P M.

£ July 18 to September 3, inclusive.
° Station for the Mt. Washington and the Mt. Pleasant.

FARE: Fabyan to Summit and Return, $6.00. BOOKLET: "Mt. Washington and There-abouts" mailed upon request to TRAVEL BUREAU, Passenger Traffic Dept., BOSTON AND MAINE RAILROAD

host at the Base, which prompted him to say of his visitors, "They were all mighty good boys."

- Dartmouth Alumni Magazine – March 1928

April 14th

Last NH Turnpike: "Generally, modern automobile roads in New Hampshire do not follow the routes of the old turnpikes. They may and often do serve approximately the same territory, but it is only occasionally that the new road is found in the same place as the old. The first New Hampshire turnpike was incorporated in 1796; the articles of incorporation for the last to be projected were filed in 1893. Eighty two were incorporated in all and 51 actually were constructed as records still existing in the office of the secretary of state will show. Of them all, only one still is used and that is the Mount Washington turnpike leading to the summit of New Hampshire's highest mountain." *- Littleton Courier - Thu, Apr 14, 1927*

May 3rd

Base Station News & Notes: "The Base Station boarding house, operated by Mr. and Mrs. A. S. Bartlett of St. Johnsbury, opened on May 3 and has 18 Mt. Washington railroad men as boarders. This house is a very neat, comfortable boarding house, with a grand view of the railroad to the very top of the Mt. They expect in a short time the boarders will number 20. There is a nice restaurant built of peeled logs, and it has a very neat appearance, about one-third of a mile from here, also three or four cottages where some of the men's families come for the summer. Ernest Mayhew of Wells River arrived here Friday to work on the railroad. Mr. and Mrs. Johns Williamson of St. Johnsbury are working in the in the kitchen and dining room in the kitchen and dining room in the boarding house. Mrs. H. L. Walter and son, Raymond, of West Burke are working at the Base Station for the summer." *- Vermont Union-Journal (Lyndonville, VT) - Wed, May 25, 1927 pg. 6*

May 19th

B&M's Clever Booklet: "The recreational resources of New England, its seashore of rugged rocks and smoothest strand, its picturesque mountain and lake resorts and its restful rural communities, are the subjects of a colorful booklet just issued by the Boston & Maine railroad. *Summer in New England 1927* is the title of the brochure, which combines with descriptions of New England's diversified attractions the details of hotel, camp, cottage and farmhouse accommodations. The extent of New England's provision for the summer guest within its borders is shown by the fact that 1,454 hotels, large and small, are opening their doors this season in New Hampshire, Massachusetts, Maine and Vermont. With the issuance of this booklet in the, the Boston & Maine announces reduced railroad rates for round trips to those who spend vacations or week ends at New England resorts. These rates are approximately 10 per cent lower than the standard fare."

- Littleton Courier - Thu, May 19, 1927



No. 9 with crew at Summit (~1927)
- Carl Shumway photo

May 27th

Base Station News & Notes: "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. Quite a crowd of people climbed the Mts. Sunday *(5/29)* It certainly was an ideal day to view the mountains. Allen Fillion, track foreman, of St. Johnsbury has returned Saturday *(5/28)* with his family, who will spend the summer in their camp here. Charles LaMora, master mechanic, went to Concord, N.H., Saturday *(5/28)* for his family, who will live here this summer. R. H. Parke, division engineer, of Woodsville, N.H., spent part of last week at Base Station. Arthur Mills of Lyndonville is working for A. S. Bartlett at the Base. 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

June 24th

Bankers Ride the Rails: "The opening meeting of the United Bankers' association of New England (is) tomorrow *(6/24)* at the Maplewood club, Bethlehem. Plans for the two day session have been completed. It is the first time in the history of the association that the bankers have gathered in the White Mountains for a business conference and the New Hampshire committee is arranging a most attractive recreational program. Provisions have been made for a trip to the summit of Mount Washington The steam railroad will be for the exclusive use of the bankers on one of the afternoons and pilots will be on hand to guide motorists to the top."

- Littleton Courier - Thu, Jun 23, 1927

July 5th

Interesting Sight: "An interesting sight for the tourists was the snow which fell on Mt. Washington on July 5th." *- Littleton Courier - Thu, Jul 7, 1927*

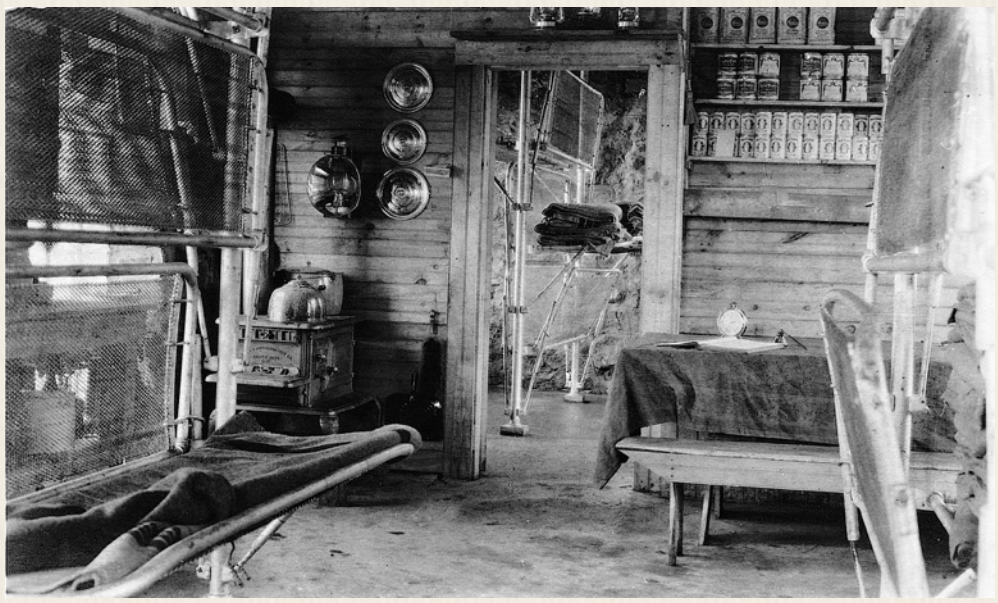
July 16th

Henry Entertains the Empire: "Twelve members of the Empire Tours association, made up of prominent hotel men, visited Williamstown and were entertained at lunch at the Greylock by Landlord Henry N. Teague. From Williamstown the party went to Stockbridge and was entertained by Congressman Allen T. Treadway at the Red Lion Inn." *- North Adams (MA) Transcript - Sat, Jul 16, 1927 pg. 6*

July 19th

Ascent Filmed for Newsreels: "In the effort to revive interest in the famous Mount Washington Railway, its officials visited the summit in company with several motion picture camera men (from Paramount News) to film for coming news reels the ascent of the mountain by rail and the thrilled descent of employees upon slide boards. These are to be released soon. Motion-picture cameras, still-picture cameras, Akeley, DeBrie, graflex and Eyemo, cameras on tripods, cameras that can be held in one hand, cameras that weigh seventy-five pounds, were on the platform, on the roofs of the cars, underneath the trestle on which the trains ran. The passengers had accentuated for them the things that passengers always are told."

- White Mountain Echo - Jul 23, 1927 - pg. 11



Interior Lake of the Clouds Hut (1920s)
- Guy Shorey photo - White Mountains Remembered FB page

July 30th

Two Trains & Packing: "Two trains daily now make the ascent of Mount Washington. Every one who visits the mountains counts the trip incomplete without chugging up the little cog-wheeled railway, which has climbed Jacob's Ladder for so many years with never an accident. Parties visiting the summit see three or four men packing bags of cement a mile and half weighing 100 pounds down the rocky trail to the Lake of the Clouds Hut *(right)*, the

only way of getting supplies and building materials to the Appalachian Mount Club's shelters from the summit. The men expect to be able to carry 175 pounds on each of their four daily trips to and from the summit soon."

- White Mountain Echo - Sat, Jul 30, 1927 pg. 12

August 25th

Mont Blanc Cog Railway Train Wrecks - 21 Killed: Chamonix, France - The death list of the Montenvers Railway wreck last night in which a crowded car of the cog railway train tumbled into a deep ravine today stood at 21 dead and 30 injured. Twelve of the dead had been identified this afternoon but the mutilated condition of the other bodies made identification extremely difficult. It is supposed a cog slipped owing to the sinking of the track through recent heavy rains. The train ran away from the engine and the first coach, going off the rail, dashed over the viaduct to the ravine below, just in front of the Montenvers hotel. Through the presence of mind of a passenger who applied the emergency brake, the second car was kept from following the first.

- North Adams (MA) Transcript Fri, Aug 26, 1927 pg. 1

August 29th

Henry Elected President: "The Williamstown (MA) Board of Trade held its annual outing and meeting at Heartwellville and spent the day very happily. These officers were elected: President, Henry N. Teague; vice-president, L. G. Treadway; secretary, Harvey P. Cole; treasurer, A. E. Evans; directors, John S. Boyd, P. J. Dempsey, W. C. Hart II, M. Kinsman and F. E. Moore."

- North Adams (MA) Transcript - Mon, Aug 29, 1927 pg. 6

September 18th

Virginians On Top: "Fifty members of the Virginia and New England Councils were guests of the Boston & Maine railroad Sunday *(9/18)* on a trip over the cogwheel railway from Fabyans to the summit of Mount Washington, where they went at noon."

- Littleton Courier - Thu, Sep 22, 1927

The Rest of the Story: "At the invitation of the New Hampshire Council members, the Virginia group and a considerable number of the New England members and ladies, including nearly all of those from Vermont, motored across from Poland Spring to the heart of the White Mountains. The entire party were guests of Colonel Barron, proprietor of the far-famed Crawford House, at a seven-course evening banquet, followed by delightful informal speeches, the more delightful because they were informal. Colonel Barron kept us all over night. As the final feature of the trip came a ride up the Mount Washington cog railway, and, the day being a very good one for comfort and sight-seeing, we enjoyed the ride and the almost world-wide view from the summit to the full this trip was arranged through the courtesy of the Boston & Maine Railroad, which operates the wonderful mountain railway. This early triumph of railway engineering demonstrates that our fathers could do things and that not all the accomplishment is in our own days. The driver of the little hump-backed locomotive that pushed our car foot-by-foot to the lofty summit began his uninterrupted service forty-five years ago *(1882)*, which was almost exactly the date when the writer made his first trip up, and the railroad was by no means a new thing then. - L.B.J."

- Randolph (VT) Herald & News - Thu, Sep 22, 1927 pg. 2

September 24th

"B & O Railroad displays *Old Peppersass* at the ***Fair of the Iron Horse in*** Halethorpe, ***Maryland***. This sparks Rev Guy Roberts of the Whitefield, New Hampshire Methodist Episcopal Church to begin campaign to bring the engine back to Mt. Washington. "Between Sept. 24 and Oct. 8, 1927, more than 1.25 million people visited Halethorpe for the Fair of the Iron Horse, a massive festival thrown by the Baltimore & Ohio Railroad to celebrate 100 years of American railroading. A miniature world's fair spread out over 25 acres along the Old Main Line of the nation's first commercial railroad route running parallel to Hollins Ferry Road and the event included exhibits, music and other entertainment provided free to the public by the B & O. The high point of the fair was the daily Pageant of Transportation. Every day (except Sunday and Monday) at 2 p.m., in front of a reviewing stand holding a crowd of 12,000 people, a parade of historical vehicles and costumed performers filed past to illus-



trate the progress of wheeled transportation through the ages." -

Story of Mt Washington / *http://patch.com/maryland/arbutus/then-and-now-the-fair-of-the-iron-horse*



1928

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1928 Season*** - Total earnings: $39,357.09 - Total expenses: $37,622.64 - Total passengers: 14,108

March 25th

Waterford Dam Road Surveyed: "Slowly but surely the preliminary work for the Connecticut River Development Company goes on. A surveying crew started the first of the week laying out the railroad from Barnet to the dam site in Waterford. This railroad will be used to convey supplies for the making of the dam."

- Littleton Courier - Thu, Mar 29, 1928 - See Vol. 1 Grangers

March 29th

Mrs. Henry Teague?: "Henry N. Teague, owner of the Miramar hotel at Miami and the Grey Lock Inn at Williamstown, Mass., with Mrs. Teague and a party of friends are enjoying this ideal Florida weather in St. Petersburg where they are guests at the Vinoy Park hotel. 'You have a very beautiful city and with this weather and your sport facilities, makes an ideal playground. We drove over from the east coast to visit our good friend, Manager Kennedy, and to play golf,' Henry N. Teague, genial leader of the group, said as they started for the golf course." Editor's note: Henry's foursome included Mr. R. K. Leblond, machine company president and an owner of the Cincinnati Reds; J. P. Orr, president of the largest shoe business in Ohio (Potter Shoe) and E. K. Dreier, Dartmouth alum and Miami real estate tycoon. The Vinoy Park hotel, built in 1925 attracted celebrities of the era but left unexplained, who was Mrs. Teague?

- Tampa Bay Times - Thu, Mar 29, 1928 pg. 6

April 29th

B&M Reorganization: "Announcement of important changes in the operating divisions of the Boston and Maine railroad to become effective Sunday, April 29, was made recently by General Manager J. W. Smith. The Montain Division to be abolished. Woodsville to lose railroad offices - many family effected. These changes will effect a concentration of superintendence in five divisions instead of six, more nearly in accordance with the natural flow of traffic. Improvements in service and efficiency are involved, it is stated."

- Littleton Courier - Thu, Apr 5, 1928


CLIMB TO THE CLOUDS
ON THE MOUNT WASHINGTON RAILWAY
WHITE MOUNTAINS, N.H.
To the Summit of Mt. Washington
6293 Feet Above Sea-level
Via a Cog Road, Unique in Design and Construction
See the majestic Presidential Range,
The Lakes in the Clouds, and other Scenes
From the Mountain Top.

SEASON JUNE 25 TO SEPTEMBER 30, 1928, INC.
TABLE 34 (DAILY WEATHER PERMITTING)

READ DOWN. 4407	4403	Train Nos. STATIONS.	4410	4412	READ UP.
A.M.	A.M.		P.M.	P.M.	
Ex. Sun £11.50	9.25	Lv FABYAN...B. & M. R. R. Ar	3.35	£4.45	
£11.55	9.30	⊙Bretton Woods "	3.30	£4.40	
£12.20	9.55	Ar. Base Station. " Lv	3.05	£4.15	
£12.25	10.00	Lv Base Sta. Mt. Wash. Ry. Co. Ar	3.00	£4.10	
£1.40	11.15	Ar SUMMIT MT. WASH...Lv	2.00	£3.10	
P.M.	A.M.		P.M.	P.M.	

£ July 16 to September 1, inclusive.
⊙ Station for the Mt. Washington and the Mt. Pleasant.

FARE: Fabyan to Summit and Return, $6.00
BOOKLET: "Mt. Washington and Thereabouts" mailed upon request to Travel Bureau
PASSENGER TRAFFIC DEPT.
BOSTON AND MAINE RAILROAD
North Station, Boston.

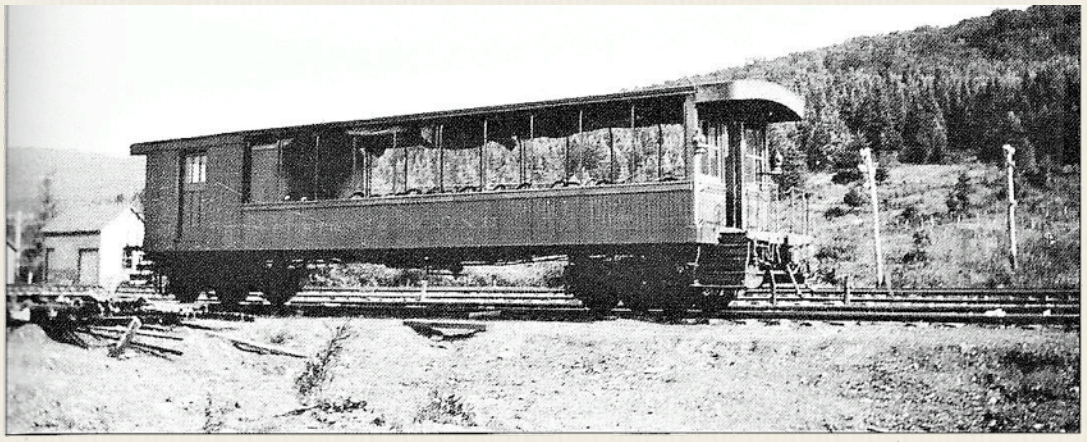


August 8th

Jitney is born: Norman Luke Lewis *(left)* is born at 8pm at home place in Lunenburg, Vermont. The farm is within sight of Mt. Washington. He is the youngest of five sons born to Albert & Eunice (Colby) Lewis.

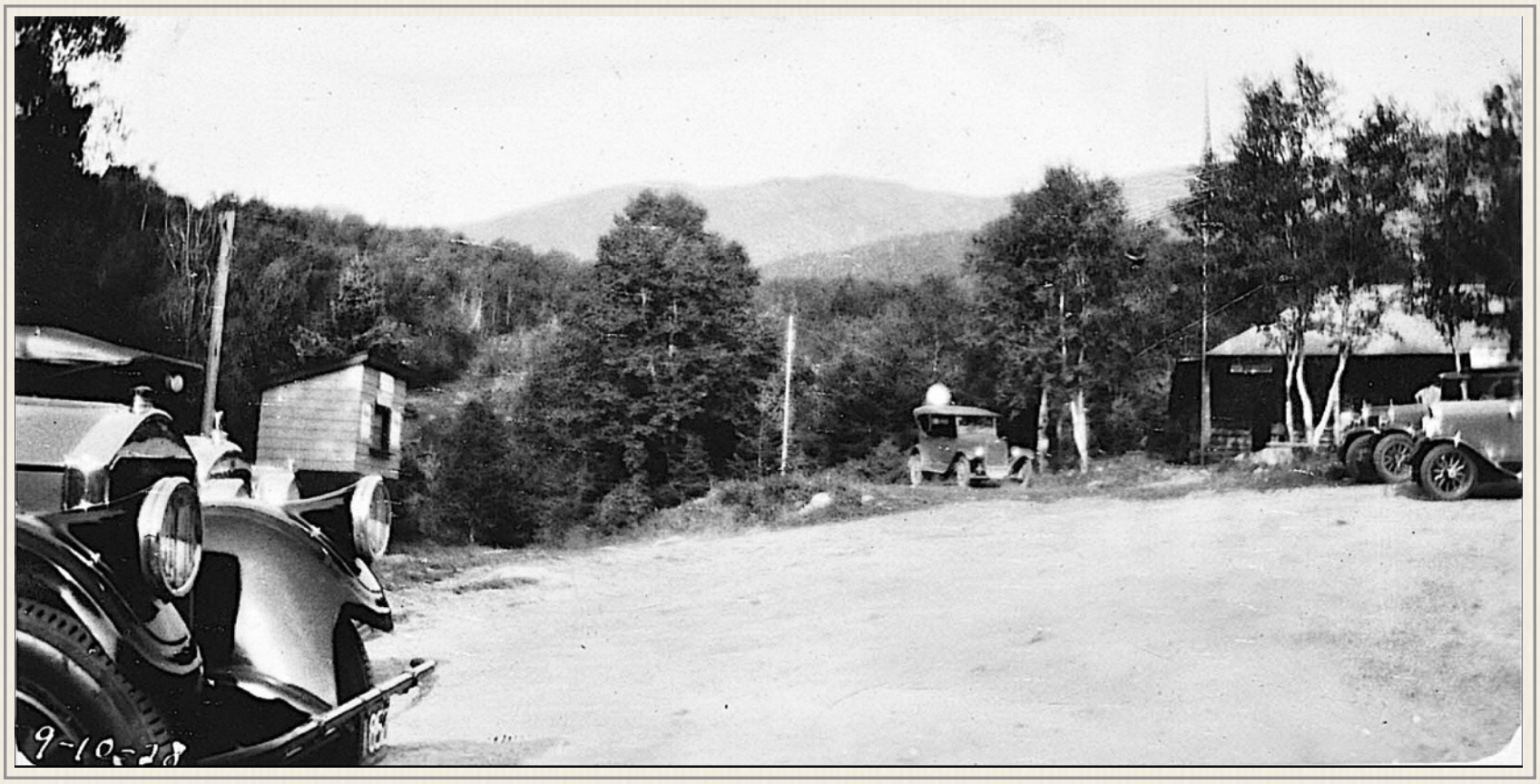
September 19th-20th

Jersey City Child, 3, Climbs Mt Washington: "...a little three-year-old girl, Dorothy Dell of Jersey City, with her father and mother and two friends, climbed the mountain on foot by way of the Trestle Trail which follows the cog railway from the base station to the summit, a distance of about three and a half miles. She is believed to be the youngest person ever to have made the hike. The chubby, smiling Dorothy, far from being tired, is said to have been the liveliest among ten climbers who spent that night at the Summit House. Up the rocky trail, there were a few times when her father gave the child a "lift," as in crossing the railway trestles over ravines and at such places as Jacob's Ladder, but in the main Dorothy "made it on her own power" between 1:45 and 6:15 pm. Mr. Dell, who has climbed the Jungfrau in Switzerland and mountains in South Africa, said that only the day before Dorothy had accompanied the party through Lost River, the Flume and the Pool in the Franconia



The B&M open-air observation passenger car was used on the Washington branch between Fabyan's and the Mount Washington Base Station, as seen here on September 5, 1928. Fabyan's was a popular station and hotel in the White Mountains.

region. / The night was spent in the Summit House. When the climbers awoke the next morning the mountain peak was in the midst of the owrst Summer or Fall storm in years, the tail-end of the Southern hurricane. Rain was driven into the Summit House around the windows and under the shingles, but through it all Dorothy laughed and chattered. She was easily the life of the party. The fact tht the Mt. Washington Cog Rail-



Upper parking lot, tiny ticket office (L), gas pump and Kro Flite Kamps (Sept. 10, 1928)
- Robert J. Girouard Collection - N.H. Then and Now FB

way officials refused to send up the noon train concerned her not at all. As the morning wore on, it seemed that the Dells, the Lehritters and the other climbers who had spent the night there might be marooned for 24 or 48 hours longer. Late in the afternoon of the second day the gale subsided somewhat. A mile below the mountain's peak it was still calmer, and finally the train came up and took the marooned climbers to the base."

- New York Times, Mon Oct 1, 1928 pg. 19 / Caledonian Record - Sat, Oct 6, 1928 pg. 8

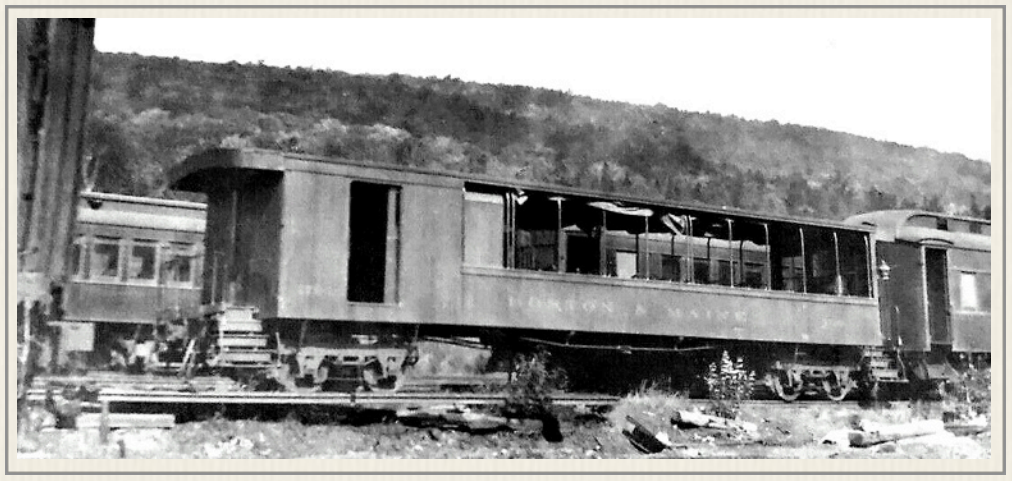
Arthur Teague Goes to College: "Arthur Teague spent last night with his aunt, Mrs. J. B. Rasor on Pendleton street (Greenville, South Carolina). He left this morning *(9/20)* for Clemson College where he will enter the freshman class." *- The Greenville (S.C.) News - Thu, Sep 20, 1928 pg. 9*

September 29th

Last Train Down: "The tracks from the bottom of Mt. Washington to the summit were so icy from the recent cold wether that the last train from the top of the mountain reached Fabyans Saturday *(9/29)* night safely but only after a perilous descent. The condition of the track was such that the cog-wheels could not mesh properly. The trip over Jacob's Ladder was particularly hazardous, but the train was brought to the base safely by the engineer, and employees of the Summit House after three months on the mountain top, left for their homes. The last day on the mountain the water pipes froze so that no steam could be generated and closing was accompanied by great discomfort in this unprecedented September cold snap. The Summit House was surrounded by 12-foot drifts of snow Oct. 2."

- St. Johnsbury Caledonian Record - Tue, Oct 2, 1928 pg. 8 / Groton (VT) Times - Fri, Oct 5, 1928 pg. 1

December 1st



Dartmouth Tramper Dies: "Herbert Judson Young, 18 years of age, and a student at Dartmouth, died of exhaustion on Mount Washington Saturday *(12/1)* night, following a tramp to the summit with five other students His companies made a vain heroic attempt to save the life of Young, who was a Freshman, and lived in St. Louis. Young, after having collapsed from exhaustion on the hard mountain climb, died while he was slowly being carried down the Ammonoosuc ravine to the base station of Mt. Washington. Samuel H. Allen, a Senior from Akron, Ohio and R. P. Williams, a Freshman from Chattanooga, Tenn., froze their feet (when they) attempted to save the life of Young by going to the base station and returning in the space of a few hours in a futile attempt to procure a toboggan to carry him down to the state where first aid could have been given him. When the party reached a point within a mile from (the Lake of the Clouds hut in) a badly exposed location, Young suddenly complained of feeling weak. The party then slowly started to descent Ammonoosuc raving supporting the ill young man and had reached a point three miles from the base station of Mt. Washington when it was decided that two of the party should go down to the base and procure a toboggan on which Young could be easily carried down the ravine. Allen and Williams who had gone down to get a toboggan were unable to find one but instead brought a sled. They had left the party at about 1 o'clock Saturday morning and it was not until 2:15 Saturday afternoon that they reached their four companions. The sled did not prove useful and the students were forced to throw it away. When the party reached the base station of Mt. Washington shortly before midnight Saturday, Young was dead." *- Littleton Courier - Thu, Dec 6, 1928*



Conrad Ekstrom: *"A friend passed this along to me. End shot of one of the base Station cars at Fabyans. Note date lower right corner. Photographer?"* ***Frank Judge:*** *"Open coach will soon be on its way to Billerica for winter storage"* ***Mark Backhaus****: "This wasn't too long before the line from here to the cog railroad base station was abandoned in 1932."* *(Sept. 5, 1928)*
- Conrad Ekstrom photo - Railway to the Moon! FB

1929

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1929 Season*** - Total earnings: $38,725.71 - Total expenses: $44,358.87 - Total passengers: 13,731

April 11th

Old Mountain Engine: "The first mountain climbing locomotive in the world is now at the Concord Boston & Maine railroad shops being reconditioned. It was designed by Sylvester Marsh, for 15 years a resident of Concord and a man well known in the North County. The engine was used on the Mount Washington railway and was placed in operation in 1868. *(Ed note: 1866 actually)* The success of this engine revealed one of the most astonishing engineering feats in all history of railroading., and every mountain climbing railroad in existence today is patterned after this invention by the New Hampshire man, called "Crazy" Marsh, who in 1858 was humorously given a charter by the legislature which would permit him to build a railroad to the moon if he wised. It is understood that the engine is to be placed permanently on exhibition at the foot of Mount Washington in memory of the Yankee genius, who indeed built a railroad to the moon."

- Littleton Courier - Thu, Apr 11, 1929

June 26th

The restored *Old Peppersass* returns to Base for ***pre-event testing*** prior to the July 20th gala

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

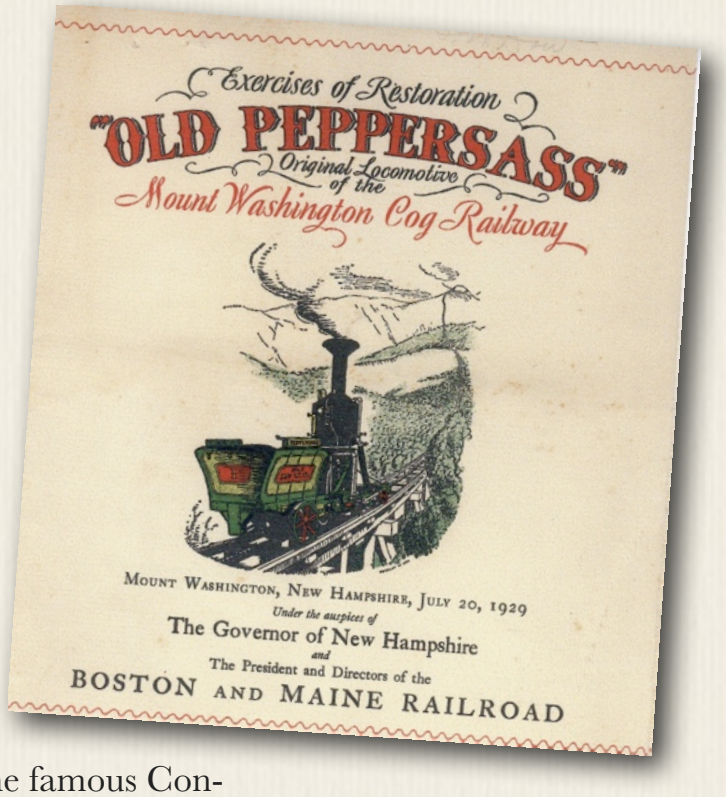
July 4th

New Hampshire Regains Old Peppersass: "*Old Peppersass*, first locomotive in the world to climb a mountain and the original engine of the Mt. Washington Cog Railway, after being "lost" for a quarter of a century, is to be restored this summer to the White Mountains. Unlike any other locomotive in the world, its boiler upright like a donkey engine and swinging on pivots, the *Peppersass* has been renewed by the Boston & Maine Railroad for a last climb to the clouds which gives sightseers the 100-mile panoramic spectacle of mountain, intervale and lake from New England's topmost point. On July 20, the Boston & Maine will formally accept the distinctive old wood-burning engine from the Baltimore & Ohio, in whose collection it was found. The exercises will be held at Base Station, a clearing at the foot of Mt. Washington, where half a dozen cog engines of advanced type nowadays take their passengers in small cars up the three and a quarter mile cog railway. The interest of Rev. Guy Roberts of Whitefield, was primarily responsible for the rediscovery of the old engine among the collection of old locomotives gathered from the ends of the continent for the Baltimore & Ohio Railroad's Iron Horse Fair. Communicating the facts to Colonel William A. Barron and to President Hannauer of the B&M, (Roberts) found an interest by both in bringing the *Peppersass* back to its original surroundings. When President Hannauer took the matter up with President Daniel Willard (of the B&O) himself a former New Englander, the response was immediate; and *Old Peppersass* returns again to her native mountain sides. She has been gone since 1893, when the *Peppersass* was sent to the World's Fair in Chicago on what proved to be the start of an exhibition tour. It has been presented to thousands of persons as the first mountain climbing locomotive, notably at the Field Museum in Chicago and at the St. Louis World's Fair. The B&O acquired it from the Field Museum. In July 18969, the cog railway was opened over its route, and *Old Peppersass* vindicated itself and its inventory by pushing to the summit an awed group of spectators clinging to a rudely constructed platform car. For 12 years the *Peppersass* carried White Mountain enthusiasts up Mt. Washington before it was succeed in 1878 by the locomotives of horizontal boiler type. Three Presidents (Grant, Hayes and Cleveland), as well as Oliver Wendell Holmes, James Russell Lowell, John G. Whittier and Harriet Beecher Stowe were among the notables who used it to see New England's great scenic spectacle. The road's officials, inspecting the locomotive, wee astonished to find that the old hand-riveted boiler easily met their modern pressure tests, and only the replacement of a few minor parts was necessary to restore *Old Peppersass* to her original condition."

- Littleton Courier - Thu, Jul 4, 1929

July 11th

Peppersass Invitation: "(New Hampshire) Gov. Charles W. Tobey has sent by wire to the governor of every state in the Union an invitation to come to New Hampshire for the week-end of July 20. There is a big program awaiting the chief executives who accept the invitation, a program that will be a fitting climax to the annual conference of governors, which will be held this year at New London, Ct. The governors are expected to



leave New London on July 19 and go to Mount Washington for the elaborate *"Peppersass"* celebration of the Boson & Maine railroad. This will be on Saturday, July 20, and afterward there will be a gubernatorial banquet at one of the hotels in the White Mountains. For Sunday, an automobile tour of the mountain region and possibly of the lake country is planned. The *"Peppersass"* party will be a unique affair. It will mark the return to the Mount Washington railroad of the ancient locomotive which drew the first train up Mount Washington in 1869. The *"Peppersass"* appropriately, has been put in serviceable condition at the repair shops of the Boston & Maine railroad in Concord and after the formal ceremonies of presentation and dedication on July 20, it once more will make the ascent of Mount Washington. As much of an old time atmosphere as possible will be given to the exercises and Governor Tobey, (B&O Railroad) president Willard and (B&M) president Hannauer will ride from their hotel to the base station in the old Crawford house coach, which delivered passengers to the first train drawn by the *"Peppersass"* in 1869. The historic coach, parenthetically, is one of the famous Concord Coaches, built in the plant of the Abbot-Downing Company; vehicles that for more than half a century led the march of civilization around the world. A grand stand will be erected near the base station for the accommodation of guests and provision will be made for the parking of automobiles. The *"Peppersass"* celebration will be unlike any other event anywhere, not only in character but in detail. It will give the governors who come to New Hampshire as Mr. Tobey's guests something to talk about long after they have returned home."

- Littleton (NH) Courier - Thu, Jul 11, 1929

July 3rd

A snowstorm during the night on top of Mt. Washington gave tourists the rare opportunity for a ***July snow ball fight*** today. A group of vacationists who had made the trip up on the cog railway this afternoon engaged in a friendly battle with a group of hikers who made the trip by foot. On the way down the parties used the cog railway and stopped to throw snowballs over the precipice at 'Great Gulf.'

- Boston Daily Globe - July 4, 1929 pg. 4



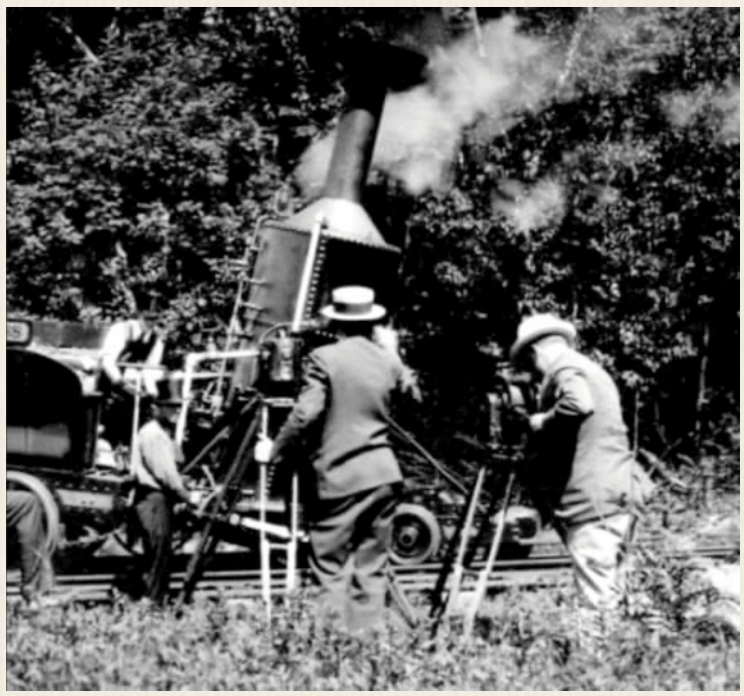
Six trains of invited dignitaries & press move out above the Pepperass on the line (1929)
- Randall H. Bennett Collection

July 20th

"*Old Peppersass* makes ***official return to the mountain and*** her ***final run***, which ended in disaster. B&M Railroad President George Hannauer rechristens the engine with a bottle of water from the Lakes of the Clouds. Six trainloads of guests leave - then *Peppersass*. Engineer Jack Frost, Fireman William Newsham, both of Concord. Lawrence Richardson chief mechanical officer of B&M went part way. Caleb Frost, son of engineer, and two photographers, Winston H. Pote of Swampscott, Massachusetts and Daniel Rossiter taking pictures for New Hampshire publicity bureau and the B&M. Photographer Daniel P. Rossiter of Ludlow, Vermont dies when the *Peppersass* crashes on descent.

- MWOBS death page / Story of Mt Washington / see Appendix - A Hero's Journey





B&M President George Hannauer speaks at Peppersass celebration (left) / (right) Newsreel photographers document the day... almost. (1929)
- Bruce Rockwood Collection (L) & Ron Walters Collection (R)

Videos available online at *www.britishpathe.com/video/no-museums-for-her* AND *mirc.sc.edu/islandora/object/usc%3A451*.

One Killed And Four Injured When "Peppersass" Runs Wild

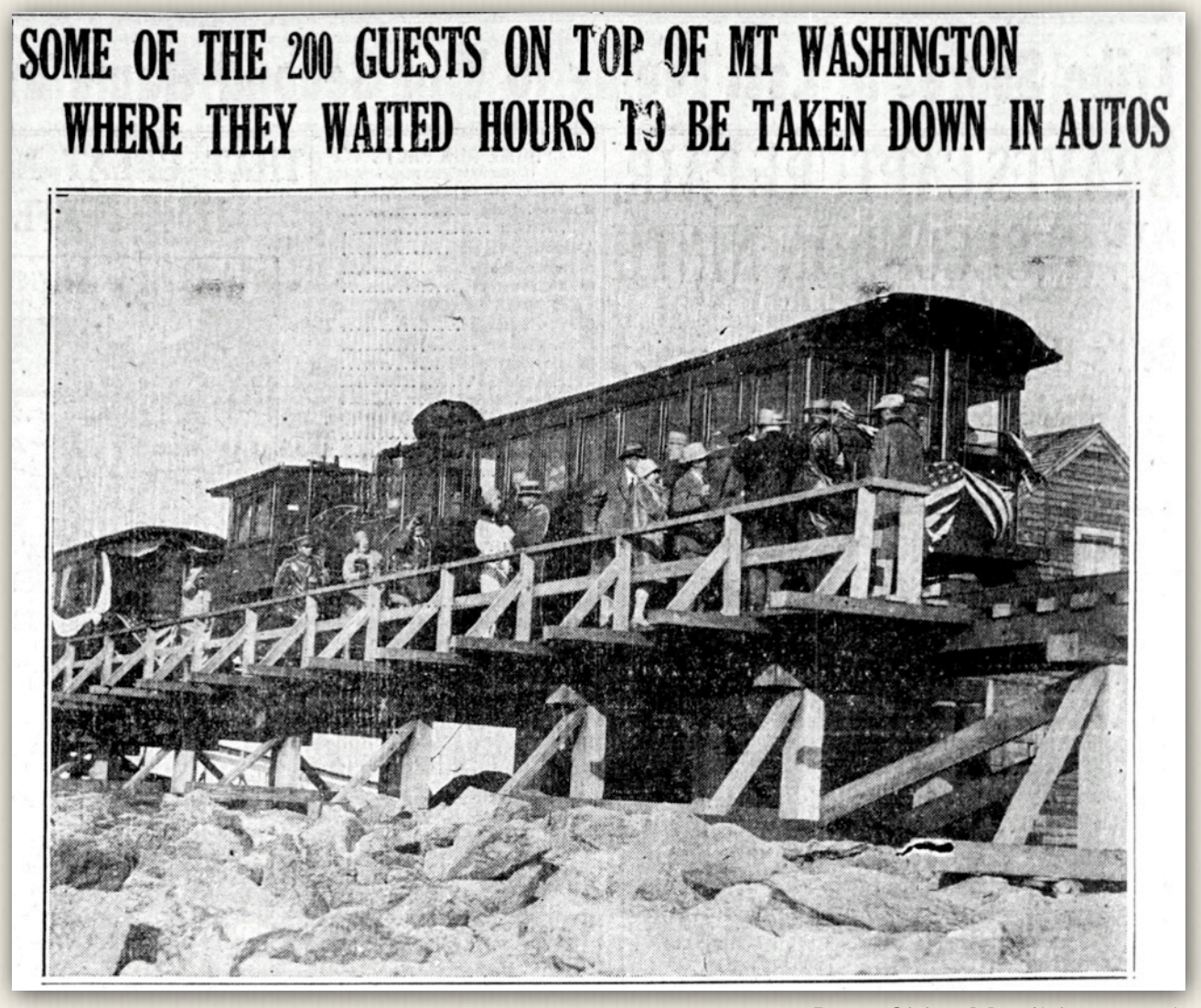
Plunges Down Mount Washington Saturday And Is Smashed To Bits on Rocks. Photographer Killed When He Fails To Jump In Time. 300 Guests Stranded On Mountain Part of Night.



Postcard view of Peppersass ascending Long Trestle (1929)
- Mt. Washington Cog RY FB page

July 29th

Corinth Cog Builder Recalls: "Ward B. Carpenter of Corinth, (Vermont) who makes his part time residence in Bellows Falls, claims to be the only man living who helped build the cog railway up Mt. Washington on which the vertical engine, *Old Peppersass* came to a tragic end July 20. He tells of many trips up and down the mountain on *Old Pep*, but he had never heard the name *Peppersass* until the accident. In its babyhood the old engine was just an engine, made for study work but unnamed. Mr. Carpenter is 86 years old and is still hale and hearty. "It was in the spring of 1866," said Mr. Carpenter, "when I was 23 and out of work. I heard work could be had building a railroad up Mount Washington. I suggested one Sunday to Nick Fellows, a young fellow and a neighbor living in Corinth, that we go. He was agreeable and it was agreed that we would meet in Wells River, the next day. I did not find him at Wells River, but he boarded the train at Lisbon, N.H., having walked from home, over 20 miles. At that time the railroad ended in Littleton, N.H., and horse drawn


SOME OF THE 200 GUESTS ON TOP OF MT WASHINGTON
WHERE THEY WAITED HOURS TO BE TAKEN DOWN IN AUTOS

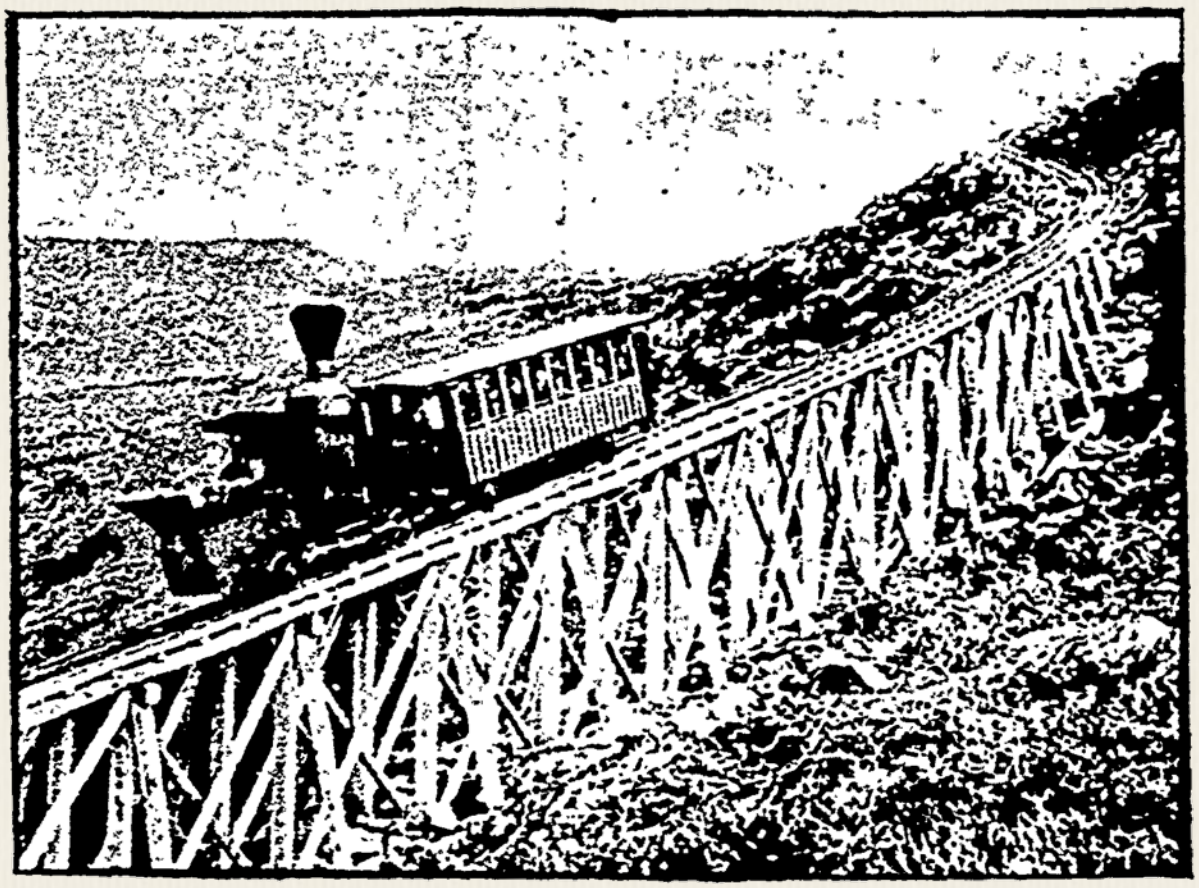
- Boston Globe - Mon, Jul 1929 pg. 7

coaches provided conveyance beyond. We, Nick and I, secured passage to the White Mountain House, seven miles from the foot of the mountain. The next morning we had all kinds of advice. People told us that it was seven miles by marked trees or 11 miles by the road then being built, and they also told us if we didn't get lost we would hit a camp about half way. We decided on the seven miles all through dense forest and started soon after breakfast. We had not trouble for the first three miles. Then we heard quite a roaring of water at the right hand. The stream was not large but there was a drop of about 25 feet. On the bank was a slab of pine tree about six inches wide and six or eight feet long. I turned it over to see if I could find any mud worms. We went back to the trail and started on for the half-way camp but did not find it. A few hours later we had not found it. Nick said he was going back, but didn't care to lie out in the woods as the bunch at the hotel were betting we would that morning. Just then we heard a waterfalls and started to investigate. I thought of what I had heard about the lost traveling in a circle. The only thing that convinced Nick that this falls was the same one we had seen three hours before was the discovery of the pine slab I had turned over in searching for mud worms. Nick wanted to follow the water downstream and I agreed, if we did not find our bearing in a half hour. We found we were less than a half mile from the halfway hut and were told that had we followed the book we would have travelled 15 miles before reading the nearest clearing. From the hut teams of oxen had marked a trail to the foot of the mountain and the commencing of the new railroad. We found men at work on the railroad," recalled Carpenter "which had progressed as far as the first steep rise above what is now Base Station. A saw mill on a nearby brook was being operated and providing, from logs cut on the spot, all the timber that went into the railway. A load of track timber was two bed sills, 9"x 9"x 26' long; one center 6" x 8"x 26' long; two pieces 6"x 6"x 26' long and one piece 4"x 5"x 26' long; 10 pieces, 6"x 8"x 6' or 78 long for ties. Each load was unloaded from the front of a flat car and placed and bolted in the railway for the next load to pass over. I never say any of these flat cars loaded or unloaded fastened to the engine in anyway. The engine, lately called *Old Peppersass*, put its nose against the cars... pushed them when loaded and helped them back when unloaded. Each load of timber built 26 feet of roadway not including the trestles. I had been working about three weeks when I was given charge of the sawmill with the understanding that I was to get out two carloads of timber each day, enough for 52 feet of track. Later I ran the sawmill half the time and worked the other half on the railway. I think it was September 1866 when they started Jacob's Ladder, a long trestle beginning about 2 feet high and

ending to about 12 to 16 feet. *(Ed. note: Jacob's trestlework maximum height is 30 feet)* The blue print gave every foot of road and trestle work and the boss was very particular to follow every detail.""I remember that one night a man came into camp – a stranger wearing a stove pipe hat, all shiny and nice. When we went into the dining room he hung his hat on a peg. I was soon through my meal and the hat became a football. Part of the boys had gone out and one would ask as he gave it a kick, 'What is the thing, anyway?' Another would answer 'I'll be darned if I know,' as it came sailing back. The owner soon came to the rescue of his hat but said nothing. The next morning he informed the boss that he had been sent to take charge there by the directors at Concord, N.H., as he was not building the road fast enough. I remember that one afternoon a loaded car came up the mountain carrying two men and three women. They were helped off to go above the timber line and said they would be back to ride down about 5 o'clock. They appeared at 5 o'clock but there were only two women, and both were crying their eyes out. The missing woman was a New Yorker and had been to Mt. Washington from the Glenn. She said she was going to the Tip Top House and have some dinner. Her companions wanted someone to go up and no one wanted to go. Finally I was asked 'Can you find the Tip Top House in the dark?' I said I thought I could but I didn't want the job. Then a howl on the part of the women started. If she was not at some hotel she would not be alive in the morning, Finally I said if someone would lend me a coat I would go. I was advised to keep my eyes on the path, that when a cloud came along it would be pitch dark and wet me

Actually No!: *The article with image at right appeared in the Mon, Jul 22, 1929 Worcester (MA) Evening Gazette and much about the item is wrong. First, Peppersass never hauled a train to the Summit. It pushed a car of passengers. Peppersass was the MWR's first locomotive, but the "ancient locomotive" shown on Jacob's Ladder is not Peppersass. Peppersass never had a cab. The tilted cab indicates the engine may be the Geo Stephenson - the third loco on the Mountain. Yes, the engine shown is "almost on the exact spot" where Peppersass left the track on the prior Saturday but Peppersass did not "explode." The casualty count and the sullying of the "clean record" is true, but railroad officials would modify the safety standard to "no paying passenger" being killed to rehabilitate the record. The mistakes are understandable to anyone being in a newsroom on deadline when a major disaster occurs, but it does result in major wrinkles in the historical record that may... or may not be corrected. - Jitney Jr.*

How Old "Peppersass" Looked in Other Days



"Old Peppersass," first locomotive to haul a train to the summit of Mt. Washington, as it looked soon after the road began operations, 60 years ago. In this old photograph the ancient locomotive is shown, traveling down Jacob's Ladder at almost the exact spot where last Saturday it left the rails, plunged upon the rocks below and exploded, killing one man and injuring four others. By so doing, "Old Peppersass" broke the Mt. Washington Railroad's clean record of not an accident to a human being since the first train was run.

through. I was told to stand still then and not even move – even if I had to stand until daylight. In the daytime I could have made the trip in a little over an hour. I struck the Tip Top house that night after four hours wet through. Not a wife to any hotel would work. They remembered a woman coming in about 2 o'clock and having dinner but did not see her depart. The only empty bed was in the barn and was all right, only wet. There I stayed until just before it was light the next morning when I started for help. I travelled the road to Littleton until I struck the new road into camp at 12 o'clock. I had walked 18 miles that forenoon but saw nothing of the missing woman."

"A couple of days later when I had finished on the railroad and was on a train headed for Bradford, a woman in the next car ahead sent word that she wanted to see me. I found a stranger but she said she was the lady we were hunting for and was on her way back to New York. She said she was sick of being paraded all over New Hampshire because she came out alive. She told a story of being lost and sleeping on a flat stone in the woods all night, and added that she never wanted to see Mt. Washington again. I, too, found my way home and have not been to Mt. Washington since. My first and last trip was made in the spring and summer of 1866." *- Bellows Falls (VT) Monday Nite - Mon, Jul 29, 1929 pg. 12*

August 1st

Peppersass Letterhead?: "Littleton Personals: Fred E. Green has in his possession several sheets of stationery used at the Summit House of Mount Washington in 1875. It has a snappy design *(right)* in colors at the top with *Peppersass* prominently displayed. J. W. Dodge was proprietor of the house at the time." *(Ed note: Peppersass never had a cab.)*

- Littleton Courier - Thu, Aug 1, 1929



August 8th

Parts Gathered: "*Old Peppersass,* spread upon the side of Mount Washington when part of the machinery gave way on July 20, has been gathered together again and shipped to the Concord car shops of the Boston & Maine railroad, where it will be assembled. Later it will be returned to Bretton Woods and Placed on exhibition. It is now the property of the state of New Hampshire."

With Its Boots On: "If *Old Peppersass* when it plunged down the side of Mount Washington had not bee responsible for death and injury, general satisfaction might be expressed with what seems the engine's preference to commit suicide on the scene of its great triumph. Sometimes inanimate matter appears to be invested with a perverse will of its own. Such a fancy Mr. Ruskin was wont to dismiss with the label of "pathetic fallacy," but romantic people will see in the somersault of *Old Peppersass* a personal determination. And if in that corner of New England there are any lit'ry critters steeped in the Kipling and Holmes traditions there will be poems and stories written about its fitting finish. In 1869, when the engine was young, it climbed Mount Washington amid the admiring cries of beholders. That was a day to be remembered in the life of any engine. while it is true that a local observer fastened on the eternal nickname by comparing the locomotive to one of those condiment bottles which always went with "cove oysters," there was nothing outlandish looking about *Old Peppersass* in 1869. But in 1929, brought out to march - as it were - in a veterans' parade, crippled, outmoded, rheumatic and aged, the occasion might well have gone to the heart of the proudest mountain climber in New England At any rate, she sprang a forward wheel, rushed off Jacob's Ladder into the abyss, hit bottom with a crash that made scrap iron of her outsides and blew her boiler. *(Ed note: boiler did not blow)* In the harsh valley *Old Peppersass* found her own museum."

- Littleton Courier - Thu, Aug 8, 1929 pg. 6 - second article "reprinted from a New York newspaper.

August 9th

Traffic & Peppersass Restoration: "The accident to the old engine *Peppersass* on Mt. Washington July 20 was undoubtedly caused by the breaking of a pinion tooth and the bending of a pinion shaft, it was announced July 31, in a statement which gave the results of the investigation conducted by the Boston & Maine Railroad.

There was no explosion, it was stated. The boiler was recovered intact. "*Old Peppersass* is being restored," the statement added "and will be delivered to the state in accordance with the original object of the exercises." The statement, which announced also that the Mt. Washington Cog Railway has been reopened and carrying passengers since July 24. "The gears had been thoroughly tested, as had the entire locomotive, in the shops and in actual operation in four trial trips on the mountain. Those immediately involved in the accident, aside from the crew of the *Peppersass*, had boarded the tender of the engine en route, without authority. No passenger was hurt. The injured are well advanced in recovery. The present locomotives have a double drive, either end of which is strong enough to hold the train. There are four distinct braking devices on the trains, two on the engine and two on the coaches. The coaches can be stopped independently of the engine."

- Bradford (VT) United Opinion - Fri, Aug 9, 1929 pg. 2

August 15th

Government Agent Clears B&M and Crew: "The derailment of *Old Peppersass* on the Mt. Washington cog railway on July 20 was due to the locking of the driving mechanism on the forward part of the engine, according to an official report submitted to the I.C.C. today *(8/15)* by W. P. Borland, director of the bureau of public safety. The report contains no criticism of the Boston & Maine railroad or of the crew of the hold mountain-climber. It sets forth that every precautionary measure was taken, and there was every expectation that the engine could climb the mountain and return without mishap. Director Borland's official conclusions follow: According to the evidence, the first intimation of anything wrong had by the persons riding on the engine was when they heard a click or snap at the front end of the engine, which then seemed to raise upward and then to drop down, apparently with the driving cog wheel out of mesh with the cog rail. An attempt to control the speed with the hand brake was without avail. Examination of the front axle after the accident showed that the cog or driving wheel was still intact and secured to the axle, although both large driving gears were completely broken. The drive shaft was also found and both pinon gears were attached to it. One of the gears, however, had a tooth broken off and this gear had been forced out of position on the shaft for a distance of about one-half its width; the other gear was in good condition. The damaged condition of this driving assembly indicates that the gears probably were jammed by the broken tooth of the pinion gear becoming lodged between this gear and the large driving gear with which it was supposed to mesh, resulting in the locking of the mechanism. This condition apparently accounted for the raising of the front of the engine sufficiently to disengage the forward cog from the rail, and when this end of the engine came down the cog wheel failed to mess with the cog rail. Engineman Frost and Fireman Newsham had been on duty 12 hours and 22 minutes at the time of the accident, after having been off duty for more than eight hours; both had good records."

- Boston Herald – Fri, Aug 16, 1929 pg. 19

September 4th

Mohawk Trail "Templeton Cut-off" Completed: "This newly constructed stretch of bituminous macadam highway, about eight miles in length, now takes the main through route through the town of Templeton, where is located the Landlord's Inn, a unique venture in the hotel line owned jointly by the landlords of many of the prominent hotels and inns of New England, among the proprietors being L. G. Treadway of the Williams Inn and Henry N. Teague of the Greylock hotel in Williamstown. The cut-off eliminates several bad turns that occur in the old highway at this point, and takes the traffic in a much straighter line up over the Templeton hills on easy grades, revealing new and pleasant views to the tourists" (on their way to and from Boston.)

- North Adams (MA) Transcript - Wed, Sep 4, 1929 pg. 7

October 24th

Wall Street Crashes: "The Wall Street Crash of 1929, also known as Black Tuesday *(October 29th)*, the Great Crash, or the Stock Market Crash of 1929, began on October 24, 1929 ("Black Thursday"), and was the most devastating stock market crash in the history of the United States (acting as the most significant predicting indicator of the Great Depression), when taking into consideration the full extent and duration of its after effects. The crash, which followed the London Stock Exchange's crash of September, signaled the beginning of the 12-year Great Depression that affected all Western industrialized countries." "After October 29, 1929, stock prices had nowhere to go but up, so there was considerable recovery during succeeding weeks. Overall, however, prices continued to drop as the United States slumped into the Great Depression, and by 1932 stocks were worth only about 20 percent of their value in the summer of 1929."

- Wikipedia & History.com

October 31st

Rev. Roberts' New Book: "Rev. Guy Roberts is bringing out a newly revised and enlarged booklet on *The Flume, And All About It*; also an entirely new one on *Old Peppersass*. This latter will contain some 48 pages, including nine cuts. The Boston & Maine railroad is assisting somewhat in the expense and T. F. Joyce, assistant vice president of the Boston & Maine, has read and approved the manuscript. These booklets are to be published by The Courier Printing Company, and will be off the press during the early winter."

- Littleton Courier - Thu, Oct 31, 1929



The re-assembled Peppersass on display in Fabyan. It would return to the Base Station after Col. Henry Teague took over. (1929)
- Bruce Rockwood Collection (L) & Ron Walters Collection (R)

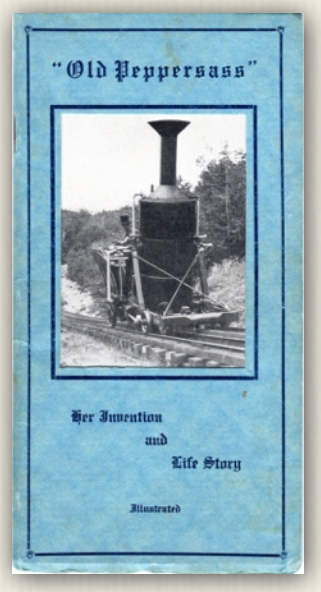


Tourist *69-year old Lydia Ann Leighton Johnson of Littleton with her family; Fred & Kay Johnson, Katherine & Wiggie at the Cog Railway. Rare photograph using the branch line as back drop. No details as to why the baseball uniform.* *(about 1929)*
- Ancestry.com

1930

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1930 Season*** - Total earnings: $30,251.97 - Total expenses: $33,678.68 - Total passengers: 15,124

Branch line from Fabyans was ***discontinued***.
- http://www.cog-railway.com/03timeline.htm



"Old Peppersass" Her Invention and Life Story Illustrated by Rev. Guy Roberts 52 pgs - Courier Printing Company, Littleton, N.H. published

January 30th

Teague Foreclosure Auction: "All stock, fixtures and implements on Henry N. Teague's Shadowbrook farm, Hemlock road, will be sold at auction at 10 o'clock Thursday morning *(1/30)*. The sale is to take place at the farm, and is a result of a mortgagee's foreclosure. Michael L. Monahan, auctioneer, and Thomas McMahon, mortgagee, will be in charge of the sale."
- North Adams (MA) Transcript - Tue, Jan 28, 1930 pg. 11

March 6th

Letter from Jack Frost: "Rev. Guy Roberts of Whitefield, recently received a letter from Edward "Jack" Frost of Concord, the engineer of *Old Peppersass* on her tragic trip of July 20, 1929, stating the old engine has been repaired and is now in the paint shop to be repainted. This is preparatory to her being brought back to Mt. Washington the early summer and placed on permanent and free exhibition in the open station in front of the Mount Pleasant House at Bretton Woods. The Boston & Maine railroad is sparing no pains or expense to retrieve the tragedy of "the 20th" to the fullest possible extent. It will doubtless be news to most of the readers of the *Courier* to know that the working model of *Old Peppersass*, including a section of the cog track is on exhibition permanently in the old Historical building in Concord, the model having been given to the Historical society years ago by Mrs. Sylvester Marsh."
- Littleton Courier - Thu, Mar 6, 1930 pg. 1

1930

March 24th

Teague Voluntary Bankruptcy Filed: "Liabilities of $230,413.96 and assets totaling $40,042.50, are listed in the voluntary bankruptcy petition of Henry Nelson Teague, lessee and manager of the Miramar hotel, Miami, and the Greylock hotel, Williamstown, Mass., on file in United States District Court (in Miami, Florida). The petition was filed March 24. The assets consist of mortgaged real estate valued at $40,000, golf clubs valued at $15, and $27.50 in cash. The real estate consists of the 300-acre Shadowbrook farm in Torrey Wood near Williamstown and a lot in Miramar subdivision, Miami, valued at $20,000 each. Liabilities include $700 in federal taxes due, $4,532.03 in state, county and city taxes due, $139,552.66 in secured claims, and $85,734.22 unsecured claims. Among the unsecured claims are advertising accounts with nine Massachusetts newspapers, open accounts for hotel provisions and supplies, $54,000 to Miramar Holding company for rent of the Greylock hotel payable over a period of 10 years, and $15,000 listed as balance of the purchase price on Miami shore real estate contracts which have been foreclosed. Teague was the manager of the Greylock hotel in Williamstown for 18 years, conducting the property under lease from the owners, the late James W. Bullock of Cincinnati, Ohio, and his brother, George Bullock of New York. A few months ago the hotel property was purchased by Henry W. T. Dutton of Brookline. Business at the Greylock hotel was seriously affected during the past several years by road construction on the part of the state and town. Teague complained bitterly two years ago because town officials tore up the road in front of the Greylock for paving in his busiest months of August and September. The closing of the Mohawk Trail last summer is said to have resulted in such a decline of tourist traffic that Mr. Teague is reported to have experience a deficit of $30,000 in the operation of the Greylock. Mr. Teague is also said to have been a heavy loser when the Florida real estate boom collapsed a few years ago. His property in Florida was also damaged by hurricane in 1927 and 1928."

- North Adams (MA) - Wed, Apr 2, 1930 pg. 15 / Bennington (VT) Evening Banner - Thu, Apr 3, 1930 pg. 15



April 17th

A French Surprise at B&M: "The election of Edward Sanborn French *(left)* as president of the Boston & Maine railroad came as a surprise in Concord, where not many people remembered ever hearing the name before. But his classmates in Dartmouth 1906, former County solicitor Herbert W. Rainie and William T. Bell of the Page Belting Company, pridefully sounded his praises and Division Superintendent Flynn at the passenger station told of his good railroad record. However, what seemed to make most folks think the choice a good one was the fact that the Sanborn in the new president's name indicates that he is a grandson of Daniel W. Sanborn and grand-nephew of "Uncle John" W. Sanborn, two great railroad men of New England's past."

- Littleton Courier - Thu, Apr 17, 1930 pg. 14

August 8th

Teague & Taconic Not Forgotten: "Unlike the late Frank B. Locke of this city *(North Adams)*, who projected and fathered the Mohawk Trail at the inception of that project, and was not even invited to be present, at the dedication banquet in this city which marked the opening of that now historic highway, Henry N. Teague, now manager of the Landlord's Inn at Templeton, who was the prime mover and indefatigable sponser of the Taconic Trail, is not to be forgotten if the North Adams Rotary club is to have anything to say about it. On the occasion of the recent completion of the new surface over that highway, the following telegram was dispatched by the local club to Teague: The North Adams rotary club, meeting assembled, voted unanimously to send you this telegram on completion of the Taconic Trail. Your vision and foresight gave birth to the idea and your untiring efforts and service for the public have made the Taconic Trail possible. Now that the Trail is completed the Rotary club desires to express its appreciation for this splendid public service which they could not let go unnoticed on the day of its final completion." At yesterday's *(8/4)* meeting of the club, secretary Theron H. Perkins read the following letter from Mr. Teague: "I wish to thank the North Adams Rotary club for its very kind telegram concerning the Taconic Trail. It is a very great satisfaction for me to know that the small part which I played in the great drama of securing the Taconic Trail is appreciated by you. A great many persons and clubs played the important part, and I at a later date, am planning to give them the recognition that is due them. I felt very strongly that the Taconic Trail is one of the finest scenic roads in the country, and that its accessibility to the millions who will enjoy it makes it worth all the effort it cost. I am very happy to know that even those who opposed the building of the Trail are now, I understand, glad that it has been built. Yours very sin-

cerely, Henry N. Teague."

- North Adams (MA) Transcript - Tue, Aug 5, 1930 pg. 5

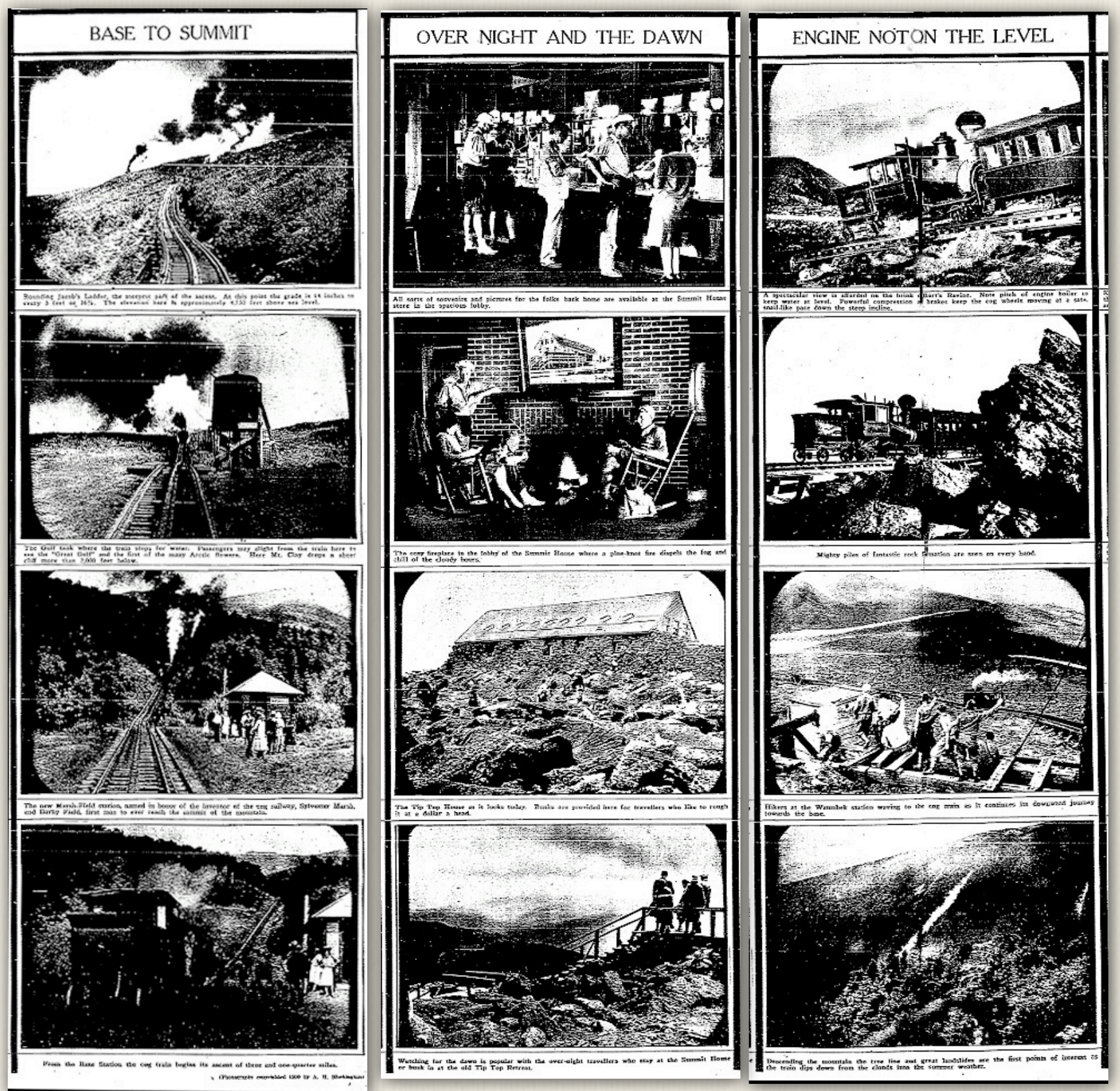
December 11th

Winter on the Summit: "According to a report Swampscott, Mass., Winston H. Pote, aerial, commercial and movie cameraman, will spend the winter on Mt. Washington. With the assistance of Joseph Oliver, Mr. Pote has completed the work of storing supplies on the summit."

- Littleton Courier - Thu, Dec 11, 1930 - see Appendix Camden Cottage

ROTOGRAVURE SECTION THE BOSTON HERALD AUGUST 17, 1930

Above and Below the Clouds on Mount Washington. A Spectacular Presentation from a Moving Picture Film.



- Boston Herald - Sun, Aug 17, 1930 pg 66

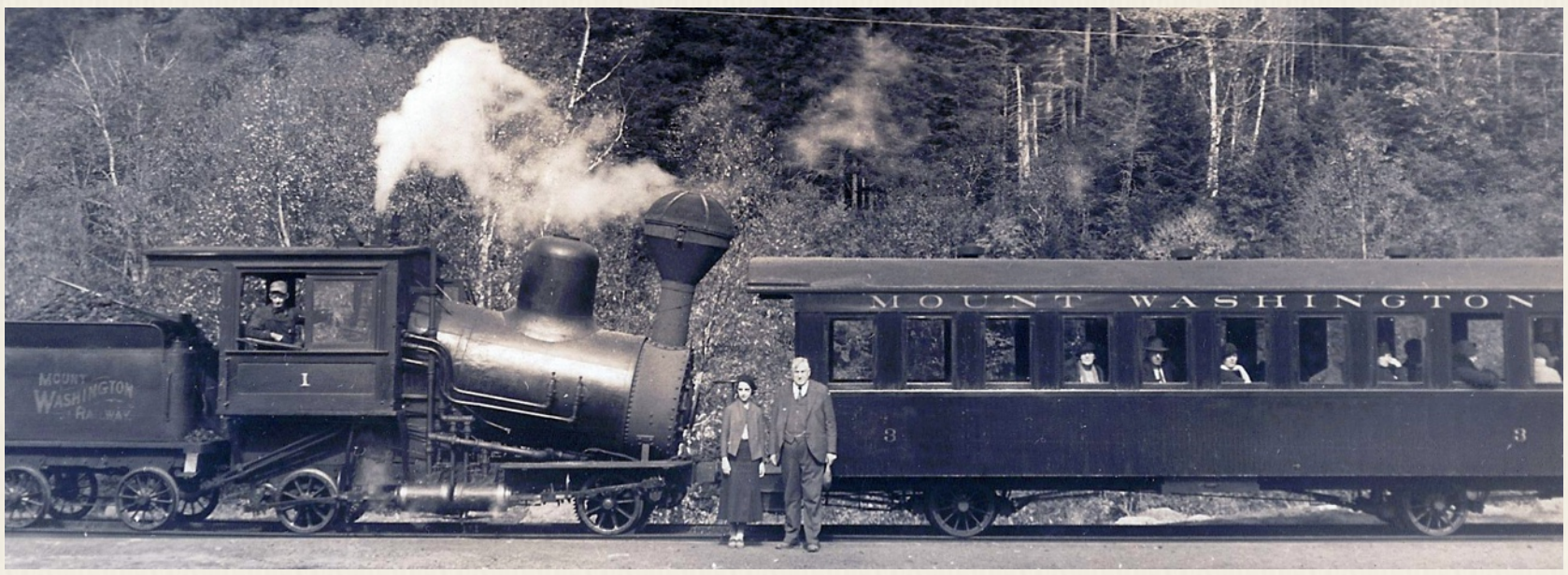
Col. Henry N. Teague 1931-1951

1931

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1931 Season*** - Total earnings: $64,059.65- Total expenses: $57,667.70 - Total passengers: 11,331

Colonel Henry N. Teague buys the Cog for $100,000 *(~$1.9-million in 2022)*. Inaugurates moonlight trains with searchlights. Dartmouth grad '00 - increased number of daily trips and reduced fares in order to attract more passengers - According to Bruce Heald's book "instituted a unique profit-sharing plan among his employees; thus, most of his help returned for many years to come." *(Ed note: it is not a straight-up sale more of a lease to own. See Vol. 1 Cog Documents for terms of deal)*

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald



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

April 23rd

Teague Takes Over: "The announcement *(of Henry Teague taking over)* made jointly by the Boston & Maine and Mr. Teague, was accompanied by the statement that under the new management of the cog railway... and the hotels at the summit would be operated as part of a program to attract an even larger number of persons to New England, and especially to the White Mountains. This Fall work will begin on a new house that will form the roof tree of New England, Mr. Teague said. The new hotel, of distinctive features, will double the capacity of the two present hotels "which kiss the clouds," and make possible the accommodation overnight of 250 or more persons. This change in management is intended as a step to present the attractions of the White Mountains and of New Hampshire in a more progressive way than has been possible under the previous conditions of divided operation. The number of visitors to the White Mountain forest which lies at the foot of Mt. Washington itself last year was 2,500,000."

- Portsmouth Herald Fri, Apr 24, 1931 pg. 2

"Mr. Teague, who takes over the combined management of cog railway and the hotels in connection with his plan to develop a distinctive resort at the top of the mountain, has been associated with New England and New England hotels for years. Graduated from Dartmouth in the class of 1900, and from the Tuck School of Administration and Finance at Dartmouth the following year, he operated the Greylock Hotel at Williamstown,

Mass., as lessee for 19 years, has operated hotels in Florida and in New York, and is now, as lessee, the operator of the famous Landlord's Inn at Templeton. Mr. Teague's associations with New Hampshire, begun as a student at Dartmouth, have been continued through the years."

- *Littleton (NH) Courier - Thu, Apr 23, 1931 pg. 1*

May 10th

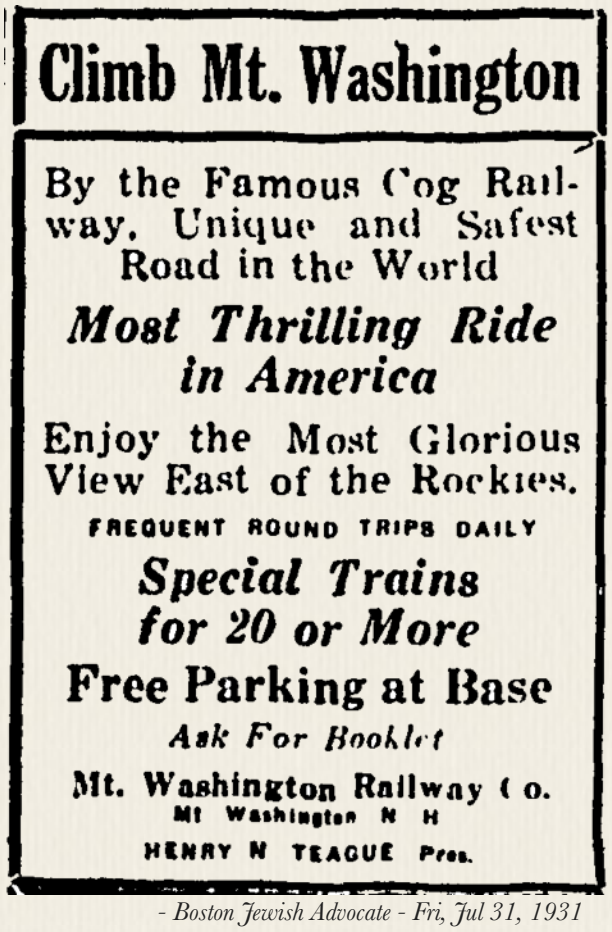
Cog Undergoing Grooming: "The famous Mt. Washington cog railway, the first of its kind in the world, is being groomed for its sixty-second year of operation from the base to the tip of Mt. Washington, the highest point in New England, situated among the White Mountains 6,293 feet above sea level. Throughout its many years of operation not a single accident was reported by the railway."

- Fort Worth (TX) Star-Telegram - Tue, May 5, 1931 pg. 13

July 5th

"Live wire" Teague: "So many people wanted to go up Mount Washington by the cog railway on Sunday *(7/5)* it was necessary for the management to operate a special train, which left the base at 12:30. Henry N. Teague, president of the railroad, is a live wire and by proper publicity is greatly increasing the business up the mountain."

- Littleton (NH) Courier - Thu, Jul 9, 1931



- Boston Jewish Advocate - Fri, Jul 31, 1931

July 16th

Boys Choir Up the Mountain: "At Camp Duncan can be found the proof that all are regular boys. building huts, playing ball, hiking are enjoyed from day to day. As guests of Henry N. Teague the boys have just spent a memorable day on Mount Washington, making the rip by the cog railway. Much could be written to prove that the experience of the Bretton Woods choir in the summer is most remarkable."

- Littleton Courier - Thu, Jul 16, 1931

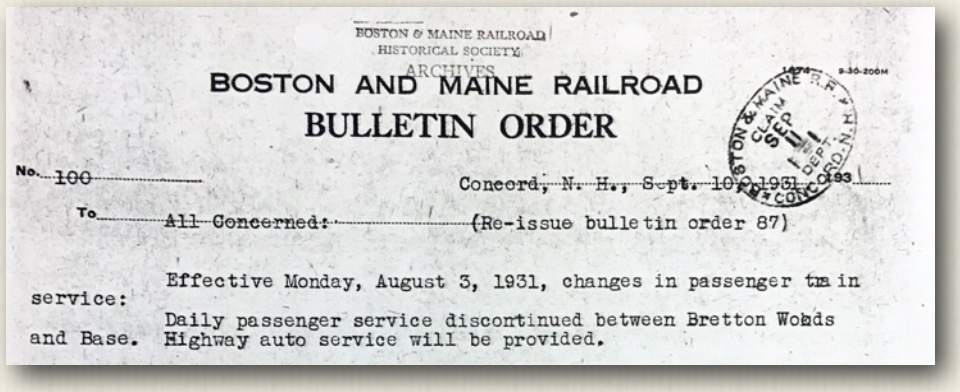
July 28th

Moonlight Excursion Up Mount Washington: "The Mt. Washington railway introduced this week special moonlight excursion service, which will be continued during the periods when the moon is at its best. President *(Henry)* Teague and an invited party made the trip by the first train on Tuesday evening *(7/28)*. The car is darkened and the track illuminated by a headlight placed above the platform, bringing out fine scenic effects and insuring safety. Trains may be chartered by parties making application by telegraph."

- Littleton Courier - Thu, July 30, 1931 pg. 1

August 3rd

Passenger Service Ends: "Effective Monday, August 3, 1931... Daily passenger service discontinued between Bretton Woods and Base. Highway auto service will be provided." *(right)* When Engine No. 5 has its picture taken *(next page)*, the track in the foreground has not seen B&M observation cars for nearly a month. Coal and other supplies would still be brought up to the Cog on the spur line - for awhile.



August 13th

Automobile Service Inaugurated: With the discontinuance of passenger trains on the branch of the B&M Railroad between Fabyans and the Base Station, the Mt. Washington Railway has put on automobile service to connect with all trains up the mountain and is furnishing better facilities than ever before available. Autos will leave the Fabyan House at 8 and 10:40 am, and 3 pm, making stops on a regular schedule at the information office in Bretton Woods, the Mt. Pleasant House and the Mt. Washington for passengers bound for the

Summit, a convenience which guests at the several hotels have never before had. Return trips will leave Marshfield station on the arrival of each down train.

- Littleton Courier - Thu, August 13, 1931 pg. 1



Late Summer hiker on the Base Station platform in August-September (1931)
- Harvard University Digital Collections

Good Business: "The Mt. Washington Railway had an excellent business last week. Besides the three regular trips it was necessary on two days to run an extra at 12.30 p.m. The coming and going of the railway trains is an event of much interest to other visitors at the Summit House, who may be seen examining the locomotives and studying the safety appliances for which the cog railway is noted."

Dartmouth On Top: "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. President Henry N. Teague is a graduate of 1900 and was the first man to receive a diploma from the Tuck School of Business Administration. Charles N. Proctor of Hanover, treasurer, is of the class of 1928, while Paul Dunn and Herbert Pike and Daniel Degasis, 1932, complete the office staff.

- Littleton Courier - Thu, Aug 13, 1931 pg. 11

August 19th

Ten Days of Moonlight: President Henry N. Teague of the Mount Washington Railway, always on the lookout for something new, has hit upon a new feature for the next 10 days. Starting yesterday *(8/19)* he plans moonlight excursions up Mount Washington on the famous cog railroad. The start is made from the base at 9:30 o'clock and the return is at midnight.

- Littleton Courier - Thu, August 20, 1931 pg. 1

August 27th

New England Road Trip: "Charles H. Snell, Watertown, N.Y., who has just returned with Mrs. Snell from a 1,722 mile motor trip which took him into seven states *(over 9 days)*, has written interestingly of his tour. His account includes: "(We) arrive at St. Johnsbury, where we decide to tie up for the night. After a night's sleep and New England breakfast, we leave this quaint old town by route 18 through Waterford, near which we cross the border into New Hampshire and continue on through Littleton, Maplewood, Bethlehem and in due time to Fabyan where transportation is awaiting to convey us to the Base Station of Mount Washington. We are now in the White Mountains. From Fabyan we may either drive our own car up the eight miles to Base Station over very winding, fairly steep roads of good construction, or we may take on the high-powered cars supplied by the Mount Washington system. In either case we arrive at Base Station at an elevation of 2,700 feet and find ourselves at the foot of the famous Mt. Washington Cog railway. We board this miniature train and start slowly up what looks like one of the lesser slopes of a scenic railroad. Crossing the bridge over the Ammonoosuc river, we see ahead a grade nearly a mile long and steep. Near Cold Spring Hill we are climbing just one foot up for three feet ahead. At the crest of Cold Spring Hill we make our first stop at the Wambeck station to fill the boiler of the little engine with water. Soon we are aware of a change in climate and we also notice that the trees are becoming smaller and more stunted and covered with a long stringy moss. We soon pass a trackman's house with the 'Half Way Up.' On our left we see the great Burt's Ravine. We reach ground covered only by moss and lichens and such Arctic plants such as the bunchberry and snowflower together with a few others. We now come to Jacob's Ladder, the steepest part of our climb. Part way up the Jacob's Ladder we leave the zone of vegetation and from here to the summit we have only rocks, boulders and wilderness. Our second stop is at the Gulf Tank where we give the little iron horse another drink. We get out here and walk to the edge of the cliff and view the Great Gulf thousands of feet below and encircled by the Presidential Range. In about ten minutes we reach the top. We remain an hour or more. Standing here a mile and a quarter above sea level and over a mile above the surrounding country, we are awed. We do not feel much physical reaction in coming down from



Henry's PR Takes Hold: *The classic Jacob's Ladder photo angle forms the basis of a front page newspaper cartoon dealing with a local hospital's capital fundraising effort - Littleton (NH) Courier - Thu, Aug 27, 1931*

the summit to the Base Station, but from there to Fabyan over eight miles of steep road and, descending from an altitude of 2,700 feet in about 20 minutes is a different matter, and we find that we are very deaf and quite fatigued. Mt. Washington is now owned by the federal government, after having been owned up to 1914 by private interests. We will now take up the delightful task of seeking further vacationing and leave Fabyan by route 18 going south and ever downward through Crawford notch with its good roads but steep hills and soon come out at Willys Notch with Mt. Webster on the left and Mt. Willey on the right."

- Watertown (NY) Daily Times – Thu, Aug 27, 1931 pg. 5

September 3rd

Henry's Unpaid Media?: A September edition of a Littleton newspaper seems to indicate that consummate promoter, Henry Nelson Teague has provided Cog related "filler" to outlets. The Colorado NIE.com glossary of newspaper items defines filler as "short news or information items used to fill small space in the news columns." Cog items found in one paper on this day - "A small building, the Camden Cottage, on top of Mt. Washington, is left unfastened through the winter as a shelter for adventurous climbers." / "The projector of the Mt. Washington Railway, Sylvester Marsh, was born in Campton, N.H., was a pioneer in the meat packing industry in Chicago, but returned to New Hampshire and risked his fortune in building the cog railway, which was opened to the Summit in 1869." / "Each train on the Mt. Washington cog railway consists of locomotive and one car, the engine pushing the car up the mountain." / "Among prominent foreign visitors to Mt. Washington have been Lord Chief Justice Coleridge of England (nephew of the poet Coleridge0, who was at the Summit House in 1884, and Right Hon. James Bryce (afterward Viscount Bryce), who climbed the mountain in 1907, when ambassador to the United States." / "The first hotel on Mt. Washington, the original Summit House, was built in 1852 by three men from Jefferson - Joseph S. Hall, L. M. Rosebrook and Nathan R. Perkins." / "In a single hour the Mt. Washington railway trains climb about 3,500 feet and carry your from the temperate zone to the climate of Greenland." / "Mount Washington is the highest peak east of the Rocky Mountains, except a few mountains in North Carolina." / "The trestle of the Mount Washington Railway is built of Georgia hard pine, with sleepers of southern fir, and lasts for many years. Every unsound timber is replaced as soon as detected, while a general inspection is made every spring and entire sections rebuilt if necessary, so that the whole structure is renewed every few years." / "President and Mrs. Rutherford B. Hayes visited Mt. Washington August, 1877, making the trip by the cog railway." / "The Tiptop House, still standing on Mt. Washington, was built in 1853 by Samuel F. Spaulding of Lancaster and associates." / "The peaks of the Presidential Range rise far above timber line, the trees growing smaller and disappearing at about 4000 feet altitude." / "The first large hotel on Mt. Washington (the second Summit house) was built in 1873 and burned in 1908." / "The Indian name of Mt. Washington is said to have been Agiochook, sometimes written Agiocochook." / "When the Mt. Washington Railway was built there was no railroad nearer than Littleton, 25 miles away, and the rails and equipment had to be hauled that distance by ox teams. A log cabin at the Base furnished shelter for the workmen, and as they advanced up the mountain various shanties were put up for their use, the foundation of one of which,



Engine No. 5 parked next to Laundry building at Base (Sept 1, 1931) - Art Poltrack Collection

near the Great Gulf, can still be seen." - In addition, three items are found on page 13 under World Wide Siftings, and fifteen items collected under a headline called Mount Washington Notes on page 4. It was a good day of placement, and these items and others would be used again in the future.

- Littleton Courier - Thu, Sep 3, 1931

October 1st

Better Business: "That interest in New England's natural attractions is on the increase is evidenced by the announcement of President Henry N. Teague of the Mount Washington cog railway that passenger receipts for the season just ended *(1931)* show a gain of 50 per cent over those for the 1930 season. "Had the weather been favorable last Saturday and Sunday," says Mr. Teague, "we should have run 100 per cent ahead of last year for the month of September." Inclement weather, however, has not been as strong a factor against mountain business as might be expected, for from the 25th of August to the 27th of September, while passenger traffic was on the increase, there were only seven really clear days on Mount Washington, while on Saturday, the 26th of September, the entire mountain top was white with frost feathers. Plans for the better accommodation of guests at the Summit in 1932 are already under way. The Summit House will be renovated completely and mode more homelike, while further changes of special interest to trampers as well as to others who spend the night on top of the mountain will be announced later. It is proposed to run special excursions to the summit of Mount Washington during the week end of May 30, next, as well as trains every Sunday during June, and to open the railway for regular service on June 20."

- *Littleton (NH) Courier - Thu, Oct 1, 1931 & Boston Herald - Sun, Oct 4, 1931 pg 30*

December 15th

Passenger service ceases on B&M Wing Rd to Base line

- Lost Railroads of New England 3rd Ed - Ronald Dale Karr



1932

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1931 Season:*** Total passenger revenue: $24,480 – Total operating expenses: $25,836 – "Railroad operated on a three train daily schedule at a $4.50 price. In the middle of August, the Boston & Maine discontinued service to the base on the branch from Fabyan, but continued to supply coal for the next two years ('32-'33) over this road." *Note: Numbers reported by the state of New Hampshire for 1931 vary greatly. Total revenue: $64,059.65- Total expenses: $57,667.70 - Total passengers: 11,331 - They may include hotel operations as well as Railway.*

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1932 Season*** - Total revenue: $35,893.82 - Total expenses: $36,324.24 - Total passengers: 11,395

Weather Observatory established at the summit

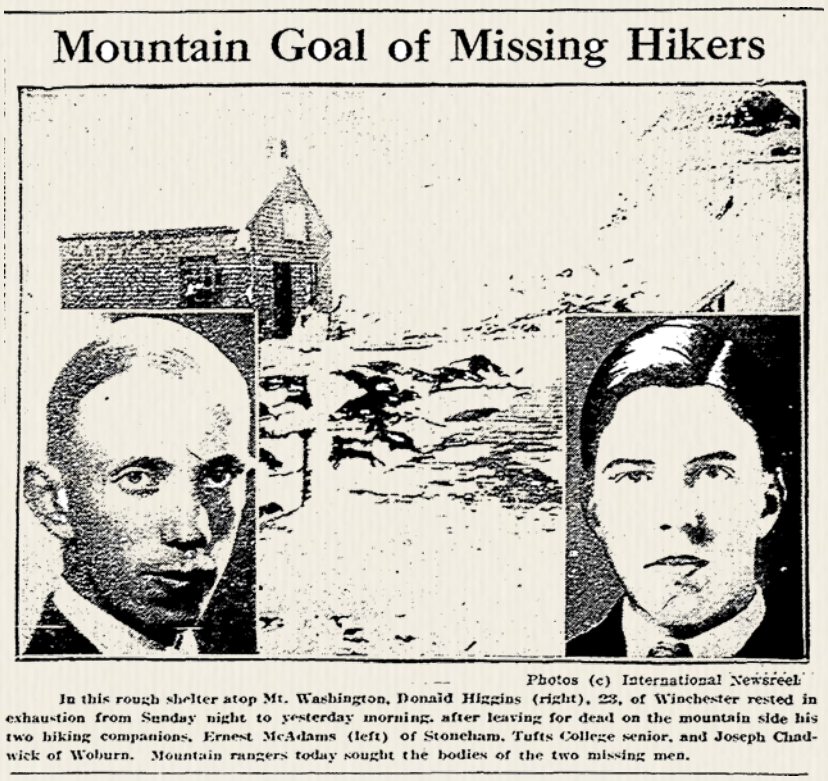
- Oct 1958 Governor's Mt Washington Study Committee Report

February 2nd

Two Youths Perish On Mt. Washington: Two youths who braved blizzard-swept Mount Washington Sunday *(1/31)* perished on the mountainside, their companion, Donald Higgins, 23 of Winchester, Mass., reported at noon today *(2/2)* when he staggered into the base station of the Mount Washington Railroad. Higgins said that he had crawled on his hands and knees from the summit to the base station after he was forced to abandon his companions. Higgins said that when the three were more than half way up the mountain in the ascent first (Ernest) McAdams collapsed and then (Joseph) Chadwick. "We thought we could make the top and find shelter and rest up much better than to attempt to go down through the storm. It was blowing a hurricane. The snow was biting our faces..." said Higgins. "We made it as far as Jacob's Ladder before we had to give up. McAdams couldn't stand it. We didn't have enough strength left to carry him any further, and when he slipped out of our grasp... he just crumpled and fell off the trestle into the snow. Chadwick and I struggled on. Chadwick seemed to stumble and wobble... and he fell, and I tried to keep on." Higgins himself went on up to the summit, where he rested, without food or fire, in the shelter of the summit house. Then he crawled down the mountain to the base station. He told the caretakers at the base station that he had left his two companions lying dead in the snow along the trestle. He saw one of the bodies as he came down."

- New York Times - Feb 3, 1932 pg. 15

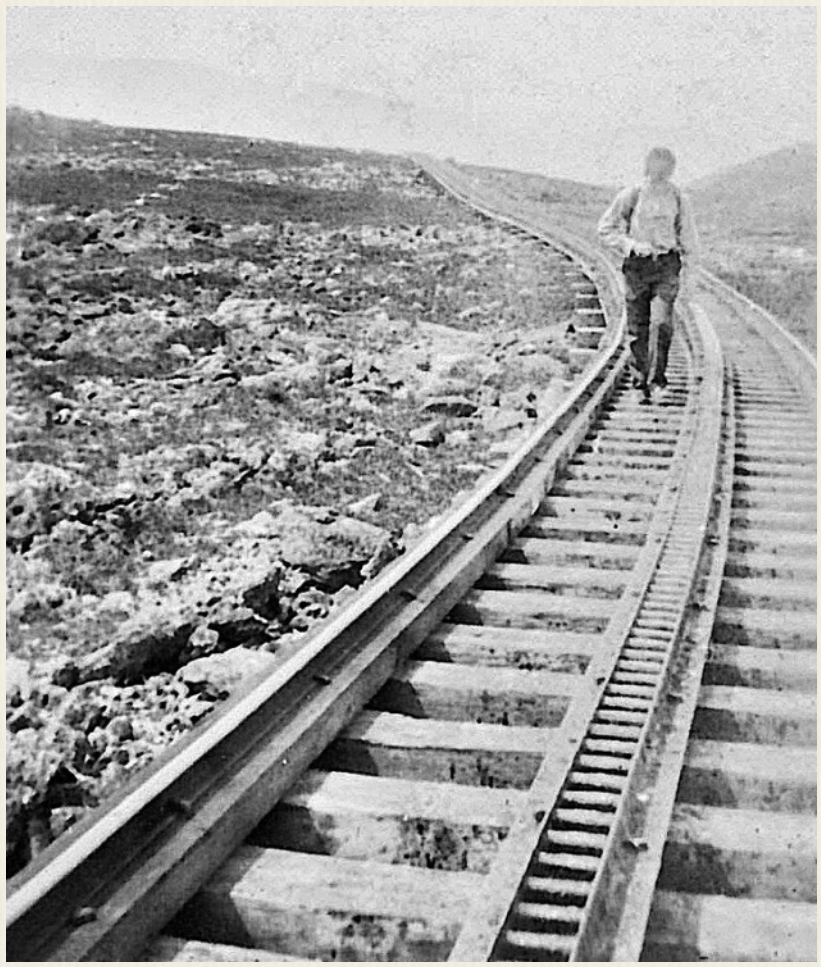
Search Details: "Mr. and Mrs. Charles Buckner are caretakers at the Mt. Washington railroad base station. They were considerably worried yesterday *(2/1)* when the tree young men who had called there Saturday night and announced their intention of climbing to the summit, failed to reappear. The storm had heightened during the night. the mountain was obscured and they feared the men were lost in the storm. (The Buckners) had offered shelter the might before but the three companions warmly clothed and equipped for climbing, had declared they would sleep in the open and felt quite safe. It was about 12:30 p.m. today *(2/2)* when Mrs. Buckner heard a faint pounding at the back door. She opened it to the storm and to the lurching figure of Higgins. He was completely spent. Realizing his condition she drew him into the warmth of the station (Boarding House), closed the door again the storm and set about relieving him of his suffering. While she prepared warm gruel her husband unclothed Higgins and wrapped him in warm blankets and laid him on a couch. He was barely able to whisper, "the other fellows are dead up on the mountain." The couple urged him to rest and to partake of the nourishment. He gulped a few mouthfuls of gruel and seemed stronger. While word was sent down the private telephone line to the station at Fabyan asking for aid, the Buckners, continued restorative treatments and Higgins was able to tell his tragic experiences of the hazardous climb up and down the mountain. When he reached the base



Mountain Goal of Missing Hikers

Photos (c) International Newsreel

In this rough shelter atop Mt. Washington, Donald Higgins (right), 23, of Winchester rested in exhaustion from Sunday night to yesterday morning, after leaving for dead on the mountain side his two hiking companions, Ernest McAdams (left) of Stoneham, Tufts College senior, and Joseph Chadwick of Woburn. Mountain rangers today sought the bodies of the two missing men.



Hiking up the Mt. Washington Cog Railroad tracks in the summer of 1932. Photo from the Robert J. Girouard collection - N.H. Then and Now FB

station and announced the loss of his friends and expressed his fear that they had perished, the alarm was telephoned down the mountain to the station at Fabyan and from there relayed to Whitefield, 14 miles away. Chief of Police Murray Clement *(Cogger Bob Clement's grandfather's brother)* of Whitefield who is also a deputy sheriff of Coös county started at once for the scene. (Leman) P. Stillings *(Cogger)*, postmaster and station agent at Fabyan, who received the report over the private line and sent it along to the sheriff, also spread the alarm at Fabyan and James Gall, John Wright and James Webb *(Cogger)* set out for the base station to bring down the man who survived the storm. Gall's small car was able to make the trip *(following deep ruts left in the base road snow by an earlier vehicle)*. Young Higgins was bundled into the small car which was turned about and started down the mountain to the road at Mt. Pleasant. They met the sheriff *(who's larger car could not make it through)* and it was decided it would be inadvisable to attempt to transfer the patient to the larger car, so Gall sped away on the trip to Whitefield with the sheriff in his wake. Wright and Webb, experienced in the mountainside in winter are standing by tonight *(2/2)* ready to lead the organized searchers into the woods as soon as the men assemble from Whitefield, Carroll and along the way.

- Boston Herald - Wed, Feb 3, 1932 pg. 12

February 3rd

Find Bodies of Two Youths On Mountain: The bodies of Ernest McAdams, 27, of Stoneham, Mass., and Joseph Chadwick, 23, of Woburn, Mass, were found by searchers today on Mount Washington, where they dropped exhausted Sunday while trying to climb the mountain during a blizzard. The bodies were found near what is known as the Gulf tank on the Mount Washington cog railway, about two-thirds of the way up the mountain. They were found at about 11 am, but the searchers did not get to the base until 1 pm. The party that found the bodies was made up of James Gall, James Webb *(became Cog caretaker)*, Ernest Meaney, John Griffin and John McKenna, who had been part of a group of 28 men who climbed the mountain early this morning in search of the men.

- Fitchburg Sentinel Wed, Feb 3, 1932 pg. 1 / See Vol. 4 Appendix - Camden Cottage



Photographer Leslie Jones captures part of the Mt. Washington rescue party at the Base Station at 20 degrees below zero on February 3, 1932. - Leslie Jones Collection - Boston Public Library

February 7th

Camden Knew Perils of Mt. Washington Climbers: "Camden Cottage," the shelter on the summit of Mt. Washington into which young Donald Higgins stumbled last Sunday after companions, Ernest McAdams and Joseph Chadwick, had collapsed only a short distance from safety, has been maintained by the owners of the Mt. Washington cog railway for the past eight years as a memorial to Patrick P. Camden, for more than half a century a faithful worker on the steep slopes of New England's most famous and most treacherous mountain.

The Cottage - it is really little more than a one-room stone shed - was erected by Camden three years before his death *(in 1922)*, and when Walter Aiken*, manager of the Summit Hotel, and of the railroad, asked Camden's family how he could best do justice to the man's memory, it was quickly agreed that perpetual maintenance of the shelter as a relief station during the Winter months when the summit is deserted was what "Pat" Camden would have most appreciated. The problem of providing a haven for the Winter climbers had become increasingly serious as Mt. Washington became more and more popular. The Summit House was frequently broken into and considerable damage caused by mountain climbers who sought shelter. Camden hit upon the idea of killing two birds with one stone - saving the hotel from damage and providing climbers with a necessary haven. Every Fall he would equip this new hut with firewood, matches, provisions and blankets, and there is little doubt that this little shelter has saved other lives in addition to Higgins' last week." *(* Ed note: This is an error. Walter Aiken died in 1893, so he would not be managing the Summit House nor the railroad in 1922.)*

- Boston Daily Globe Sun, Feb 7, 1932

February 22nd

Postmaster Henry Unable to Comply: "Time can stand still in New Hampshire. For example, it isn't yet February 22 on Mount Washington. The top of the mountain and its famous cog railroad are owned and operated by Henry Teague, massive Boniface, who got his start running the Commons at Dartmouth. Last year was Teague's first season at the Tip-top house, and the red tape of government has since been unraveling slowly in an effort to make him postmaster of the mountain. For obvious reasons *(200th anniversary of Washington's birth)* there is much interest in George Washington this year. The mountain was named for the first president and at least half a hundred people scattered all over the country through of the same happy idea about February 22. They would have letter re-mailed from Mount Washington, bearing the postmark stamped Feb 22, 1932. The letters ultimately found their way to Henry Teague, who went to Florida to escape the snows of New Hampshire winters. His domain he locked up tightly before his departure last fall, and it probably won't be reopened until about the last of May. One of the writers was insistent that his letter for re-mailing be certain to leave the Mount Washington postoffice exactly on Feb 22. Teague felt impelled to answer him and he wrote something like this: "I have received your letter. A study of train schedules show I cannot get back to Mount Washington before February 22. Besides I have just read of the misfortune which has befallen two young men who tried to climb to the top of the mountain. I am getting along in years and I doubt whether I could make it, even if I could get to the base station in time." But Henry Teague is going to be as accommodating as the circumstances permit. When conditions permit (it snowed two feet on the mountain only a day or two ago) he is going to set up his postoffice, and the first mail to go forth will be some 50 letters postmarked Feb 22, 1932. Come to New Hampshire if you wish time to stand still."

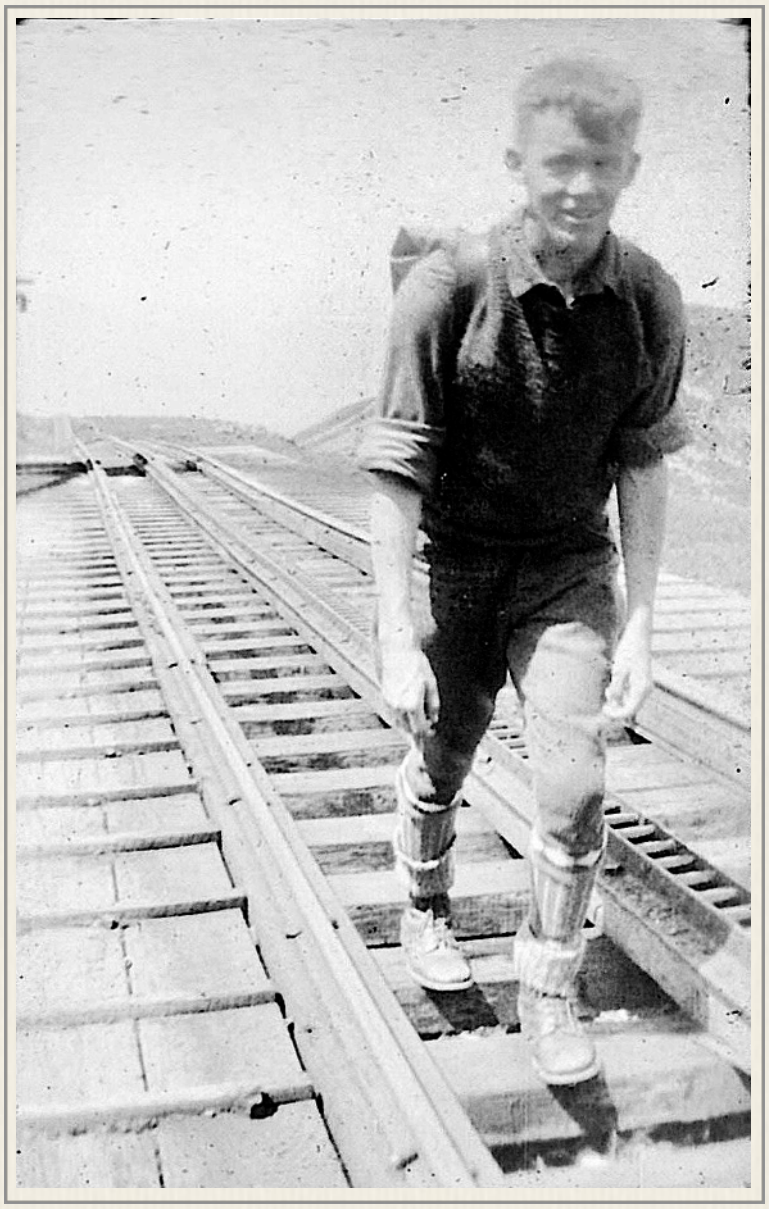


Tourists/Sisters-in-law, Helen Murdza Hoyt & Lillian Munroe Hoyt in the White Mountains in front of a George Thompson billboard painted for Col. Henry Teague (1930s)
- Ancestry.com

- Concord Monitor reprinted Littleton Courier - Thu, Apr 21, 1932

April 26th

Railroad To Cut Down Trackage If Allowed: Petitions Interstate Commerce Commission To Abandon 32 Miles of Track in Coös and Grafton Counties To "Reduce Expenses." The Boston & Maine Railroad on Tuesday *(4/26)* sought permission from the Interstate Commerce Commission at Washington… to abandon operation of 32 miles of Boston & Maine railroad tracks in Grafton and Coös counties. In the petition, the Boson and Maine seeks permission to abandon operation of its line between Wing Road and Base stations, a distance



Willard Jackson of the Glencliff community of Warren, N.H. hiking on the cog railway in the summer of 1932.
- Robert J. Girouard Collection - N.H. Then and Now

of about 20 miles; and between Whitefield Junction and Lancaster stations, a distance of about 12 miles. The petition to the Commission states that only abandonment of operation, and not permanent abandonment of the lines is sought. *- Littleton Courier - Thu, April 28, 1932*

May 14th

Tablet Marks Spot Where Men Lost Lives: Tufts Students Honor Memory of Two Youths On Mt. Washington. On Saturday *(5/14)* a bronze tablet was placed on Mount Washington, near the spot where two young men lost their lives on January 31 during a severed blizzard. The tablet bears the inscription, "Near this spot perished January 31, 1932, Ernest Wentworth McAdams, born 1909 and Joseph Benjamin Chadwick, born 1909." The marker was placed by a group of friends of the young men. Henry N. Teague, president of the Mount Washington railroad, sponsored a special train which carried a group up the mountain on Saturday morning. A delegation from the Dartmouth Outing club was on hand, including Richard Goldthwaite '33 of Hanover, president of the club and Fritz Hormel, '35, of West Roxbury, Mass. On Memorial day, several of McAdams' classmates at Tufts college and friends of Chadwick plan to hold services on the mountain. At that time, Donald Higgins, sole survivor of the party that went up the mountain on January 31, will be present. For many weeks Higgins was in the Morrison hospital at Whitefield, due to injuries received on that climb.

May 16th

62 Years without a Crash: "The famous Mt. Washington cog railway, first of its kind in the world, is being groomed for its sixty-second year of operation from the base to the tip of Mt. Washington, the highest point in New England. It is situated among the White Mountains, 6,293 feet above sea level. Throughout its many years of operation not a single accident was reported."

- International News Service Wire in Detroit (MI) Times - Sun, May 17, 1931 pg. 66

May 19th

Special Trips Memorial Day: "Henry N. Teague, president of the Mount Washington Railway announces that special trips up the mountain will be made on May 29, 39, and June 5, 12, 19 and 26, weather permitting. The first train leaves at 11 o'clock with frequent trains thereafter. A train will be run in June for 15 or more people and the fare is especially low this season."

- Littleton Courier - Thu, May 19, 1932 pg. 1

Legal Notice by B&M: "BOSTON AND MAINE RAILROAD hereby gives notice that on the 26th day of April, 1932, it filed with the Interstate Commerce Commission at Washington, D. C., its application for a certificate that the present and future public convenience and necessity require the operation by it over the line of the Main Central Railroad Company between Whitefield and Fabyans stations, a distance of about 15 miles and between Waumbek Junction and Coös Junction stations, a distance of about 11 miles and permit the abandonment by it of operation of its own line of railroad between Wing Road and Base stations, a distance of about 20 miles, and between Whitefield Junction and Lancaster stations, a distance of about 12 miles, all in Grafton and Coös Counties, New Hampshire. Boston and Maine Railroad - L. F. Whittemore, General Representative. *- Littleton Courier - Thu, May 19, 1932 pg. 11*

May 24th

Mount Washington Club: "The stockholders of the Mt. Washington Railway Co., have voted to lease the hotel, restaurant, and other property on the summit of Mount Washington for a period of five years to the Mount Washington club at a yearly rental of $15,000 *(~$315-thousand in 2022)*. Myron E. Witham, football star at Dartmouth 30 years ago, now of Boulder, Col., is president of the Mount Washington club and it is understood will become a summer resident of New Hampshire. The railway company will continue to operate the cog railway that runs up to Mount Washington but the new corporation will take over the summit property." *- Lewiston (ME) Daily Sun - Sun, May 24, 1932*



A souvenir Mt. Washington Club shield bent around spent shell casing

"Lease of the hotel, restaurant and other property on the summit of Mount Washington the recently organized Mount Washington Club Inc., was authorized at a meeting in Concord on Thursday of stockholders of the Mount Washington Railway company. The Mount Washington club, a week or more ago, voted to lease the property for a period of five years at a rental of $15,000 a year. Directors of the Mount Washington railway company, elected Thursday, are Henry N. Teague of Mount Washington, Arthur P. Fairfield of Hanover and John P. Carleton of Manchester. Mr. Teague was reelected president and treasurer of the company and Mr. Carleton was elected clerk. The railway company will continue to operate the cog railway that runs up Mount Washington but the new corporation will take over the property on the summit. Myron E. Witham of Boulder, Col., a conspicuous Dartmouth football star about 30 years ago, is president of the Mount Washington club, Mr. Teague is treasurer and Mr. Carleton is clerk. It is understood that Mr. Witham will become a summer resident of New Hampshire."

- Littleton Courier - Thu, May 26, 1932 pg. 12



Mt. Washington Club (1930s) - Sherryl Stephenson Collection



Henry's Church Key: *A Mt. Washington Club souvenir with corkscrew and bottle opener in key-shaped container.*

May 26th

Rotarians Invited to Summit: "Henry N. Teague, president of the Mount Washington railway and a member of the Littleton rotary club has invited his fellow members and the Hanover club to be his guests on top of New England's highest peak on Sunday, June 26. special trains will convey the men to the summit where a dinner will be served the guests by Mr. Teague at the Mount Washington Club."

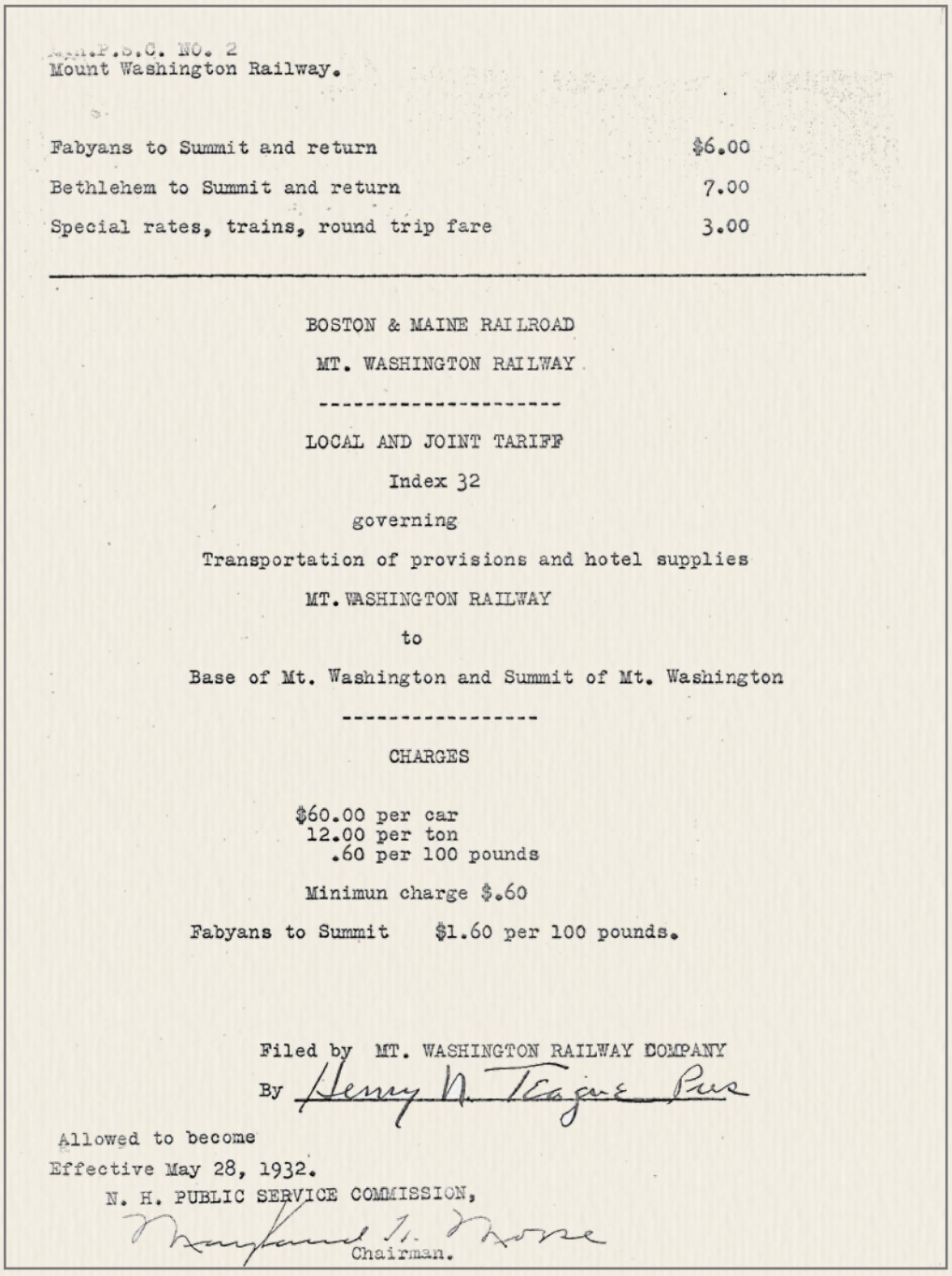
- Littleton Courier - Thu, May 26, 1932 pg. 6



Mt. Washington Club token now in Yale Museum

June 7th

Littleton School Field Trip: "Henry Teague, president of the Mount Washington Cog railroad with engineers and mechanics explained the various mechanical operations of the engines, cars, and shop at the Base station, Tuesday *(6/7)* afternoon. The members of the physics class had



...P.S.C. NO. 2
Mount Washington Railway.

Fabyans to Summit and return	$6.00
Bethlehem to Summit and return	7.00
Special rates, trains, round trip fare	3.00

BOSTON & MAINE RAILROAD
MT. WASHINGTON RAILWAY

LOCAL AND JOINT TARIFF
Index 32
governing
Transportation of provisions and hotel supplies
MT. WASHINGTON RAILWAY
to
Base of Mt. Washington and Summit of Mt. Washington

CHARGES

$60.00 per car
12.00 per ton
.60 per 100 pounds

Minimun charge $.60

Fabyans to Summit $1.60 per 100 pounds.

Filed by MT. WASHINGTON RAILWAY COMPANY
By Henry N. Teague Pres

Allowed to become
Effective May 28, 1932.
N. H. PUBLIC SERVICE COMMISSION,
Raymond T. Moore
Chairman.

this as one of their excursions in applying the work of this subject."

- Littleton Courier - Thu, Jun 9, 1932 pg. 12

June 9th

Governor to Open Cog: "Governor John G. Winant and the executive council have accepted an invitation to officially open the 1932 season for the Mount Washington Cog Railway by riding to the summit of New England's highest peak on the night of July 2 and returning the next day. They will spend the night at the summit and have an opportunity to view the sunrise from Mt. Washington weather permitting. The railway is now in operation on a limited schedule, but July will mark resumption of the regular summer schedule of trips."

Twin Mountain School Invitation Accepted: "Through the kindness of Mr. (Henry) Teague, the president of the Mount Washington Railroad company, the entire Twin Mountain school has been invited to go up Mount Washington by train. The student body, over 100 in number, is to be transported to the base by cars furnished by Mr. Teague and J. Alfred Seymour. The trip is to be made the morning of Thursday, June 16, weather permitting; otherwise the trip will be made Friday. It has been the annual custom of the school for the elementary grades to go on a picnic the last day of school, but this trip surpasses all other ones if one is to judge by the anticipation of the pupils."

- Littleton Courier - Thu, Jun 9, 1932 pg. 1 & pg. 8

June 12th

Out for a Sunday Rides: "Many tourists have visited Bretton Woods this week end, to make the ascent by the cog wheel railway, or Mount Washington trains started on Memorial Day week end to make trips every Sunday for the accommodation of those arriving in early June. Regular service from Bretton Woods to the Summit starts on July 2." *- Littleton Courier - Thu, Jun 16, 1932*

June 16th

Rainy Field Trip: "Last Thursday *(6/16)* morning practically the entire school made the trip up Mt. Washington as the guest of Henry Teague, the owner of the railroad. Although it rained and hailed at the summit, everybody enjoyed the trip and appreciated the generosity of Mr. Teague, who wished to commemorate the two hundredth anniversary of the birth of George Washington."

- Littleton Courier - Thu, Jun 23, 1932

June 19th

Dartmouth Graduation Trains: "A train for Dartmouth seniors and their families, alumni, and guests will be run on the famous cog railway which ascends Mount Washington at 4:30 p.m. today *(6/19)*, and will return two hours later. Those attending the baccalaureate address will have time to reach the Base Station for this train. Groups of 20 or more can procure special trains at any time during Commencement. A reduced round trip rate of $3 a person will be in effect and supper may be procured on the summit. The railroad's official open-

ing date is June 25, but Henry N. Teague '00, president of the railroad, made these special arrangements to enable Dartmouth men to make the trip today. The Mount Washington railroad was the first mountain-climbing railway in the world, and with the exception of the railway up Mount Pilatus, it is also the steepest cog road."

- The Dartmouth (Hanover, N.H.) - Sun, Jun 19, 1932 pg. 1

June 23rd

ICC Approves B&M Petition: "According to a newspaper clipping from Washington, the Interstate Commerce Commission is to allow the Boston & Maine railroad to discontinue use of the Wing Road to Fabyan branch and to operate over the Maine Central tracks from Whitefield to Fabyans."

- Littleton Courier - Thu, Jun 23, 1932

June 25th

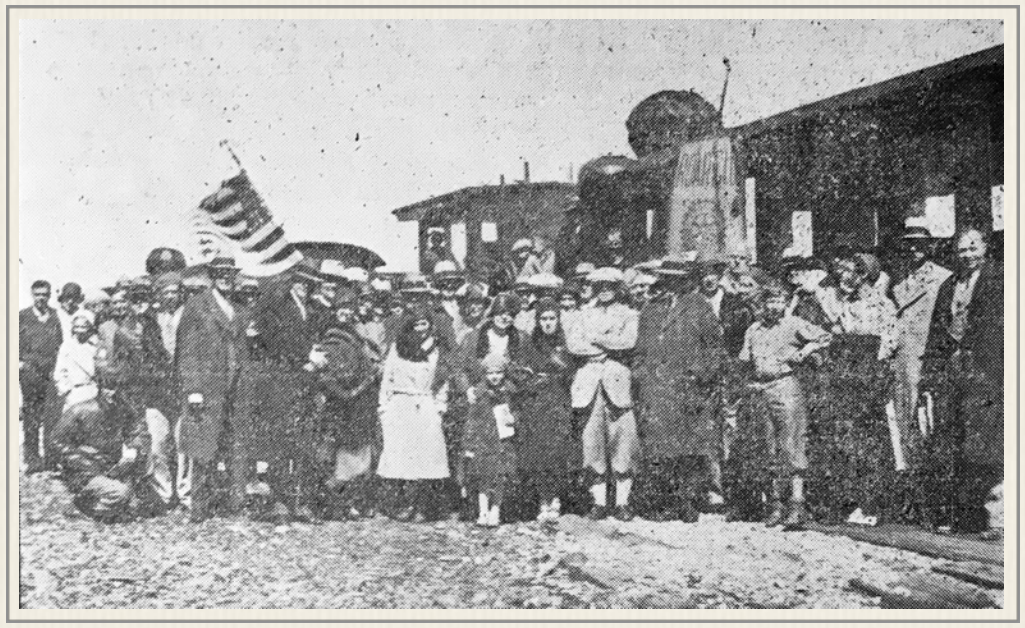
Masonic Meeting On Mount Washington: "Washington lodge of Masons, located at Manchester, is to work the third degree on a class of candidates on the top of Mount Washington, Saturday *(6/25)* at 5 pm. North Country Masons have been invited to attend. Special trains on the cog railway will leave the Base Station at 3:30 o'clock, with one train accommodating 40, returning after the meeting. The special low rate of $3 for the round trip is all the cost. It will be one of the most unusual Masonic meetings ever held in the East."

- Littleton Courier - Thu, June 23, 1932

June 26th

Mountain Rotary Meeting: "Up on the top of Mount Washington, New England's highest peak, Rotarians gathered on Sunday *(6/26)* for an unusual meeting. President Henry N. Teague of the Mount Washington Cog Railway is a member of the Littleton club and some time ago he invited fellow members to be his guests at the summit of the mountain named after the Father of our Country. Sunday was the big day and the weather was perfect, making possible superb views in all directions… There was a crispness to the air and there was plenty of snow for a snowball fight, yet Old Sol sent forth a warming ray that made the venturesome comfortable. The Rotarians and ladies in the party, numbering over 100, were taken to the summit by three special trains on the famous cog railway. At the Mount Washington club, Mr. Teague served a delicious dinner to the guests, the menu including everything from soup to dessert. Mr. Teague extended greetings, and in a few words urged the Rotarians to help him popularize Mount Washington, for in so doing the entire state would be benefitted. After a group picture *(right)* the guests left the summit and were at the Base Station soon after 4 o'clock. All voted it a most enjoyable trip, thanks to the hospitality of Mr. Teague, the man who is doing so much to make Mount Washington one of the scenic attractions of New England."

– Littleton Courier - Thu, June 30, 1932



July 2nd

Ring of Fire: "A ring of red fire, more than 6000 feet in the air, with rockets and other pyrotechnics shooting from within it, will be visible in the four Northern New England States, and for miles at sea, on the night of July 2. The spectacular illumination will be fired at 9 o'clock as part of a double ceremony marking the ***dedication of the new Mount Washington Club*** and in commemoration of the birth of George Washington, at the top of the mountain which bears his name. A huge bonfire at the top of the mountain will follow the fireworks display." *- Boston Daily Globe - June 24, 1932 pg. 3*

Weather Delay & Martha's House?: "Clouds encircling the peak of Mt. Washington tonight *(7/2)* caused the postponement of the spectacular pyrotechnic display which was to have climaxed the double celebration commemorating the 200th anniversary of the birth of George Washington and the opening of the new Mt. Washington Club. Gov. John G. Winant was to have ignited a bomb, thus giving the signal for the setting off of

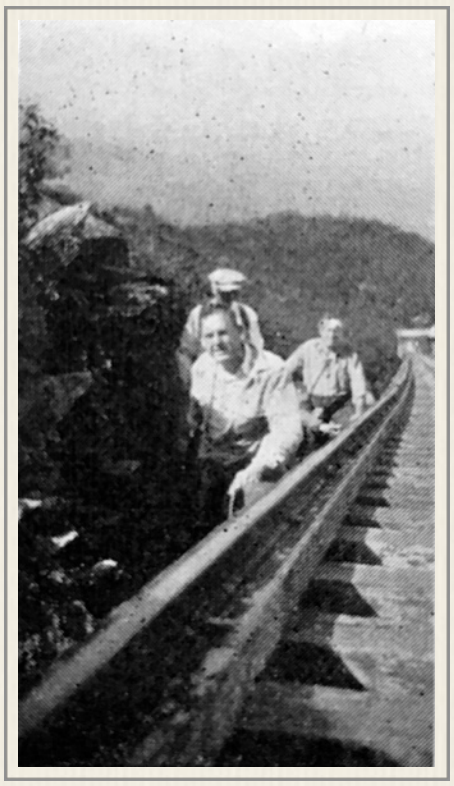
500 pounds of red fire which girdled the mountain top, more than 6000 feet above sea level. Hundreds of rockets and other fireworks also were to have figured in the display. It will be carried out on the first night that atmospheric conditions are favorable. Earlier in the day, Henry N. Teague, president of the Mt. Washington cog railway, arranged a special train to take Gov. and Mrs. Winant; his executive council, and about 30 other state officials and guests to the summit. Following the ringing of the "Sunrise Bell" on the mountain top to herald his arrival, Gov. Winant laid the corner stone of the Martha Washington House, a hostelry for women which will open in August. The party then had dinner at the Summit House as guests of Myron E. Witham, former Dartmouth football star, and president of the Mt. Washington Club. In an informal talk, the Governor welcomed the club to New Hampshire. It controls land extending 825 feet from the geographical peak of the mountain."

- Boston Herald - Sun, Jul 3, 1932 pg. 2

Governor Winant and Council Guests on Washington: "Present For Formal Opening of Mount Washington Club Saturday Night. The Mount Washington Club, at the top of New Hampshire's highest peak, was formally opened Saturday night *(7/2)* by Governor John G. Winant, who with Mrs. Winant, four of his executive council and 25 state officials and other guests, made the ascent on a special train late in the afternoon, in order to be present at the celebration. It was planned to have a huge bonfire and fireworks but due to the low hanging clouds, this feature was cancelled. The arrival of the special train at the summit was signalized by the pealing of the famous "Sunrise Bell," after which the party was served an informal dinner as guests of Myron E. Witham, president of the new Mount Washington Club. Following the dinner Governor Winant presented Colonel Teague a specially struck of bronze medal in commemoration of the 200th anniversary of George Washington for whom the grand old peak is named. Following an informal dinner Governor Winant called a special meeting of his council, the first ever held under such unique surroundings. The business transacted was restricted to consideration and approval of recent recommendations of Commissioner F. E. Everett of the Highway department." *- Littleton Courier - Thu, July 7, 1932*

July 13th

Ludlow, VT Trampers at the Top: "Leaving Ludlow (VT) at 5 o'clock, due to the failure of several alarm clocks which made us an hour late in starting, we finally got underway for our goal, Mt. Washington The most direct route was taken, which enabled us to go through Dartmouth College at Hanover in very few minutes, due to the light traffic conditions. Our starting point, the Crawford's was reached without trouble... We reached our goal the summit of Mt. Washington, at approximately 3 o'clock and spent the next few hours in observing the views. Through an ingenious device we were able to locate Lake Winnapesauke, Laconia, Berlin, Ossipee Lake, and other interesting views, which would all look the same unless pointed out and distinguished from others. While on the top we also had a chance to inspect the locomotives which push a single car to the top from the Base Station. These locomotives push one car with a capacity of forty passengers each up the track to the top of the mountain... The engines, with their boilers set at an angle so as to keep them level on the steep grade, give one the impression of an unfortunate motorist of the older days, with his shoulder against the back of his car pushing it up a hill. Another interesting thing is the water supply of the Mt. Washington Club and other buildings at the top, which is pumped from springs at the Base Station. It is forced up at the rate of forty gallons per minute with a pressure of twenty-two hundred pounds per square inch at the bottom. Our army *(11 men)* bunked in the oldest building on top, which is built of field stone, with walls seven feet thick at the base and tapering to three feet at the top. As regards sleeping, after several pillow and blanket swiping ordeals had subsided, we all slept well."





- The Vermont Tribune - Wed, Jul 13, 1932 pg. 1 & 8

August 7th

Climb Made by 1-Legged Man - "R.E. Welch, one-legged station agent of the Boston & Maine Railway at Northumberland, N.H., realized his boyhood dream today, making successfully and in normal time the diffi-

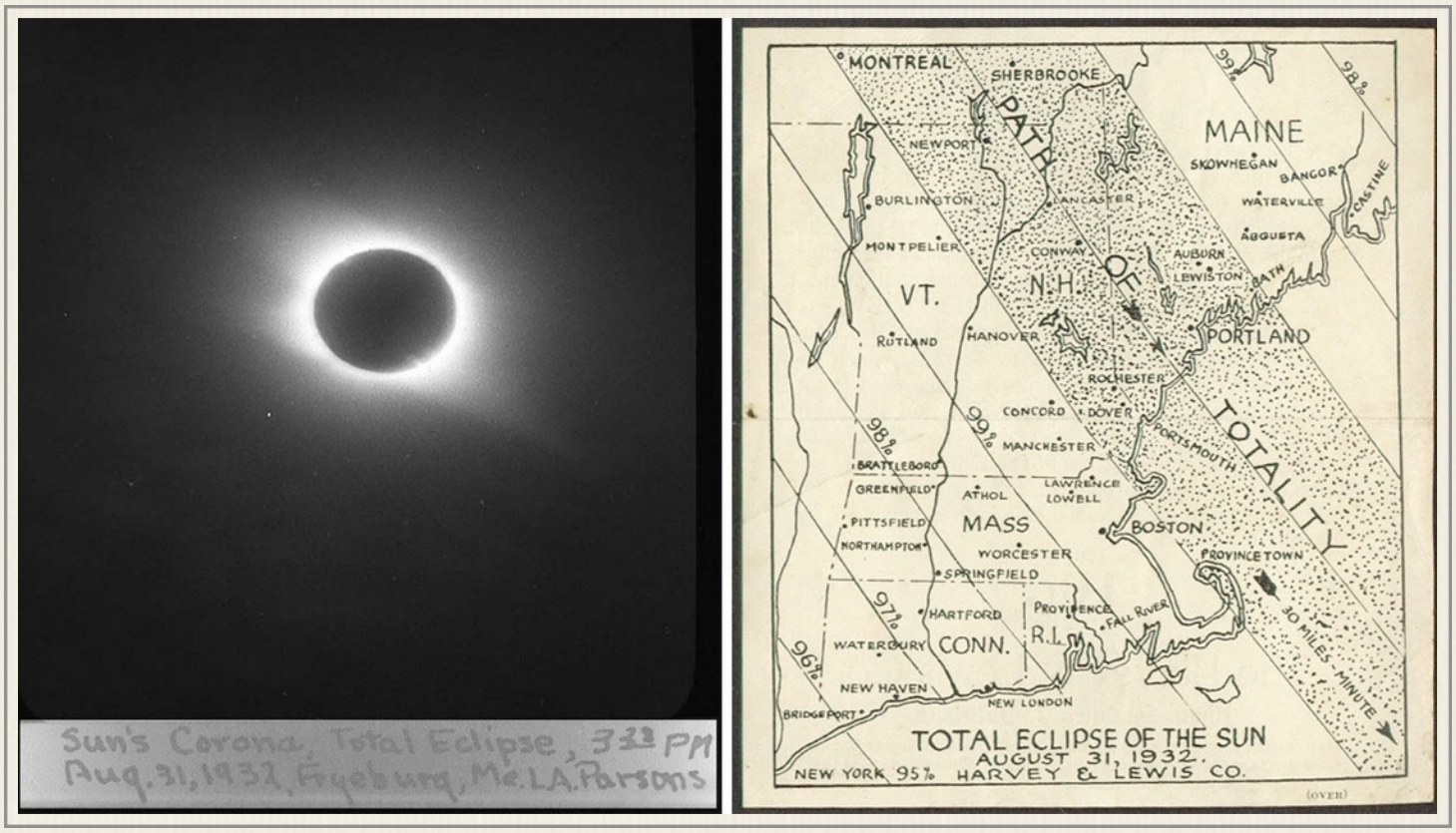


Rest Stop: *Raymond Welch (left) takes a short break on the way up Mount Washington at the Half Way House. Accompanying him are his brother Freeman by his side and two friends.*
- Welch Family Collection

cult ascent of Mount Washington by way of the trackside of the cogwheel railway *(previous page)*. He started from the base. The ascent was made in 4 hours 15 minutes. He seemed none the worse for his accomplishment. President Henry N. Teague of the Mount Washington Railway and Myron C. Witham of the Mount Washington Club welcomed the party and entertained them at dinner. Welch's walking time was 3 hours 11 minutes, the remaining time being devoted to rest. The average time taken by a normal man to climb the mountain, which rises to an elevation of 6,288 feet, is four hours." Welch would repeat his feat the following year with similar press coverage. *- New York Times - Mon Aug 8, 1932 pg 17*

August 31st

Solar Eclipse - "Officers of the New Hampshire national guard came here *(in Conway, N.H.)*, on learning that *(U.S. Supreme Court)* Chief Justice Charles Evans Hughes was in the vicinity of Mount Washington today and hoped to see the eclipse from that prominence, dispatched a captain to act as a personal escort. It was re-



- Plaistow Historical Society

ported here Mr. Hughes would make the ascent by means of the cog railway. The mountain has been continuously enshrouded in heavy clouds for the past several days."

- Fitchburg (MA) Sentinel - Wed, Aug 31, 1932 pg. 9



Climbing down Mt. Washington (Aug 1932)
- Harvard Digital Collections

"The highest spot in New England did not prove to be today the best spot to see the eclipse and the corona. Hundreds of men and women as well as scores of youngsters reached the top today from many parts of the United States, arriving by motor, by the Mt. Washington Railway or on foot, only to be isolated in cloudland. It was the largest crowd in the history of the mountain with the exception of the day of the *"Old Peppersass"* tragedy. Just before totality late this afternoon, more than 2000 eclipse visitors were seated in the trains or standing on the platform hoping that they would have more to remember than the tremendous sea of murky and moist clouds that hemmed in the top. Suddenly a cry rang out, taken up by many, and other hundreds rushed from the hotel and spots where they were crouched against rocks while the mist drifted over the top with an uncomfortable dampness. To the Westward, in the direction of the tip end of the cog railway trestle, faint traces of light could be seen in the heavy clouds. And then all was forgotten and the old mountain forgiven. There came a glittering crescent, a very thin, but extraordinarily beautiful slice of the sun. There was an uncanny, unearthly shine. At exactly 4:20, the phenomenon appeared again and those without telescopes or binoculars - saw it plainly with the naked eye. The crowd got another thrill. In a few minutes darkness became very noticeable and at 4:28 pm one could not see a distance of 50 feet. Then, like a curtain falling, there was almost complete darkness. Straining to pierce the low flying clouds, keen eyes discovered some of the stars. Some said they saw four, others one or two, but there is no doubt that four broke through. That was the eclipse show on the summit of Mt Washington, 6000 feet above sea level, and it is a safe bet tonight that not one person, other than a scientist, regretted the trip." *- Boston Daily Globe Thur Sep 1, 1932 pg. 13*

"To the editor of *The Hartford Courant*: Experts agreed beforehand that an attempt to see Old Sol from Mt. Washington was the rankest kind of gamble. G. K. Thompson, West Hartford (CT), making a pilgrimage to this famous eminence booked passage early Wednesday afternoon over the sharply pitched cog railway while the summit was brightly bathed in sunlight. True to its traditional uncertainty, at the 3700 foot level dense gray clouds met to surround the ascending trains. By 3 o'clock the unique railway had carried to its top the second largest number of visitors ever traversing that route in a single day - over 300. As the last train puffed to the 6200 level, its terminus, hikers, motorists and the more conservative railway passengers stood around the lofty Summit House as helpless and listless as dumb cattle. The heavy overhanging cloud-bank dampened both spirits and clothing. Fifteen minutes before totality the cars of all six trains were comfortably filled by resigned spectators in preparation for the descent scheduled for 3:45 p.m. Someone idly strummed a guitar in the lunchroom. Sandwich boys picked up their wares and vanished. Two young hikers in a sitting position were asleep on a stairway. Cog railway owner, (Henry N.) Teague, constantly puffing fresh cigars, paced disconsolately back and forth, watch in hand. Shortly after 3:20 the Connecticut Yankee discerned a forthcoming hole in the cloud. Pointing from the train window he shouted, "There it is!" It was a dramatic moment. Cameras were grabbed, telescopes adjusted, gazers withdrawn and the railway cars emptied of their throngs in a twinkling. The whole mountaintop suddenly surged with eager, hopeful humans. Dark glasses were needless except for one short instant when brilliant sunlight burst through a widening hole in the mist. Several excellent glimpses of the fast disappearing sun were obtained. As if fearing to confer a discriminating favor the cloud consolidated again a few moments before totality. Utter si-



Vt made eclipse glasses (1932)
- VVT's Northland Journal image

lence ruled the observers. All nature became becalmed. With increasing rapidity the dim light deepened as if only Bailey's beads were illuminating the sea of mist above. Then precipitately as if some giant hand were drawing a curtain aloft, black dusk descended. Little cries of exclamation went up. Some one switched off the lights in the hotel. An awe almost approaching reverence seemed to awaken a sense of kinship between utter strangers. The gloom was just beginning to instill uneasiness when magically the invisible curtain was drawn aside, the scene lighted up, and the general tenseness dissolved and every body resumed his dignity and right of self-determination. In sixty seconds you could distinguish the rush to reboard the cars from the break-up of a bake at the arrival of a down-pour. Thus ended the great drama of the skies as viewed from Mt. Washington."

- Hartford (CT) Courant - Sat, Sep 3, 1932 pg. 6

September 1st

A New Bridle Path?: "Probably no attempt to climb Mount Washington has attracted such widespread interest as the feat accomplished by four Littleton people who negotiated the treacherous nine-mile trail from Crawford notch to the summit of New England's highest peak on horseback Thursday. Their time was slightly less than six hours. When the two men and two women rode up to the door of the Mount Washington club at 2 o'clock on the afternoon of September 1 they accomplished the stunt for the first time and were greeted by officials and guests as pioneers in equine mountain climbing. The last mile to the top of the mountain was perhaps the hardest of the whole trip. The animals responded well under the expert handling and although one of them lost a shoe in that final drive for the top, the horses withstood the unusual task admirably. The groups came upon the summit house unexpectedly as it loomed up in the fog only a few feet in front of them and they clambered up the grade to the platform to canter up to the entrance of the Mount Washington club as a group of surprised tourists rushed to greet them. After the mounts had been led down the steep stairway to the auto parking space for feeding, the adventurers were given a royal reception by those who were fog-bound on the summit. Colonel Henry N. Teague, president of the Mount Washington Cog railway, who was at the base station at the time, gave word that the quartet were his guests and the new-fangled mountain-climbers were treated to a plentiful meal and had to tell their story to the admiring tourists whose curiosity had been whetted by the strange sight of people on horseback on the very top of New England's roof. After a short rest (the ladies) returned to the base by train as special guests of Mr. Teague while the two men took the horses down the automobile road to the Glen House."



Photo White Mt. Studio
UP MOUNT WASHINGTON BY CRAWFORD TRAIL
Left to Right — Elmer Ness, Mrs. John B. Eames, Miss Doris Lunderville, John Challon.

- Littleton Courier - Thu, Sep 8 , 1932

September 4th

Junior World Series Squads: "The two baseball nines, taking part in the Junior World Series at Manchester (NH) last week, New Orleans and Springfield, Mass., spent Sunday *(9/4)* night on Mount Washington, the guests of president Henry N. Teague of the Mount Washington railroad."

- Littleton Courier - Thu, Sep 8, 1932

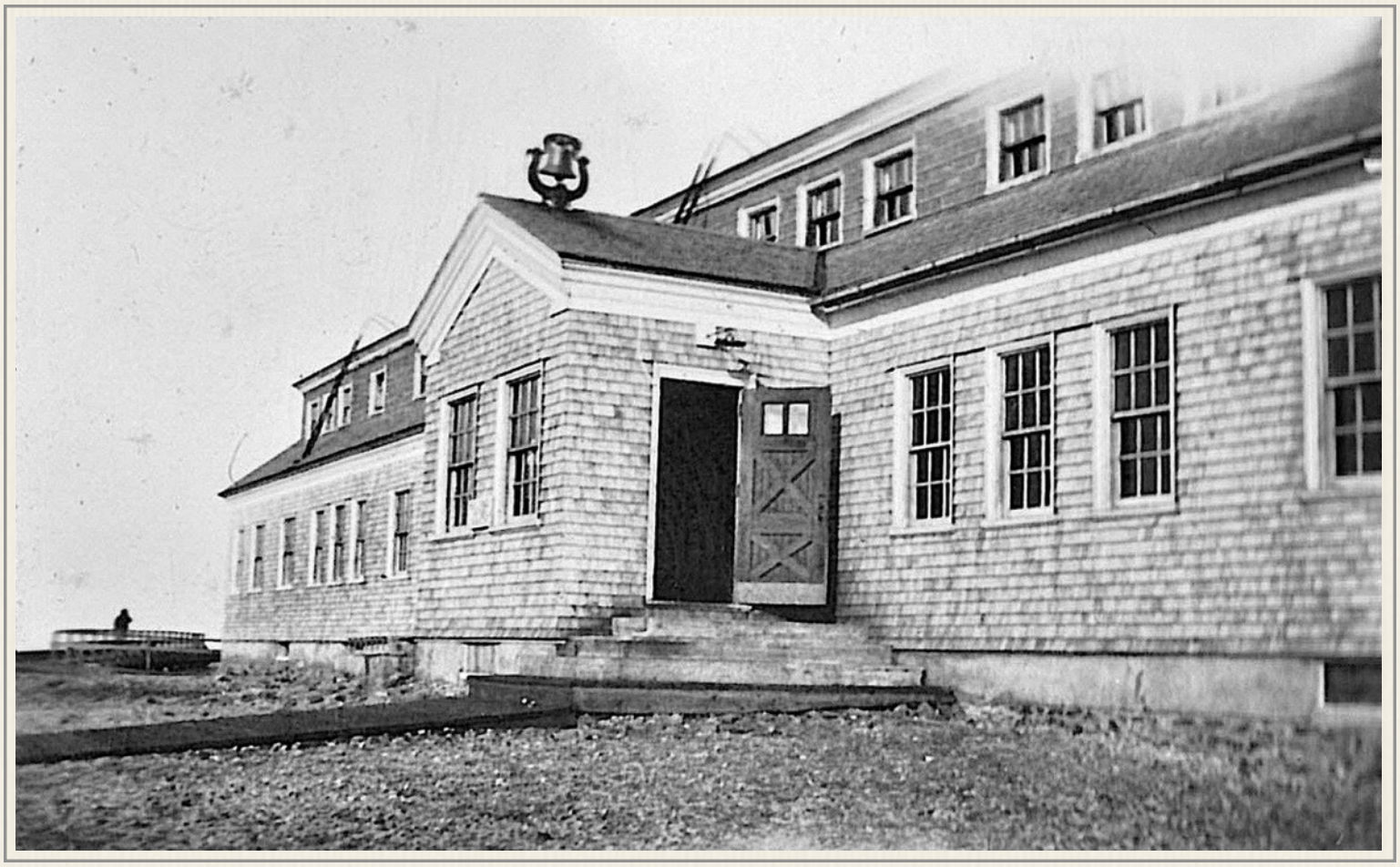
September 22nd

Now the People's Mountaintop?: A letter by C.D.H. in the *Littleton Courier* extols the virtues of Mount Washington as a tourist and health resort: "While this peak, the highest in the Northeast and sometimes referred to as the "Top of New Hampshire" (though more happily, perhaps, as the "Top of New England"), has always been a mecca for the more affluent and the more hardy types of tourists, it now give promise of new appeal to that exceedingly large class of people to whom the ascent has been but one of those dreams in practice so seldom realized. Hitherto this peak has been accessible only to those possessing either financial means or physical endurance, while an overnight stay at the top (to be counted as one of the experiences of a life-time) has demanded of the mountain hiker both of these qualifications. Under a



- Paul Forbes Collection

new policy however - a policy the outstanding object of which is the popularization of this famous mountain - the erstwhile prerequisite of money, if not that of muscle, has been substantially mitigated. For thus rendering possible to nearly every New Hampshire citizen the opportunity to view his state from its highest point, those responsible for having brought this about are to be commended. Although the top is still private property, from now on that large cross-section of the public which is "poor but respectable" will be welcome, and its visits encouraged. Even that humble and economically disposed order of respectable tourists sometimes derisively referred to by resort keepers as "goofers" doubtless will be eligible. But neither these nor any others will be permitted to make a picnicking ground of the summit. The depositing of refuse of any kind is strictly taboo. The newly formed Mount Washington Club, an organization of Dartmouth men which also operates the famous cog railway on a recently reduced fare basis, conducts the comfortable club house and hotel at the top. This now



combines in one building the new Summit House and the older Tip-Top House, the two being united by a long, rock-built corridor which also conveys the steam pipes for heating the latter, the all summer comfort of this heat being now continuously provided as well to those quartered in this historic structure. For while it may be July at the base it is apt to be October at the top, and there an overcoat supplemented by a tight-clinging cap in lieu of the windblown straw, affords to most a not unwelcome addition to the usual summer attire. A special pump... forces water from the Base Station to the summit... the cost of this water by the time it reaches the top being estimated as something more than 10 centers per gallon, with that of the coal for heating at $35 a ton. Yet there is an abundance of heat at all times and plenty of water, if one is willing to forego the luxury of room with private bath. Public modern toilet accommodations for both Summit and Tip-Top Houses are ample. An interesting feature of the construction of this building is the extra-heavy small pane windows, rendered necessary by the terrific winds by which the summit is frequently swept. Near the main building is a smaller one *(Camden Cottage)* designed to provide a haven for those hardy souls who occasionally hazard a trip to the summit during the winter season, and not far away is the newly constructed shelter and comfort station owned by the operators of the automobile road which leads up from the Glen House. In pursuance of their policy of seeking to "popularize" Mount Washington, the promoters are going at it in the right way by establishing a scale of prices which under the circumstances seems astonishingly reasonable - indeed, would be accepted as not unreasonable even on the floor of Mother Earth. Thus a daily club membership fee of as little as 50 cents admits the summit visitor, whether he arrive by automobile or afoot, to all conveniences and comforts of the club house and entitles him to especially low rates in the dining room and for quarters in the Tip-Top House. If such person is willing to bunk down in the dormitory (there are provisions for both sexes) and to dispense with the refinements of bed-linen, he gets not only a comfortable springed bed and excellent mattress with blankets but also both supper and break-

fast at the lunch counter for the sum of two dollars; or, if he cares to pay a dollar additional, he can avail himself of the privacy of a bedroom in the Tip-Top House section. If a single meal only is desired, by eating at the lunch counter he can obtain for 60 cents a repast the equivalent in all respects of that served at one of the dining tables to his more affluent or luxurious-minded brother tourists. On the night recently spent by us at the summit there were quartered in this hostelry some hundred and fifty persons, many of whom represented hikers and notably boys and girls from juvenile camps. It has by now become the established custom with a number of the managements of these camps to arrange for such of their youthful patrons as may be possible a hike over some of the trails and with a night's stay on the mountain top as the star attraction. To offset in some degree the disadvantage of weather uncertainty and the attendant disappointment, patrons of the cog road arriving by automobile are this year for the first time provided the opportunity of stopping over in a comfortable tourist camp *(left)* at "Crowflight [sic]," the station immediately above the Base. Thus far in this article we have failed to justify that part of its title alluding to Mount Washington as a health resort. It is claimed however, and, we have reason to believe, with truth, that the combination of the very high altitude with the exceptional absence of dusts and pollens renders a stay of day or two at the summit productive of substantial relief to the sufferer from hay fever. - C.D.H."



- Littleton Courier - Thu, Sep 22, 1932 pg. 3

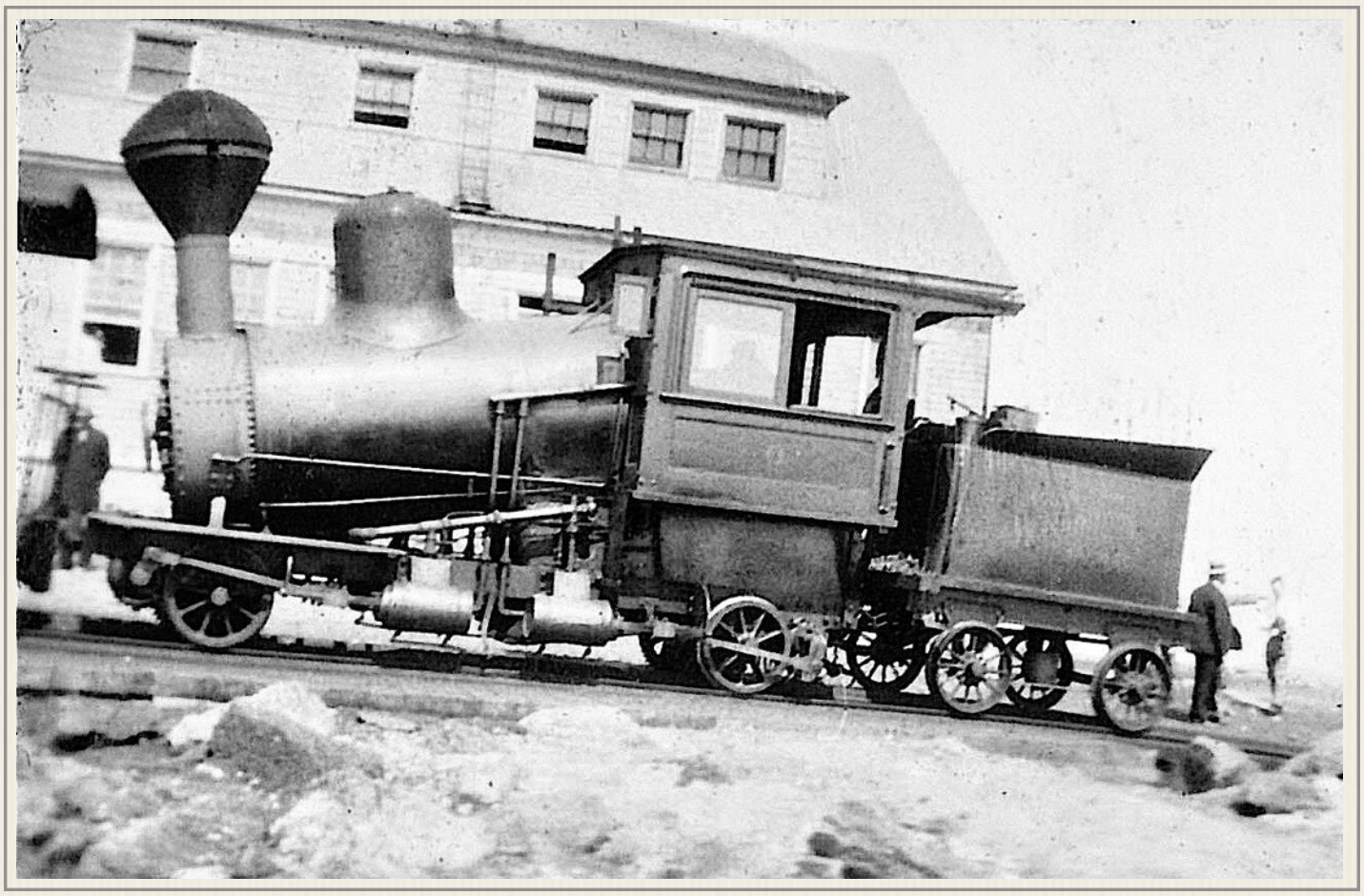
September 23rd

Cabin Owners' Meet: "The Cabin Owners' association of New Hampshire is to hold a meeting on Mount Washington Friday *(9/23)*. They will be the guests up Mount Washington on the cog railway of which Henry N. Teague is president."

- Littleton Courier - Thu, Sep 22, 1932

October 3rd

Pingree Dies: A *Littleton Courier* notice on page 10 of a death in Massachusetts: "David Pingree, one of the oldest citizens of Salem, Mass., died on October 3. The notice of his death would have little interest here if it



No. 6 above at Summit and No. 3 below at the Base coal trestle with rolling truck crossover ramp behind its tender (1932)
- NH Then & Now above / Conrad Ekstrom Jr Collection below

were not for the fact that years ago the Pingree family owned the principal part of the Mount Washington range of mountains. A Pingree, with an associate, bought in 1846 the great tract of land known as Sargent's purchase, containing 25,000 acres and embracing the greater part of the easterly side of Mount Washington, including the summit. On this land the first houses for the shelter of visitors on top of Mount Washington, the original Summit House and Tip-Top House, were built respectively in 1852 and 1853. Mr. Pingree, Sr., died in 1863, and his interests on Mount Washington were held for many years thereafter by the trustees under his will, who for the greater portion of the time were Ebenezer S. Doe of Bangor and the younger Pingree, who has just died. The Mount Washington Railway having begun operations in 1869, the need of a good hotel on the mountain was at once apparent and the second Summit House was built in 1872-73 by the Boston, Concord and Montreal Railroad and Walter Aiken, principal owner of the cog railway at a cost of nearly $70,000. The carriage road from the Glen House to the Summit was owned by the Pingree estate, although the stage business was run independently by the proprietors of the glen House. Long and bitter controversies sprung up between carriage road and railway representatives. The trouble was smoothed over, however, for a time, but in 1888 the railway company asked the New Hampshire Railroad commissioners to condemn land on the summit to afford additional railroad facilities. The petition was granted against the objections of the Pingree estate and the trustees in 1891 brought suit in the United States Court to set aside this action, contending that the taking of the land was really for hotel purposes and not for actual railroad use. A voluminous mass of testimony was taken and the fight would doubtless have gone on to a finish but for the sudden death of Mr. Aiken, resulting from a gunshot wound while hunting ducks in Maryland in 1893. A compromise was brought about after his death the Pingree trustees selling to the railroad a circular tract of fifty rods radius embracing the entire summit except the carriage road location and the stage office and stables. For this rocky track the railway paid over $50,000. It is on this land that the present Summit House, now known as the Mount Washington Club, was erected in 1915, Mr. Aiken's Summit House having been burned in 1908." *- Littleton Courier - Thu, Oct 6, 1932 pg. 10*

October 9th

Extra Trains: "Wells River notes: Mrs. Annie White and Miss Irene Dunham took the trip by train to the top of Mount Washington on Sunday *(10/9)*. The day was fair and they obtained a clear view at the summit. A large number of sightseers were touring the mountains, and two extra trains made the trip to the Tip-Top House." *- Littleton Courier - Thu, Oct 13, 1932*



October 13th

Observatory Operations Begin: "The Mount Washington observatory is now in operation on top of New Hampshire's highest peak. It is run in cooperation with the International Polar year, 1932-1933, with Joseph B. Dodge, Alexander MacKenzie, Robert S. Monahan and Salvatore Pagliuca in charge. The first mete-

orological observations are now being made identical to those being made simultaneously at the Polar year stations in the Arctic. The men will live at the stage house *(below)* on the top of the mountain and will have radio connection with station W-IOB at Pinkham notch."

- Littleton Courier - Thu, Oct 13, 1932. pg. 1

November 3rd

With The Boys on Mount Washington: "The radio operators of the Observatory have recently arranged a hook-up whereby it is possible for the first time in history for the Base Station on the west side of the presidential Range to communicate directly with the AMC Pinkham Notch camp on the east side. This novel communication is made possible by a duplex radiophone operated between the Summit Observatory and Pinkham Notch, and a metallic circuit telephone line which will be maintained this winter between the Base Station and the Summit. The latter line consists of two insulated wires laid along the sleepers of the cog railroad and will be patrolled regularly whenever the daily test call reveals a break in the line. It is expected that this service will prove very helpful in comparing weather conditions on both sides of the range. It should also prove exceedingly useful whenever emergencies arise as occurred last winter when two climbers perished without the east side of the mountain learning of the disaster until some time later."

- Littleton Courier - Thu, Nov 3, 1932



MOUNT WASHINGTON OBSERVERS

LEFT TO RIGHT: BUCKNER, MONAHAN, PAGLIUCA, MCKENZIE, DODGE

November 24th

Base Station Observations: "The Base Station is now fully equipped with weather recording instruments loaned by the Weather Bureau so that valuable comparison readings may be made there this winter by the caretaker, Mr. Charles Buckner. It is expected that the value of the observations made on the Summit this winter will be greatly increased by the comparison readings made at the Base Station on the west side and Pinkham Notch Camp on the east side. For what is believed to be the first time in history, it is now possible for anyone on the summit of Mount Washington telephone directly to the Whitefield central operator. The cooperation of the New England Telephone Company may prove invaluable during an emergency. Both Mr. Buckner at the Base Station and the observers on the summit are equipped to make line repairs in case of trouble but thus far this fall we have had constant communication on the mountain line with the Base and the Fabyans railroad station. It is hoped that this helpful service may continue during the winter for it will be our only means of communica-

tion should the radio fail."

- Littleton Courier - Thu, Nov 24, 1932

December 2nd

Higgins Returns to the Summit: "On Friday *(12/2)* the Observatory was visited by Donald Higgins, sole survivor of the mountain tragedy of last January 31, when his two companions, Ernest McAdams and Joseph Chadwick, perished within 800 feet of the summit shelter. Higgins was accompanied by Charles Buckner, caretaker of the Base Station property. It was to Buckner that Higgins first reported his tragic experiences after he managed to get off the mountain in his badly frozen condition."

- Littleton Courier - Thu, Dec 8, 1932



Tourists pose next to train & coal pile on Summit. Most walked. "Harriet rode by herself." (1930s) - eBay



No. 3 at the Base coal trestle with rail mounted rolling truck crossover ramp behind its tender (1932)
- Conrad Ekstrom Jr Collection

1933

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1932 Season:*** Total passenger revenue: $22,745 – Total operating expenses: $28,976 – "In 1932, Mr. Teague… kept on the engineers and firemen from the old regime, but began a policy of using college boys as brakemen… hired the college boys for $60 a month plus their board and room, even though at this time in the Depression, he undoubtedly could have hired them for less."

New Hampshire Public Service Commission Report: Does not contain any general narrative dealing with the Mount Washington Railroad. ***1933 Season*** - Total revenue: $23,635.19 - Total expenses: $28,976.21 - Total passengers: 5,820

January 12th

Base Road Drivable: "It is still possible to drive from Fabyans to the Base Station. This unusual condition enables climbers from Littleton and vicinity to reach the base of the cog railroad with little difficulty."

- Littleton Courier - Thu, Jan 12, 1933

April 1st

Teague in Town: "Henry N. Teague, president of the Mount Washington railroad, was in Littleton on Saturday *(4/1)*. At that time he announced that the first train will be run up the mountain on May 28. There will be trains also in operation on May 30 and every Sunday during June."

- Littleton Courier - Thu, Apr 6, 1933

April 4th

A Genuine Blizzard: "The unexpected spring-like conditions which prevailed over the week end when a maximum temperature of 43.5 degrees, the warmest since the establishment of the observatory last fall, was recorded were completely reversed Tuesday *(4/4)* noon when a genuine Mt. Washington blizzard set in the from the northwest. The gale let up slightly Wednesday morning but the wind was still blowing 90 miles per hour at ten o'clock. This morning *(4/5)* Charles A. Buckner, cooperative observer at the Base station, reported a snow depth of 37.5 inches."

- Littleton Courier - Thu, Apr 6, 1933

1933

May 9th

Teague in Town: "Henry N. Teague, President of the Mount Washington Railroad company was a guest of friends in (Littleton) Tuesday *(5/9)* evening."

- Littleton Courier - Thu, May 11, 1933

May 18th

"The May 1st closing and dismantling of the ***White River Railroad*** (aka Peavine RR) from Bethel to Rochester, Vermont results in 65 car loads of ***salvaged rail*** being ***shipped to*** the Mt. Washington ***Cog Railway.*** In addition, former Peavine employees, Glenn Johnson, Bernie Kidder and Peavine's former roadmaster George Stevens go to work on the Cog. Kidder's stay 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



1932 Clemson Yearbook

June

Arthur S. Teague *(right)* ***begins*** working ***at Cog Railway*** after graduating from Clemson *(1932)* with an electrical engineering degree. He started his Masters at University of South Carolina and continued working summers at the Cog until 1941 when he enters US Army as 1st lieutenant of infantry. Laurence Whittemore then takes over Art's position as vice president in charge of finances.

- Story of Mt Washington

June 1st

Hostess Mattie Clarke Dies: "Word has just been received in Boston of the recent death *(6/1)* in Buttonwoods, R.I., of Miss Mattie A. Clarke, once the genial hostess at the old Summit House on Mt. Washington and for more than half a century prominently connected with the hotel business in the White Mountains and in Florida. Sickness overtook her while she was on her way north from Ormond, Fla., where she was for many seasons head bookkeeper at the Hotel Ormond. Burial was in Windham, N.H. She began her hotel service at the Profile House. In 1884 she went to the Summit House in charge of the souvenir store, and later became manager of it until it was burned in 1908. Because of her hospitality to numerous parties of the Appalachians and other mountain climbers, she was well known in Boston. Subsequently she was at the restored Tip Top House, the new Summit House and the Mount Pleasant House, before going to Florida." A re-written version of her obituary appeared in the *Boston Globe* the next day that noted "As hostess to those who succeeded in the risky climb afoot, and also to those who mounted the summit by way of the cog railroad, she became widely known in New England." *- The Boston Globe - Thu, Jun 8, 1933 pg 8 & Fri, Jun 1933 pg. 21*

"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 Clarke 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 *(6/3)*. She was considered one of the greatest hotel woman the business has ever known. Starting her work as a waitress in the old Profile House she became a fixture in the course of time in the Summit House on Mt. Washington. Taking charge of the curio shop about 1880, Miss Clarke afterward became manager of the hostelry above the clouds and conducted its destinies for 20 years. About four years ago she resigned her position and became housekeeper at the Mt. Pleasant hotel in Bretton Woods for three years. Each winter



VETERAN HOTEL WOMAN DIES IN RHODE ISLAND

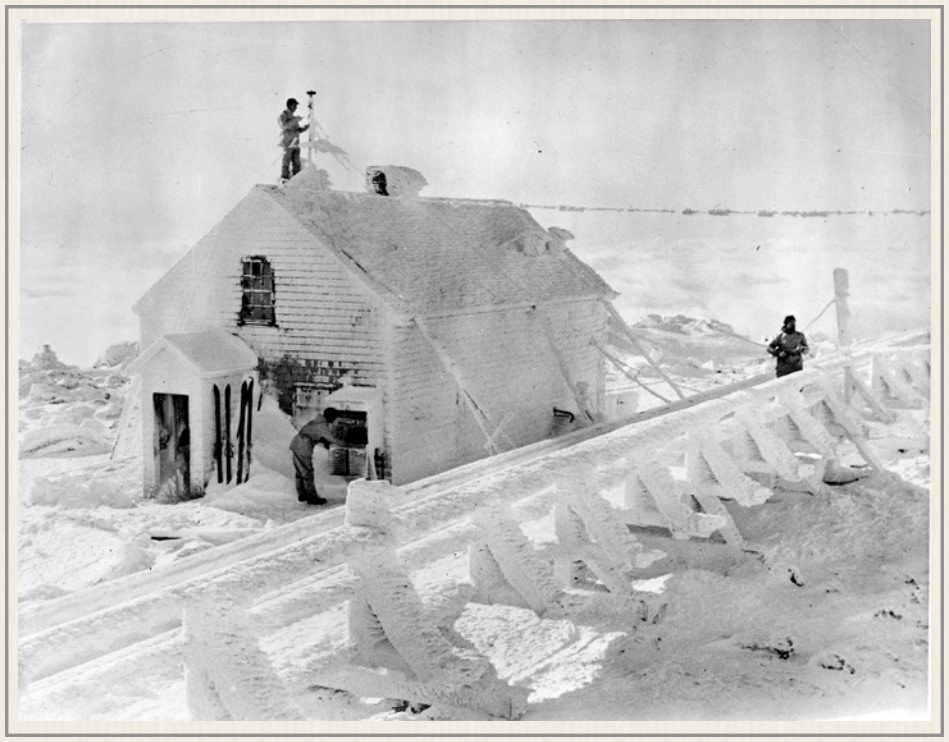
Miss Mattie Clark, Managed Mt. Washington Summit House.

she was a familiar figure at the Ormond Beach hotel in Florida. She was the first housekeeper at that southern resort when the place was started in 1886 and discontinued her duties last year. She had been ill health for some time prior to her death, which occurred when she was visiting a friend in Rhode Island after receiving treatment in a Daytona, Florida hospital. Many important figures in the hotel industry got their start with Miss Clarke. She numbered among her friends, owners and managers of famous resorts who had worked their way up in the business from humble positions with her. She had a remarkable faculty for judging human character which stood her in good stead in hiring hotel help. Miss Clarke numbered among her close friends Mr. and Mrs. George Howland of Lisbon, both of who had worked with her at Ormond for 39 years. 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."

- Littleton Courier - Thu, Jun 8, 1933

June 19th

Four Inches of Snow: "Below freezing temperature and a continuous storm of snow and sleet prevailed this week end on Mount Washington as the summit house opened for the season on Saturday *(6/17)*. Thirty guests remained over night hoping for improved conditions Sunday *(6/18)* but they were doomed to disappointment for more than four inches of snow piled up on the summit rocks in the dense clouds. The men at the Mount Washington Observatory were enabled to make ice cream with the hail stones which feel Saturday noon. Some of those who spent last Sunday skiing on the upper slopes in the morning and swimming at the Lake of the Clouds in the after returned to the mountain this week-end but the fresh snow had spoiled temporarily for skiing the extensive fields of old snow which have persisted all spring."



- Portsmouth (NH) Herald - Mon, Jun 19, 1933 pg. 2

June 22nd

Still Seeking Missing Youth: "As a 50-mile wind howled about Mt. Washington today the search of Simon Joseph, 20-year old Harvard sophomore continued, with fresh forces seeking the youth who has been lost since Sunday. A special train went up the cog railway today with 18 men in charge of Asst. State Forester Hale and Selectman Smith of Carroll. The searching parties are making their headquarters at the Lake in the Clouds. Heavy fog shrouded the mountain, again delaying use of airplanes."

- AP story in the Portsmouth Herald, Thur Jun 22, 1933

"The treacherous mountain... gave up the body of Simon Joseph, 20-year-old Harvard sophomore, lost since Sunday. A group of hardy citizens, familiar with the trail and hazardous pitfalls of the eight-and-a-half-mile climb, came upon the youth's body after an all-day search up the steep slope."

- AP story in the Portsmouth Herald, Fri Jun 23, 1933

"The body of Simon Joseph, 20-year old Harvard sophomore, who lost his life on Mount Washington Sunday *(6/18)* night, was found at 4:30 o'clock on Thursday *(6/22)* afternoon by a searching party. A 63-year old woodsman (Henry Parker of Bartlett) found the body in the lee of two large rocks, about an eighth of a mile east of the Appalachian Mountain club's hut at the Lake of the Clouds. Evidently Joseph in the raging blizzard of Sunday afternoon, missed the trail that led to the hut and safety. He fell just 50 feet from a guidepost that would have given him the location of the hut. The boy was on his back and had not been able to open his pack, containing two blankets. Tenderly the body was carried to the railroad track and Colonel Henry N. Teague, president of the Mount Washington railroad sent a special train to the base with it. There it was met by undertakers and finally taken to Boston for burial."

- Littleton Courier - Thu, Jun 29, 1933

1933

June 29th

Prompt Action Needed When Trampers Are Lost: "Rugged old Mount Washington has claimed one more victim, for on Thursday was found the body of Simon Joseph. We wish something could be done to make young men and women realize the hazard of climbing the trails of our mountains without proper food, clothing and knowledge of what weather conditions may be found. If men are to be lost on our ranges, then some plan should be devised to make possible the quick formation of a searching party, for hours lost may mean death to someone. Possibly the Appalachian Mountain club could be in charge of this work. The state allows them to build huts without paying taxes and in return it would be a mighty fine thing if this efficient organization would take it upon itself to be responsible for expense incurred in the getting together of searching parties. President Teague of the Mount Washington railroad did everything possible to assist in the search (for Joseph), supplying some o his staff, furnishing food and lodging and special trains up the mountain. He should not be expected to do this without compensation. If not the Appalachian Mountain club, then the state or federal forestry departments should be so organized as to be ready for such an emergency as occurred last week. Trained woodsmen are worth many unskilled trampers on the treacherous slopes of the mountains. Let us be ready for quick action when we again learn that men have been lost on our mountain tops."

- Littleton Courier editorial - Thu, Jun 29, 1933

July 1st

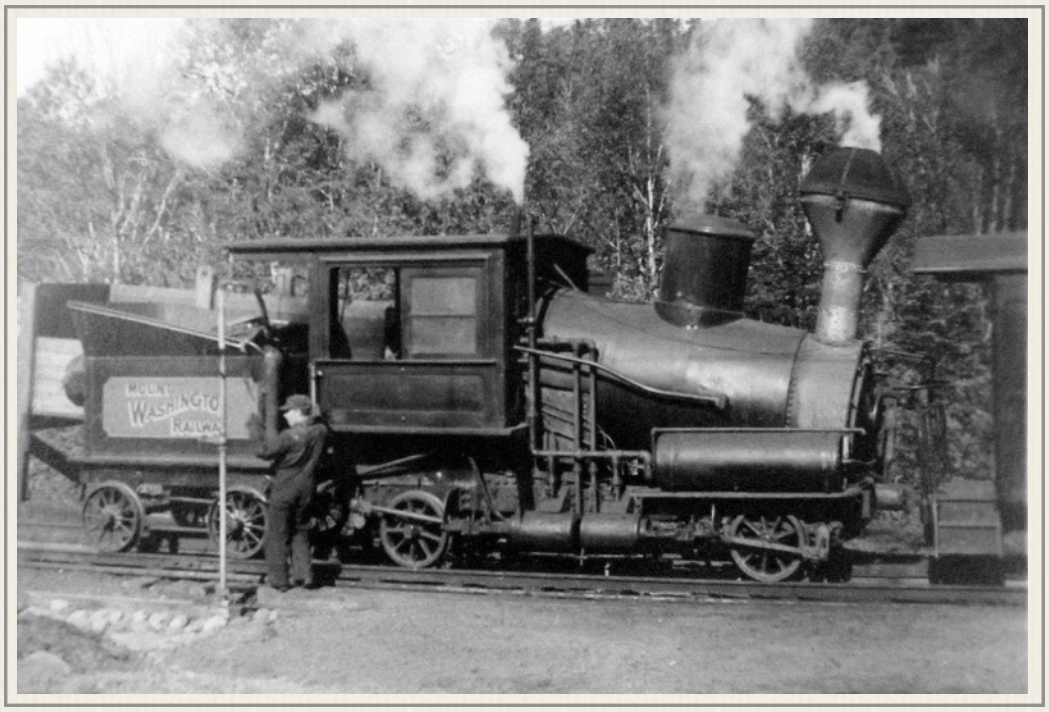
Manchester Mason Get the Third Degree: "Washington Masonic lodge of Manchester is to work the third degree on top of Mount Washington on Saturday evening, July 1. A special train will be operated, leaving the Base station at 5 o'clock and returning after the initiation. Masons from North Country lodges are invited and urged to be present as it will be a very worthwhile meeting. This has been arranged through cooperation with Henry N. Teague, president of the Mount Washington railroad who is operating excursion trains up the mountain every Sunday at very nominal charges."

- Littleton Courier - Thu, Jun 15, 1933

July 6th

Lightning Fires Up Tip Top: "The Tip Top house has weathered all sorts of bad wintry weather but never before had it been called upon to withstand a lightning bolt until Thursday *(7/6)* night, when lightning shot out from the sky and started a fire on the side of the building. The employees quickly extinguished the blaze which burned out a section about two feet square. A 75-mile-an-hour gale was blowing at the time and had the blaze been allowed to gain a little headway there is not question but that the building would have been destroyed." *- The Portsmouth (NH) Herald - Sat, Jul 8, 1933 pg. 2*

Littleton Rotary to the Summit: "On Thursday *(7/6)* evening the members of the Littleton Rotary club, their wives and few invited friends were the guests of Henry N. Teague, president of the Mount Washington Cog Railway, on a trip to the summit of New England's highest peak. The party left the Base station on a special train at 5:30 o'clock arriving at the top an hour later. Unfortunately, due to overhanging clouds, it was impossible to see the sunset or the moon rise, but the group enjoyed the excursion just the same. A full course dinner was served by the management of the Mount Washington club which equalled the menus to be found in many of the better resort hotels. The special train left for the base at 9 o'clock, arriving there just as a thunder storm broke in all its fury. Ten of the party of 50 remained on the summit over night. They received a thrill not on the schedule when the Tip Top House was stuck by lightning about 11:30 o'clock Thursday. Due to the well organized fire department, under command of Wilbur Anderson of the Mount Washington club, the blaze was soon extinguished with



slight loss. A bolt evidently ran up a pipe and set fire to the roof of the building. Whenever there is a storm at the summit, men carefully patrol all of the houses, so the fire was discovered soon after it started and it was not allowed to gain headway, in spite of a 70 mile gale blowing at the time. With the sounding of the alarm the male employees at the summit quickly gathered at the Tip Top house with fire extinguishers. In seven minutes the engineer had 90 pounds of steam on, sufficient to pump water from the base for the lines of hose laid. This was the first time that the houses on top of Mount Washington have been known to have been struck by lightning." *- Littleton Courier - Thu, Jul 13, 1933*

July 23rd

One-Legged Man Scales Mt. Washington Again: Raymond E. Welch, one-legged station agent at Northumberland, N.H., who climbed Mount Washington Aug. 22 last year by the cog-wheel railway track, using one crutch, today made a more difficult ascent of the mountain via Tuckerman's Ravine in 4 hours 7 minutes actual walking time. Leaving Pinkham Notch at 8:20 EST, he arrived at the summit at 2:22 PM taking 1 hour 55 minutes for resting. He arrived in fine physical condition.

- New York Times - July 24, 1933

Pelton Water Wheel installed: Sometime shortly after Arthur Teague begins work at the Cog he installs the Pelton water wheel - driven by water coming down a six-inch pipe from a dam on Franklin Brook. The water wheel drives an electric generator. Half the power turns a water pump delivering 8-gallons a minute to the Summit House tank through a two-inch pipe. The other half powers lights for Base colony and machine shops. Saved $2,000 a year as the Steam Pump required two men and 150 tons of coal per season.

- Mt Washington Cog Railway pamphlet 1964 / Story of Mt Washington

August 3rd

The CCC Boys at Gale River: "A vigorous pursuit of the twofold purpose of the Civilian Conservation Corps is being carried forward by the 180 to 190 members of the 153rd company at the Gale River camp. Through its work in protecting and adding to the beauty of the White Mountain National Forest the camp touches closely all friends of conservation. The men, all from New Hampshire, who form the forces of this company, are divided into crews which have been detailed to different forms of forestry work. The slopes of Mount Washington have been the scene for the work of a crew whose task is to cut away obstructing timber and so provide the mountain with more frequent and more extensive views next to the railroad. At the present time, all the men are working together on the road from Piercebridge to what will be the permanent site of the (Gale River) camp. The regular salary of $30 a month, of which $25 is sent home has been raised to $35 and $45 for tent leaders and section leaders. Promotions to section leader and tent leader are now being made. When men are able to obtain jobs they are honorably discharged from the service of the corps."

- Littleton Courier - Thu, Aug 3, 1933

August 10th

"Especially Good" Summit Business: "Recently business at the Summit and Tip Top Houses on Mount Washington has been especially good. The first of the week saw both houses filled to capacity and many turned away. The railroad is transporting hundreds to the top of New England's highest peak; others use the motor road or tramp over the trails.'

- Littleton Courier - Thu, Aug 10, 1933

August 18th

Big Bonfire on Mt. Washington: The grand-daddy of all bonfires, a huge pyre that will blaze more than 6300 feet in the air, will roar skyward at 10 o'clock (daylight saving time) next Saturday night, in celebration of completion of the cutting of eight new vistas on this mountain by the Civilian Conservation Corps. If the night is clear it is anticipated that the bonfire, already raised more than 60 feet above Mt. Washington's elevation of 6293 feet, will be visible for hundreds of miles. President Henry N. Teague of the Mt. Washington Railway will fire the huge pile, composed of cuttings left by members of the Civilian Conservation Corps as they made this latest improvement in the attractions of New England's White Mountain section. The eight vistas, cut through virgin forest by the Corps provide new views of the White Mountain scenery as visitors ascend the mountain. They have been cut so the natural "pictures" they bare are framed in forest green. Until now visitors ascending the mountain could not enjoy distant scenery until they had passed above the tree line. In case of inclement weather, Teague announced, the fire will be Sunday night, August 20. *– Portsmouth Herald - Fri Aug 18, 1933*

1933

September 3rd

3,000 Car Day at Base: "Over 3,000 automobiles drove in to the Base station at the foot of Mount Washington on Sunday *(9/3)*. This season over three and half times as many persons were accommodated on the (Cog Railway) Sunset Special to the top of the mountain as last year."

- Littleton Courier - Thu, Sep 7, 1933

September 19th

Cabin Owners Cluster at Summit: "A meeting of the Cabin Owners' association was held at the Summit House on Mt. Washington, Tuesday, September 19. The trip was made on the cog railway, through the courtesy of Henry Teague. Although it was raining and impossible to see anything of the scenery, everyone seemed to enjoy the trip. Dinner was served at noon."

- Littleton Courier - Thu, Sep 28, 1933

September 28th

Caution on the Mountain: "The death of young (Simon) Joseph (in June) brought to the attention of the public the necessity to secure, if possible a greater degree of safety for climbers. Governor (John G.) Winant... deputized (State Development) Secretary (Donald D.) Tuttle to present a workable plan whereby the state could help in cutting down the unnecessary loss of life and at the same time giving the public the freedom of the trails. Advice was obtained from Henry N. Teague, president of the Mount Washington railway, and others. It was decided that the installation of 17 caution and 20 warning signs, properly laced on the trails might do some good. The cost was estimated at $380 and at a recent meeting the Governor and (Executive) Council appropriated sufficient funds to carry out the project. Notifications of emergencies (will) be sent to the nearest national forest district rangers and that arrangements be made with them for promptly relaying reports to Joseph B. Dodge, hutmaster in Pinkham notch, through the Glen House where the nearest telephone is located."

- Littleton Courier - Thu, Sep 28, 1933

CCC on the Mark: "Three C.C.C. details of three men each have been quartered all summer at the Lakes of the Clouds and Madison Spring huts of the Appalachian Mountain club and at the Mount Washington Summit house. These men have remarked all existing well-traveled routes across exposed portions of the Presidential range. A total of 37.7 miles of above-treeline trails maintained by the United States Forest Service, Appalachian Mountain Club and the Randolph Mountain club have been re-cairned. On all important trails such as the Gulfside trail, Tuckerman Ravine trail, Tuckerman Crossover, Crawford path, and Westside trail the C.C.C. workers have erected at 50 foot intervals three foot piles of stone, supplemented by poles mounted upon conspicuous cairns. These cairns have already proved of considerable assistance to hikers who have encountered early fall storms on the heights. The need for this extensive remarking of these trails has been generally recognized but not until the Civilian Conservation Corps was created were men and funds available for the important work. Detailed to this during the past two months: Emmett Buckley, Berlin, John Tyler, West Milan, and George Jolbert, Berlin at the Summit house *(among others details in article)*. Through the generosity of the AMC and the management of the Summit House these men have been quartered on the mountains at no expense to the government."

- Littleton Courier - Thu, Sep 28, 1933

September 30th

Mountain Recreational Development Discussed: "Ways and means of promoting the recreational advantages of the White Mountains both in summer and winter were discussed from all angles by about 125 leaders in various branches of local and state activity who gathered at the Coppermine Camp, Saturday *(9/30)* as special guests of Robert P. Peckett of Sugar Hill. this North Country conference was the first of a series of sectional meetings planned by the State Development commission for the purpose of enlisting the direct support of local leaders and agencies. Most spectacular and surprising of the thought advanced came from Col. William A. Barron, proprietor of the Crawford House and chairman of the recreational division of the



Souvenir pennant (1930s)
- Bascom Family Collection

New England Council, who proposed the construction of a scenic highway along the ridge of the Presidential range. At an estimated cost of $500,000 Col. Barron stated, a drive could be built from Crawford Notch over the south peaks to Mt. Washington and on to Mt. Madison and Randolph, a distance of 17 miles, which would be the greatest attraction in the country. Citing the proposed new $10,000,000 parkway in Vermont, Col. Barron asked what New Hampshire is going to do to answer such a challenge from her sister state. "Our great attraction is the Presidential range," he went on. "I am suggesting that a scenic drive be constructed." On the subject of vistas, Col. Henry N. Teague, president of the Mt. Washington Cog railway, testified to his satisfaction with the eight vistas recently opened up along his railroad. He predicted that tourist business could be doubled if similar cuts were made in Franconia and Crawford Notches."

- Littleton Courier - Thu, Oct 5, 1933

October 12th

Mount Washington Railway Still Operating: "The Autumn foliage was never more brilliant. No better way to see it all than when en route up Mt. Washington on the cog railway, and there is still an opportunity for the trains will run until October 20. Henry N. Teague, president of the road, has had so many requests from nature lovers everywhere that he has consented to operate the trains later than usual. The first train leaves the Base Station at 11 A.M., and the afternoon one at 2 o'clock."

- Littleton Courier - Thu, Oct 12, 1933

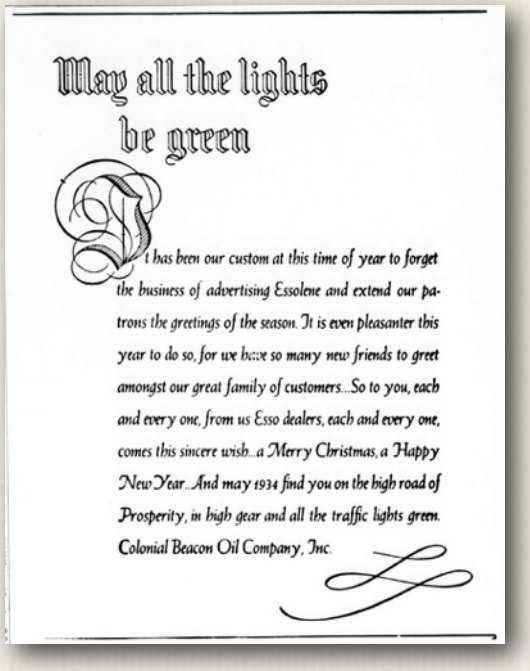


A frosty summit platform scene (1930s)
- Granger Family Collection

Kisnop Lodge Dozen Take a Ride: "A party of 12 from Kisnop Lodge *(in North Woodstock, NH)* went up Mount Washington on the Cog Railway, Thursday *(10/12)*. They report that the thermometer registered 29 above and snow four inches deep." *- Littleton Courier - Thu, Oct 19, 1933*

Bipartisan State of Maine Democrat: "Odds and Ends: Col. Henry N. Teague, president of Mt. Washington Cog railway, holds distinction of being a Democrat in his politics yet he received the appointment as postmaster of Mt. Washington, N.H., from President Hoover in 1931."

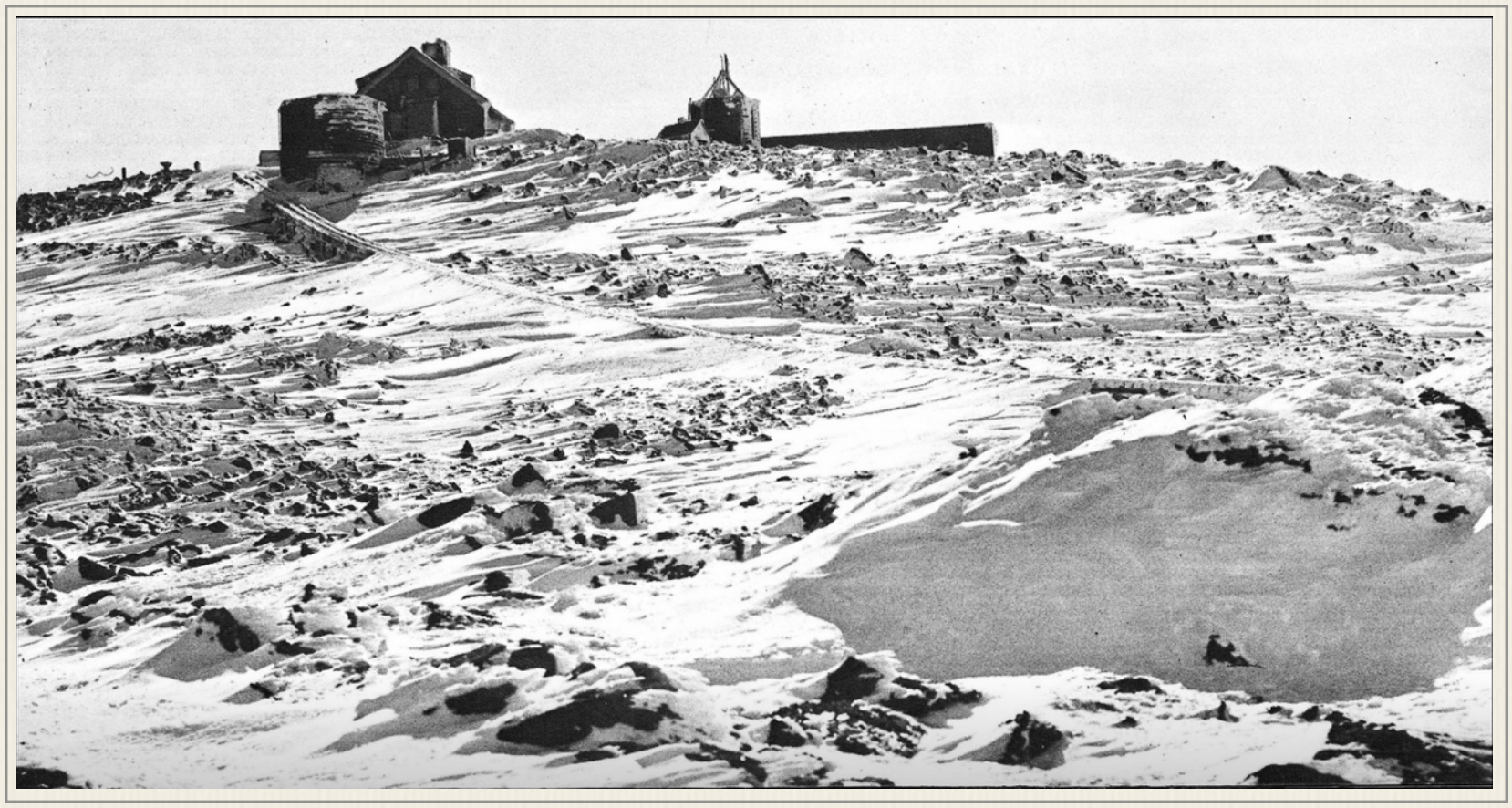
- Littleton Courier - Thu, Oct 12, 1933



October 14th

Early Snow?: "Snow covered the Presidential mountain range and many of the lowland roads in the White Mountains last night, the earliest snow fall reported in that section in recent years. The Mt. Washington railroad was operated late yesterday *(10/14)* afternoon *(above)* during a lively snow storm. The cog railway to the summit is scheduled to close the first stormy day after today." *- Boston Herald - Sun, Oct 15, 1933 pg. 19*

Henry Turns to Esso: "A holiday ad *(left)* in the *Littleton Courier (12/21)* indicates the Mt. Washington Railroad in Bretton Woods, N.H., is a new customer of the Colonial Beacon Oil Company, Inc. Col. Henry N. Teague's railway is one of 44 North Country establishments listed with hopes from the Esso dealers that "1934 find you on the high road of Prosperity, in high gear and all the traffic lights green"



Snow covered Cog railroad tracks leading to the Summit House (1934)
- Photo by Harold Orne - Robert Girouard Collection - N.H. Then and Now

1934

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1933 Season***: Total passenger revenue: $42,397 – Total operating expenses: $44,182. "This was the first year that the new schedule of nine trains daily was in operation."

New Hampshire Public Service Commission Report: Changes format for financial reporting - no longer carries passenger totals. ***1934 Season*** - Operating Income: $53,109.92 - Operating expenses: $40,630.52



H. N. Teague (1934)
- Beach News Service photo

January 4th

Rescue Toboggans Purchased: "An unexpected balance of a fund set up to decrease the dangers of mountain climbing was voted (by NH Executive Council) for the purchase of toboggans to be placed at various points on Mount Washington for the use of rescue parties." *- Littleton Courier - Thu, Jan 4, 1934*

February 4th

"Sub-Zerory" Job Rival: "Dr. John Oliver LaGorce, vice president of the National Geographic society, who was named postmaster of Little America, has competition for the title of postmaster of the coldest spot in the world, and the challenger, incidentally is wintering at the same hotel on Miami Beach, the Flamingo. He is Henry N. Teague, postmaster of Mount Washington, N.H., the highest peak in the White mountains and he points to newspaper clippings showing the weather at 46 below zero with a 115-mile wind on the mountain top. Zero weather, he says, is considered just "a bracing nip of fall," and he loves it. "There's only one thing can beat the exhilarating feeling of breasting an icy wind on a snow covered mountain top," says Postmaster Teague, "and that's Miami Beach in mid-winter." Mr. Teague *(left)* is owner of the Mount Washington railway, and although a Democrat was appointed postmaster of the mountain top by President Hoover two years ago." *- The Miami News - Sun, Feb 4, 1934 pg. 21*

March 23rd

Littleton, CO on Littleton, NH: "The *Littleton (CO) Independent* of March 23 carried a full account of the attractions in and near Littleton, N.H. A quarter page was devoted to scenic beauties in this vicinity such as the Mount Washington Cog railway, the Old

Man of the Mountains, Partridge lake, and Sugar Hill. The following is taken from the editorial page of the same issue: 'The townspeople of Littleton, New Hampshire, must be smarter than we are out here in Colorado. We have had a promise of a new postoffice for four or five years, but our New Hampshire friends have more than a promise. Under construction in that beautiful town is a federal building costing $265,000. It will house a postoffice, U.S. district court, and other federal offices.' Denver's best suburb, is the title given Littleton, Colorado... a community of 2,250 people and one of the few small towns in the United States with every public utility, such as electricity, gas, telephone, ice, railroads, bus service and pure water."

- Littleton Courier - Thu, Apr 5, 1934

April 3rd

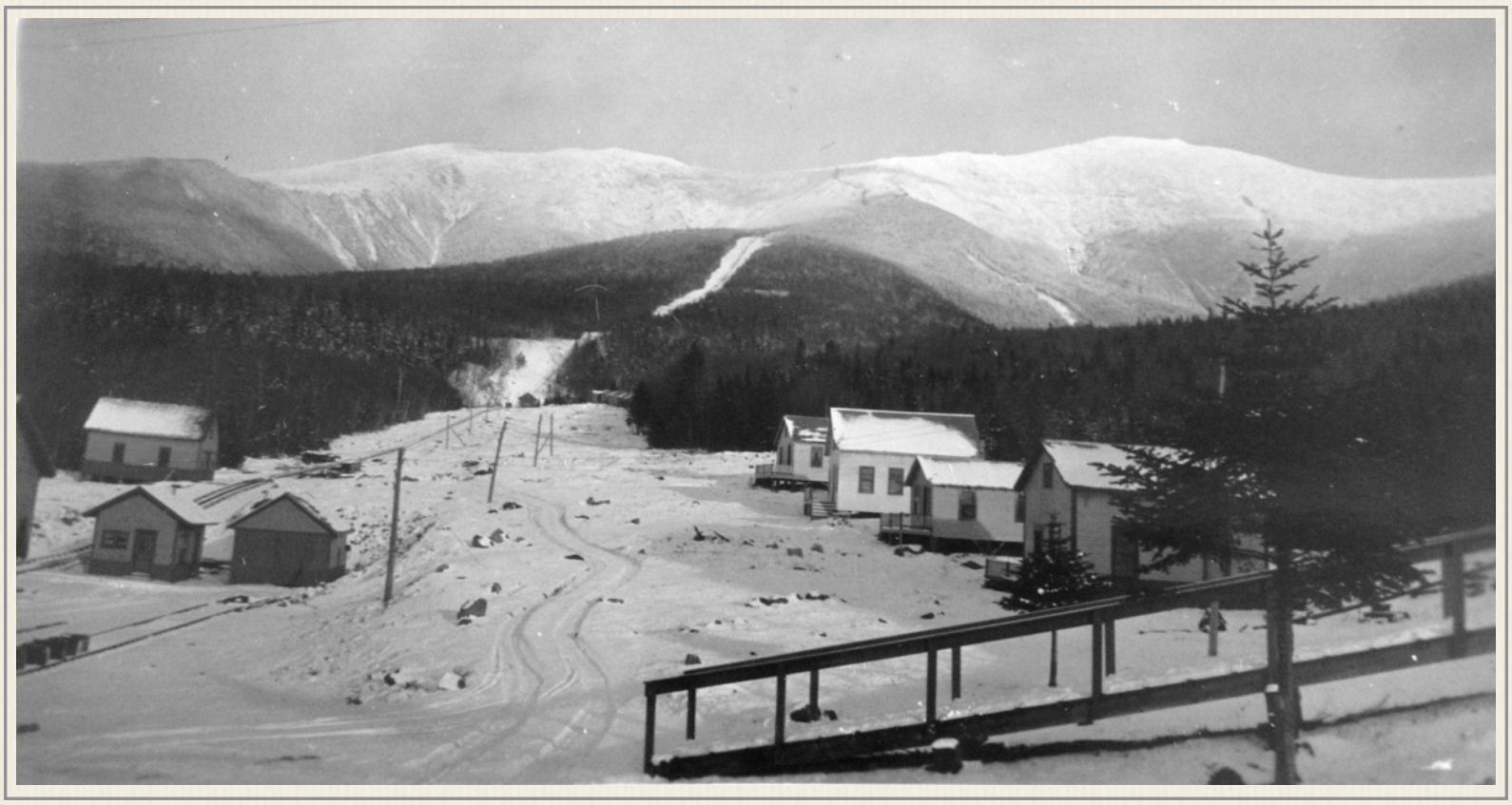
Henry Back in Town: "Henry N. Teague, president of the Mt. Washington Cog Railway, who has been spending the winter in the South, was in Littleton, Tuesday *(4/3)*."

- Littleton Courier - Thu, Apr 5, 1934

April 7th

Summit House Ski Accident?: "A communication received yesterday *(4/11)* from the party of young men who have been spending the winter at the summit of Mt. Washington revealed that a northeast gale was blowing at better than 100 miles per hour. It was also reported that Robert Sone, one of the party, was severely bruised in a skiing mishap near the Summit House Saturday *(4/7)* and was taken down the mountain on a toboggan for treatment at a hospital."

- Littleton Courier - Thu, Apr 12, 1934



Early snow: *Cabin row as winter begins to take hold in early 30s. Configuration matches Sept 1934 Tax Valuation Map. (1934)*
- Courtesy Dartmouth College

May 9th

Teague Barn Burns in Massachusetts: "Origin Undetermined - A barn and several smaller outbuildings on the former John Marsh Galusha place in Oblong road, were damaged by fire yesterday *(5/10)* to the extent of approximately $1,700. The Gale Hose company succeeded in gaining control of the blaze before it had spread to the house, which for a time was threatened. The property, now part of the Henry N. Teague estate, is occupied by Norman Dickinson and family. He was at work on a nearby farm when a passerby discovered the blaze, the origin of which has not been determined."

- North Adams (MA) Transcript - Thu, May 10, 1934 pg. 15

May 10th

First Excursion in Less Than 3 Weeks : "Col. Henry N. Teague, president of the Mount Washington railroad, has arrived again at the Base Station and has a crew busy making repairs on the rolling stock. Expect-



Memorial Day Descent: *The Deuce begins trip to Base on May 30th (1934)*
- Courtesy Dartmouth College

ing a banner season, Colonel Teague has men at work two weeks earlier than usual. The dinky engines are to be thoroughly overhauled and new crank shafts of airplane unbreakable steel installed. The first excursion train will be operated on May 27."

- Littleton Courier - Thu, May 10, 1934

June 11th

Cabin Owners Accept Invitation - Demand NRA Code: "An official protest to Gen. Hugh S. Johnson, National Recovery Act administrator in Washington was recorded at the fifth annual meeting of the New Hampshire Cabin Owners association at North Woodstock Monday *(6/11)*, when a telegram was dispatched to the code administrator demanding that a specific code be drawn up for the cabin owners, absolutely independent of the hotel code. The action was taken... to counteract the move made by hotel owners who were reported to have held a secret meeting in Washington last week after Pres. Phillip S. Willey of the New Hampshire group had returned from a conference on a cabin code with General Johnson. The organization accepted an invitation, extended by Col. Henry N. Teague of the Mount Washington cog railroad, to take an excursion to Mount Washington, June 21. The next regular meeting of the Cabin Owners' association will be held on the summit of Mount Washington in September."

- Littleton Courier - Thu, Jun 14, 1934

June 17th

Big Summit Opening: "So many sightseers were on hand that five trains were run to the summit house which was opened for the season on that day *(6/17)*."

- Littleton Courier - Thu, Jun 21, 1934

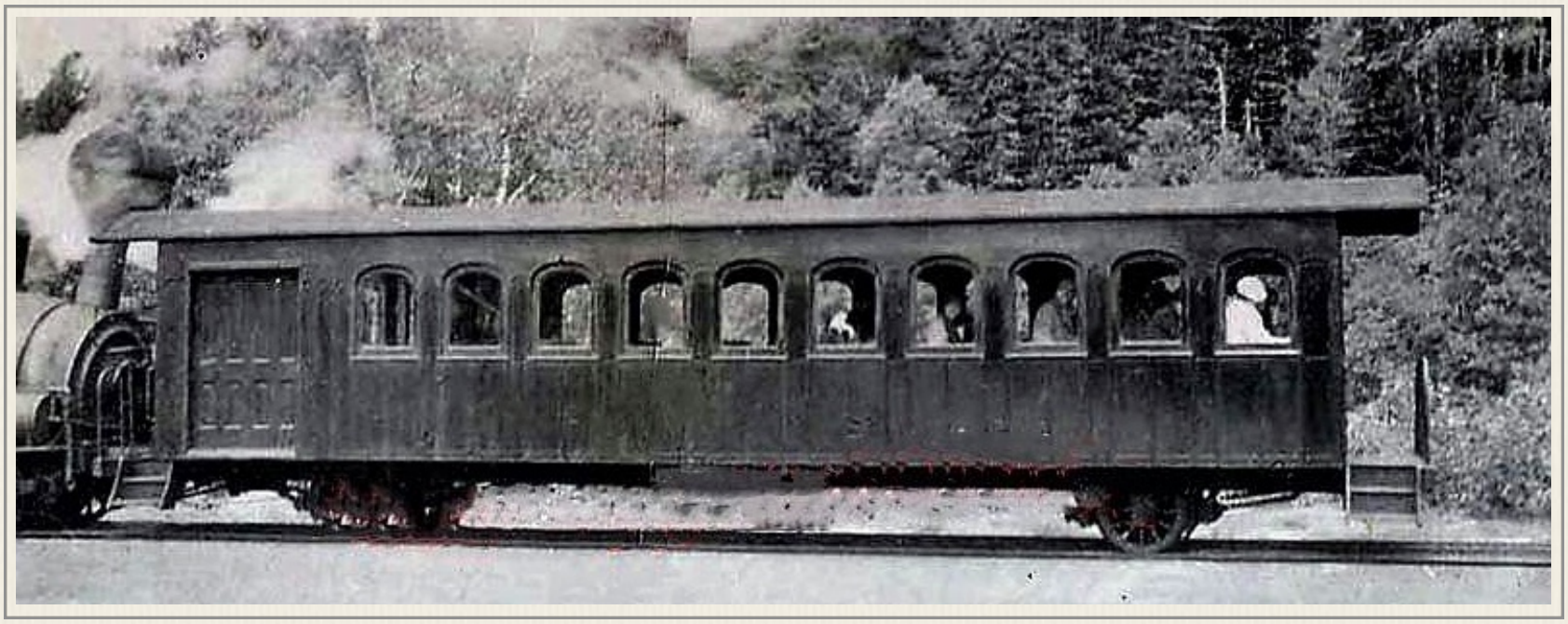
June 24th

Bethlehem Scouts Take a Cog Hike: "The Boy Scout troop now being organized in Bethlehem made a trip to the top of Mt. Washington last Saturday *(6/23)*, leaving Bethlehem at nine o'clock in the morning and returning at five. Early in the morning the trip was called off owing to the cloudy weather but in about an hour the clouds began to clear away and it was decided to go. There were 28 in the party in all. Through the generosity of Col. Henry Teague of the Mt. Washington Cog railway, the smaller boys of the party rode up the mountain on the train but all of the party walked back. The trip up was made on the railroad track and the return trip on the Ammonoosuc Raving trail. The boys who rode upon the train were in charge of Rev. Carl Steinheimer. Nothing better could have been asked of by the Weather Man than was provided for the occasion, and the trip was greatly enjoyed by the boys nearly all of whom were on the mountain for the first time. IN addition to the Bethlehem troop, Carl Jordan and Ralph Lewis of the Littleton troop, Wendell Richardson and Corliss Fitch of Littleton and Manus Perkins, Jr., and Lawrence Williams and John Trousdale of Bethlehem were in the party. The only thing to mar the pleasure of the trip was the fact that six member of the troop were unable to go." *- Littleton Courier - Thu, Jun 28, 1934 pg 3*

July 5th

Four Times More Riders Thus Far: "Col. Henry N. Teague, president of the Mt. Washington Cog railway, reports that business is good thus far this season. His unique railroad carried four times as many passengers in the month of June as in 1933. The club at the summit of the mountain did twice as much business, and the cabins at the base have enjoyed three times the amount of trade they did a year ago."

- Littleton Courier - Thu, Jul 5, 1934



Coach No. 2: *Laurence Breed Walker of Salem, MA image of the Mount Washington Railway's first regulation coach built in 1870, rebuilt by the B&M as combine passenger/baggage coach in 1930. (1934)*
- LBW photo / Conrad Ekstrom Jr Collection

July 19th

Boys Choir Observes Silver Anniversary: "The Bretton Woods boy choir, directed by Frank Hancock will observe its silver anniversary this season with revivals of old favorites of the past quarter century. The youthful singers live at Camp Duncan, located at the foot of Mt. Washington. The summer months are busy days for them as they sing at all the regular Sunday services of the Stickney Memorial chapel at Bretton Woods as well as present entertainments of a versatile nature in hotels and theater in this region. Recently the choir was taken up to the Mt. Washington club atop Mt. Washington where the boys were guests of Col. Henry N. Teague."

- Littleton Courier - Thu, Jul 19, 1934

July 31st

Drama Atop the Mountain: "Drama will be enacted above the clouds for the first time on Mt. Washington, Tuesday *(7/31)* night when the Notchland Players, a summer group of actors who make their headquarters at Mrs. Florence Morey's Notchland in Crawford Notch, present "The Green Bay Tree" at the Summit House. The players will be the guests of Col. Henry N. Teague and will make the ascent via the famous cog railway."

- Littleton Courier - Thu, Jul 26, 1934

Moonlight Mountaintop Theatre: "The Green Bay Tree will be in the heavens. This will be made possible by the Mount Washington Cog Railway which on Tuesday night, July 31, is running a moonlight excursion to the summit of the highest New England peak where the Notchland Players of Crawford Notch are to present *The Green Bay Tree* by Mordaunt Shairp. The production… marks a new experience for the Summit House. It has witnessed many forms of entertainment and ceremony, but this is the first time that any play has been presented to an audience at such an altitude. The Famous Mount Washington Cog Railway, beside transporting the troupes of actors to the summit, is to make a special moonlight excursion. This moonlight trip should draw many summer visitors. The ascent will be made while the twilight and last rays of the sun are casting myriads of shadows and colors on the neighboring mountains. Upon the arrival at the Summit, members of the party will have time to watch the twilight fade into starlight with a nearly full moon. When darkness has cast its spell on the earth the guests will gather in the Summit House to enjoy the production of Mordaunt Shairp's *The Green Bay Tree*. The descent will be made following the play via the Cog Railway as the moon serenely watches this famous little train wending its way down over the slopes of New England's most famous mountain. The Notchland Players have their base in the Crawford Notch where they play every Tuesday, Thursday and Saturday at Notchland, The Inn Unique. Monday nights find the Players in Dixville Notch where they play at the Balsams. Members of the cast for *The Green Bay Tree* include Jeanne Humphrey of Arlington, Mass., who plays the part of Leonara Yale; Willis P. Donkin, N.Y.C., who plays the part of Dr. Dulcimer; Robert A. McGowan, Saugus, Mass., playing Julian. The part of Mr. Owen will be played by Mr. David Russell who is director of the troupe and is also from Beverly, Mass., Otis M. Riggs of Beverly has charge of the setting and lighting."

- The North Conway (NH) Reporter – Thu, Jul 26, 1934 pg. 4

1934

August 1st

The Maplewood & Moonlight: "(T)he Maplewood club, Maplewood, N.H., in the heart of the beautiful White mountain section... is offering to its members a delightful and varied program of sports by day and social functions at night. One of the most unique of these was the sunset and moonrise picnic supper part atop Mount Washington, for which a special trains was chartered on the famed cog railway."

- Pensacola (FL) News Journal - Wed, Aug 1, 1934 pg. 5



Early Snow 2: *Another angle of previous scene - notable in that it appears the photographer was standing on the coal trestle (1934)*
-Courtesy Dartmouth College

August 2nd

People Skills Not Pedigree: "The *White Mountain Outlook* carries the following anecdote about Col. Henry N. Teague, president of the Mt. Washington Cog railway: "He advertised for an assistant manger for the Mt. Washington Cog railway and Summit House. The first reply came on a stiff bond paper with a Back Bay address and ran mostly to the fact that the applicant was a graduated of Harvard, a Deke, and a member of one of the three oldest families in Boston. It ended with a list of exclusive clubs of which the writer was a member. Mr. Teague's answer, according to legend, was, Dear Sir: I am returning your application. I wanted a man to help me run a hotel and a railroad, not for breeding purposes. Very truly yours."

- Littleton Courier - Thu, Aug 2, 1934

August 6th

Snow on the Sixth: "G. G. Dowling, Jr., who is at Mt Washington in New Hampshire this summer where he is working on the Cog scenic railway, writes home of six inches of snow and a 90 mile wind on Mt. Washington the sixth of August. And, just in case you happen to doubt it all, a photograph of the snow accompanies the statement! G. G. has been in such cold climes all summer and will not return to Greenwood (S.C.) until about the tenth of September."

- The Greenwood SC Index-Journal - Sun, Aug 19, 1934 pg. 9

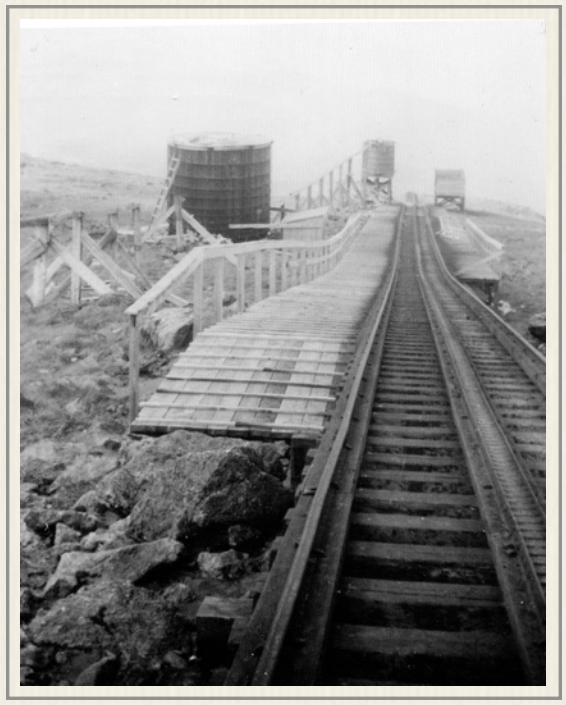
August 8th

Record Day: "Traffic on the Mt. Washington Cog railway reached a new record yesterday *(8/8)* when a total of 443 passengers made the trip to the summit."

- Littleton Courier - Thu, Aug 9, 1934

New Hiking Trail from Base Station: "The projected new trail over the face of Mt. Washington, starting near Marshfield station of the Mt. Washington railway, will pass through Burt's Ravine. A bridge will be built over the Ammonoosuc river, and there will be a connecting link with Tuckerman's Ravine trail on the other side of the mountain. The only other trail for climbers on this side starts on the Bretton Woods estate at the base of Mt. Pleasant, curving around that mountain and joining the Crawford bridle path to the summit, Prof. J. Rayner Edmands, with a group of Harvard college youths, built that trail a quarter century ago."

- From the Sunday New York Herald-Tribune in the The Shreveport (LA) Times - Wed, Aug 8, 1934 pg. 8



- Beverly Williams Decato Collection

August 18th

Three Trains - One Track: "There is just one railroad in this country - and probably in this world - which can run three trains in two directions on one track and have no collisions. There is only one railroad whose trains can stand still on a steep grade with no brakes set. And there is only one railroad that can run up a mountain to show passengers a view and make them like it even if there is no view because of the fog. Finally, there is probably no other railroad with a record of operation for 64 years without an accident to a passenger. This railroad, of course, is the famous

"cog railroad" up Mt. Washington. Now, there are several ways of climbing Mt. Washington. It can be done afoot, or in the Winter, snowshoe. You can drive your poor old car up the terrific grades of the toll road. Or you can go up on the cog railroad, pushed uphill by a little engine that wears its cab like a bustle on the rear end of its cocked-up boiler. The one car will seat 40 people. Oh, about that three trains on two tracks, Col. Henry N. Teague, who bought the road from the Boston & Maine, has found so many passengers that he has devised a new way of running a railroad up and down hill. One train leaves, and goes to the top. Its passengers make no changes. Another starts an hour later, and a third an hour after the second. At that time, the first train has reached the summit, given its passengers 30 minutes up there, and started down again. It meets the second train a third of the way down, and swaps passengers with it. Two-thirds of the way down, it meets the third train, and again swaps passengers." *- Boston Globe - Sat, Aug 18, 1934 pg. 11*

August 20th

Banner Season on Mt. Washington: "On Monday *(8/20)* the Mount Washington railroad transported 415 people to the top of New England's highest peak, the second largest number of the year. Colonel Teague, president of the railroad, in order to get more people to visit northern New Hampshire during the remainder of the season, is offering a special rate of $3 for the round trip. This season more passengers than ever before have been accommodated on the sturdy little trains that chug up and down the mountain."

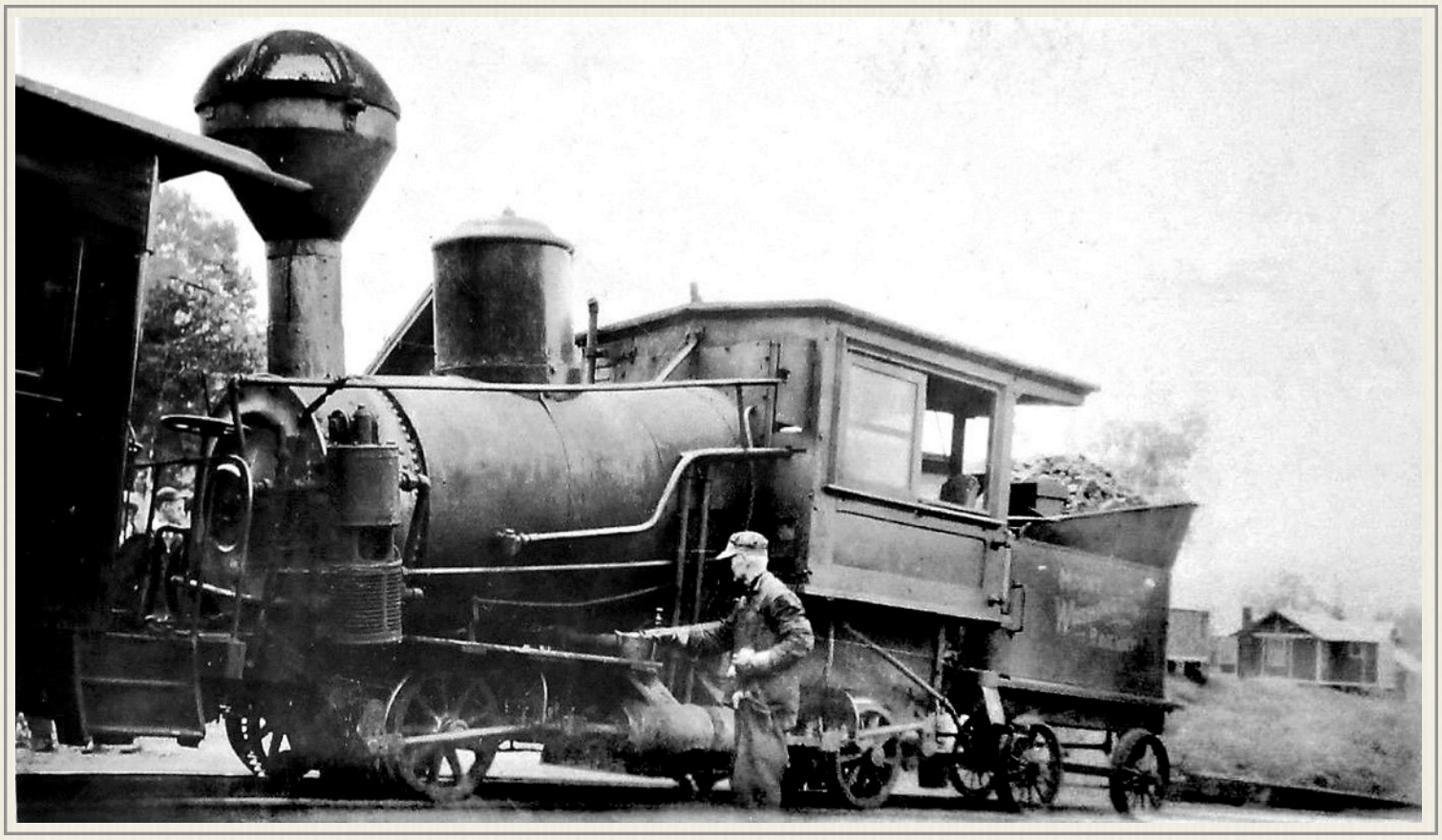
- Littleton Courier - Thu, Aug 23, 1934 pg. 1



Tip Top House with connecting tunnel to Summit House in August. (1934)
- Conrad Exkstrom Jr.

September 10th

Scenic Highway Cog Crossing Mapped: "The first news of the proposed scenic highway along the Presidential range, since a surveying party from the State Highway department finished its work, was obtained this week by *The Courier* by telephone from Daniel H. Dickinson, chief engineer of the department at Concord. The survey which started in July, included the entire range from Crawford Notch to the Ravine House in Randolph. The report of the crew is in the hands of Mr. Dickinson, but he had made no public announcement concerning its contents when he was queried Monday *(9/10)*. The best route for such a scenic road to follow has been mapped out. It starts in Crawford Notch near Saco lake, extends along the shoulder of Mount Clinton and then follows the crest of the Presidential range generally on the westerly side of the peaks. It avoids crossing the summits exactly but weaves around them. Approaching within a half mile of the summit of Mount Washington the route crosses the cog railway and extends over to Mount Madison ending in the Randolph valley in the vicinity of the Ravine House. A spur line could be built to the Summit House if desired. The total distance of the road would be approximately 25 miles. The ascent to high altitude would be gradual for the most part. Although for short stretches the maximum grade might reach 14 or 15%, the average steepness would be much less. The road would be a two lane highway of the standard clearance of 24 feet. Mr. Dickinson stated that it is his belief that a scenic highway would not mar the natural grandeur of the peaks. The course of the road would not mar the natural grandeur to a person at the foot of the mountains he said, than would "a scratch on a football placed on a roof top and viewed from below." It is expected that Mr Dickinson's report will contain recommendations which will give the project a definite status as to practicability. The lofty mountain highway idea was first broached by Col. William A. Barron and took his listeners by storm. It has since gained much impetus. Boosters of the White Mountains were intrigued by the spectacular nature of the proposal which would match



No. 2 checked at Marshfield before ascent. Peppersass cabin roof & Cog tourist cabins in background (~1934)
- Peter V. Wobby Collection via Conrad Exkstrom Jr.

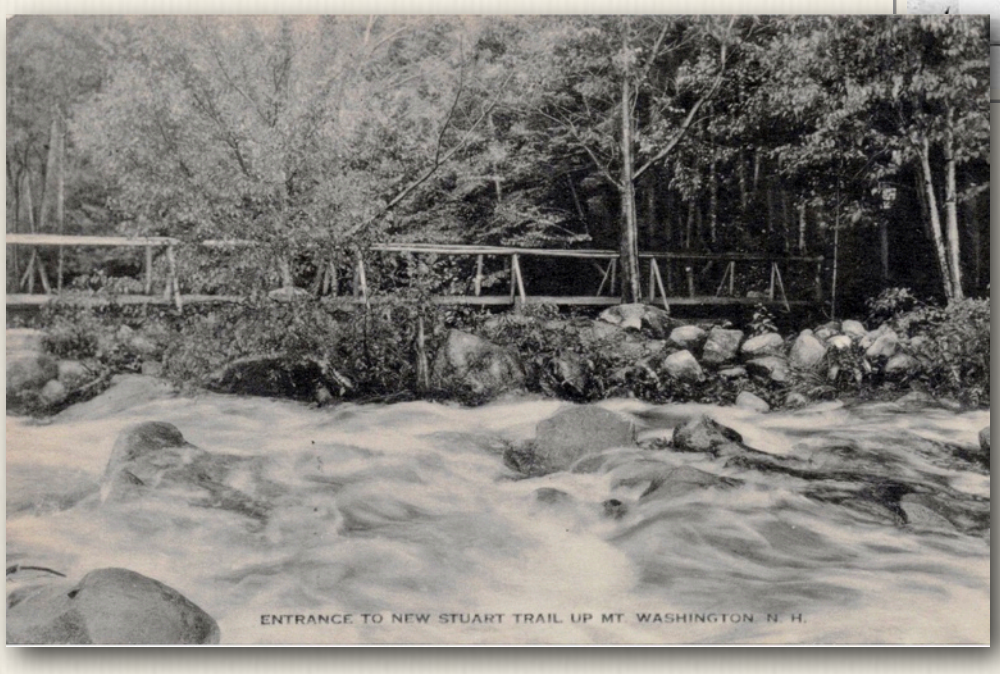
Vermont's Green Mountain parkway project. The Society for the Protection of New Hampshire Forests recently took the stand that such a road would mar the scenic beauty of the range and came out flatly against such a plan." *- Littleton Courier - Thu, Sep 13, 1934 pg. 1 / see Vol 4 Appendix - A New Landlord*

November 15th

The New Stuart Trail Starts at The Base: "Hikers, snowshoers, an ski enthusiasts will be pleased to learn that a new trail has been constructed up Mount Washington tentatively known as the Stuart trail. The trail may be named in honor of the late R. Y. Stuart, former Chief Forester of the U.S. Forest Service. Starting at the Mount Washington base station the new trail crosses the Ammonoosuc river, follows in a northerly direction to Clay brook which drains Burt ravine, and continues from Clay brook up the ridge north of Burt ravine to the tree line. From the tree line the trail continues up the ridge top and merges with the Gulfside trail on the west slope of Mount Clay. From this point the Gulfside trail is followed to the summit of Mount Washington. The distance covered by the Stuart trail until it meets the Gulfside trail is approximately 2.9 miles all within the White Mountain National forest. The ascent to



Cog train & Ammonoosuc trestle from bridge to new Stuart/Jewell trail (above). Sign on right indicates distances & destinations (1934-1938)
- Littleton Historical Society



Postcard (left) featuring bridge to new Stuart trail over the Ammonoosuc River (1934)
- eBay

the tree line is comparatively easy on the new trail which is four to five feet wide and extremely and extremely well built. Stuart trail was constructed by Gale River C.C.C. men working under the direction of S. Leahy and R. Martin, leaders from the camp. *- Littleton Courier - Thu, Nov 15, 1934*

November 22nd

Spreading it Around: "Every recreational project that serves the people fattens the pocketbooks of nearly all the people in the surrounding country. Henry Teague, president of the Cog Wheel railroad, tells (columnist Thomas Dreier) that he spent $10,000 in Littleton alone last season. All the towns in that region also profit by the winter business that is now in its infancy. All we need to do is increase the number of people invited to share in the attractions of the state. *- Littleton Courier - Thu, Nov 22 1934*

November 25th

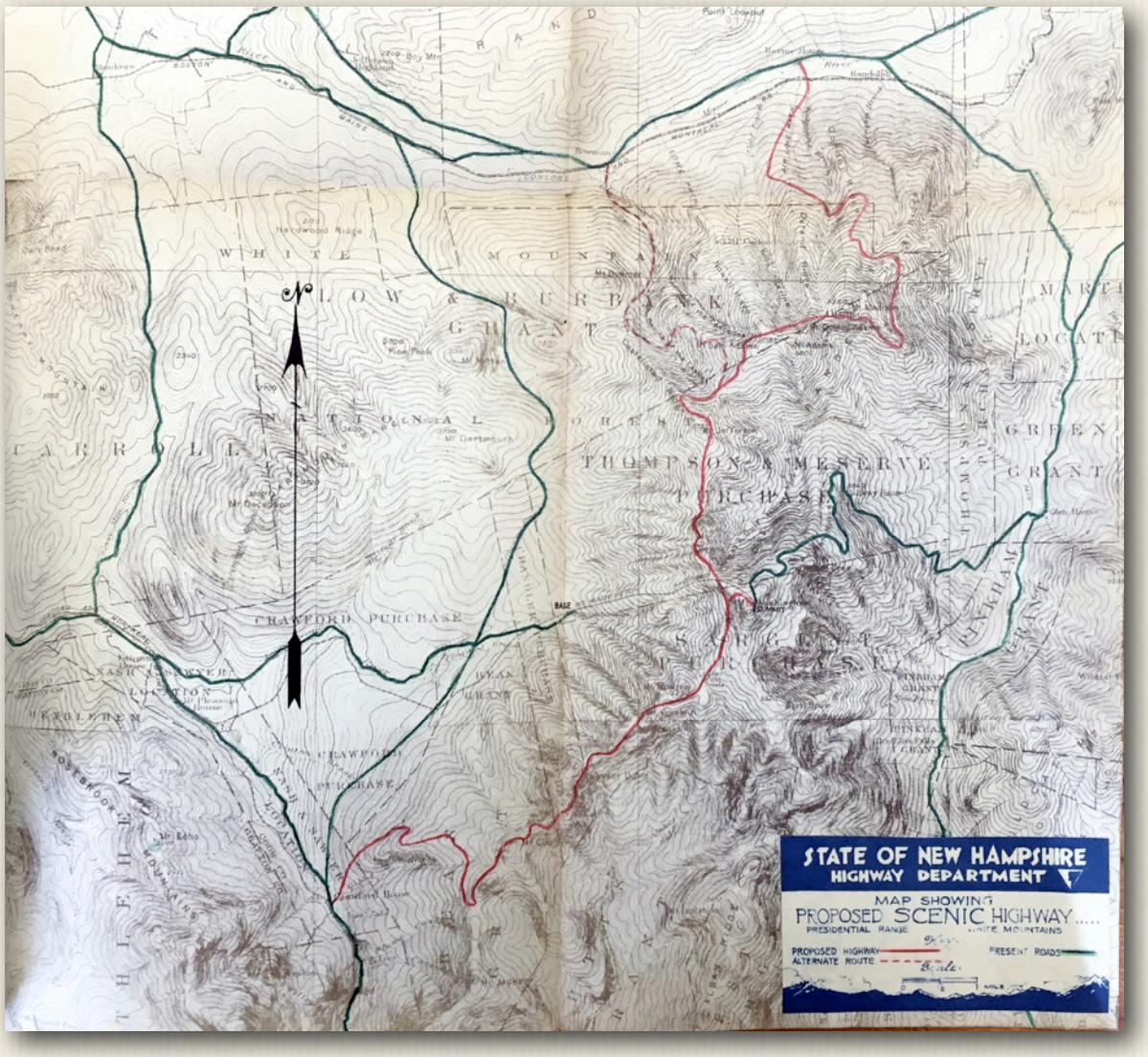
McCormack's Take A Day Hike: "Mrs. Doris N. Knighton, intrepid woman hiker of Littleton, climbed Mt. Washington, Sunday *(11/25)* for the fifth time this year and returned with glowing praise of the new Stuart trail. In company with her husband and Caretaker and Mrs. Talmadge McCormack of the Base Station, the ascent was made on the cog railway and the descent by the easy, safe, well-marked Stuart trail. The weather was perfect and the snow four to six inches deep with drifts and bare ground on the summit. No other hikers were met on the trip although the party did learn that three men will spend the winter at the summit house. Mrs. Knighton hopes to go up Mt. Washington again this winter."

- Littleton Courier - Thu, Nov 29, 1934

December 18th

Build Scenic Road - Buy & Close the Cog: "At the meeting of the Governor and Council, State Highway Commissioner Frederic E. Everett submitted the complete report on the proposed sky line drive or scenic highway *(below)* over the crests of the presidential range, estimating its cost as $2,594,280 for 25 miles. His recommendation was for the purchase of the existing toll road and cog railway on Mount Washington and the discontinuance of the railroad. The hotel at the summit would be leased. the present state administration decided that this was too important a matter for them to act upon at this stage of their official existence and will refer it to the incoming rulers of the commonwealth."

- Littleton Courier - Thu, Dec 27, 1934 / see Vol 4 Appendix - A New Landlord





Passenger transfer at Gulf Tanks (~1934)
- Craig Pettngill Collection via Conrad Exkstrom Jr.

1935

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1934 Season***: Total passenger revenue: $52,298 – Total operating expenses: $55,666. Varney says "Previous to this time, there had been only one place on the mountain where passengers could change trains… at a very steep platform at 'Halfway House.' Col. (Henry) Teague now had three more platforms built, at Waumbek tank, Skyline, and at Gulf Tank *(above & next page)*. Now he was able to set up what might be called a shuttle service." Henry Teague also puts Arthur S. Teague in charge as manager of the Railway in 1935.

New Hampshire Public Service Commission Report: New format for financial reporting - no longer carries passenger number. ***1935 Season*** - Operating Income: $53,269.55 - Operating expenses: $44,421.85

The Hut is built by Col. Henry Teague with hand-hewn logs and a large stone fireplace. According to newspaper report on its 1965 destruction by fire, an addition was made to the structure in 1945-46 by Arthur and Ellen Teague to accommodate their growing family.

- Granger newspaper clipping of Hut fire coverage



Col. Henry's original hut (1935)
- Littleton Courier - Thu, Sep 22, 1938 pg. 1

January 30th

Birthday Fire for the President: "Flares set off atop Mt. Washington at 7 o'clock last evening *(1/30)* were in honor of the birthday of President Roosevelt. The flares were taken to the summit and placed in the hands of the trio of young men who are stationed there this winter, by Fritz R. Jensen, 28, and Harold R. Titus, 38, both of Berlin, who made an exhausting trip through a 68-mile an hour wind and in 18 below zero weather. The flares were set off by Alexander McKenzie, Wendall Lees and Bayard Allis who are living at the summit during the winter months."

- Littleton Courier - Thu, Jan 31, 1935

May 2nd

State ownership proposed: A House bill is filed in the New Hampshire Legislature that would buy the Mt Washington Railway for $75,000 and the forestry department would administer the cog railway, base station, and property at the summit. The entire property would be made a public reservation"

- Portsmouth Herald - Thu, May 2, 1935

May 7th

Hearing on StatePurchase: "The New Hampshire legislature enters its 19th week with little prospect of adjournment before the end of this month, according to legislative leaders. The house appropriations committee has scheduled hearings Wednesday *(5/7)* on bills to have the state purchase the Mt. Washington cog railway and the extension of the Daniel Webster highway from Pittsburg to the Canadian border."

- Brattleboro (VT) Reformer - Mon, May 6, 1935 pg. 1

May 9th

Teague Back in Town: "Henry N. Teague, president of the Mount Washington Cog railway, has returned to the North Country after spending the winter in the south. The first special train will make the trip to the summit on Memorial day, May 30."

- Littleton Courier - Thu, May 9, 1935

May 16th

The menace of state ownership of railroads is on us, and guess where? Right north of here in hard-boiled and individualistic old New Hampshire. A bill has been filed at Concord for purchase and operation by the state of the Mt. Washington Railway. This historic affair of cogs and catches will, if the plan goes through, become part of the property of the state forestry department! Mt. Washington, in brief, may be the camel's head thrust into the tent of political control of railroads.

- Lowell Courier-Citizen reprinted in Fitchburg Sentinel - Thu, May 16, 1935

May 28th

Snow Won't Stop Memorial Day Start: "Electrically lighted trains will for the first time in history ascend to the summit of Mt. Washington this year, it was made known Tuesday *(5/28)* night, when President Henry N. Teague of the Mt. Washington Cog Railway announced that service to peak of New England's highest mountain will be resumed on Memorial day. The first work train went up to the summit late Tuesday afternoon and the crew reported that the snow is still 10 feet deep in places on top; that the three inches of snow which remains at the Base is rapidly disappearing, and that at Waumbek the four-inch drifts which remained of the winter's fall were also rapidly melting. All the trains have been equipped with electric lights during the winter months. Six round trips will be operated on Memorial Day and a similar number each Sunday in June. The



No. 4 Summit takes on water at Gulf Tanks while passengers walk over to the rim of the Great Gulf to take in the view (1935)

early summer service will be inaugurated on June 22, with three round trips daily, and the regular summer service of six round trips each day will commence on June 29." *- Littleton Courier - Thu, May 30, 1935 pg. 1 & Burlington (VT) Daily News - Wed, May 29, 1935 pg. 7*

May 30th

1935 season opens after Tuesday work train reports 10 foot deep drifts at summit - 3 inches of snow at Base and 4-inch drifts at Waumbek rapidly melting. "For the first time since the line was established all passenger cars to and from the mountain top will be electrically lighted." *- Portsmouth Herald - Wed, May 29, 1935*



No. 8 Tip Top takes on water at the transfer on May 20th a two tourists pose. Their positioning in between a safety bar and the moving table is curious, indicating to Jitney Jr as certain familiarity with the operation - perhaps a visiting Cogger's wife and child? The light colored coat susceptible to Cog grease and soot staining adds to that theory or confirms they're just "goofers." (1935)
- Jim's Games-N-More/eBay

June 2nd

Henry's Birthday: "Col. Henry N. Teague, president of the Mount Washington railroad, celebrated his birthday on Sunday *(6/2)* at his summer home at the base of New England's highest peak. Several of his friends called on him throughout the day to offer felicitations."

- Littleton Courier - Thu, Jun 6, 1935 pg. 1

June 5th

No Buyer - No Sale: "Without a word of debate and by a unanimous vote, the N.H. House of Representatives yesterday *(6/5)* defeated a bill appropriating $75,000 for the acquisition by the state of the summit of Mt. Washington and other properties." *- Littleton Courier - Thu, Jun 6, 1935 pg. 6*

June 6th

Tax Title Sale: "Tax titles to 28 parcels of real estate in Williamstown (MA) were offered at public auction at a sale that was conducted this morning (6/6) in the board of assessors office by the collector of taxes, Ensign worth. In each instance 1933 taxes remained unpaid and in addition to assuming responsibility for these, the successful bidder also agreed to pay interest charges and costs. As it happened there was at least one bidder for each of the parcels put on the auction block and it was not necessary for the town to bid in a single piece as has been the case at previous tax sales. The successful bidder on 22 of the 28 parcels was the Williamstown Savings bank. The bank holds mortgages on most of the property on which it obtained tax titles. The sale which opened promptly at 10 o'clock lasted less than 15 minutes. The individual parcels and the taxes due were as follows for the property bid in for the savings bank: Henry N. Teague, 187 acres with buildings in Torrey's Woods road, $125.55; Henry N. Teague, 36 acres with buildings in Oblong road, $18.90; Henry N. Teague, 14 acres with buildings in Oblong road, $29.70; Henry N. Teague, one half acre in Oblong road, $1.25; Henry N. Teague, one half acre with buildings in Hemlock road, $10.80."

- North Adams (MA) Transcript - Thu, Jun 6, 1935 pg. 13

June 7th - 8th

Student Visitors Noted: A letter to the editor on June 23, 1935: "Dear Editor: I noticed an editorial in the last issue of your paper about scholars coming to the White Mountains during the summer months. It may interest you to know that a party of 30 East Douglas, Mass. high school students went up the mountain on the cog railway and then spent the night at the cabins at the base. This was on the 7th of June. The following day a party of students from Chester, Vt., came on an annual visit to the top of Mt. Washington by the cog railway. Very truly yours, Henry N. Teague, Pres. Mt. Wash. Railway Co."

- Littleton Courier - Thu, Jun 27, 1935



Cog crew kibitz at the fill pipe as No. 9's tender is filled with water at Base Station. Note the tender light for moonlight service
- R. B. Sanborn Collection via Conrad Ekstrom Jr

June 20th

Chamber Donations: "Col. Henry N. Teague, president of the Mount Washington Cog railway, has made generous donations of $100 each to the Littleton Chamber of Commerce and the Bethlehem Chamber of Commerce." *- Littleton Courier - Thu, Jun 20, 1935*

June 27th

Brown-Dunn Nuptials Noted: "The society columns of Boston newspapers carried the account recently of the marriage of Miss Dorothy Brown of Winchester, Mass., to Paul Chaffee Dunn of Gardner, Mass., which took place at the Ripley Memorial chapel of the First Congregational church. Mr. Dunn is employed by the Mount Washington Cog railway. After a wedding trip on Cape Cod, Mr. and Mrs. Dunn will be at home after July 1, at the Base station at Fabyan."

- Littleton Courier - Thu, Jun 27, 1935

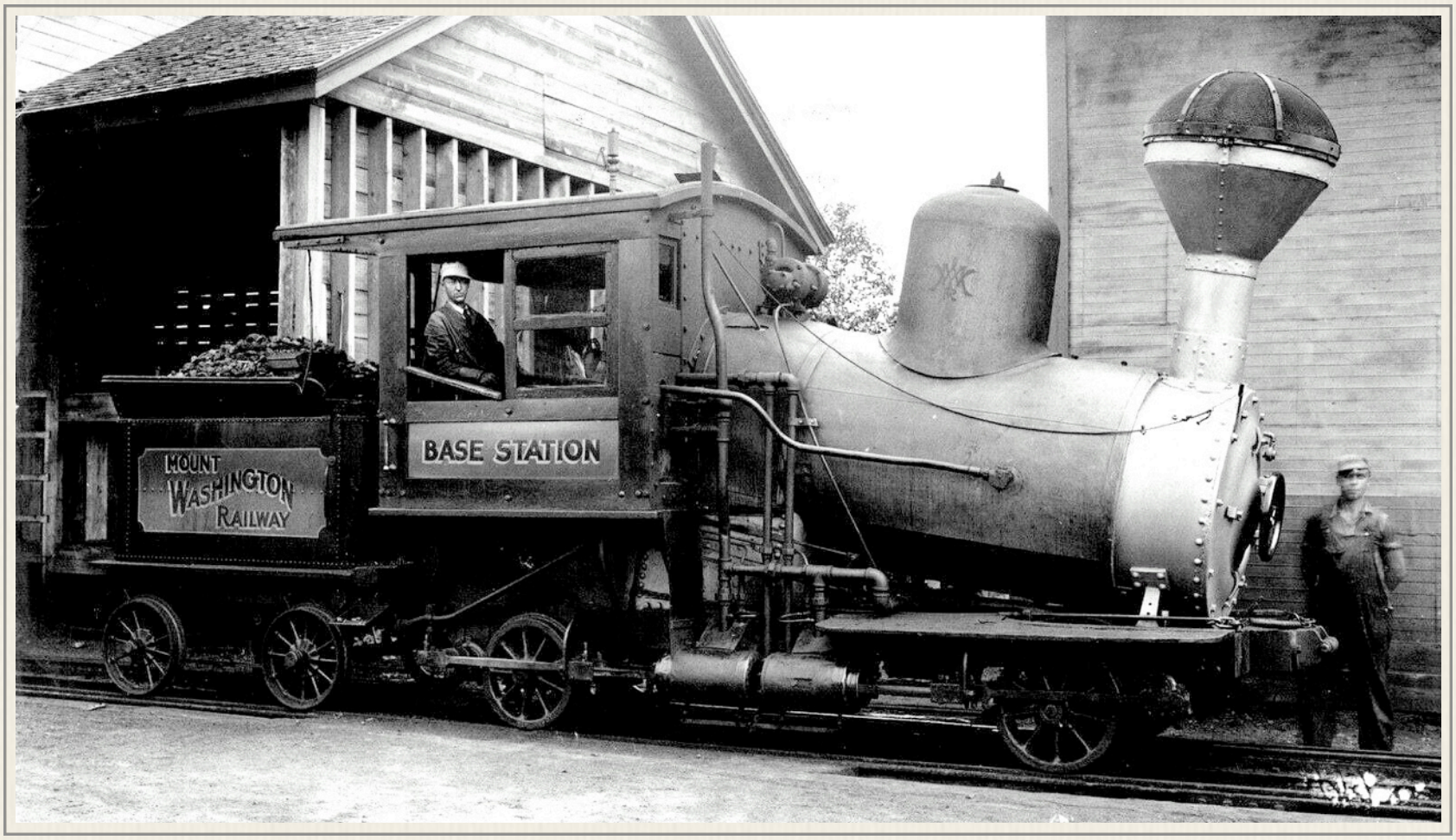
July 2nd

"***Engines*** on Cog line ***dolled up and named***: The president of the Mt. Washington Cog Railway, Henry N. Teague has named the six mountain-climbing engines and had them each painted in brilliant hues. The prosaic black of the locomotive which carry passengers to the top of the highest mountain in this section of the country, has been replaced by two shades of bright green, a vivid yellow and gray trimming *(below)*. They have been named *Mt. Washington*, *Half Way*, *Waumbeck (above)*, *Great Gulf*, *Skyline* and *Summit*."

- Portsmouth Herald - Tue, July 2, 1935

***Religious Discount*:** "Tuesday, July 2, if fair (or July 3 if Tuesday is rainy) the North Country Ministers' and Laymen's association have arraigned a special trip up Mt. Washington on the cog railway at the exceptional rate of $1.50 for the round trip. the party will leave the Base station at 9 and 10 a.m. Eastern standard time. Hikers one way (paired) may go for $.75 each. All who care to go, please notify Mr. Polhemus (Woodsville 190) at once." *- Groton (VT) Times - Fri, Jun 28, 1935 pg. 1*

***Perfect Weather for Ministers*:** "Enjoying perfect weather conditions, with visibility that permitted a view of the Atlantic ocean, 125 people, composing a party under the auspices of the North Country Ministers and Laymen's association, had their second annual outing on Mt. Washington, Tuesday *(7/2)*. The group,



No. 3 Base Station formerly MWR No. 5 - originally GMR No. 2 built at Manchester 1883 (Aug 27, 1935)
- Hugh G Boutell photo / Conrad Ekstrom Jr Collection

which included people from Colebrook to Lebanon and Concord, occupied three trains and received many courtesies from Colonel Henry N. Teague, president of the Mt. Washington Cog railway"

- Littleton Courier - Thu, Jul 4, 1935

July 5th

Development Types Overnight: "A joint meeting of the North Country Development association and the State Planning and Development commission was held at the Crawford House Friday *(7/5)* evening. Robert P. Pecket, Jr., chairman of the North Country board, presided while James M. Langley of Concord, chairman of the state commission, explained what his group was attempting to do. Most of the evening was spent in discussing the proposed tramway in Franconia notch and on Saturday *(7/6)* the Planning board voted to endorse the project. The members were guests of Colonel W. A. Barron and on Saturday night the state officials were guests of Col. Henry N. Teague at the Mount Washington club, atop New Englands highest peak."

- Littleton Courier - Thu, July 11, 1935 pg. 1

August 31st

'Lost' Girls Spend Night on Mountain: Four young girls, missing in the lofty wilderness of Mount Deception since yesterday afternoon, were found today and returned to their hotel none the worse for their experience. The girls, who spent the night on the side of the mountain after losing their way while on a hiking trip, were Cynthia, Minnie and Martha Wrightson, daughters of the vice president of the Great Atlantic and Pacific Tea Company, and Peggy Sanderson, daughter of a Bretton Woods hotel manager. Approximately 300 searchers spread up the mountainside, covering every trail, before the girls were located by a college student employed on the Mount Washington Railway. Five blasts from the whistle of the Mt. Washington House, where the girls are staying, echoed through the mountains when they returned, a prearranged signal they had been found. Approximately 100 CCC workers from a nearby camp were among the searchers who set out at dawn after no trace had been found of the girls



CYNTHIA WRIGHTSON



MINNIE WRIGHTSON



last night." "They were walking alongside the Ammonoosuc River when railway worker G.G. Dowling picked them up in his car and drove them two miles to the hotel. Miss Sanderson's Irish terrier Happy was with the girls during their adventure and cheered them through the night in the wilds. Cynthia related that she had "read in a book that when one was lost in the woods, he should try to find a brook and follow it to its outlet, then in turn follow the river until a road was reached." She said the information was put to use."

- Wilkes-Barre Times Leader Evening news - Sat, Aug 31, 1935 pg. 1/New York Times - Sun, Sep 1, 1935 pg. 17/See Vol. 1 Ch. 9 Sec 7.

Press Scrum - Broken Cameras: "The incident received much attention from the newspapers and Boston photographers, attempting to get pictures of the principals, ran into strenuous opposition at the hotel on the part of the parents. Two cameras were broken in the process but three of the girls who apparently enjoyed the publicity, afterward posed. They suffered no ill effects from their experience, it was said."

- Littleton Courier - Thu, Sep 5, 1935

September 1st

Record Day: "Five hundred and thirty-one persons ascended Mount Washington by the cog-wheel railway yesterday on special trains. This was sixty more than was ever carried before on one day."

- New York Times, September 2, 1935

September 4th

Record August: "The state development commission was informed today *(9/4)* that a new record had been set for August by the Mount Washington Railway, a cog road which carries passengers to the highest peak in the White mountains. This was interpreted as further evidence of the marked gains made this season by recreational interests in New Hampshire. The railway reported that 16 trains were operated Sept 1,, carrying the largest number of passengers in the history of the road. While in August 1934 the road carried twice as many passengers as in any previous August, last month there was an increase of 15 per cent over the same period a year ago."

- The Burlington (VT) Free Press - Thu, Sep 5, 1935 pg. 3 & Brattleboro (VT) Reformer - Wed, Sep 4, 1935 pg. 1

October 3rd

Cabin Men at Summit House: "The New Hampshire Cabin Owners' association will hold its fall meeting next Thursday *(10/3)* at the Summit House, on Mt. Washington, when about 100 members are expected to be present and enjoy the fall foliage in this section. E.D. Putnam of Antrim is scheduled to give a lecture, and a member of the New England Council is expected to give an address. Mrs. Charles Batchelder of Campton is in charge"

"While a 60 mile-an-hour gale swept clouds away from the summit of Mt. Washington Thursday, nearly 150 members and guests of the New Hampshire Cabin Owners' association gathered in the Summit House for the annual fall meeting. An illustrated lecture on "Picturesque New Hampshire" was given by Erwin D. Putnam of Antrim. The meeting was opened with greetings by Phillip S. Willey of West Campton, president of the association, who introduced Henry N. Teague, president of the Mt. Washington Cog railway. Reports were heard from Mrs. C. H. Batchelder of Woodstock, secretary, and M. S. Wallace of Hollis, vide president. Mrs. Ernest F. Marstaller of Freeport, Me., extended and invitation to meet with the Maine Cabin Owners' association at Winslow, Me., October 10."

- Littleton Courier - Thu, Sep 26 & Oct 3, 1935 pg. 1 & pg. 6

1935

October 12th

First Summit DeMolay Degree: "An usual event occurred on the summit of Mt. Washington last Saturday *(10/12)* evening when the DeMolay degree was exemplified for the first time there by a group of 15 from Naumkeag chapter of Salem, Mass. They left Salem at 5 a.m., Saturday by train and were met and entertained by Joseph Dodge of Pinkham notch, who has charge of the huts on Mt. Washington. They passed the night at Camden cottage, and enjoyed wonderfully clear weather accompanying the snow at the summit. Charles Goldthwaite was master councilor, Ralph Hurder, senior and Woodward Walker, junior councilor."

- Littleton Courier - Thu, Oct 17, 1935 pg. 1

October 17th



Henry to Kineo/Arthur to Manage: "The administration of the Mount Washington Cog railway, which shows a large profit at the end of its present season under the management of Colonel Henry N. Teague, has been so satisfactory to the Boston & Maine and Maine Central railroads, that officials of those systems have persuaded him to accept the added responsibility of managing the Mount Kineo House *(right)* at Moosehead lake, Me. John W. Green, for some years manager of that hostelry, resigned this fall to devote his full time to conducting the Breakers at Palm Beach, Fla. The cog railway's active management will be in the hands of Colonel Teague's nephew, Arthur Teague who has been associated with him at Mt. Washington as passenger agent of the railway." *(Ed note: Arthur may have called Col. Teague, "Uncle Henry" but he was not!)*

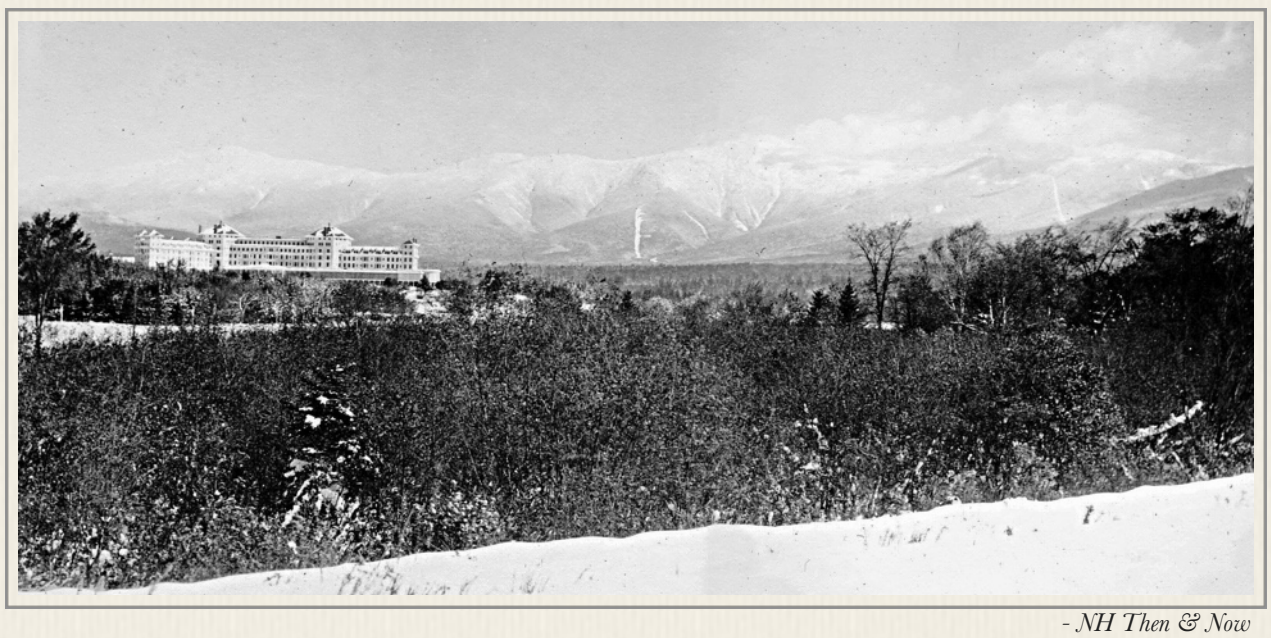
- Littleton Courier - Thu, Oct 17, 1935 pg. 1

November 7th

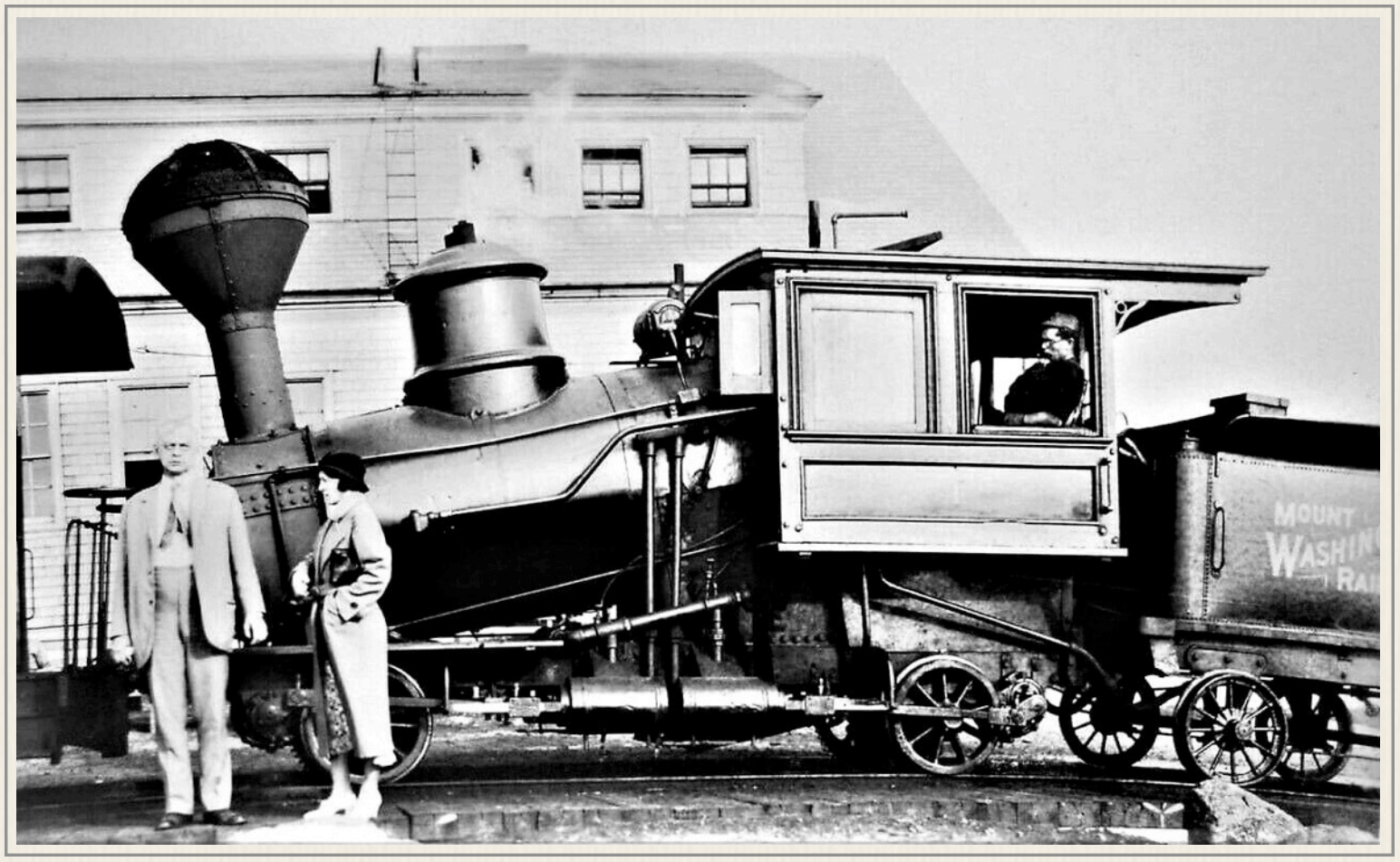
Clarification - Henry Still in Charge: "Col. Henry N. Teague, genial and efficient head of the Mt. Washington Cog railway, whose acceptance of the management of the Mt. Kineo House at Moosehead lake, Me., was recently announced, will still continue to conduct the railroad. This was emphasized this week by Col. Teague, who stated that although the active management of the road would be placed in the hands of his nephew, Arthur Teague, he himself would still own the unique railway and supervise its operation. The same staff will be kept intact." *(Ed note: Arthur is still not Henry's nephew)*

Among the Clouds Resurrection: "The intention of Col. Henry N. Teague to reopen the newspaper office at the summit of Mt. Washington next season and once more publish the famous journal, *Among the Clouds*, was made known last week. The unique newspaper, founded in 1877 by the late Henry M. Burt who edited and published it for many years on the mountain top, was carried on later by his son, Frank Burt of Boston, Mass. for about two decades the tip top paper has not been published."

- Littleton Courier - Thu, Nov 7, 1935 pg. 1



- NH Then & Now



Tourists pose in front of No. 1 & Summit House (1930s)
- Conrad Ekstrom Jr. Collection

1936

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1935 Season:*** Total passenger revenue: $60,621 – Total operating expenses: $47,123

New Hampshire Public Service Commission Report: New format for financial reporting - no longer carries passenger number - May include hotel operations. ***1936 Season*** - Operating Income: $87,498.00 - Operating expenses: $64,744.00

February 6th

Making the Mountain Publicly Owned: "(The Society for Protection of N.H. Forests issues 1936 program (and) among the projects proposed is the public ownership of the summit of Mount Washington, and its approaches. The program states? "The land and buildings at the summit, the cog railway and the automobile road are in in private hands." The Society believes that Mount Washington, the most noteworthy natural feature of New England, should be entirely in public hands."

- Littleton Courier - Thu, Feb 6, 1936 pg. 1

April

Maine Central RR asks Henry ***Teague*** to "***take over*** the ***management of*** the ***Mount Kineo hotel*** which stands in the shadow of the mountain for which it is named, surrounded on three sides by the waters of Moosehead, the state's largest lake. The Maine Central owns the Mount Kineo through its subsidiary." It is one of the largest hotels in Northern Maine.

- North Adams Transcript - Wed Apr 22, 1936 pg. 11

Florida Hotel Staff to Summer in Maine: "The Breakers (hotel) closed Saturday after the most successful season in its history, with the prospect of a greater one next year. Many guests lingered until the last moment to enjoy the varied attractions and the last luncheon was served yesterday *(4/19)*. John W. Greene, manager, will go to his home at Kingston, N. Y., for a well-deserved holiday. (Some of the) Breakers staff... will go to Mt. Kineo House, Moosehead Lake, the management of which will be in the hands of Henry N. Teague, Mr. Greene having retired last season."

- Palm Beach Post - Mon, Apr 20, 1936 pg. 2

1936

May 4th

Opening Up for Memorial Day Start: "Colonel Henry N. Teague arrived in Littleton Monday *(5/4)* and on the following day a full crew of men started work on the Mt. Washington Cog railway of which he is president. Col. Teague will remain on the job here during most of May and June before leaving to manage the Mt. Kineo House in Main. In his absence Arthur Teague will conduct the railway. Col. Teague is planning to run trains as usual on May 30 and every pleasant Sunday in June until the 20th. Then there will be a schedule of three round trips daily until July 2 when there will be eight round trips daily, an increase of one over last year. The Mt. Washington club at the summit will open June 20."

- Littleton Courier - Thu, May 7, 1936 pg. 1



"Jack" Frost & Wm. Newsham (1929)
- D. Rossiter photo - Lewis Family Collection

June 4th

Frost Obituary: "Edward C. Frost, 52, foreman at the Boston & Maine roundhouse at Concord, died at the Concord hospital last Thursday *(6/4)* after a long illness. He was at one time master mechanic for the Mount Washington Cog railroad. In 1929 he reconstructed *"Old Peppersass,"* the original locomotive of the road, for a trip to the summit as part of an entertainment for a group of state chief executives visiting Gov. Charles W. Tobey. On the trip the ancient locomotive jumped the track, seriously injuring Mr. Frost, who was at the throttle. As a young man, Mr. Frost studied at New Hampshire State college and later engaged in railroading in Central America. He was born in Lancaster, Mass., the son of Mr. and Mrs. Nicholas Frost, now of Laconia, by whom he is survived together with a wife, three sons, a daughter, a granddaughter, three sisters and a brother."

- Littleton Courier - Thu, Jun 11, 1936 pg. 10

June 4th - June 7th

Thomas's Weekend at the Notch: "Armed with skiis, fishing tackle, and two special telephone wires into New York city, Lowell Thomas, dean of American radio news commentators, arrived at Crawford notch today for four days of New England's unique and thrilling June skiing on the adventurous Headwall in Tuckerman's ravine and some incidental trout fishing. Tonight *(6/4)* at 6:45 Eastern Daylight Saving Time, and again on Friday night, Mr. Thomas will go on the air over the Blue Network of the National Broadcasting company directly from his Mount Washington area headquarters in the summer home of Col. William A. Barron, chairman of the Recreational Development Committee of the New England Council. Mr. Thomas has always wanted to try the June skiing on the Headwall of Mount Washington, but his nightly news broadcast schedule has prevented him until this week when, through the cooperation of the New England Council, arrangements were made to pipe the broadcast directly from Crawford notch into WJZ, New York, whence the program is re-piped back to WBZ at Boston and WBZA at Springfield in New England and to the Blue Network outlets in Pittsburg, Washington, D.C., Grand Rapids, Cleveland, Toronto, Baltimore, Syracuse, Detroit and Cincinnati. With Mr. Thomas will be his 12-year old son, Lowell Thomas, Jr., his assistant Louis Sherwin - the former "Roving Reporter" and famous dramatic critic of the *New York Evening Post* - and the crew and the radio engineers from NBC. Mr. Thomas had his car, loaded with skiing and fishing equipment driven over from his farm in Dutchess County, New York, to Crawford notch yesterday. The broadcasts tonight and Friday are the regular Sun Oil company news broadcasts which Mr. Thomas has been making since June, 1932."



Lowell Thomas (1930s)
- NBC Publicity Photo

"Four days of glorious, carefree rambling in the vistas and valleys of the White Mountains, skiing in Tuckerman's ravine, a thrill unequaled in the East at this time of the year, fishing in the cold mountain streams and hiking over the countryside - four days of reveling in the out-of-doors many miles away from the teeming cities came to an abrupt end Sunday *(6/7)* afternoon for world-famous Lowell Thomas, ace news commentator, his 12-year old son, Junior, wife, mother, sister and niece as the family was whisked away from their week end Crawford notch rendezvous to their New York home, where Lowell, sr., made rapid preparations to attend the Cleve-

land National Republican convention. He will make his daily broadcasts from that point for the next few days. Lowell (had) accepted the offer of the Recreational division of the New England Council to pay half of his expenses and arrived bag and baggage in Crawford notch Thursday noon of last week where complete rest and relaxation welcomed him. Setting a precedent for public occurrences in the White Mountains, Mr. Thomas sent out his cheery, "Hello, Everybody" from the lobby of the hotel in regular evening broadcasts Thursday and Friday, made possible through the efforts of the telephone and Western Union, the latter having a direct wire from the Crawford House to Radio City, New York. Sitting before a small, informal group that spread itself around him and a radio operator, the dean of ethereal commentators threw his voice out over the Blue network of the National Broadcasting company to thousands of listeners, his word pictures of the scenic surroundings vibrant with enthusiasm. Before going on the air, the amiable celebrity chatted affably with his engrossed audience, revealing a rare personality. The sonorous tones that greet the listener as he dials for the news at 6:45 p.m., E.D.T., belie the appearance of the man behind it. Lowell is of slight build and light of weight. A well-shaped head is topped by a crop of jet-black, glistening wavy hair. A small black mustache adorns the upper lip, he has a ruddy complexion and would be referred to by an admiring young lady as handsome. The greatest attribute to his personality is his voice, that to anyone conversing with him face-to-face sounds exactly as it does via the ether waves, richly mellow, clearly articulate. His first activity, one that provided him with a different sort of a thrill, was a ride up New England's highest peak, Mt. Washington, via the famous Cog railway. As guests of Col. Henry Teague, the Lowells, father and son, ascended the mountainside, marveling at the panoramic views that unfold before the eyes of those that trespass this lofty peak. In a short stop at the summit Mr. Thomas interviewed the weather observers *(left)* that live atop the mountain, gaining interesting information for future broadcasts. With skiis and boots, the party again scaled Washington by train, Friday *(6/5)* morning, hiked across to the headwall of Tuckerman's ravine and spent the day doing something possible nowhere else in New England in June, skiing on real snow. reports indicate there is yet some 50 inches of it still on the floor of the ravine."



Broadcaster Lowell Thomas at the Summit 1936: *Wink Lees provided the following identifications on the N.H. Then and Now Facebook site. From left to right: Arthur Teague (future owner of Cog); unknown(?); Wendell A. Lees (Obs. observer, June '34 to August '37); Salvatore "Sal" Pagliuca (One of original/founding Obs.observers 1932, and one of 5 individuals on summit during big wind of April 12, 1934); Lowell Thomas (signing autograph); "Colonel" Henry Teague (then owner of Cog); unknown(?)*

- Littleton Courier - Thu, Jun 4 & 11, 1936 pg. 1

June 7th

Henry Impresses Motorman: George W. Sutton, Jr. writes about the Old Colonel in his Motor Budget column: "This week I met one of those rarified figures, a railroad owner, and found him to be one of the most interesting I had ever met. His railroad is probably one of the most interesting in the world. He is Henry Teague of Fabyan, N.H, who owns the Mt. Washington cog railway which clambers 6293 feet up Mt. Washington near Bretton Woods on top of which Mr. Teague owns a couple of hotels and club in which he sells day-by-day membership to visitors. I paid great attention to Mr. Teague's words because he is one of those people you can recognize instantly as a natural money-maker but not the selfish, greedy, banker-politician type. Although he encourages motorists to drive their cars to the top of the Mt. Washington in competition with his railroad, he has established a modern motor camp and enormous parking space at the base. Motorists find the facilities so comfortable and the rates so moderate that they have made a paying proposition of the camp, the parking space, the hotels, the club and the railroad which cleared $30,000 last year. Such intelligent managers are so rare in the hotel business that Mr. Teague has now been drafted to run the Mt. Kineo House on Moosehead Lake, Me., for the Maine Central railroad and he is wondering how he can run Maine's largest resort hotel and the mountain in New Hampshire at the same time."

- Springfield Republican - Sun, Jun 7, 1936 pg. 15

1936

June 28th

Thomas in Tuckerman's: The *Hartford Courant* runs a Winston Pote photograph of Lowell Thomas skiing in June with his son. The cutline explains "Here the famous news commentator and writer is seen ready for some thrills in Tuckerman's Ravine, Mt. Washington, N.H. Dan Rockford of New England Council points out a ski run to Lowell Thomas, Jr." Pote also took the picture of Thomas signing an autograph amidst a group of Cog Railway and Mount Washington Observatory personnel. *- Hartford Courant - Sun, Jun 28, 1936 pg. 69*

July 6th

Great Tourist Business: "The heaviest summer tourist business in years during the month of June, and July indications that the season may smash all previous records, was reported Monday *(7/6)* by Colonel Henry N. Teague, president of the Mt. Washington Cog railway." *- Littleton Courier - Thu, Jul 9, 1936*

The Rest of Henry's Press Release: "The heaviest summer tourist business in years during the month of June, and July indicates that the season may smash all previous records, was reported today *(7/7)* by Colonel Henry N. Teague, president of the Mt. Washington Cog Railway. The Mount Washington Club, at the top of New England's highest mountain, opened on June 18 and June patronage was 40 percent better than in June, 1935. The cog railway cabins opened on May 25 and the end of June showed increased patronage of 37½ per cent over last year's similar period. The railway started its first trips to the summit on May 30 and at the end of June its business was 15½ per cent ahead of June, 1935. "Considering that last year on Mount Washington was a banner year," said Teague, "it would seem that New England this year is going to have the biggest summer business in many years and perhaps an all-time record-breaker." *- Burlington (VT) Daily News - Tue, Jul 7, 1936 pg. 3*

July 7th

1876 Mountain Visitor Returns: "Because it had been 60 years since he had visited the top of Mt. Washington, Ira Parker, 89, former resident now visiting in Littleton, who was a member of the party of over 100 people who made an excursion to the summit Monday *(7/7)*, probably had more fun than anybody else on the trip. The outing was under the auspices of the Ministers' and Laymen's association and was the third affair of its kind. Although the skies looked threatening in the morning, the weather cleared and excellent conditions prevailed throughout the remainder of the day. Several trains were needed to transport the party to the top of the mountain and special rates were provided by the Mt. Washington Cog Railway company. Side trips were taken to the Lake of the Clouds hut, and to Great Gulf and a special dinner at the Summit House was enjoyed. The group included people from Groveton, Lancaster, Whitefield, Bethlehem, Littleton, Lisbon, Moultonville and other communities. The descent of the mountain was made by train in the afternoon."

- Littleton Courier - Thu, Jul 9, 1936 pg. 1

August 13th

Gaysville Glenn's Weekend Report: "An item which came in too late for last week *(8/6)* is that Glenn Johnson was at home (in Gaysville, Vt.) over the week-end from his work on the Mt. Washington railway. He told of temperature dropping to 26 degrees, which, with the high wind, made work in the open impossible."

- Bethel (VT) Courier - Thu, Aug 13, 1936 pg. 6

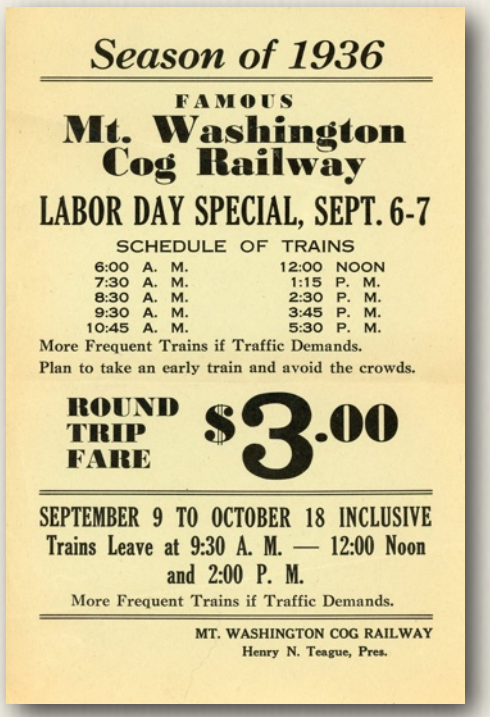
August 18th

New Passenger Record: "Passenger traffic on the Mount Washington Cog railway broke all records Tuesday *(8/18)* when 19 round-trip trains carried a total of 659 paying customers. That night the Summit House had a total of 152 guests, thought to be the highest house count in its history. Tuesday's business broke the record set on the Sunday before Labor day in 1935 when 15 trains carried 535 people. Arthur S. Teague, general passenger agent, said this morning *(8/20)* that six trains had already been sent up today, and that a day's total of over 500 passengers might be expected."

- Littleton Courier - Thu, Aug 20, 1936 pg. 1

September 6th

Labor Day Weekend Special - Trains run at 6am. 7:30. 8:30, 9:30. 10:45, Noon 1:15p, 2:30, 3:45, 5:30p. Tickets $3



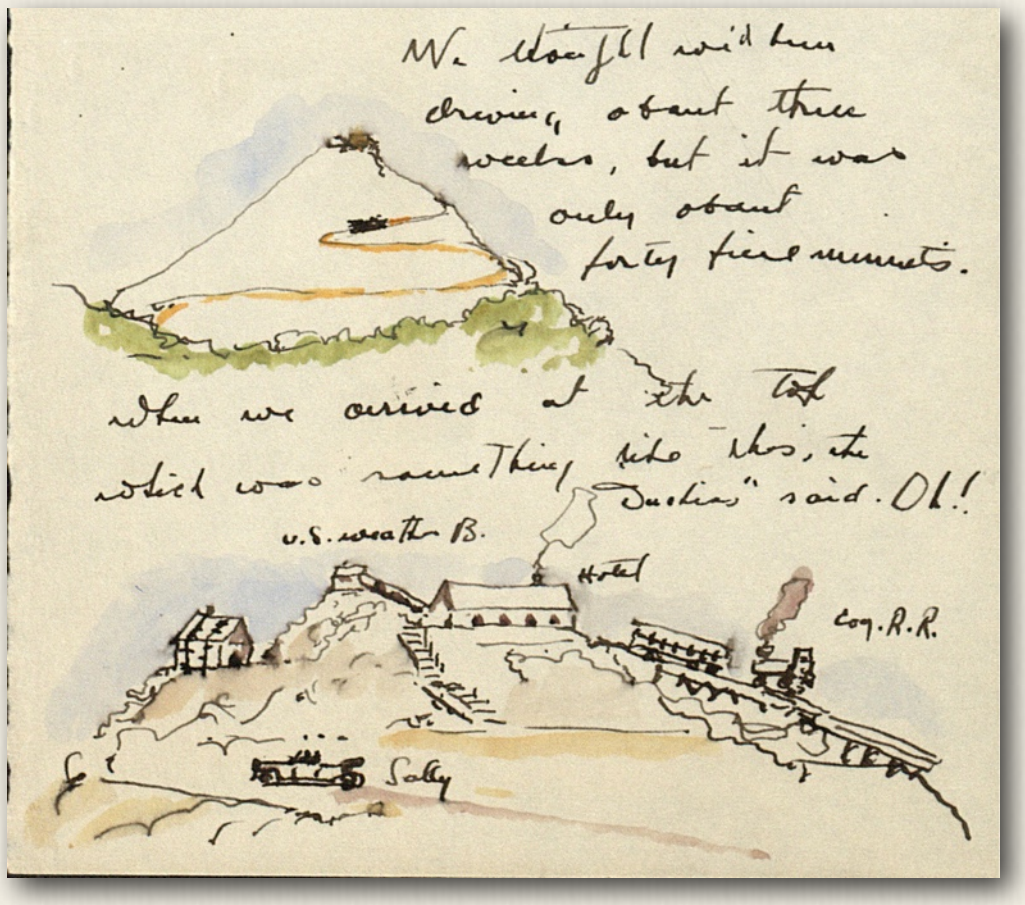
- Paul Forbes Collection



All-Collegiate Railway Crew: *Only one of its kind in country. They run the train up Mt. Washington, once broke all records by carrying 659 passengers in a day. Left to right are Paul, Dunn, Winchester, MA; Paul Lefebvre, Holyoke, MA; John B. Chapman, St. Johnsbury, Vt.; Leonard Viens, Haverhill, NH - all of Dartmouth College (Boston Globe - Sep 9,1936)*

September 25th

Illustrated Auto Road Trip: Uncle Dan and "The Duchesss" drive up the Auto Road in late September and describe the drive in a letter to Miss. Betty Loder Jr. in Stamford, Connecticut. "Dear Betty, Greetings from Uncle Dan and the "Duchess." As you know we have been at North Conway for nearly three weeks and as you will see it's in the White Mountains. *(Uncle Dan inserts a hand-painted watercolor)*. Mt. Washington usually has a cloud sitting down on it something like a wood cap but one day about two weeks ago it was a beautiful clear day. So we decided to drive to the top. We put the top down on Sally *(their motorcar)* so that we would not miss any of the beautiful views *(illustration)* and started along the road for the Glen where the toll road starts and came to the house *(illus.)* where you bought the tickets. It cost $6, which made the Duchess weak. Her outstretched arm *(illus.)* means = I "can't stand it." Soon we were at the halfway House *(illus.)* where, if the weather has turned bad or you have had enough you can turn around and go back, and it only cost $3. But… we went on. Suddenly the "Duchess" said "I can't look down, my tummy won't stand it." *(illus.)* And I said: "hold on to your tummy and we will soon be at the top." Soon the turns were left behind, and we saw the top of Mt. Washington… *(next segment of letter right)*.....



There are three buildings. The little one on the left is chained down to keep it from being blown away; the one at the Top covered by a covered way is the U.S. Weather bureau; and the large building is the Hotel. Luckily it stayed clear and we could see in a circle for about a hundred miles. The "Duchess" said as observing the magnificent view that it looked like a "lot of green and blue humps and a lot of puddles." We had brushed the car and walked around a bit. The "Duchess" said it makes my legs feel queer being up so high," (illus.) so after about an hour at the top of the world we started down (illus.) and were soon back the Glen where we had started, looking back where we had been, (illus.) and the "Duchess" said, "Well, that's that!"

- Sep 25, 1936 Letter from the Daniel Putnam Brinley & Kathrine Sanger Brinley papers / Smithsonian Institution Archives of American Art

September 30th

Cabin Owners Worried About Trailers: "About 100 cabin owners from Maine, New Hampshire and Vermont enjoyed free, old-fashioned hospitality at the summit of Mt. Washington Wednesday *(9/23)* and Thursday *(9/24)* of last week, as special guests of Col. Henry N. Teague, president of the Mt. Washington Cog railway. The occasion was the eighth annual fall meeting of the New Hampshire Cabin Owners association, which was presided over by Philip S. Willey of Campton, the president. One of the highlights of the meeting was the discussion of the effects of automobile trailers on the industry of the association. It was gathered from various opinions offered that there is much apprehension regarding trailers. President Willey was appointed legislative agent to watch out for the interests of the cabin owners, and he also was appointed to represent them at the November meeting of the New England Council."

- Littleton Courier - Thu, Oct 1, 1936

Observatory Worried About Winter: A September 30th letter from an identified Observatory person to former weather observer Robert S. Monahan, now with the U.S. Forest Service reveals not only concern about winter rescue equipment, but a bit of pique over not having a new home for the upcoming season. "Dear Gramp: The old toboggan that has been at the Observatory since 1932 has seen it's last days. It finished it's career taking the body of Fowler up the cone last April 2nd. I think it would be highly desirable to have a complete Forest Service Rescue outfit on the summit. This would not have to be sheltered in any special unit such as the trail-side shelters but could be kept in the Summit House in the winter, after they close, and then stored in the garage the balance of the year. Will you please look into this right away as we are getting set for another winter in the Stage Office. Hen Teague fell down on his job of erecting a new building for the Observatory and I have just received permission from the Libby Co. to go back into the Stage Office. If you cannot land a toboggan outfit by the time we take up the supplies about the 15th of October I think I will take the outfit at the halfway house (on the Stage Road) to the summit with the hopes you can supply a replacement for that station."

- Copy of unsigned September 30, 1936 letter - Mt. Washington Observatory Archives

October 1st

Record Set by Cog Railway: "Mount Washington's famous cog wheel railway, with an unblemished record as to accidents to its credit, has this season surpassed all previous records. Early in September an all-time record was set when 19 trains chug-chugged to the crown of all New England, carrying 659 persons. On the Sunday before Labor Day, 1296 meals were served at the Mount Washington Club on the summit. Overnight cabin operators at the base of the mountain also did a business much in excess of last season. The road will operate until Sunday, Oct. 19, possibly longer, should weather conditions and demand warrant it."

- N.H. Planning and Development Commission printed in Portsmouth (N.H.) Herald - Thu, Oct 8, 1936 pg. 11

Hotel Men of New Hampshire: "With the growth of the resort business in New England to a recreational industry second in size only to manufacturing we can look forward definitely to increasing competition," declared Winthrop T. Carter, president of the New England Council, speaking last Thursday *(10/1)* night at the banquet held in connection with the annual meeting of the New Hampshire Hotel Men's association at the Crawford House. Continuing, Mr. Carter said: "The resort industry of New England must avoid the mistakes made in other areas such as building up a mushroom growth in Florida with the inevitable collapse. We want a slow, steady growth in New England which will be accomplished by a balanced program of advertising to attract people here and adequate facilities for their comfort and enjoyment when they are here." A trip up Mt. Washington on the cog railway as guests of Col. Henry Teague Friday *(10/2)* ended the annual meeting. The mountain trip was favored by ideal fall weather with an unusually clear vision."

- Littleton Courier - Thu, Oct 8, 1936 pg. 3

October 4th

Cog Party Gift: "Sunday *(10/4)* night the employees of the Mt. Washington Cog Railway gave a dinner of appreciation for President Henry N. Teague. At the close of the dinner Col. Teague was presented a radio for his car. Both the dinner and radio came as a complete surprise to Col. Teague who spoke in brief, stating that it would not have been possible for him to have taken over the active management of the Mt. Kineo Hotel if it had not been for the completely loyal crew he has working for him on the cog railway."

- Littleton Courier - Thu, Oct 8, 1936 pg. 10

October 6th

Cog Railway Business Gains: "Approximately 25,000 paying customers have patronized the Mt. Washington Cog Railway this year, according to Col. Henry Teague, president of the railroad. This is an increase of about 3000 over 1935. With favorable weather conditions it is expected the service will be continued for another fortnight. The railroad has operated 63 years without an accident to a passenger."

- Boston Daily Globe - Wed Oct 7, 1936 pg. 13

October 10th

Cog Wedding: "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."

- Littleton Courier - Thu, Oct 8, 1936 pg. 5

October 26th



***Weather Bureau Gets Donation*:** "The joint Harvard-U. S. Weather Bureau weather station at the summit of Mt. Washington, N. H., which since 1932 has supplied important observations used in forecasting for the Boston area, will be enabled to continue this winter as a result of recent financial support from the state of New Hampshire totaling about $3,250. Beginning next summer the Mt. Washington observatory will have a new building on the summit. This structure, two stories high, has been designed by the engineering staff of the Boston & Maine railroad to withstand wind velocities of over 200 miles an hour, and will be anchored by bolts sunk four feet into the rock. Construction is already in progress, under the direction of Col. Henry N. Teague *(above with MtWObs representatives)*. Located on the highest peak in New England, this station has for four years served as a valuable weather sentry for New England, warning of the approach of air masses over this area, and thus aiding in the improvement of local forecasting." *- The Harvard Crimson - October 26, 1936*

November

New Building for Observatory: "Ground has been broken (or rather rocks) west of the end of the trestle of the cog railroad for a new building for the Mt. Washington Observatory on the summit of Mt. Washington *(6284 ft.)*. On this rocky summit it was surprising to find glacial till to a depth of 3 or 4 feet where holes were dug for the placement of heavy bolts by which the building is to be fastened to the rocks. Since the Observatory was established by a group of enthusiastic young men in the fall of 1932 it has been housed free of charge in the stage office of the Mt. Washington Summit Road Co. So slender have been the resources of the Observatory that the withdrawal of this privilege would have closed the Observatory. Greatly increased business on the auto road last summer, however, made it imperative for the Summit Road Co. to request the return of the building for the use of its patrons. The emergency to the Observatory thereby created was generously met by Col.

1936

Henry N. Teague, (President) of the Mt. Washington Railway, who not only permitted the Observatory to occupy Camden Cottage for the summer and housed and boarded the observers at the Mt. Washington Club but also agreed to construct a staunch wooden building 22x44 feet, two stories high, and a slightly tapering tower 14x14 feet at the base and 25 feet high, as nearly as practicable according to sketch plans submitted by the Observatory, on a guarantee of only one year's payment of $500 toward purchase. The engineering department of the Boston & Maine RR has drawn plans providing sufficient strength in bracing and bolting of building to the rocks and of roof to the frame to withstand a wind of 220 mi/hr., at a density 10% less than that at sea level. While these plans served for the fabrication of the heavy and well-braced frame, certain economies will be efffected in details. Furnace, water tank, and plumbing will be provided by a member of the Society, and heavy plate glass double windows (17) will be provided by the Pittsburg Plate Glass Co., for an experiment in this exposed location. The Weather Bureau will continue to maintain one full-time commissioned employee and two part-time airways observers, while Harvard University, through Blue Hill Observatory, will be responsible for operation, supplies and the balance of the salaries to provide full time for the airways observers, and a fourth man, toward which $3250 in gifts, pledges and grants have been received from individuals, groups, the New Hampshire Academy of Sciences, the Smithsonian Institution, the Appalachian Mountain Club, and the State of New Hampshire. Toward this, members of the Society contributed $420.50. The observations are used daily by the Weather Bureau, M.I.T. and Blue Hill Observatory, and the latter is engaged in research in aerology, involving particularly the structure of fronts, as revealed by the continuous observations on this highest peak in the northeaster United States. The four years record of the Mt. Washington Observatory and its future possibilities as a research laboratory in meteorology as well as in geology and alpine biology more than justify its permanent establishment. - Charles F. Brooks." *- Bulletin of the American Meteorological Society - November 1936 pg 334-335*



Late afternoon return to Base across the Ammonoosuc River (1936)
- Robert J. Girouard collection / White Mountains Remembered

December 7th

Teague to Manage Venetian: "The appointment of Col. Henry N. Teague as manager of the Venetian hotel, Miami, Fla., was announced Monday *(12/7)* by John E. Shorey, receiver. Col Teague is one of the best known hotel men of the South and of the East. For a number of years he was proprietor of the Miramar hotel in Miami, and is now manager of the famous Mt. Kineo hotel on Moosehead lake in Maine, and president of the Mount Washington Cog Railway. The Venetian hotel will open on December 19."

- Littleton Courier - Thu, Dec 10, 1936



Venetian Advertisement *(The Miami News - Dec 23, 1936 pg 24)*



Boarding House Crew: (L-R) Chef Stub Welch, Alice ??, Molly Rivers McCormick, & John Granger - See Appendix 1936 Food Service (1936)
- John Granger Family Collection

December 19th

New Owners - New Manager: "The Venetian... was formally opened for the season last night *(12/19)* according to an announcement by John E. Shuey, who recently was appointed receiver of the Venetian following acquisition of control of the Venetian and Colonial Towers hotels by the S. A. Lynch interests, owners of the Columbus. According to Shuey, the Venetian will inaugurate a new policy of "unit-season" rates which will guarantee exceptionally favorable rates for all-season guests. Through this policy, which will be extensively advertised in norther newspapers, the Venetian hopes to establish a precedent that will serve two purposes. First, such a policy if widely adopted, will stabilize rentals and eliminate charges of "gouging" in Miami. Second it will encourage longer visits in the area. The hotel will be under the personal management of Col. Henry N. Teague, who has been prominent for many years in eastern and southern hotel circles."

- Miami (FL) News - Sun, Dec 20, 1936 pg. 36

December 27th

Teague Returns to Florida: "The Venetian, only large seasonal hotel on Miami's bay front, has opened for the 1936-37 season under the personal management of Colonel Henry N. Teague, who is president of the Mount Washington Cog Railway, Mt. Washington, N.H., and who is well-known in Eastern and Southern hotel circles. He comes to the Venetian direct from the Mount Kineo Hotel of Moosehead Lake, Me. A new operating policy has been established at the Venetian this year, according to Colonel Teague, which provides exceptionally favorable rates for all-season guests. Colonel Teague states that the entire hotel, including the impressive dining room, has been completely redecorated and that advance reservations indicate a most successful season."

- Philadelphia Inquirer - Sun, Dec 27, 1936 pg. 56



Jacob's Ladder souvenir metal ashtray
- eBay

1937

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1936 Season:*** Total passenger revenue: $76,325 – Total operating expenses: $56,648. Varney writes: "This was the best year until 1941 when the passenger revenue was greater. However, the 1941 figures on this have not been released. Varney says Teague began planning to 'double track the railway, and have it in such a condition that he could run a train from the base every half hour.' However, contracts were let to build an Aerial Tramway up Cannon Mountain that year. Teague fought the project but lost."

New Hampshire Public Service Commission Report: New format for financial reporting - no longer carries passenger number - may include hotel operations. ***1937 Season*** - Operating Income: $78,334.31 - Operating expenses: $83,780.30

January 4th

Base Caretaker Funeral: "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 *(1/2)*. Mrs. (Molly) McCormick suffered a serious fall Sunday *(1/3)* resulting in injuries which made it necessary for her to be cared for at the hospital and she was unable to attend the funeral. A nephew of Mr. McCormick, Mr. Granger, left for the foot of the mountain, Tuesday *(1/5)* to be in charge at least temporarily."

- Littleton Courier - Thu, Jan 7, 1937 pg. 4

January 22nd

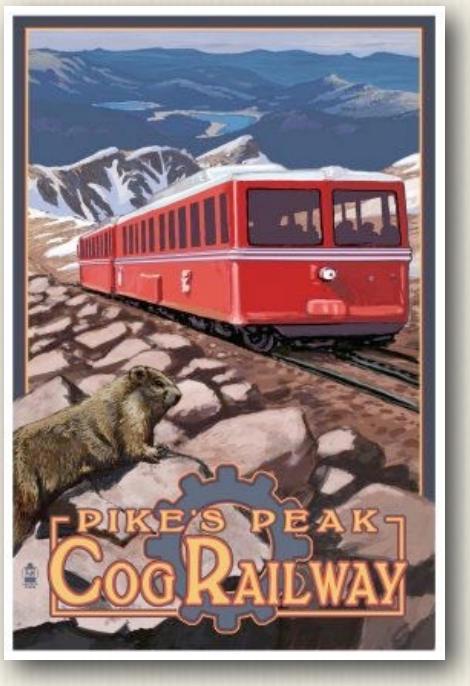
Teague says Miami Tourism Up: "Tourist business at the Venetian hotel, according to Col. Henry N. Teague, manager, is "three times what it was for the corresponding period in January last year." He believes the determination of Miami hotel and apartment men to keep prices at a reasonable level has resulted in a miniature "boom" in Miami. "I know at least three hotels in Miami which have chalked up business two or three times as good this season as last." Under Teague's direction, the Venetian hotel is being planned as a residential hotel, similar to the old Royal Palm. An extensive program of activities has been designed."

- Miami News - Fri, Jan 22, 1937 pg. 37

January 29th

Pike's Peak to Replace Steam: "Smoke, soot and chugging will be eliminated on the Pikes Peak cog railway under plans of Manager Earl E. Ewin to supplant steam trains with a fleet of modernized 42-foot zephyr type cars."

- U.P. dispatch from Colorado Springs in Tampa (FL) Tribune - Fri, Jan 29, 1937 pg. 20



January 30th

Duplicate Bridge in Florida: "Guests of the Venetian hotel and friends were entertained with a duplicate bridge party this week. Players included... Arthur S. Teague and Ledyard DeWees. Top score prizes were won by Mrs. Gaither Perry and Ledyard DeWees. Mrs. Lloyd Parks and Mrs. Alfred Kleutfel were second." *- Miami News - Sat, Jan 30, 1937 pg. 2*

February 4th

Mainline Toots Explained: "Why do locomotives whistle when there is apparently nothing on the track?" is a question which rates high in frequency among those asked of railroad men by the traveling public. A chat with a veteran engine man of the Boston & Maine Railroad discloses that the "Tootology" used by the Boston & Maine is really a language all its own, and that the same "language of the whistle" is used by practically all American railroads. Each and every "toot" of a locomotive whistle, the Boston & Maine veteran disclosed, is actually a message, directed either to the the general public or to some railroad man along the line. A strict rule forbids all engine men to "toot," or in the parlance of the railroad to "sound," a locomotive whistle unless there is an urgent reason for it. Most persons know that the familiar "two long and two short" sounds of the locomotive whistle means "Look Out," this train is approaching a highway grade crossing. *(Ed note: Jitney's Great Gulf on the MWR used a variation of this when approaching the summit and the Base, adding a final long to make it engine specific. Two shorts indicated the No. 6 was about to move forwards or backwards.)* The B&M veteran offered to wager that a blindfolded rail-

road man could tell what New England state he was in by simply listening to any locomotive's crossing whistling. "You see," he went on, "we fellows at the throttle have to remember what state we are in when we start our whistling for crossings. Very often a passenger writes to the management and complains that we have changed our 'whistle technique' and have become 'noisier' as we proceed on our trips. State laws are the reason for that. For instance let me show you the rules in New Hampshire, Vermont, Main, and New York which read that the whistling is to be 'prolonged or repeated' (commencing at a marker set at a place prescribed by law" until the crossing is reached. Now that wouldn't do in Massachusetts, where the law prescribes: 'engine bell to be run from the whistling post to the crossing, and in addition two long and two short whistles sounded just before reaching crossing, the duration of the whistle to consume approximately 10 seconds."

- Littleton Courier - Feb 4, 1937 pg. 5



- Kenney Family Collection

February 9th

Visitor of Note: "Visitors of note in the hotel world visiting the Breakers include: Col. Henry Teague, manager of the Venetian Hotel at Miami, also motored up, having luncheon here with Mr. and Mrs. R. K. LeBlond, old friends."

- Palm Beach (FL) Post - Tue, Feb 9, 1937 pg. 7

March 23rd

Early Cog Passenger Dies at 96: "Miss Sarah E. Miller, one of the city's oldest residents, a former teacher at Girls' High school and Chelsea High School, died yesterday (3.23) afternoon at the home of her nephew, Benjamin A. Rhodes of 45 Thornton street, Wollaston. She was 96 years of age, and a native of Middletown, Comm. For many years, Miss Miller, had formerly been a teacher, and later a private tutor in Boston. She is survivted by her nephew in Wollaston; and a frother, Frederick E. Miller in Middletown, Conn. Mi Miller was a member of the first party to make an ascent ont he Mt. Washington cog railway in New Hampshire. She had made her home in Wollaston for the past 10 years."

- Quincy (MA) Patriot Ledger - Wed, Mar 24, 1937 pg. 14

March 25th

Teague's Entertained: "Mr. and Mrs. Richard K. LeBlond of Cincinnati, who are spending the spring season at the Breakers, entertained at dinner last evening for Col. Henry N. Teague, manager of the Mt. Kineo Hotel at Moosehead Lake, Maine, who succeeded John W. Greene on his retirement, and Arthur M. Teague, manager of the Mt. Washington Railway in the White Mountains, who were here *(Palm Beach)* from Miami for the day."

- Palm Beach (FL) Post - Thu, Mar 25, 1937 pg. 7

April 26th

Teague Still in Charge: "Col. Henry Teague, president of the Mount Washington railroad, arrived in the North Country Monday *(4/26)* with Arthur Teague, who will again be resident manager. This past winter the Teague's managed the Venetian hotel at Miami, Fla. The first train up the mountain will be operated on May 30. Col. Teague will again this summer operate the Mount Kineo hotel at Kineo, Me., on Moosehead lake in connection with his duties as head of the railroad."

- Littleton Courier - Apr 29, 1937 pg.1

1937

April 29th

Greylock's Future in Doubt: "Greylock Hotel's future is in considerable doubt. Norther Berkshire's largest summer hostelry, in Williamstown, finds itself without operator for second successive spring. Craft does not intend to return and Bullock family will probably foreclose mortgage. Unless purchaser is found (the) main structure will probably be torn down." *- North Adams (MA) Transcript - Thu, Apr 29, 1937 pg. 2*

May 16th

Special Snow Train Run: "Nineteen ski enthusiasts from Manchester (N.H.) and three from Boston were passengers Sunday *(5/16)* on the first "snow train" to climb Mount Washington. Leaving the Base Station of the cog railway, at 8:30 a.m., the party stopped at the Alpine Garden, and continued to the top where they skied for several hours and ate their lunch. Although conditions were not of the best, the party remained until 4:30 p.m." *- Littleton Courier - Thu, May 20, 1937 pg. 12*

May 26th

Air Teague!: "Col. Henry N. Teague, president of the Mount Washington railroad and manager of the Kineo hotel at Kineo, Me., is a very busy man these days, getting ready for the opening of the two big plants. Tuesday night *(5/25)* he came to the Base Station by motor. Due in New York for a conference yesterday *(5/26)* afternoon, he chartered an airplane which arrived at Whitefield airport at 8.30 in the morning and shortly after, took off for the metropolis with the colonel as a passenger."

- Littleton Courier - Thu, May 27, 1937 pg. 1

May 27th

Ready to Open: "The 68th year of operation of the Mt. Washington railway, the cog road which plies to the summit of New England's highest mountain here will be opened next Saturday, it was announced today *(5/27)* by Henry N. Teague, president of the line. Three trips each day will operate Saturday, Sunday and on the holiday Monday, President Teague's announcement read."

- Montpelier (VT) Evening Argus - Thu, May 27, 1937 pg. 5

May 29th

68th year of Cog operation begins: Memorial Day weekend with trains leaving at 9:30am - noon and 2pm. Early Summer service with same three trips daily starts June 19th. Regular summer service of 9 trains daily up and down the mountain will start July 3rd.

- Fitchburg Sentinel - Tue, May 25, 1937



New Observatory Building under construction (1937)
- Photograph likely by Harold Orne / Mt. Washington Observatory Bulletin cover 1967



The new Mount Washington Observatory takes shape behind Camden Cottage the summer home of the MWObs, during 1937
- Harold Orne, Melrose, MA photo / Observatory Collection

Col. Henry Teague builds Mt Washington ***Observatory Building*** and leases same for 20 years. Observer John S. McNayr details the construction techniques employed in the building in a July 21, 1940 article in the *Mount Washington Daily News:* "To resist super-hurricane winds and sub-zero temperatures the new observatory's rugged frame is covered by layer on layer of insulation. Outside are wood shingles, much overlapped. Underneath are two layers of boards, two layers of building paper, and between the studs is Cabot quilting, a seaweed insulation of proven worth. The interior is finished with insulating fireproof wallboard. The windows are two thicknesses of Pittsburgh plate glass set in rubber and steel with air space between. Thus protected, the observatory uses only 12 tons of coal during the long, cold summit winter. Incidentally, the original heating had to be modified. Insulation was that good."

June 6th

Fairfield on Top: "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." *- Littleton Courier - Thu, Jun 3, 1937 pg. 1*

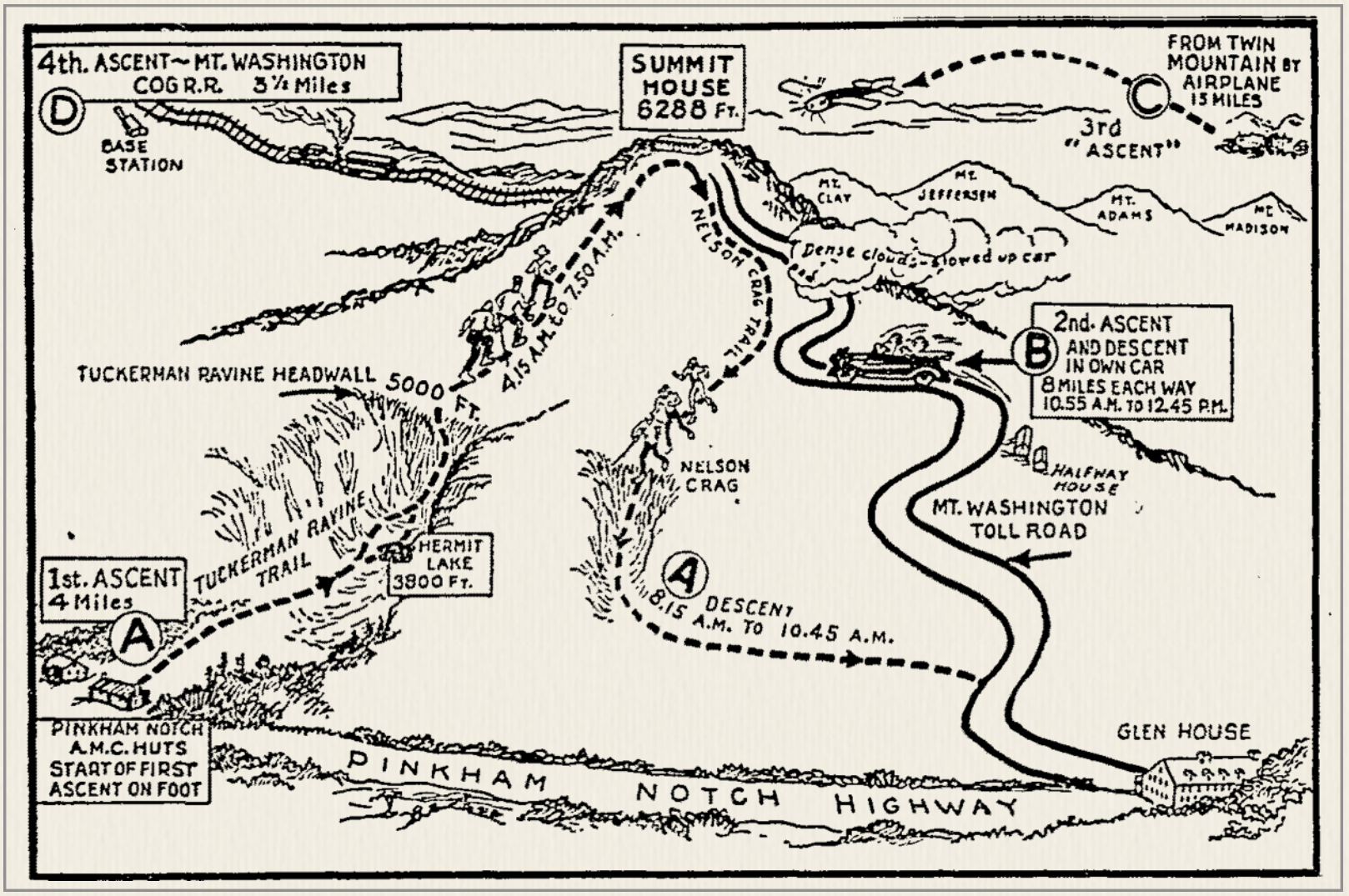
July 3rd

Cocktails at the Kineo: "Mr. and Mrs. Arthur Bowie of Brooklyn were among those who attended the party given last evening *(7/3)* by Col. Henry N. Teague in the Kineo cocktail lounge at the Mount Kineo Hotel, Moosehead Lake, Kineo, Maine." *- Brooklyn (NY) Daily Eagle - Sun, Jul 4, 1937 pg. 12*

July 18th

Ascend Four Times in One Day: "Ascending and descending New England's highest mountain four times in four different ways between sunrise and sunset, three Wakefield (MA) residents yesterday (7/18) established what is believed to be a new record in stunt mountain climbing. They made a fifth ascent of this peak at sunset tonight *(7/19)* to spend the night at the Summit House, tired but jubilant that they had accomplished

their objective. The trio, Gardner Campbell, managing editor of the Wakefield Daily Item; his son, Gardner, Jr., and Malcolm Brown, 17, chum of young Campbell, who is 16, started their stunt at 4:15 a.m. and finished



at 5:15 p.m. The first trip to and from the summit was on foot up the regular hikers' trail through Tuckerman's ravine. The second ascent was via the carriage road with Campbell at the wheel of his automobile. The third trip to and from the summit was by airplane with Pilot Charle Stanfield at the controls and their final journey was on board a train of the Mt. Washington Cog Railway. In recognition of their being the first stunters ever to ascend the mountain four times in a single day, General Manager Teague invited the trio to be his guests on top of the mountain over night and they were passengers on the sunset special of the cog railway when it left for the summit at 5:30 p.m. The trio had dinner and spent the night at the Summit House. Campbell said he planned the trip as a wager with a fellow townsman that the mountain could not be ascended and descended four times in a single day."

- Worcester (MA) Evening Gazette - Mon, Jul 19, 1937 pg. 8

Up Four Times in One Day - A new record for climbing Mt. Washington was set last week by three Wakefield (MA) residents. They compiled the record by ascending the mountain four times between sunrise and sunset, each trips by a different method of travel. They went up the mountain on foot, and by automobile, airplane and railroad *(see graphic below)*. The men who did this stunt were Gardner Campbell, managing editor of the *Wakefield Daily Item*; his son, Gardner Jr, aged 16, and Malcolm Brown, aged 17, a friend of the younger Campbell. First, the three men left the Appalachian Mountain Club hut in Pinkham Notch at 4:15 in the morning and climbed to the top through Tuckerman's Ravine, reaching the summit at 7:50. At 8:15 the party

66th Year At Same Resort



Eugene Treadwell, right, attorney of New York City, is shown at the Mt. Kineo Hotel, Moosehead Lake, just before he signed the register for the 66th consecutive year. It is believed that this establishes a record for consecutive vacations at one resort. Mr. Treadwell, who is 87, spent his first vacation at Moosehead Lake in 1871 and has been coming back every Summer since. Preceding him at the register is Mt. Kineo's youngest guest, seven-year-old Linda Brackett of Hanover, N. H. Col. Henry N. Teague, managing director of the hotel, is in the center.

- Portland Press Herald - Sat, Jul 31, 1937 pg. 1

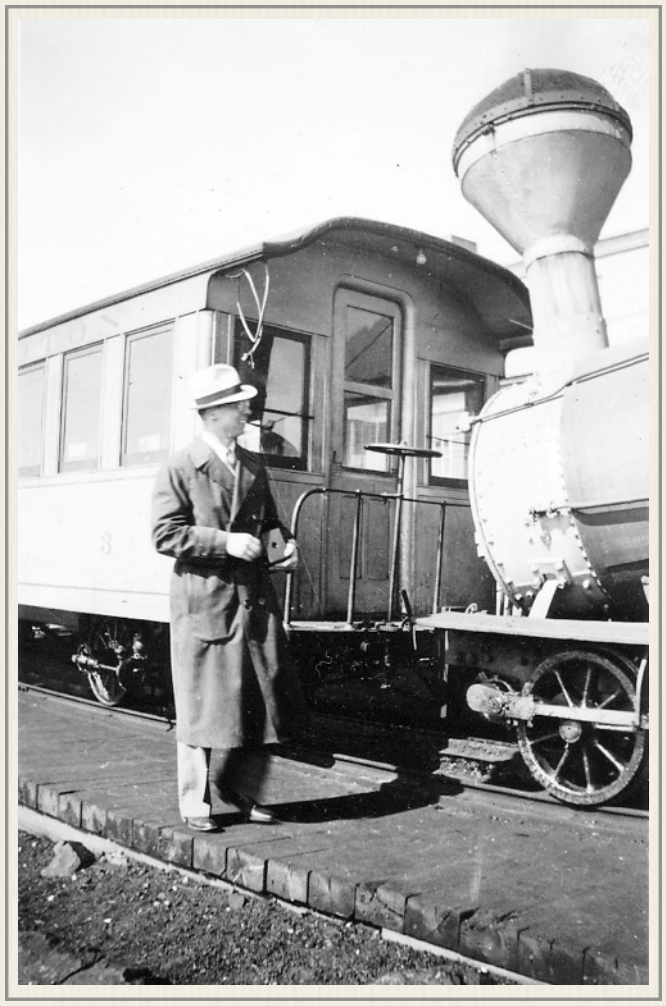


Train descending from Waumbek on August 5, 1937
- Beverly Williams Decato Collection

left the summit, walked two miles down the toll road and then followed Nelson Crag Trail to the base, arriving there at 10:45 am. Ten minutes later they were on their way up again in Mr. Campbell's automobile, over the carriage road. The trip back was finished at the Glen House at 12:45pm. Immediately the mountain climbers started on a 50-mile drive around the mountain from the east to the west side, via Jackson and Crawford Notches. (T)he party reached the flying field at Twin Mountain in time to take a plane over Washington at 3 o'clock. Of course, no landing was made on the mountain. Leaving the airfield the stunters drove 10 miles to the Base Station in time to catch the 5 o'clock train on the cog railway. The summit was reached at 6:15 pm and the party came to rest until morning. Still feeling full of mountain zip next day the party descended on the first train and set out by automobile for Franconia Notch, (and) climbed Mt. Lafayette. Mrs. Campbell participated in some of this stunt. She took in the automobile, airplane and cog railway ascents... and also the climb up Lafayette.

August 5th

Sylvester Marsh's Lawyer's Daughter: "Mrs. Ida Farr Miller of Cambridge, Mass., formerly of Wakefield, Mass., who spent her childhood in Littleton, was intensely interested in the recent feat of three Wakefield climbers in ascending Washington in four different ways in one day. That's because she has a personal interest in the Mt. Washington Cog railway. her father was attorney for Sylvester Marsh who invented and built a cog railway and engine. As a child, Mrs. Miller played with the model of a railway that was in her father's office and heard Mr. Farr and Mr. Marsh discuss plans for its construction. the original model is now in the historical society building in Concord. Mr. Marsh's oldest daughter, Eleanor, was Mrs. Miller's schoolmate and chum, and Mrs. Miller's mother, who was an exceptional French scholar, translated the engineering books that described the cog railway in Switzerland - the only one, even today, similar to that of Mr. Marsh's invention. The cog railway was completed in 1869 and 10 years later, in the summer of 1879, Mrs. Miller, then Ida Farr, made the first trip up the mountain on it when her father, then a member of Congress, took Postmaster George Key and other men of national importance to the mountains on a special train." *- Littleton Courier - Thu, Aug 5, 1937 pg. 4*



30-year old tourist Herbert Wilken from Red Hook, New York pauses with camera next to Cog train at the Summit. Photo likely taken by his brother Alfred. (Sept 1937)
- Ancestry.com

August 14th

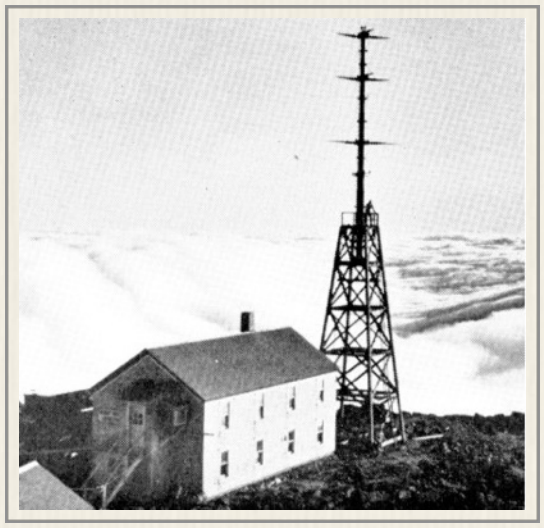
Teague Trophy Number Five: "Five trophies have been donated to be awarded to the first five finishers in the Mt. Washington road race to be run on the auto toll road Saturday, August 14 at 2 p.m. These are in addition to the permanent Foster Cup, upon which will be engraved the name of the winner and his time for the grueling run to the summit. At 4 p.m. an excellent meal will be served to the runners, officials, newspapermen, newsreel operators and a long list of distinguished guests headed by Gov. Francis P. Murphy, at the Mt. Washington club. After the luncheon the cups will be presented to the winners by each individual donor, following which the return trip will be made to the base where buses will be

waiting for the return trip to Boston. Col. Henry N. Teague, president of the Mt. Washington Cog railroad, is the donor of the fifth prize." *- Littleton Courier - Thu, Jul 22, 1937*

September 2nd

A Night of Cobbler at the Mt. Washington Club: Glenna H. Snow, the Home Economics Editor for the *Beacon Journal* writes about her trip to the top of New England. "Dear Readers: Here we are on the top of Mt. Washington planning to spend the night. We came up on the Sunset Special which arrives just as the sun is sinking beyond the peaks. The moon came up shortly afterward. The mountain tops were filled with clouds which gave the effect of moonlight on the ocean. We didn't stay out long as the temperature had dropped to 42 degrees. At 5 a.m. atop Mt. Washington a rap came on the door, then a bell rang, and we were informed the sun was coming up. It was only the fourth sunrise visible from the top of the mountain this season. Everyone hurriedly dressed and went out to see the faint glow grow larger and larger until in the middle of it all appeared a bar of bright light, then in a few minutes the full sun above the mountain tops. It was so cold that those who had not brought sufficient clothing were wrapped in hotel blankets. We induced the cook to give us her recipe for blueberry cobbler which was on the menu the night before. 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. Dartmouth is the best represented at present. All supplies are carried to the mountain top by cog railway. It is too steep a climb for trucks over the auto road. Cooking and baking are done with kerosene. All water is pumped to the top from the mountain base, known as Marshfield. Here is Mrs. Anderson's recipe. ***Blueberry Cobbler:*** Sift 4 teaspoonfuls baking powder with 4 cups of flour, 1 teaspoonful salt and 2 tablespoonfuls sugar. Work in 4 tablespoonfuls lard and butter, mixed. Add 2 well-beaten eggs. Stem blueberries. Add to them 1½ cups sugar to each quart, 1 cup water and mix well with first ingredients. Then pour in long flat pan and bake in hot oven until crust is brown and cobbler done."

- The Akron (OH) Beacon Journal - Thu, Sep 2, 1937 pg. 22



Observatory & tower location for W1XER (1939-1940)
- BostonRadio.org



Yankee Network founder & FM inventor Howard F. Armstrong
- Video frame grab from "Empire of the Air" by Ken Burns - PBS

September 10th

Yankee Network FM: "The summit of Mr. Washington, the loftiest peak in easter United States, is the scene of feverish activity these cool fall days as workmen are rushing to completion before bad weather sets in, an experimental radio broadcasting station for the Yankee Network, which, when in operation, is believed will be the world's highest broadcasting station. The ultra high frequency (FM) station operating on 48 megacycles will use the call letters of W1XER. Firm in the belief that there is a future in ultra high frequencies in radio, and while other stations are carrying on experiments at lower altitudes, such as in Boston, the Yankee Network, Inc., which serves four New England stations affiliated with 15 others in the East, is carrying out this thrilling project hoping to learn something about what high power will do in high altitudes. Work on setting up the station began about September 10, and is progressing by leaps and bounds. Space has been rented in a new weather-proof building being constructed at the top by Col. Henry N. Teague for the Mt. Washington Observatory, Inc. who will gain control of the structure through yearly payments to the cog railroad. The U. S. Weather Bureau will also occupy space in the building. It is located at the end of the cog tracks, and will be a welcomed new home for the observatory crew, who first set up quarters on the summit in 1932, and have maintained shortwave communication with such points as the Blue Hill Observatory, and also as an ultra-shortwave experimental station operating on a frequency of 53 megacycles. The Wester Electric apparatus, which includes a No 16A radio transmitter and an 88A amplifier, its 500 watt power equivalent to that of a lot

of commercial broadcasting stations is already installed in the building. The network will generate its own power with a huge gasoline engine fueled from five 2000 gallon tanks which are being installed at the summit. ***Soft Digging Found:*** A crew excavating for the tanks alongside the railroad and but a few feet from the grave of Lizzie Bourne... were amazed to find several feet of gravel and loam where they expected to find nothing but split rock and ledge. The huge tanks have been shuttled up the mountainside from the Base Station by the mountain engines, when they will be lowered into the hole and the year's supply of gasoline pumped as need to the radio station a short distance above. ***Dynamiting for Tower:*** Steel began arriving this week (9/23) for the erection of a 93-foot tower in holes dynamited out of the mountaintop, and as soon as the five mammoth gas tanks are lodged in place, a fleet of trucks will begin to haul the 10,000 gallons up the tortuous, serpentine carriage road. This event, unique in transportation history, will be recorded by newsreel cameras and the news papers as another step forward in science and progress. No definite dat has been set for the station to begin operating. It has been stressed that its sole purpose is experimental, and while it will remain on the air most of the time, it will for a large part only identify itself according to the communications regulations."

- Littleton Courier - Thu, Sep 30, 1937 pg. 1

September 15th

On Naming Locomotives: "The Boston & Maine railroad will do itself a good turn and please the more enthusiastic portion of the rail traveling public by permitting New England school children to name 20 of its biggest and newest locomotives. The contest will develop interest in railroads among youngsters and since the winners and all their relatives will want a long ride behind the locomotive they named it ought to see a lot of tickets. Any why not names for locomotives? Who ever heard of an ocean liner, or freighter, or even a 16-foot dory without a name? A nameless craft isn't fit to put to sea in, so why should the traveler be expected to pay two cents a mile to ride behind a nondescript iron horse with nothing better than a number to identify it? Numbers, are altogether too commonplace. Convicts, telephones and time clock cards have them for utilitarian reasons but there isn't any reason why a sleek locomotive shouldn't have a name of its own. To be sure, most trains have names, and with good effect, too. Brattleboro travelers, for example, find much more pleasure in a ride on *The Connecticut Yankee* than on plain old No. 79. Since the locomotive is the most important part of the train it is due a name of its own. In the early days of railroading, when locomotives were far less numerous, they had names. The B&M ought never to forget its own *Antelope*, which made the first mile-a-minute run (Boston to Lawrence, 26 miles in 26 minutes) back in 1846. Then there was the venerable *Peppersass*, of the Mt. Washington cog railway, first to make the climb. The *Peppersass*, put back together after its fatal runaway dash down Mt. Washington a few years ago, is now on exhibition at the foot (of the mountain). On the cog railway the naming custom has been preserved and the little round house contains the *Summit*, the *Mt. Washington* and a handful of others. In recent decades unimaginative realism has taken hold the railroad business and attempted to reduce it to a science of numbers and symbols. The romance of Casey Jones has grown dim. Locomotives have been named only as they have been dubbed by men associated with them - as old No. 53 of the Central Vermont's last days in the West River valley came to be known as the *Bull of the Woods*. If the B&M's naming enterprise is attended by the success that seems to be in store, it ought to be copied by the Pullman company, which obviously needs a revitalization of its nomenclature. Most railroad observers have had their fill of *Honeysuckle*, *Tiger Lilly*, *Zella*, *Mervyn* and *Eldora*. They need a little red blood from the fifth grade."

- Brattleboro (VT) Reformer - Wed, Sep 15, 1937 pg. 4

September 16th

Yankee Contract Complete: "Col. Henry N. Teague, owner of the Mount Washington Cog railway and the summit of the mountain, announced this week that he had completed a 13-year contract with the Yankee network for the establishment of a year-round broadcasting station on top of the mountain. The contract is contingent upon federal approval of the petition of the network for a license to operate. Pending granting of the license, plans call for erection of a 150-foot broadcasting tower immediately and experimental work with the station during the first year. For this purpose the network will lease a portion of the newly completed weather bureau building atop the mountain. Power for the station will be generated with gasoline to be hauled up the mountain on the cog railway. If experiments are successful, the station will be a full-time broadcasting unit. Mr. Teague also reported that the present summer season had been by far the best yet in amount of patronage of the cog railway, the summit house and the base station."

- Litttleton Courier - Thu, Sep 16, 1937

1937

September 30th

Cabin Owners Convene at Summit: "Over 100 members attended the ninth annual fall meeting of the New Hampshire Cabin Owners' association, held last week on the summit of Mt. Washington. The program featured an illustrated lecture by Benjamin Haley of Bar Harbor Me., and a talk by Labor Commissioner John S. B. Davie. The latter urged the cabin owners to adopt next seasons the 54-hour week for women employees. The association voted $50 to the New England Council, and President Philip S. Willey of Campton was appointed delegate. The next annual meeting will be held June 2, 1938 at Indian Head in Franconia notch."

- Littleton Courier - Thu, Sep 30, 1937 pg. 1



Dining room staff members of Col. Henry Teague's Venetian Hotel including future wife of Cogger - Rachel Middleton Collection

October 7th

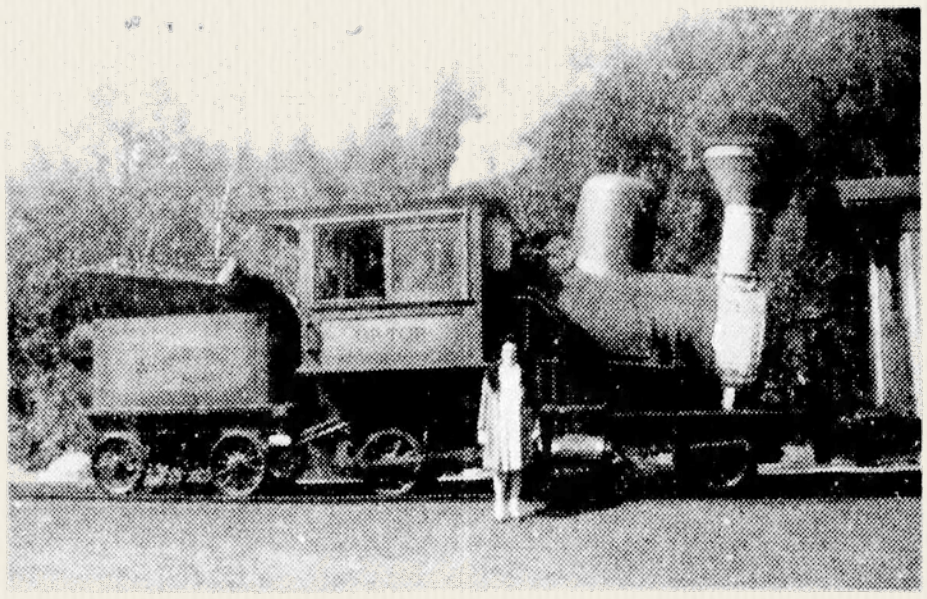
Back to the Venetian: "Col. Henry N. Teague of the Mount Washington Railway will again operate the Venetian hotel in Miami this winter. Arthur Teague will be resident manager, assisted by Perry Fairfield, who was at the Summit House this past summer." *- Littleton Courier - Thu, Oct 7, 1937*

October 9th

Dear Uncle Andy - Letters from Pre-Teen Tourists: "Dear Uncle Andy: Last week we took a trip to the White mountains in New Hampshire. We went up the cog railway. A little engine pushes a little car. Going up you can see way off and the higher you go, you can see trees, landslides, the great gulf and other mountains. On top of the mountain is the Tip Top house and the Summit hotel where you can stay over night. The little house is tied to the mountain by chains, so the wind cannot blow it away. There are four inches of snow on the mountain. There were many cars that drove up the automobile trail. We were there at sunset and you could see for miles. It takes one hour and 40 minutes to go up. The mountain is 5,293 feet above sea level. Mt. Washington is called the Switzerland of America. We stayed on the mountain over night. - Edith May Wonsky, 9, 252 Montauk Ave." Dear Edith: our letter is most descriptive and I'm sure all the Juniors can picture themselves way up on the top of the mountain with you."

- The New London (CT) Day - Sat, Oct 9, 1937 pg. 8

No, Edith Wasn't the Lone Passenger.



Here's our travelingest Junior—Edith May Wonsky, standing beside the dinky, broken back engine that climbs the mountain on the Mt. Washington railway in New Hampshire. One never knows where Edith will be heard from next.

November 5th

Henry Teague Robbed in Miami: "Eight robberies amounting to approximately $800 was reported to the Miami police yesterday *(11/5)*. Henry N. Teague of the Columbus hotel, reported theft of a wallet containing $130 in cash either from his room or on the street."

- Miami News - Sat, Nov 6, 1937 pg. 7

November 18th

New Observatory Can Stand 200-Mile Wind - After five years in the stage office of the Mount Washington Auto Road company, the famous weather observatory on the summit of this stormy mountain has just moved into a building of its own. By direction of Col. Henry N. Teague, president of the Mount Washington Railway company, an extraordinarily study building has been constructed. People who have ridden on the cog railroad have noted the size of the timbers making up the trestle on Jacobs Ladder and elsewhere - 9 x 10 inches and 24 feet long. These same timbers when replaced have been cut to 22 feet and mortised for the framework of the new building. It is probably safe to say that nowhere in the United States is a frame building of more solid construction to be found. The building is to be rented from the cog railway company by the corporation which has been formed to operate the observatory building. The corporation aims to "make, summarize and report scientific observations, chiefly geophysical, in the vicinity of Mt. Washington, New Hampshire; to conduct radio studies on Mt. Washington; and to further public safety and public appreciation of scientific work on Mt. Washington." *- By Science Service in The Emporia (Kansas) Gazette, Thurs Nov 18, 1937 pg. 15*

November 25th

Gay Thanksgiving Parties: "Gay dinner parties marked the holiday at Good hotel in Miami Beach. Mr. and Mrs. Preston G. Prevatt entertained Mrs. Elizabeth Prevatt, Mrs. A. L. Evans, Miss Daisy Evans, Miss Lou Evans and Preston Prevatt, Jr., Col. Henry N. Teague of Mt. Washington had a family group, including Mr. and Mrs. A. P. Fairfield, Hanover, N.H., and Arthur S. Teague."



Observed: "Col. Henry N. Teague of Mt. Washington entertaining at dinner the other night for Mr. and Mrs. A. P. Fairfield of Hanover, N.H., and Arthur S. Teague, also of Mt. Washington."

- Miami News - Sat, Nov 27, 1937 pg. 2 & Sun, Nov 28, 1937 pg. 14

Cuban Camps at the Base: "Robert Eaton of Dudley, Mass., passed the (Thanksgiving) holiday and week end at the home of his parents, Mr. and Mrs. Howard Eaton (of Littleton, NH). he was accompanied by a young man, Joseph Arias of Havana, Cuba, who is a student at Nichols Junior college. Mr. Arias enjoyed a



August tourists waiting for a train at Marshfield (1937)
- eBay

hunting trip, making his headquarters at the Teague camp at the base of Mount Washington. He has been in the United States for 10 years receiving his education."

- Littleton Courier - Dec 2, 1937

December

Radio Tower Excavation Geology Reported: Richard P. Goldthwait of the Harvard University geology department studied the excavations made at the summit of Mount Washington for the new radio facilities and his observations were published in the first issue of the *Mount Washington Observatory*, a new bulletin published by the observatory staff. A portion of the report was reprinted in the *Littleton Courier*: "Four large excavations made ofr the Yankee Network radio tower just southwest of the new observatory on top of Mount Washington proved exceedingly interesting. The excavation crew expected to move jumbled blocks, such as appear all over the cone, or to blast solid ledge, but instead they dug six feet down in relatively soft in glacial till - a few blocks mixed in, to be sure. Only one six-foot hold, that on the southwest, reached the solid bed rock of mica schist (which is characteristic of the whole Presidential Range). This is remarkable not because the soil is soft, but because it is part of a big "pocket" of till laid by an ice sheet on the highest point in New England. Fortunately there is abundant evidence for its glacial origin. Among thousands of local schist and pegmatite stones dug from well down in the undisturbed till there were two small polished pieces of fine-grained gabbro which is absolutely foreign to this range. These attest ice transportation southward and upward from mountains northwest of the Presidentials. Furthermore the soil itself has the combination of characteristics unique to glacial till: It contains mixed unstratified material of all sixes, the granules, stones and blocks are somewhat angular, and the whole mass is rendered stick by 12 to 15 percent (by volume) of fine silt and clary. Elsewhere on the summit cone the ledge surfaces of coarse schist have been so severely cracked into blocks by frost and pitted by driving wind that note of the gouges left by rocks dragged under the same ice sheet remain, so these new excavations offer the only demonstrable proof today that a great continental ice sheet covered the very highest point in New England late in Pleistocene time."

- Littleton Courier - Thu, Dec 16, 1937 pg. 1



Train below Marshfield (1938)
- R. B. Sanborn Collection via Conrad Ekstro Jr.



Jersey Girls: *"This crew from Newark, N.J. are having a great time on Mt. Washington. The cog seems to be patiently waiting (~1938)*
- Robert J. Girouard collection - N.H. Then and Now

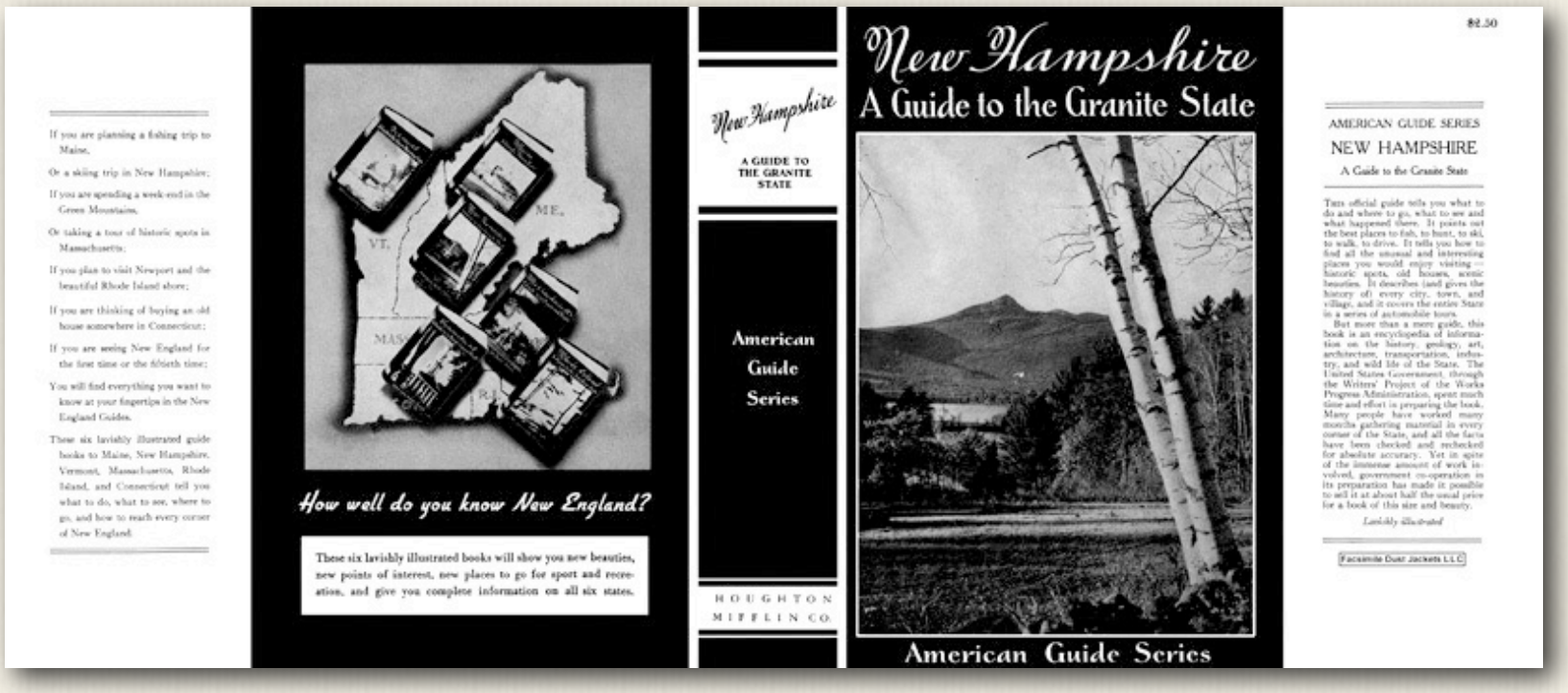
1938

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1937 Season:*** Total passenger revenue: $56,697 – Total operating expenses: $48,156 – The Aerial Tramway opens – business did not spread around the mountains – everyone slumped – The same year the old Colonel built the first new car in forty years and all passenger cars enlarged to a 48 carrying capacity. Marshfield house construction began in 1938.

New Hampshire Public Service Commission Report: New format for financial reporting - no longer carries passenger number - may include hotel operations. ***1938 Season*** - Operating Income: $58,302.08 - Operating expenses: $65,064.78

B&M formally abandons the Wing Rd to Base ***spur line***
- Lost Railroads of New England 3rd Ed - Ronald Dale Karr

WPA Guide to New Hampshire Published: The Roosevelt Administration created the Works Progress Administration to provide jobs during the Great Depression. The Federal Writers' Project of the WPA produced a guide to the Granite State for the American Guide Series *(reproduction of dust jacket above)*. Mount Washington was part of Tour 8 outlined in the volume. Tourists would turn onto the Base Road, which at that point ran through the grounds of the Mount Washington Hotel. "At 2.75 m. are (R) the Upper Ammonoosuc Falls, a striking example of the fury of this little stream as it rushes down from its source in the Lakes of the Clouds on the sides of Mt. Monroe. Here at the falls it rushes and plunges over and under ledges of glistening granite, with huge potholes. This has been called the wildest stream in all New England and it may well be for its waters drop more than 5000 feet in 30 miles to reach the Connecticut. At 4 m. is MARSH-FIELD or BASE STATION with ample free parking space, lunch room, gasoline and oil supplies. Marsh-Field was recently named, in honor of Sylvester Marsh, engineer of the Mt. Washington Railway and of Darby Field, the first man to ascend Mt. Washington. This is the station for the Mt. Washington railway. The present highway from Fabyan to the Base Station follows the route of an old turnpike chartered in 1866 and completed in 1869. At Marsh-Field is housed *Old Peppersass*, the first locomotive that ever climbed Mount Washington. After many years of service *Old Peppersass* was replaced by more modern engines. It was taken to Chicago for display at the World's Fair in1893. On its being brought back it was intended that *Peppersass* should simply go across the Ammonoosuc, but some movie actors and newspapermen wished to take a picture of it from Jacob's Ladder. It made the as-



cent safely, but because the size of the cogs had been changed it slipped coming down and ran away, but with no fatalities. The Mt. Washington Cog Railway, about 3 miles *(round trip fare, $3; eight trains daily; time of ascent 1 hr., 10 min.)*, was the first of its kind in the world and owes its existence to the ingenuity and persistence of Sylvester Marsh, a native of Campton, later one of the founders of Chicago. A noticeable feature of the ascent is the gradual lowering of the temperature, as the August of the valleys becomes November on the heights. The temperature falls one degree Fahrenheit to each 300 feet. Summit House *(free to passengers, others 50 cents; rooms and board $5-$8 per day)* is the private property of the Mt. Washington Club, owned and maintained by the Cog Railway. Its construction is the most solid of any of the buildings that have been put up on the summit, its foundations having been set deep in concrete and bolted and strapped with iron. Such precautions are a safeguard against winds which sometimes reach a velocity of 200 miles an hour. A U.S. post office is maintained here during the summer season. At a still higher elevation is the small Tip-Top House *(bunks,$2.50-$4 per night)*. Camden Cottage, between Summit House and Tip-Top House, bears the name of an adventurous railroad man who slid down the railroad tracks to the base on a specially rigged slideboard which tradition says carried port and starboard lights on its ends."

January 20th

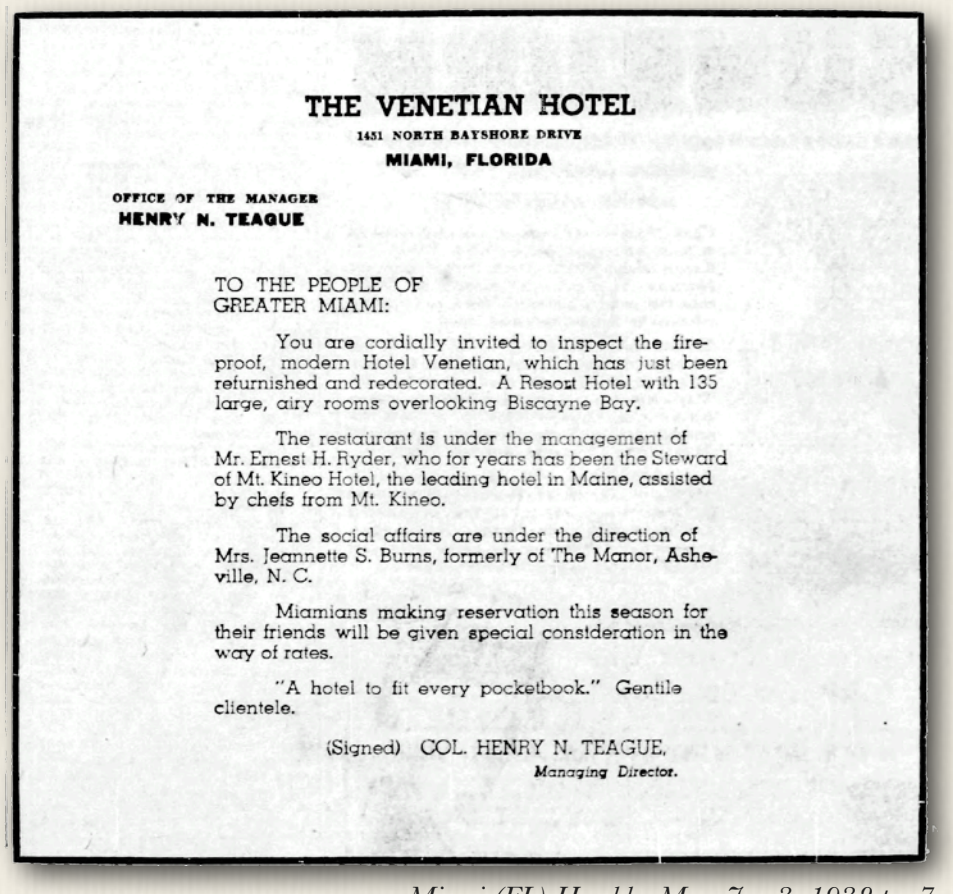
Henry the Host: *"*Col. Henry N. Teague, president of the Mount Washington railroad of New Hampshire, was host at a luncheon attended by Mrs. Charlotte C. Brockway of Rochester, Mrs. W. H. Webster of Bronxville, George A. Brockway of Cortland, N.Y., Arthur Teague of Mount Washington, N.H., and Mr. and Mrs. Leonard O'Connor of Cortland, N.Y."

- Miami News - Thu, Jan 20, 1938 pg. 11

February 2nd

Hotel Managers Huddle: "Timothy M. Hall, manager of the Sarasota Terrace hotel, has as his guests three widely known New England and Florida resort hotel operators. Col. Henry N. Teague, owner of the Venetian hotel, Miami, and in the summer the Mt. Kineo hotel, Kineo, ME; Archie E. Hurlburt, of the Farragut hotel, Rye Beach, N.H., and A. E. Richardson, manager of the Wentworth-By-the Sea at Portsmouth, N.H."

- Sarasota (FL) Herald-Tribune - Wed, Feb 2, 1938 pg. 5



THE VENETIAN HOTEL
1451 NORTH BAYSHORE DRIVE
MIAMI, FLORIDA

OFFICE OF THE MANAGER
HENRY N. TEAGUE

TO THE PEOPLE OF
GREATER MIAMI:

You are cordially invited to inspect the fireproof, modern Hotel Venetian, which has just been refurnished and redecorated. A Resort Hotel with 135 large, airy rooms overlooking Biscayne Bay.

The restaurant is under the management of Mr. Ernest H. Ryder, who for years has been the Steward of Mt. Kineo Hotel, the leading hotel in Maine, assisted by chefs from Mt. Kineo.

The social affairs are under the direction of Mrs. Jeannette S. Burns, formerly of The Manor, Asheville, N. C.

Miamians making reservation this season for their friends will be given special constderation in the way of rates.

"A hotel to fit every pocketbook." Gentile clientele.

(Signed) COL. HENRY N. TEAGUE,
Managing Director.

- Miami (FL) Herald - Mon, Jan 3, 1938 pg. 7

February 3rd

B&M Files Abandonment Petition: "The Boston & Maine railroad has given notice that on February 3 it filed with the Interstate Commerce commission at Washington an application for a certificate of public convenience and necessity permitting the abandonment of the so-called Fabyan branch, extending from Wing Road station in Grafton county to the Base station in Coös county, a distance of approximately 20 miles."

- Littleton Courier - Thu, Feb 17, 1938 pg. 1

February 16th

Henry & Art with Gov. Curley at the Races: "Gov. and Mrs. James M. Curley of Massachusetts lunched with Col. Henry Teague and Arthur S. Teague, Mount Washington, N.H., yesterday *(2/16)* at Hialeah Park." *- Miami News - Thu, Feb 17, 1938 pg. 13*

February 27th

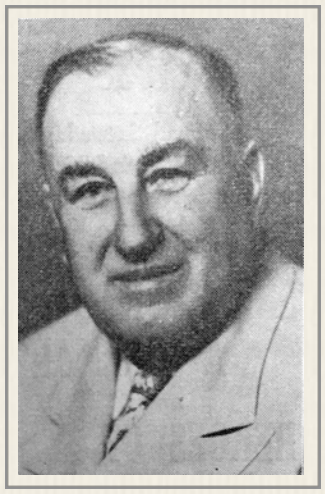
New House built on Wind Blown Summit - Snugly settled in its comfortable new building on the summit of Mount Washington, the Mount Washington Observatory today seems more assured of permanency than at any time since it was established as a pioneer venture five Winters ago. Support, both public and private is coming from many sources. The staff, which began as three, now numbers five. The United State Weather Bureau, which has constituted the observatory an Airways Weather Station, employs (one member) and pays for the part-time services of two. A commercial radio company is renting space in the building for experimental investigation, has installed a powerful transmitter and is paying for the full-time services of one staff member and the part-time services of another, adding greatly to the scope of the observatory's radio activities. The new building was erected by the Mount Washington Railway Company, owner of the cog railway, and is rented by the observatory under a twenty-year lease. The total investment in building and equipment is close to $10,000.

- New York Times - Sun Feb 27, 1938 pg. 41

March 17th

Henry Convalescing: "The many friends of Col. Henry N. Teague, president of the Mount Washington railroad, will be glad to learn that he is now convalescing from a recent illness. Colonel Teague spends his winters at Miami, Fla., where he is operator of the popular Venetian hotel, a 12-story structure located near the Venetian causeway to Miami Beach. The hotel is now closing a very successful winter season. 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. Colonel Teague will not return as manager of the Kineo this summer, his doctor forbidding the extra duties. Consequently, the hotel will not open. But the Colonel will be active in the operation of the Mount Washington railroad and will spend some time at his new log cabin home at the Base. He has a number of important improvements planned for the railroad, cabins and at the summit. These will be announced later."

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



Col. H.N. Teague (1938)

Cog Opening Date Announced: "The 1938 season of the Mount Washington Cog railway will open on the holiday week end, trains being scheduled for Saturday, Sunday, and Monday, May 28, 29 and 30, and Sundays, June 5 and 12, at 9:30, 12 and 2 o'clock, D.S.T. Starting June 17, trains will be run three times daily, at 9:30, 12 and 2 o'clock, weather permitting, and more frequent trains will be scheduled if traffic warrants. Starting July 2, there will be nine trains daily."

- Littleton Courier - Thu, Mar 17, 1938

April 18th

New Car Parts: "The L. W. Webster corporation shipped Monday *(4/18)* a completed job, being the machined woodwork for a new 35-foot-long railway car which is to be used on the Mt. Washington cog railway."

- Randolph (VT) Herald & News - Thu, Apr 21 1936 pg. 11

1938

April 20th

"***A crew of 15*** arrived at the base station of the Mt. Washington cog railway today to ***start work*** preparing the famous line for another strenuous summer, which opens May 30. Among the operations to be completed will be the construction of a new passenger car for mountain travel."

- Portsmouth Herald - Wed, Apr 20, 1938 pg. 3

May

First new ***passenger*** car in 40 years built - all ***cars enlarged*** to hold 48 instead of 40 passengers

- Story of Mt Washington



The new 48-passenger "streamlined" car is unveiled in 1938 with the No. 1 Mt. Washington in front of a new log building.

- B&MRR Historical Society

May 28th

Summer season opens with weekends - daily operations on June 17 and 9 daily trips start July 2nd.

- Portsmouth Herald - Mon, May 23, 1938 pg. 7

May 30th

Special Train: "Mrs. Ella Shannon Bowles, Mr. and Mrs. Mortimer Billington and Mr. and Mrs. J. A. Ehler (of Franconia) were guests on Monday *(5/30)* of Col. Henry N. Teague and Arthur S. Teague of the Mount Washington Railway company. The party who made the trip in a special train, reported a magnificent day on the summit with the patrons of the railway, skiers, hikers and motorists enjoying the extensive view seen from the "Roof of New England," Among other things they saw ice on the Lakes of the Clouds and visited with a small boy merrily filling a beach pail with snow." *- Littleton Courier - Thu, Jun 2, 1938 p.g 3*

June 2nd

Teague Heals Dartmouth Infirmary Sore-Spot: "Long suffering inmates of Dick's House, whose convalescence has been impeded by ruptured ear drums, and whose throats have become hoarse from cursing the spluttering and facing of the antiquated radio set, at last have found relief. Colonel H. N. Teague '00, recently having occasion to partake of the benefits of said establishment himself, was surprised at such a blemish in the health service and took it upon himself to remedy the situation. Installed during the weekend as a gift from the Colonel, was a new Fairbanks Morse radio, which according to those competent to pass judgement, has put definite end to all the old defects, and has already reduced the average time of confinement for each in-patient."

- The Dartmouth (Hanover, N.H.) - Thu, Jun 2, 1938 pg. 4

June 9th

Grasp Opportunities: "Declaring that New Hampshire leads in having the unique Mt. Washington Cog Railway and now the first aerial tramway, Col. William A. Barron of the Crawford House, speaking before the annual spring session of the New Hampshire Hotel association, at the Hotel Franconia, urged the hotel men to visualize and understand the opportunities bound to result from the New York World's Fair next year. The meeting was climaxed by trips to the tramway on Cannon mountain, and to the Mt. Washington Cog Railway, at the invitation of Col. Henry N. Teague."

- Littleton Courier - Thu, Jun 9, 1938

June 21st

Peppersass is Paraded: "The famous old locomotive *Peppersass* built in 1866 to push the first train up the Mount Washington Cog railway, was shown by the rail of which Col. Henry N. Teague is president, as a feature *above)* of the mammoth sesquicentennial parade *(next page)*, watched by of 50,000 people in the broiling sun, at Concord Tuesday *(6/21)*." *- Littleton Courier - Thu, Jun 23, 1938*



June 25th - 26th

Chiropractors on Top: "The members of the New Hampshire Chiropractic association, of Dr. Donald F. Miles of Littleton is president, will hold their 38th semi-annual meeting on the summit of Mt. Washington, Saturday and Sunday, June 25 and 26. More than 70 members, their wives and guests, attended. Arriving Saturday morning via the cog railway and the automobile road, the chiropractors attended a business meeting in the afternoon, presided over by President Miles, and a banquet Saturday evening in the Mt. Washington club dining room, at which, A. B. Hender, M.D., D.C., of Davenport, Iowa, dean of the Palmer School of Chiropractic spoke. Dr. E. J. Bullock of Keene was toastmaster, and songs were led by Dr. Clifton E. Gilman of Lebanon, vice president of the association. Sunday was largely given over to social activities, with a talk by Dr. Hender on chiropractic education, in the afternoon, followed by an open forum."

- Littleton Courier - Thu Jun 23 & Jun 30, 1938 pg. 1 & 10

June 28th

Cannon Tramway Christened: "Water from Echo lake, at the base of New Hampshire's $250,000 tramway up 4000-foot Cannon mountain, took the place of champagne today as Mrs. Francis P. Murphy, wife of the governor of New Hampshire, christened the tramway cars *(next page)*. The dedication ceremonies (occurred) a day ahead of the public opening of the tramway tomorrow. After the dedication ceremonies, the official party was invited to the base station of the Mount Washington cog railway as guests of Col. Henry N. Teague, president of the line. Teague arranged an inspection tour of the road, to the summit of the state's highest peak."

- Fitchburg (MA) Sentinel - Tue, Jun 28, 1938 pg. 4



June 30th

Teacher & Funeral Director Marry on Mt Washington Pt.1: "Miss Mary L. Dearborn of Groveton, (N.H.) and James Wallace Main, a funeral director of the same town, were married on the top of Mt. Washington on Thursday. (T)he bridal party ascended the mountain on the cog railway for the wedding. Just before the ceremony was to be performed the couple received a message of congratulations from a brother and sister of the groom, the wireless message traveling more than 8,000 miles from California to Mt. Washington. A wedding dinner was served in the Mt. Washington club house after the wedding.

- Portsmouth Herald - Fri, July 1, 1938 pg. 12

A First Timer & Lottery Winner Pt. 2: "It was the first time the groom had ever visited New England's highest peak, and the ceremony there was the fulfillment of a long-fostered wish of the bride, a Lisbon school teacher. It was the bride who in 1934 held, in company with Miss Clara Dodge of Woodsville, a sweepstakes ticket worth $38,000. After paying taxes on the amount, they each realized some $16,000. The daughter of Dr. S. K. Dearborn of Woodsville and Mrs. Maude E. Dearborn of Groveton, the bride was graduated from Woodsville High school in 1932, and from Keene Normal school in 1936. Since that time she has been a member of the Lisbon High school faculty, as supervisor of music and teacher of English and history. Mr. Main is the son of Mrs. Jacob Welch of Groveton. He is a graduate of Groton (Vt.) High school, and the New England

Institute of Embalming, at Boston, completing his course there in 1936. He now is employed as funeral director in the undertaking parlors of Charles Adams at Groveton. The wedding party made the trip to the summit on the Mt. Washington Cog railway, the bride wearing a suit of luggage brown with gold accessories. There were no attendants. Following... a luncheon, attended by a party of 12, the couple left on a trip to Atlantic City." *- Littleton Courier - Thu, Jun 30, 1938 pg. 1*



"Grandpa & his pet monkey" *at the Summit with the No. 4 Summit. Writer Dan Szczesny explains: "My travels across the country talking about Mount Washington inevitably provide opportunities for folks to dust off their attic boxes of vacation photos and bring them in for me to see, which I love! I've accumulated quite a collection, including this interesting colorized shot from a woman named Linda whom I met in Barrington, RI. Meet Carl E. Taber, Linda's grandfather. Born in 1890 in Acushnet, MA and living in Rochester, MA at the time, Carl put on one of his finest 1920s suits and headed up on the cog. Linda claims that's a pet monkey Carl is holding. (1938)*
- Taber Family Collection via Dan Szczeny on Facebook

July 4th

A hundred torches encircling the summit of New England's highest mountain here will be lighted a minute before midnight Sunday to signalize the beginning of Independence Day, Col. Henry N. Teague, president of the mountain cog railway, announced today. He said the torches would burn 10 minutes.

- Associated Press article in Fitchburg Sentinel - Sat, Jul 2, 1938 pg. 1

July 5th

Patronage Up: "Patronage on the Mt. Washington cog railway and at the Summit House atop the mile-high mountain was 27 per cent better last month than in June, 1937, it was announced today *(7/5)*. A new locomotive and a new car have been added by the railway this year." *(Ed. note: The claim of a "new locomotive" may be a bit of hyperbole. Railway to the Moon author Glen Kidder says the newest engine was the No. 9 Waumbek built in 1908. Perhaps a new boiler and overhaul of an existing engine in 1938?)*

- UP story in Worcester (MA) Evening Gazette - Tue, Jul 5, 1938 pg. 9

July 7th

Cog Railway Trade Favorable: "Business has picked up so much on the Mount Washington Cog railway - patronage this year being 27 percent better than June of last year - that the famous railroad to the top of New England's highest peak, has increased its equipment 16⅔ percent, in the form of a new locomotive and a new car. *(Ed note: Cog shop logs examined by Jitney Jr record a new boiler barrel was installed on the No. 2 in 1938; No. 3's boiler was re-tubed with a new front flue sheet & barrel patch & No. 9 got a new boiler barrel in 1938. But no "new" engine.)* Col. Henry N. Teague, president of the railway, believes that if his June business is any criterion, a lot of pessimists are wrong in their predictions that this will not be a banner year for recreation in northern New England. The new car is a streamlined model, introduced for the first time on the mountain. It was built at the Base Station shops of the railway, has deluxe seats, and carries 48 passengers instead of 40 as accommodated by the former car. Col. Teague stated this week that advance inquiries for July and August business lead him to think that his railway is to have one of the best seasons ever, and he believes that it presages a good season for northern New England resorts in general." *- Littleton Courier - Thu, July 7, 1938 pg. 1*

Late July

Cog to Honor Tram Stubs: "Announcement was made last week by Col. Henry N. Teague, president of the Mount Washington Cog Railway, that on Sundays during August and September except over the Labor

Day week end, the Cog Railway will accept ticket stubs of persons who have used the Tramway on that day, as part consideration for a ride on the Railway to the top of New England. "We are endeavoring," Teague's statement read, "to cooperate in every way with the New Hampshire Aerial Tramway, in order that our summer visitors may enjoy the glorious scenery of the White Mountains to the fullest extent."

- Littleton Courier - Thu, Aug 4, 1938 pg. 1

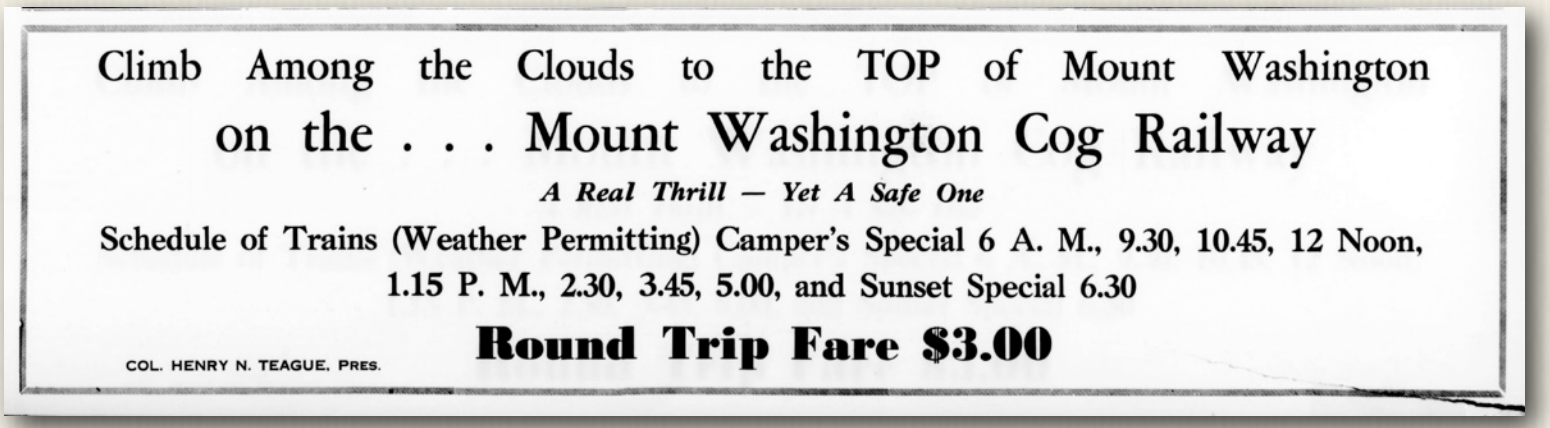
August 6th

Choir Boys to Summit: "Last Saturday *(8/6)* morning some 20 members of the Bretton Woods Boy Choir were the guests of Col. Henry N. Teague on a trip to the top of Mount Washington on the famous cog railway. At the summit the boys gave a 15 minutes sacred concert broadcast over the radio station there. The program, which marked the Feast of the Transfiguration, also included a brief address by the Rt. Rev. Benjamin M. Washburn, D.D., Bishop of Newark, N.H., and summer rector of the Joseph Stickney Memorial Church of the Transfiguration in Bretton Woods, where the choir boys sing each Sunday throughout July and August."

- Littleton Courier - Thu, Aug 4 & Aug 11, 1938

August 10th

Record Day: "All records on the Mount Washington railway were broken yesterday *(8/10)* when 727 passengers were carried to the top of New England's highest peak. The previous high was in 1936 when 659 were taken in one day up the famous railway." *- Littleton Courier - Thu, Aug 11, 1938*



- Littleton Courier advertisement (Aug 11, 1938)



August 11th

CCC Enrollees Ride Free: "Col. Henry N. Teague, president of the Mount Washington railway, is a personal friend of Col. Robert Fechner, head of the CCC in the United States. Col. Teague is a great believer in the good work that the CCC boys are doing and to show his appreciation he allows any member of this organization, when in uniform, to ride his railway free of charge. In the past few years several thousand boys have ridden to the top of New England's highest peak through the generosity of the Colonel."

- Littleton Courier - Thu, Aug 11, 1938

August 13th

3rd Mt. Washington Road Race: Saturday 1:00 PM, 38 Finishers. The sports headline in the *Union Leader* on August 13 was "Brilliant field of 57 distance runners to race up Mt Washington." The favorites heading into the race were Francis Darrah and Paul Donato... At Mt Washington the weather was a bit harsh compared to previous years, as sunny and warm conditions greeted the contestants at the base of the Auto Road. The temperature dropped 35 degrees during the climb and the summit had 40-60 MPH winds and was cloaked in fog and clouds. Newsreel cameramen led the race to the summit. The race was again broadcast live on radio. Over one thousand spectators were expected and New Hampshire Governor Frank Murphy invited all of the New England governors to be his guest at the finish line and post-race banquet. Darrah pulled away from Donato and rebounded from his disappointing finish of 1937 and took the win in 1:15:27, 23 seconds under his course record. A victory banquet was held on the summit hosted by the Mt Washington Association along with Dr. Foster and Col. Henry Teague. Col. Teague was the owner of the Cog Railway.

- Only One Hill – Chapter 1 by Richard Bolt - http://trailrunner.com/trail-news/one-hill-chapter-1/

1938

August 25th

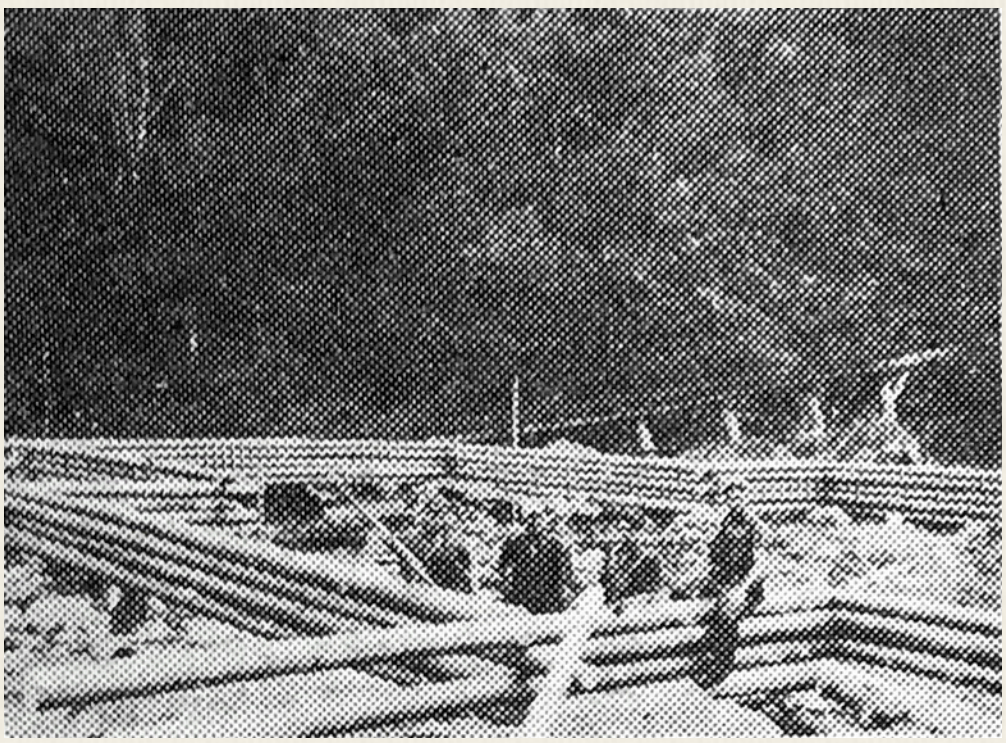
Answers to Questions: "A reader can get the answer to any question of act by writing to the L*eader-Telegram* Information Bureau, Frederic, J. Haskin, Director, Washington, D.C. Please enclose three (3) cents for reply. **Q.** How many people have been injured on the Mount Washington cog railway in New Hampshire? L.R.S. **A.** The railway has been operating since 1869 without an injury to a passenger. The cog railway's fame has spread abroad to such an extent that it was used as a model for a railroad up Mount Rigi in Switzerland."

- Eau Claire (WI) Leader - Thu, Aug 25, 1938 pg. 8

~September 6th

New Waiting Room: "The Base Station colony of the Mt. Washington Cog Railway is rapidly taking on a rustic aspect as the buildings become log structures. The latest innovation by Col. Henry N Teague, president of the unique railroad, is a new waiting room *(below)*, the log walls of which are just going up, at the Marshfield station. The large building includes a main section 40 x 50 feet, and two ells 32 x 30. It is to be a 1½ story structure of spruce logs cut on the White Mountain National Forest. It will contain a monster stone fireplace, and is expected to be ready for use next summer."

- Littleton Courier - Thu, Sep 22, 1938 pg. 1



Four log courses laid for the new Marshfield Station. Employee second from right appears to wear a beret and might be Emile Rouleau (Sept. 1938)
- White Mtn. Studio photo

September 10th

Prince Albert in a Cog ?: "The world-famous Mt. Washington Cog Railway was made the subject of "Ol' Judge Robbins' advertisement of Prince Albert tobacco, which appeared in this week's issue of the *Saturday Evening Post*. The drawings *(right)* depict a trip to the summit via the unique train."



Tram & Cog Riders: "The Cannon Mountain aerial tramway, continuing daily operation on a 15-minutes schedule, has announced new hours of operation for the autumn period. The new Cannon Mountain ski trail, two miles long, has been practically completed by the CCC boys, several crews of which are at present clearing and smoothing 15 acres of practice slopes, which are near the upper parts of the trail. The tramway passed the 1000,000 passenger mark Saturday *(9/10)* afternoon, the ticket going to a Virginia girl, who declined to give her name or have her picture taken. The daily average since the opening June 29 has been 1,356 passengers. The number of people carried on Sunday *(9/11)* was 2,170. New Hampshire's sky-ride played host to a distinguished

party, Sunday, which included Sir Harold Mackintosh of Knaresborough, England, Lady Mackintosh, their children, John and Mary. Sir Harold is in this country to attend meetings later this month of the World Sunday School association, of which he is president. The (Mackintosh) party also visited the Flume and planned to ascend Mt. Washington by the cog railway Monday *(9/12)*.

- Littleton Courier - Thu, Sep 15, 1938 pg. 1

September 15th

High Post Office: "Question - Name the post office located on the highest ground in New England? Answer - Mount Washington, New Hampshire. This is a summer office and the postmaster is Col. Henry N. Teague, president of the famous Mount Washington Railroad. Every year thousands of letters and post cards are mailed to all parts of the world from New England's highest peak. Tourists converge on the mountain top day after day, arriving by train, motor or on foot. Of all these methods of transportation the rail trip is the most spectacular, for the engines chug up the steep incline, pushing a car up over Jacob's ladder and on to the summit. Trains leave the Base station at frequent intervals, and it is a trip never to be forgotten."

Lower Tourist Business: "Although New Hampshire's summer recreation business was probably off from 10 to 20 percent as a whole this year, as compared with the 1937 season, the tourist volume gained force after a slow start, offsetting considerably the reductions in business experienced in June and July, it was stated today *(9/15)* by the State Planning and Development commission. Reports were received from various public and private sources. Prospects for autumn appear to be as good as last year. The Mt. Washington Cog Railway reported business to August 31 to be 21 percent below the level of last year, following five seasons in which the number of passengers carried on the road had increased 20 percent each year over the preceding year. While some point to the Cannon Mountain aerial tramway as a competitive cause of this reduction, others call attention both to the excessive number of cloudy and rainy days in July and August and to the logical effect of the business recession on the popularity of the longer ride. The cog railway established a new high record on August 10 for the number of passengers carried in a single day."

- Littleton Courier - Thu, Sep 15, 1938 pg. 1

September 21st

"***Hurricane damage*** estimated at $75,000. Jacob's Ladder was torn from its moorings and carried more than 150 feet. Between half and three-fourths of a mile of track was torn up *(right)*. Windows on the east side of the Summit house were torn out with their frames, and the runway between the old Tip Top house and the Summit House was destroyed but the short-wave radio station withstood the blasts. A 135-foot long ice house near the base station was leveled. The new Jacob's Ladder is anchored to a solid rock by eight one-inch steel cables hitched with turn-buckles"

- Portsmouth Herald - Sat, Sept 24, 1938 pg. 6 - See Appendix - 1938 Hurricane



Hiker atop what's left of Long Trestle (Sept 1938)
- Winston Pote photo - NH Then & Now

Great hurricane destroys much ***track work*** including Jacob's Ladder. Marshfield Station is built. Part of the construction crew, Emile Rouleau "our unique Belgian" who spoke French but could not read. According to Ellen Teague, Rouleau helped build the Marshfield Station with his oxen and had two bad habits, he drank and he loved women. He is buried in Colebrook, New Hampshire."

- http://www.cog-railway.com/03timeline.htm / I Conquered My Mountain by Ellen Crawford Teague

September 26th

Post Hurricane Operations 1: "Service on the Mt. Washington Cog Railway was resumed this morning *(9/26)* with trains operating as far as the start of "Jacobs Ladder," which is about 1½ miles from the top of the mountain. Col. Henry Teague, president of the line, said that the railway will continue to operate until about Nov. 1, unless ice conditions make it unsafe to operate before that time. The two hotels at the top of the moun-

tain closed today for the Winter. A large force of workmen moved in here this morning and started to repair the trestle." *- Boston Globe - Mon, Sep 26, 1938 pg. 2*

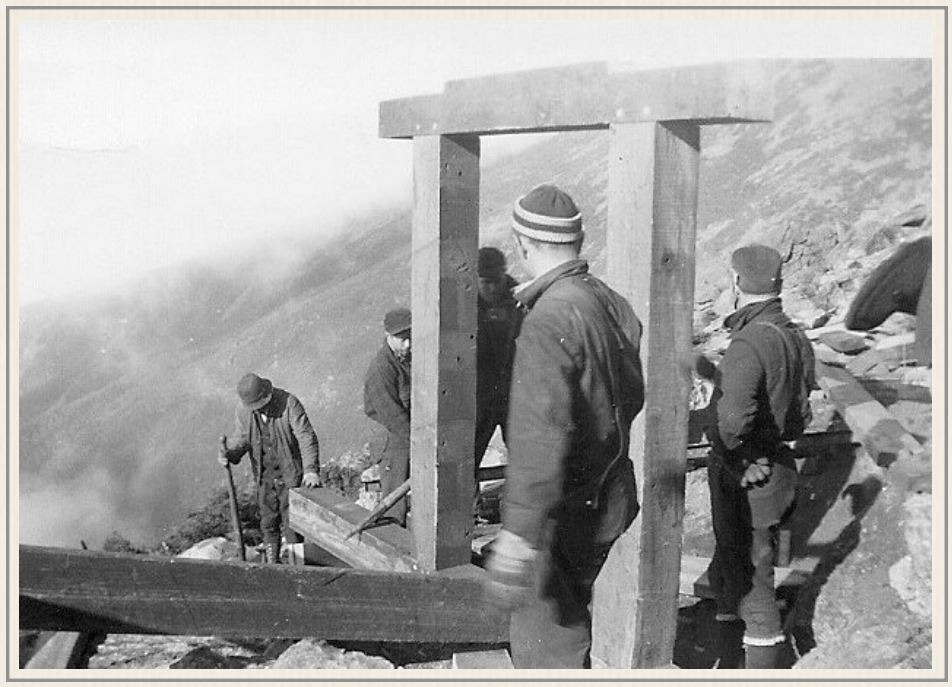
October 10th

Post Hurricane Operations 2: "The Cannon mountain aerial tramway is operating daily on its winter schedule, the Mt. Washington cog railway is running as far as Jacob's Ladder trestle, and the Mt. Washington automobile road is open as usual."

- Portsmouth (N.H.) Herald - Mon, Oct 10, 1938

October 30th

Top Speed & Mild Conditions: "Working at top speed, during unusually-mild weather conditions, a crew of some 50 workmen required less than three weeks to completely rebuild the famous Jacob's Ladder trestle on the Mt. Washington Cog railroad, one of the world's most unique railways. Like other railroads in New England, the Mt. Washington road faced considerable loss due to the hurricane of September 21, the greatest single damage being sustained by Jacob's Ladder, which was picked up bodily, tipped over and tossed as much as 300 feet aside on the barren rocks of the mountainside. With the trestle went nearly 2500 feet of ties and rails. Sunday *(10/30)* the first passenger train to run over the recently-completed new ladder *(next page)* carried a special carload of passengers to officially initiate the structure to its estimated 10 years' life of service. The occasion was a happy one for Col. Henry N. Teague, the president, and Arthur Teague, manager of the mountain line, for the completion of the new trestle this fall was more than the management had fervently hoped for. Surveying the storm damage after the passing of the big wind, which registered a new summertime velocity record of 165 miles an hour at the summit observatory, officials estimated that with average weather conditions prevailing, the work of building and installing a new Jacob's Ladder and other rehabilitation work to restore the line to original condition couldn't be completed until next spring - with good luck before its regular scheduled opening. But they hadn't figured on the fall weather on the mountain being so unusually favorable for work of this sort, as it has been, with only five days since the job started being lost due, once, to a five-inch snowfall, and on other occasions to rain and ice. Sunday's train was able to cover about two-thirds of the total distance of three and one-third miles which the railroad traverses to the top of New England's highest peak. The abbreviated trip took the train up to and over the new Jacob's Ladder. The repaired line ends there, with workmen now busy installing about 1,800 feet of new ties and track from there



Rebuilding trestle (1938-1939)
- Kent Family Collection

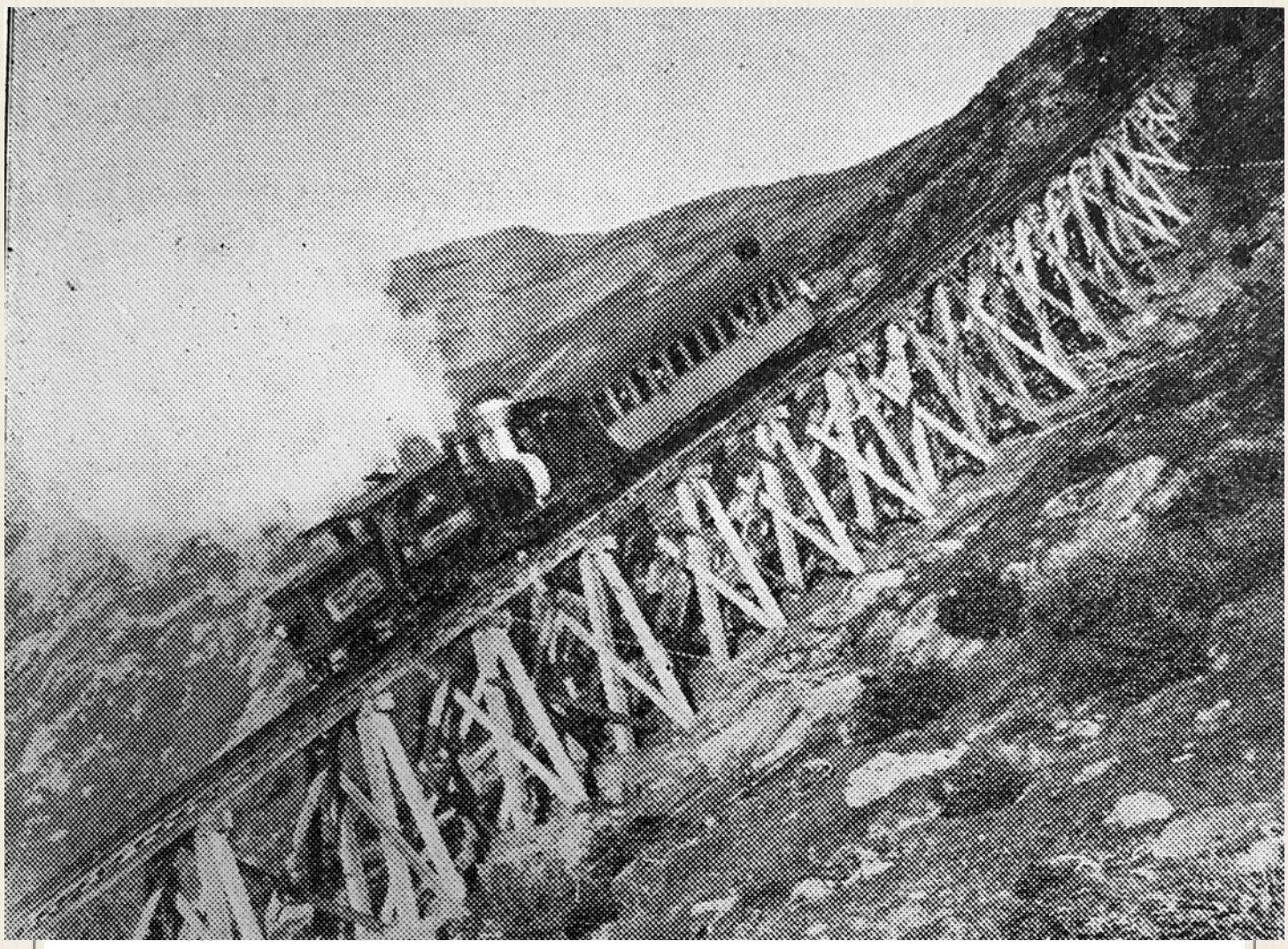


Track crew above Jacob's (Nov 1938)
- White Mtn. Studio photo / Middleton Collection



to the skyline. It is expected that three weeks or a month more of good weather is all that will be necessary to enable the crew to complete repairs on the Mt. Washington railroad. Sylvester Marsh of Littleton, the creator and builder of the road, which has operated continuously since 1869 without loss of life to passengers, would have marveled Sunday, as did "Mike" Boyce, veteran engineer of 26 years experience on the mountain road, at the speed with which the new trestle was constructed. Three hundred and sixty feet long, rising to 30 feet above the jagged rocks of the above-timberline site, 5,000 feet above sea level, the new Ladder contains 10 by 12 inch Georgia pine timbers, each with a life span of 15 to 20 years. The framework was assembled at the Base Station shops and transported by work trains to the alpine location, where it was bolted into place. These timbers are inspected regularly and every 10 years are replaced, regardless of their condition. The whole Jacob's Ladder was rebuilt about 10 years ago. Intended to foil even pounding hurricanes, eight inch-thick steel cables, tightened with turnbuckles, have anchored the wooden structure securely to the solid-rock foundation, as every precaution has been taken to insure the complete safety of the trestle. No more passenger trains will be operated on the line until it is completely repaired, it has been announced. Work crews will continue this fall until inclement weather sets in, then work will cease until snow leaves the heights in the spring. Forced by the storm to shut down about two weeks ahead of schedule this fall, the Mt. Washington Cog railroad, with its stubby, powerful engines and new, steam-heated cars, will be ready to launch another record season next summer. Workmen also are busy constructing a large, new waiting room of logs at the Base Station."

- Littleton Courier - Thu, Nov 3, 1938 pg. 1 & 16



LAST TRAIN OF SEASON OVER REBUILT COG RAILWAY

November 6th

New Jacob's Ladder: A picture *(above)* of the rebuilt trestle with a passenger train and work train on it is published in the *Boston Daily Globe* - article says remaining track work will be completed in the spring of 1939 - 25 Georgia hardwood horses - some of them 30 feet high are necessary to carry the tracks of the unique railroad over the 360-foot gully on the mountainside which it traverses. The *Portsmouth Herald* reports "The management of the Mt. Washington cog railway has figured out a system to beat even hurricanes, and the new Jacob's Ladder, replacing the one lost in the September gale, is anchored to a solid rock by eight one-inch steel cables hitched with turn-buckles."

- Boston Daily Globe - Nov 6, 1938 pg. B9 / Portsmouth (N.H.) Herald - Thu, Nov 3, 1938

1938

November 10th

Recalls Cog's First Car Transfer: "The weird, wailing whistle of a freight train as it slowly puffs up through the Ammonoosuc valley, or the roar of the heavy cars as the train pounds southward in the dark hours of the night, is music to the ears of an 83-year old Littleton man, retired railroad worker, who labored 50 years on the Boston & Maine line. Ira Simonds, one of Littleton's oldest men, loves to lie in bed after the town has quieted down for a night's slumber, and strain to catch the first faint puffing of an engine; then to follow its winding course through the hills, its noises bringing back over the years vivid memories from the days when he was a loyal section boss and worshipper of the "iron horses." He say the railroad come into Littleton and watched its progress as construction continued on to Groveton and Berlin. He saw ridiculed laborers stick doggedly to the building of the now-famous Mt. Washington Cog railroad. He remembers when the first passenger car destined for the mountain run was shipped by rail to Littleton, then transferred to a giant wagon and hauled by an eight-hitch team over muddy roads to the base station."

- Littleton Courier - Thu, Nov 10, 1938

November 17th

Teague Off For Florida: "Henry N. Teague, president of the Mount Washington Cog railway and affiliated enterprises in New Hampshire and former lessee and manager of the old Greylock hotel here, left town today *(11/17)* for Miami, Fla., where he will pass the winter. Before departing after a short stay here; he had breakfast with W. S. Anderson who is associated with him summers in New Hampshire. "Uncle Henry" attended the men's supper last night in the First Congregational church where he received a round of warm applause."

- North Adams Transcript - Thu, Nov 17, 1938 pg. 18



1939

Cog Railway Financials as reported in Dartmouth student's Robert Varney term paper: ***1938 Season:*** Total passenger revenue: $56,908 – Total operating expenses: $50,744 - In the spring of 1939, "Colonel Teague carried out a thorough-going re-organization of the entire railway's financial set-up. Whereas, before 1939, the Mount Washington Railway had owned the Mt. Washington Club which operated the Summit House, cabins, Gift Shop, and restaurants, now through re-organization, the Mount Washington Club acted as a Holding Company, and leased the railway (or purchased it). Then the Club operated the railway as well as the various other enterprises on the mountain. This reduced the taxes, and generally coordinated the entire set-up. Colonel Teague still held control of the entire organization."

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number - may include hotel operations. ***1939 Season*** - Operating Income: $58,284.95 - Operating expenses: $63,139.32

January 26th

Henry in Florida: "Colonel Henry N. Teague, president of the Mount Washington Cog Railway, is spending the winter at the Flamingo hotel at Miami Beach, Fla. His health is reported to be considerably improved."

- Littleton Courier - Thu, Jan 26, 1939 pg. 1

February 19th

Henry & Son (?) Florida Vacation: *Tampa Bay Times* society page reporter Lillian Blackstone highlights a Teague visit to the area and his summer business, but fails to verify the relationship between the two men named Teague: "Henry N. Teague, owner and operator of the cog railway that climbs to the summit of Mount Washington, N.H., has been making his annual visit to the Vinoy Park hotel and this year is accompanied on the Florida holiday tour by a son, Arthur." *Ooops!* *- Tampa Bay (FL) Times - Mon, Feb 20, 1939 pg. 11*

February 27th

Hotel Managers Huddle 2: "The Sarasota Terrace hotel is suffering no lack of managerial heads, it was revealed today with the arrival here of several leading hotel managers to visit Timothy M. Hall, manager. Among the visitors is Col. Henry N. Teague, widely known hotel operator of New England and Florida. Mr. Hall was formerly associated with Colonel Teague at the Greylock hotel, Williamstown, Mass., and the Miramar in Miami. Howard A. Fox, proprietor and manager of the Foxhead Inn, Niagara Falls, Can., is another of Mr. Hall's guests. Recently Mr. Fox was re-elected president of the Province of Ontario Hotel Association. The manager of the Hotel Carolina at Sanford, W. Stiles Koones, is also visiting Mr. Hall. Mr. Koones was formerly manager of the Hotel Picadilly in New York. Last of the managerial guests is W. E. Murray, manager of the Sherwood Forest club at Sherwood Forest, Md."

- Sarasota (FL) Herald-Tribune - Mon, Feb 27, 1939 pg. 2



Col. Arthur S. Teague stands on bent overseeing repairs at Long Trestle (1939)
- Winston Pote photograph

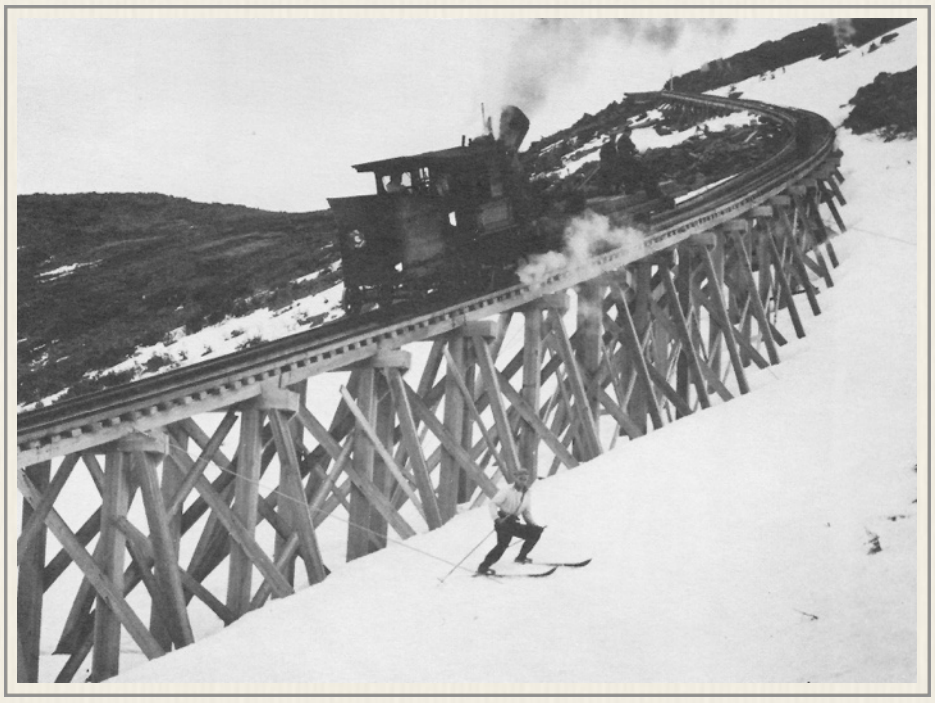
April 4th

Teague's Back in N.H.: "Col. Henry N. Teague, president of the Mount Washington Cog railroad, arrived in the North Country Tuesday *(4/4)*, following a winter spent in Miami, Florida. With him was Arthur Teague, manager of the railroad, who also spent the cold months in the south, most of the time at Columbia, S.C. From now on there will be renewed activities at the Base of Mount Washington where a new log frame station is being erected. This will be completed sometime in May and will add much to the property and to the comfort of the thousands who enjoy the marvelous trip up to the top of New England's highest peak on the unique railroad." *- Littleton Courier - Thu, Apr 6, 1939 pg. 1*

1939

April 6th

Track Reconstruction Resumes: "Col. (Henry N.) Teague announced that the reconstruction work is again in progress on the cog railway; that the famous Jacob's Ladder, steepest incline on the road, destroyed by the hurricane last September, has been entirely rebuilt; and that the 1939 season on the Mount Washington Cog railway will open on Memorial Day as usual."



First spring work train - The skier is John Dick, of the observatory staff (1939)
- Winston Pote photograph

April 14th

Skier Skyhoister: " Col. Henry N. Teague, the real old man of the mountain, visited the White Mountains for the first time in Winter a few days ago to survey the possibilities of using his famed cog railroad as a skyhoister for Spring skiers. The owner of the Cog railway and the Summit House is interested in taking the Tuckerman Ravine horde of snowsters aloft by his cog railroad.

- Boston Globe - Fri, Apr 14, 1939 pg. 24



Work train & track crew tackle Long Trestle (1939)
- Kent Family Collection

April 25th-26th

Forest Fire Preparations: "Preparations for defense against impending danger of forest fires in this section of New Hampshire are being rushed in the four ranger districts of the White Mountain National Forest. Men are being organized and trained, equipment inspected, and definite plans made to throw into prompt action a total of 1,600 men through the entire area if any woodland blaze should require such united action. Attending a two-day meeting at Littleton Tuesday *(4/25)* and Wednesday *(4/26)* of this week were 14 wardens, known as the first line of defense in fire-fighting, and some 22 crew leaders. (Wednesday) a group of 60 men went into the field for actual practice. Instruction was given in the use of the new "Pulaski" tool, described as a combination axe and mattox, the use of the hand-operated "back pack" pump, the construction of an actual fire line around certain area designated as the fire zone, and the use of the tools kept in warden's boxes through the Forest. *(Ed note: One of those boxes was located at the Waumbek Tanks platform during the Jitney Years)* The wardens on the Ammonoosuc district include Arthur Teague and Hollis Willard of Mt. Washington, Base Station." *- Littleton Courier - Thu, Apr 27, 1939*

May 1st

Hero is off to the Fair: "*Old Peppersass*, first locomotive in the world to climb a mountain and the original engine of the Mount Washington Cog railway will leave the Base Station about May 1, bound for the World's Fair in New York, it was announced this week *(4/6)* by Col. Henry N. Teague, president of the unique railroad which carries passengers to the top of New England's highest mountain. *Peppersass*, which is unlike any other locomotive in the world - its boiler upright like a donkey engine and swinging on pivots - will be one of the exhibits at the World's Fair, Col. Teague stated, giving millions of persons an opportunity to see the motive power, built in 1866, which is the "parent" of the modern cog railway engines which now push trains the 3¼ miles to



- Granger Family Collection

the summit of Mount Washington. Six to 10 feet of snow which now chokes the road between the Base Station of the cog railway and Fabyan is expected to have disappeared in time for *Peppersass* to be moved via the highway about May 1 from the Base Station to Fabyan where it will be loaded on a flat car and moved out over the Boston & Maine railroad lines bound for New York. The building which houses *Old Peppersass*, where it is a permanent exhibit at the base of the cog railway, will be torn apart *(above left)* in order to get the engine out. *Peppersass* was built at the shops of Campbell & Whittier in Cambridgeport, Mass., in 1866. Its boiler is hung on trunnions so that it can maintain the vertical regardless of steep grades. For 12 years it carried White Mountain enthusiasts up Mount Washington before it was succeeded in 1878 by locomotives of the horizontal type which were the forerunners of the modern type cog railway engines now in use. Incidentally, Col. Teague announced that the reconstruction work is again in progress on the cog railway; that the famous Jacob's Ladder, steepest incline on the road, destroyed by the hurricane last September, has been entirely rebuilt; and that the 1939 season on the Mount Washington Cog railway will open on Memorial Day as usual."

- Littleton Courier - Thu Apr 6, 1939 pg. 1

I Don't Care: Editorial Comment "They're going to take *Old Peppersass*, first locomotive in the world to climb a mountain, down to the N.Y. Worlds fair. It belongs to the Mt. Washington Cog railroad, where it was in operation for some time until replaced with more modern engines. It was built in 1866. Which reminds me that there is snow six to ten feet deep blocking the road between the base station and Fabyans, if you care anything about such things, which I don't." - Ashley O. Haseltine, Editor & General Manager

- Groton (VT) Times - Fri, Apr 7, 1939 pg. 1

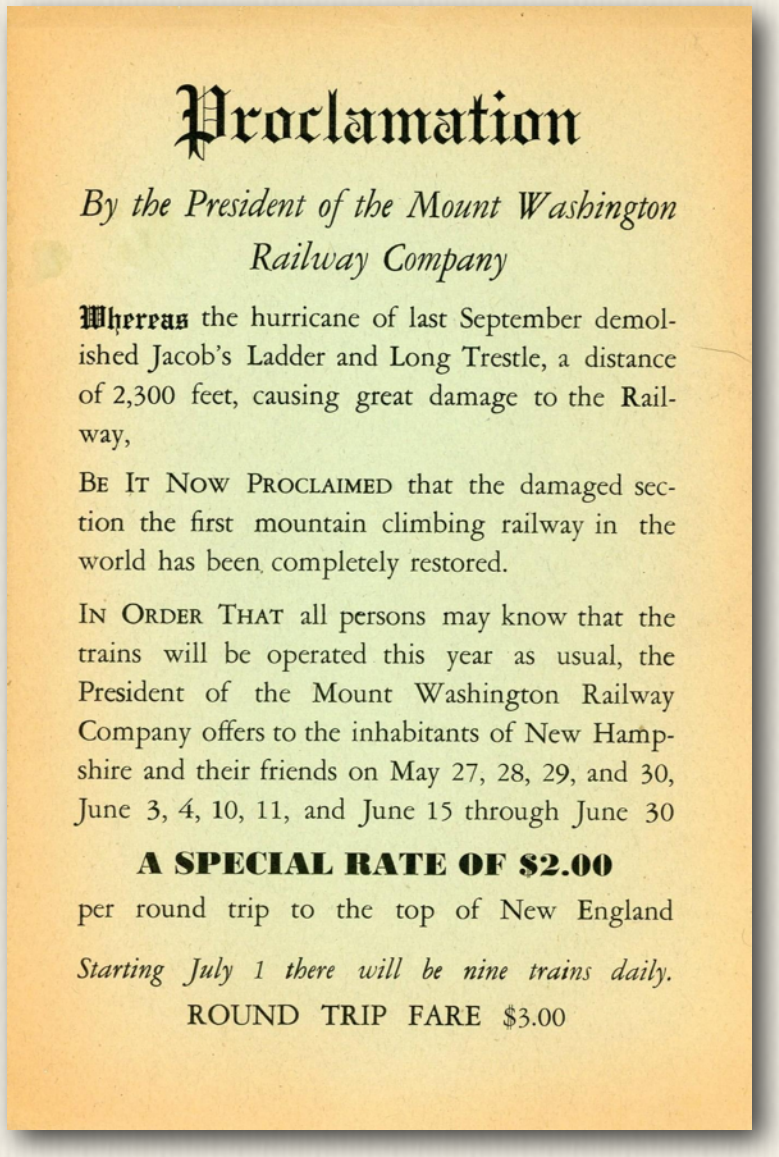
May 4th

Work Train Ascends / Wing at Restaurant: "Colonel Henry N. Teague, president of the Mount Washington Cog Railway hasn't waited for the snow to melt in order to start preparations for the 1939 summer season on that famous New Hampshire attraction. He put a large crew of men at work shoveling the snow off the cog track up the mountainside, so that it was possible to send the first completely equipped work train up the track today *(5/4)* - 10 days earlier than ever before. With favorable weather Colonel Teague expects to have the railway open for business on Memorial Day. Teague (also) announced that 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

May 10th

Work Train to Summit: "It was announced Wednesday *(5/10)* by Colonel Henry N. Teague, president, that



Proclamation

By the President of the Mount Washington Railway Company

Whereas the hurricane of last September demolished Jacob's Ladder and Long Trestle, a distance of 2,300 feet, causing great damage to the Railway,

BE IT NOW PROCLAIMED that the damaged section the first mountain climbing railway in the world has been completely restored.

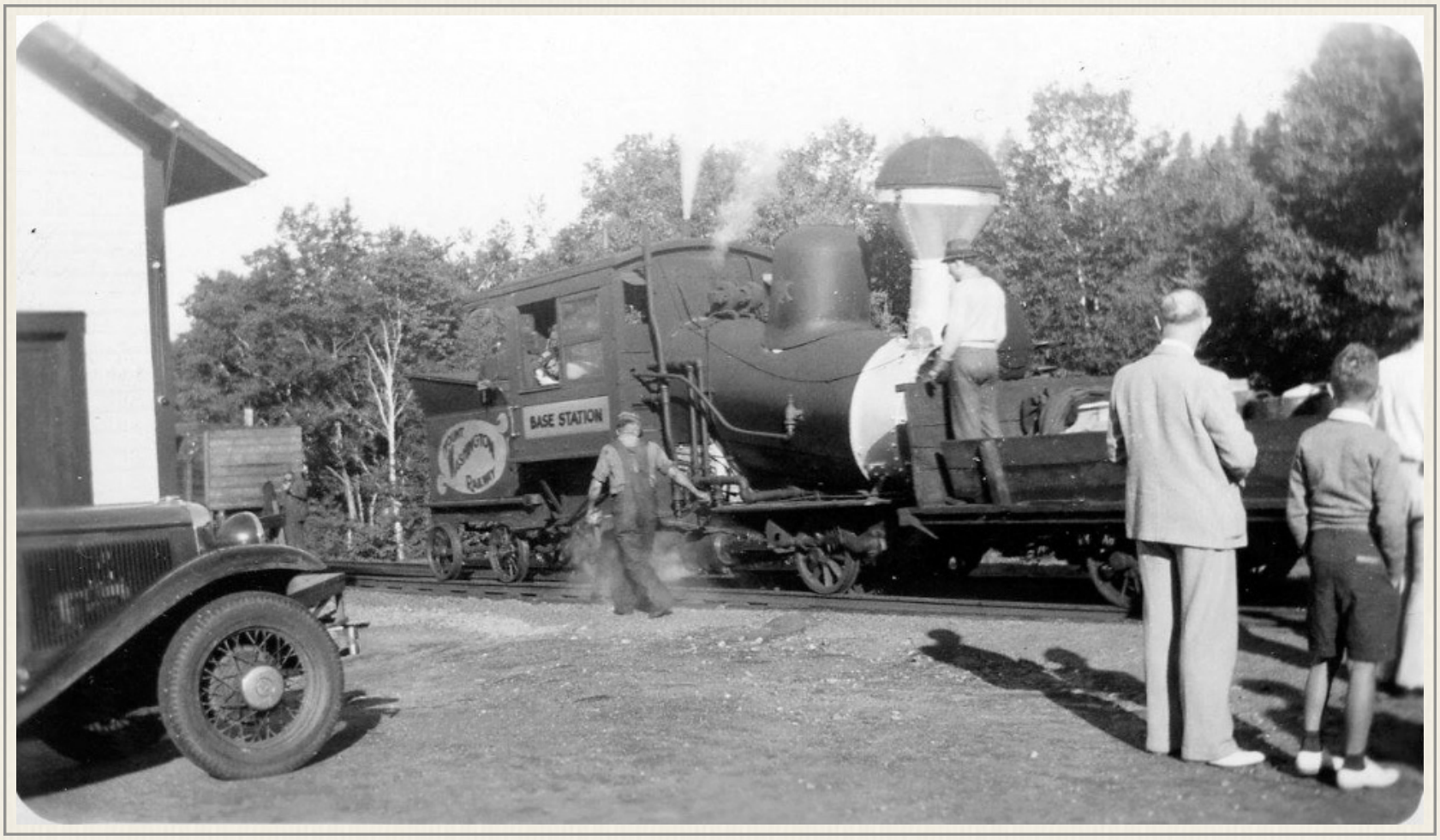
IN ORDER THAT all persons may know that the trains will be operated this year as usual, the President of the Mount Washington Railway Company offers to the inhabitants of New Hampshire and their friends on May 27, 28, 29, and 30, June 3, 4, 10, 11, and June 15 through June 30

A SPECIAL RATE OF $2.00

per round trip to the top of New England

Starting July 1 there will be nine trains daily.

ROUND TRIP FARE $3.00



Work train at the Base (Photo dated Sept 16, 1939) However, Peppersass House is shown at left. It was removed from that location by May 1939
- Paul Forbes Collection

service will be resumed Saturday, May 27. For the first time since last September when the hurricane destroyed Jacob's Ladder and a little more than a mile of roadbed above the trestle, a work train yesterday *(5/10)* went all the way to the top of the Mountain. The famous *Old Peppersass* of the railway has been loaded at Fabyan for its start on a two-year visit to the New York World's Fair. The first engine ever built for mountain passenger service, *Old Peppersass* will be displayed in the rotunda of the Railroad building at the fair."

- Littleton Courier - Thu, May 11, 1939 pg. 1 - See Appendix 1938 Hurricane

May 25th

New Marshfield House of Logs: "A new Marshfield House is springing up at the base of Mount Washington *(next page)* where workmen are now constructing a large log building that will be a commodious station, restaurant and souvenir shop for patrons of the Mount Washington Cog Railway. The first Marshfield House, named in honor of Sylvester Marsh, inventor of the cog railway, was destroyed by fire in 1895, and was never rebuilt. *(Ed note: The Old Depot burned in 1895. The Marshfield House hotel survived the fire and provided railway employee accommodations until the new Boarding House was constructed. It was stripped and burned after the Boarding House became operational.)* Its successor arose from the hurricane of 1938 and is expected to be completed about June 20. The structure carries out the log theme that characterizes the renovation of the colony at the foot of the cog rails. The interior will be furnished with maple furniture, and regular meals at popular prices will be served in the restaurant. The building takes over the functions of another structure *(old Kro-Flite Kamps central office)* farther back from the tracks which is being remodeled into rooming quarters, containing four large bedrooms, two bath rooms and a large living room. In addition, a log building will be constructed adjacent to the tracks, to be used as a ticket office, with a long platform connecting it with the Marshfield House. It is planned to remove a few trees in order to afford a better view of the first slope



LOST

Black Suit Case with shoes, gloves, and overalls, between Littleton Railroad Station and Bethlehem. Notify M. P. Boyce, Mt. Washington Base Station, Fabyan, N. H. REWARD! 20-1

Veteran engineer Mike Boyce's 1939 season starts poorly, offering a reward for his lost suitcase (May 18)
- Littleton Courier



A George Thompson painted billboard beckons tourists for the 1939 season with a $3 ticket
- Thompson Family Collection

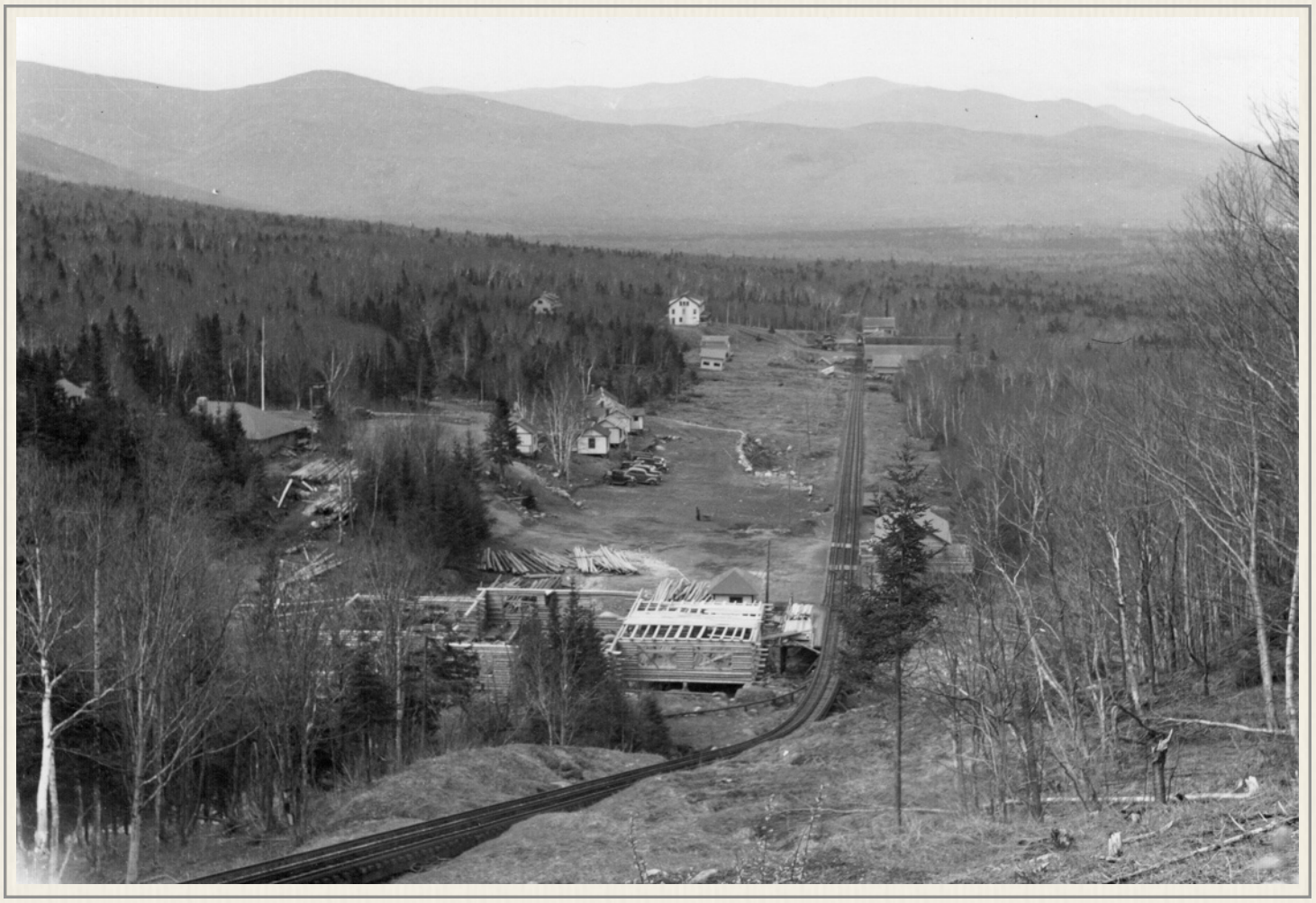
of the track from the wide plaza that will result from present construction. A large crew has been working up on the mountain repairing the damage to the cog railway caused by the hurricane of last September. The storm demolished 2300 feet of track including the famous Jacob's Ladder and Long Trestle. All this has been completely restored and work trains have made the trip to the summit. Renovations to the mechanical equipment of the railroad have included the installation of two new nickel steel main shafts in each of the seven locomotives. Each of these unusual engines pushes one car with a capacity of 48 passengers each." *- Littleton Courier - Thu, May 25, 1939 pg. 1*

May 27th

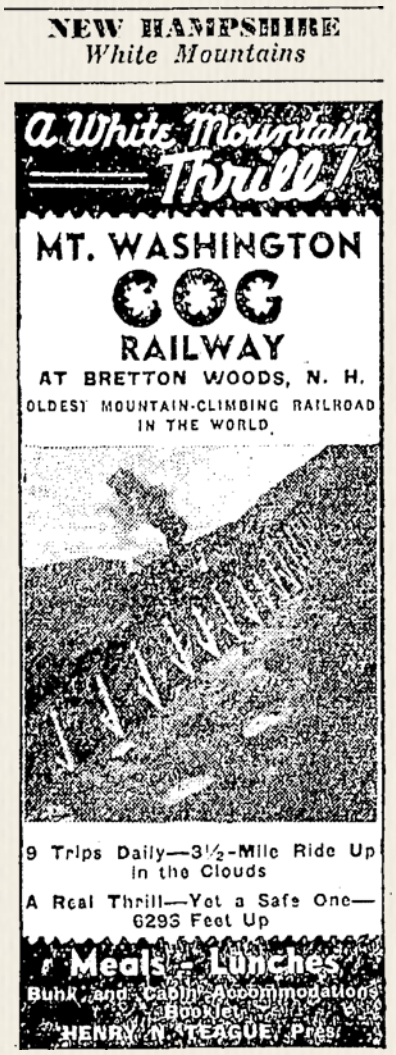
"In order that all persons may know that the hurricane damaged section of the railway is repaired and trains will be operated this year as usual, ***Col. Henry Teague offers N.H. residents*** and friends a ***special $2 ticket rate*** on May 27, 28, 29 & 30 - June 3, 4, 10, 11 and June 15-30. Starting July 1st nine trains daily round trip fare is $3"

June 11th

"***New Base Station of Logs Constructed*** for Cog Railroad - One of the important recreational developments is the construction of the new base station being built of logs by Col. Henry Teague of the Mt. Washing-



This photo, taken last week from the first slope of the Mount Washington Cog railway, shows the large log building now under construction. The structure, to be known as the New Marshfield House, is expected to be completed by about June 20. The roof of the present souvenir and gift shop can be seen at the left of the photo. This is being changed into lodging accommodations. The Peppersass House has been moved closer to the shop. (May 1939)
- White Mt. Studio / Michael Dickerman Collection

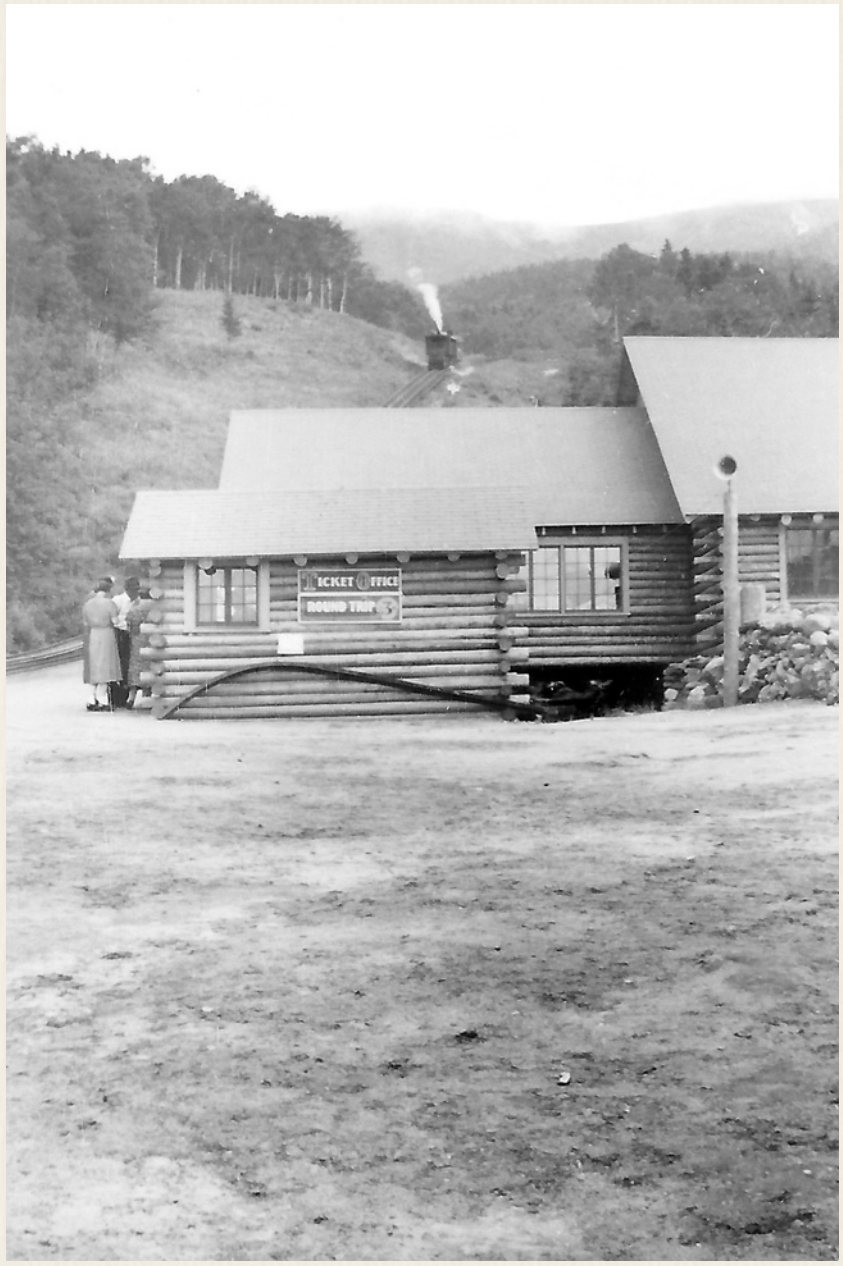


Springfield (MA) Republican - Sun, Jun 11, 1939 pg. 65

ton cog railroad. It is a large, rambling building which will be completed and operating before the Summer rush and it will provide excellent tourist facilities at the base station." *- Brooklyn Daily Eagle - Sun Jun 11, 1939 pg. 29 - See Vol 1 Chap 9 Sec 3*

June 20th

Marshfield Dedication Dinner: "Tuesday *(6/20)* evening the Marshfield House, just completed by the Mount Washington Cog railroad, was formally dedicated. A feature was a dinner served to the 70 employees by President Henry N. Teague. In his brief remarks Colonel Teague stated that he could have had men prominent in many walks of life present for the exercises, but he thought it more fitting and pleased him more to have the occasion marked by a family party of those men who are responsible in making the railroad the success that it is today. It is needless to say that the affair was an outstanding success." *- Littleton Courier - Thu, Jun 22, 1939 pg. 1*



New Marshfield Station and ticket office (1939) - Gary Irish Collection

June 22nd

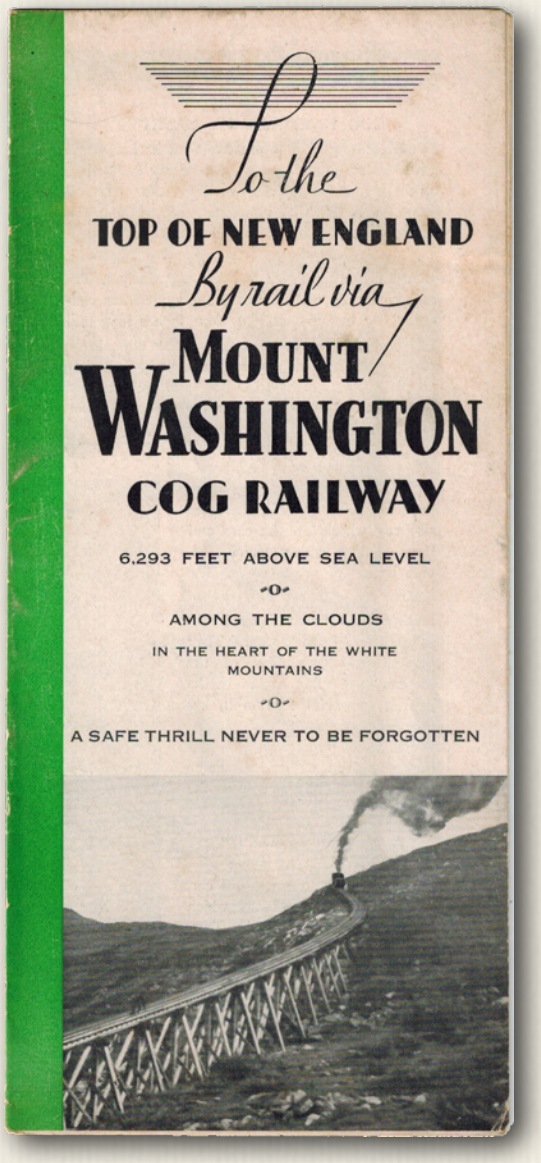
B&M New Streamliner Service Celebrated: "The advent of new streamlined train service by "The Mountaineer," between Boston and the White Mountain region of New Hampshire will be featured by a gala celebration on Thursday, June 22, the day before the regular service is inaugurated. President E. S. French of the Boston & Maine and the Maine Central railroads, with other railroad officials will join with other distinguished guests in making a "preview" run of "The Mountaineer" and in ceremonies on the top of Mt. Washington. Special trains of the Mt. Washington Cog Railway, donated for the occasion by Colonel Henry N. Teague, president of that road, will carry the guests to and from the top of Mt. Washington. Col. Teague will have the new Marshfield House log structure open for the celebration and will serve lunch to the entire party there, as his guests. Trains of the cog railway will move the party to the summit where ceremonies



Boston & Maine streamliner known variously as "The Mountaineer" and "Flying Yankee."

will be held. The weather was clear and ideal for the scenic trip through one of New Hampshire's wonderlands. A buffet lunch was served. The menu was extensive and left nothing to be desired. Following lunch, trains were awaiting for a trip to the summit. The view was grand and almost beyond description. While the guests were at the top 200 large balloons were released. The massed balloons were specially inflated by an expert from Dewey & Almy of Cambridge, so that they would immediately scatter to various atmospheric levels and float off in different directions. They immediately soared to great heights in the rare atmosphere. Attached to each balloon was a tag asking the finder to return same. To the one sending back the tag, found the farthest distance from Mount Washington, a week's vacation for two at some resort hotel is assured. It is said that Portland might easily be in the range of the balloons' flight. The affair was arranged jointly by the Boston & Maine railroad and the White Mountains Region association with President Randall Spaulding looking after local details. He certainly did not miss a bet to make the day a huge success for those present. As usual Colonel Teague did more than his share to make it an outstanding event. The men and women inspected the fine new station at Marshfield, a great addition to the railroad property, and thrilled at the views up the mountain and at the top. The weatherman was also most cooperative."

- Portsmouth Herald - Jun 21, 1939



June 23rd

New Marshfield House and trestle celebrated - "At noon the entire party will be guest of Col. Henry N. Teague, President of the Mt. Washington Cog Railway, at a luncheon at the new Marshfield House, built at the base of the mountain. A trip up the mountain on the cog railway and over the new trestle replacing the one destroyed by the hurricane last fall, will follow. From the top of Mt. Washington 200 balloons will be released so that they will immediately scatter to various atmospheric levels and float off in different directions. A card will be attached to each of the balloons. To the person who returns, before July 1, 1939, the card received from the point most distant from Mt. Washington, the White Mountain Region Association will award, without charge, a week's vacation for two persons at hotels of the White Mountain Region, including a trip to and an overnight stay on the peak of Mt. Washington." *- Portsmouth Herald - Jun 21, 1939 pg.*



June 26th - 27th

Postmaster General Delivers: "The annual convention of the New Hampshire chapter of the National association of Postmasters was held at Maplewood on Monday *(6/26)* and Tuesday *(6/27)*. The guest of honor at the banquet was Hon. James A. Farley, Postmaster General of the United States. Nearly 500 Granite state postmasters and guests were present to hear President Roosevelt's right hand man laud the work of his department. He did not talk politics, but in a brief interview with news men stated it was futile for him to discuss 1940 until the President had expressed himself. At 6:45 a.m. Tuesday, Farley left the Maplewood for a trip to the summit of Mt. Washington via the cog railway. He delivered the early morning mail to Colonel Henry N. Teague, president of the railway, and postmaster of Mt. Washington. Colonel Teague has arranged for a special cachet for Mr. Farley's use, which will be used on letters to be dispatched from the summit at 8 a.m. to go to all parts of the country from the highest office in the postal system. The cachet states that these letters were dispatched by Mr. Farley from the top of Mt. Washington, and it was anticipated that philatelists would mail thousands of letters in care of Postmaster Teague to be mailed out by the Post-



master General on that date. During his stay on the summit Mr. Farley will broadcast over the Yankee (radio) network." *- Littleton Courier - Thu, Jun 15 & Jun 29, 1939 pg 1 & 10*

Early Tuesday morning, Postmaster General James A. Farley and his party, along with a large delegation of ***New Hampshire postmasters*** will ride ***up the mountain*** on the famous Mt. Washington Cog Railway. At the top, the postmaster general will broadcast and will then dispatch the morning mail. Philatelists will be especially interested in this part of the program for all letters to be mailed out that morning will be dispatched personally by the postmaster general and all covers will carry a special cachet in honor of the occasion.
- The Portsmouth (N.H.) Herald - Tue Jun 20, 1939 pg. 5

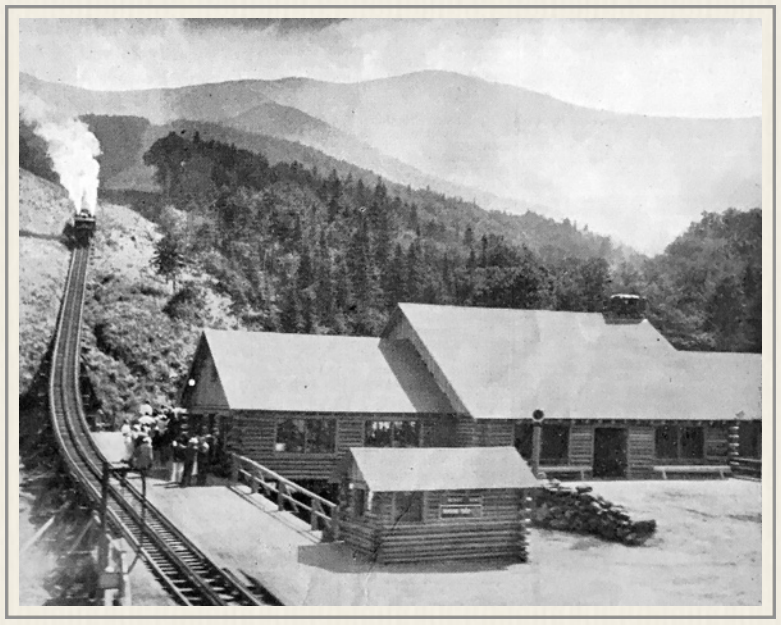
July 2nd

Stunter/Editor Gardner Campbell on 70th Anniversary: "Except for fallen trees, nearly all physical damage done by the historic New England hurricane of Sept. 21, 1938, has been repaired or removed, but it was only recently that one of the strangest freaks of the "big blow" was restored – the famous cog railway on Mt. Washington, New England's highest peak – and the resumption of service is doubly interesting at this time because this month (July) will mark the 70th anniversary of the first trip on the first railroad of its kind in the world, and still the only one of its kind on this continent. What the hurricane of 1938 did to the Mt. Washington cog railway received almost no public attention at the time, for there were hardly any people in the region except the employees and the Summit House staff above, and for days all roads were blockaded by gigantic trees, one of the worst blow-down in all New Hampshire occurring in the Bretton Woods forest less than three miles distant. The fact that 2300 feet of railroad composed of nothing but heaviest timber and iron rails was torn and twisted as if composed of math sticks lends some insight into the awful velocity of a hurricane in its center which, in this case, was apparently between 4500 and 5500 feet above sea level. Of course, no hurricane ever has been measure at or near sea level. The world's record for wind velocity, 231 mile an hour, was established on the summit of the same Mountain – Washington – in April 1934, but the summit house and other buildings and much-exposed trestle of the terminus of the cog railway withstood it, so after what happened 1000 feet below the 6288-foot peak, it is logical to assume that were the cog railway was torn out the hurricane velocity may have been 500 miles or more.

Most remembered by the many thousands who have ascended Mt. Washington on the cog railway is Jacob's Ladder, a spot where the road crosses a small ravine, 30 feet deep, at 4800 feet altitude and one of the few sections where the ties and rails do not lie directly on the rocky mountainside. This was completely wrecked. Father up the mountain a lesser trestle was left hanging in mid-air, with the aging rails held only by their own fishplates. Coupled with restoration after the hurricane and the 70th anniversary of the first trips to the summit carrying passengers on July 4, 1869 (Ed. note: actually July 3), is the fact that the original engine, *Old Peppersass* which made her "maiden voyage" four miles (actually 3.3) up the mountain nearly three-quarters of a century ago, is now at the World's Fair in New York as part of the New England exhibit. One of the oddities in the history of the many sights the cog railway affords is the fact that Massachusetts people have played a far more important part in the development of the region and the accomplishment on Mt. Washington than the folks of New Hampshire. Mt. Washington itself was named in 1784 by the Rev. Manasseh Cutler of Ipswich, whose hobby was botany and who may have been the first botanist to reach the region. Tuckerman's Ravine… was named for Prof. Edward Tuckerman of Amherst College, and nearly all the early explorations were by Massachusetts geologists, botanists, entomologists and others. With the exception of Washington, the various peaks of the Presidential range were named in 1820 by an exploring party headed by an ancestor of Sinclair Weeks of Newton." *- Boston Herald – Sun, Jul 2, 1939 pg. 56 / Author Gardner Campbell was the long-time reporter & editor of the Wakefield (MA) Daily Item. A long-time mountain climber, Campbell Sr staged a stunt with his son, Gardner Campbell Jr two years before this article appeared. "In one day he (and his son) went up and down Mt. Washington four times: by foot, by automobile, airplane and cog railway." (See Vol 3A Aggregated Timeline Aug 1937)*

July 22nd

Promo Photo / Dual Sidestacks: "Photograph *(right)* made Saturday *(7/22)* morning just after one of the trains had started on its unique journey to the summit of Mount Washington via the famous cog railway. The people are standing in front of the entrance to the attractive new log structure that has been erected this summer and named the new Marshfield House, after the original of that name which once stood on the site. (*Ed note: This is the site of the old Depot, not the Marshfield House)* These passengers are waiting for the next train. The long house includes a huge stone fireplace, thought to be the largest in New England, as well as ample facilities for serving meals and selling souvenirs. The small building in the foreground is the new ticket office. Shown at



the eaves of the middle section of the larger structure is one of the horns of the amplifying systems over which a pleasant voice announces the departure of trains and extols the high points of the exciting trip to the top of New England on colonel Henry N. Teague's famous cog railway. The photograph was taken by R. M. Colby." The engine ascending appears to be the No. 4 which had, for a time, two side stacks.

- Littleton Courier - Thu, Jul 27, 1939 pg. 1

July 23rd

Cog Praised in PSC Report: "High praise for the manner in which the Mount Washington Cog railroad is being maintained and operated and a summary of recent improvements that have been made by the management are contained in a report *(see Appendix - 1938 Hurricane)* to the Public Service Commission of New Hampshire made public today *(7/24)*. The report was submitted by Winslow E. Melvin, transportation director of the commission, and is based on an official tour of inspection made July 12, in which the commission was represented by Nelson L. Smith, chairman; William H. Barre, Sec. James W. Doon and Mr. Melvin. Among the highlights of the report is account of the damage done by the hurricane of last September. The report states that this damage has been repaired with practically all new timber and the bents, at various intervals, have been securely anchored to adjacent rock ledges with steel cable. Referring to the new Marshfield Station (above) which has been erected, the report says: "This is a very attractive log building designed by Colonel Teague and affords an opportunity for obtaining meals, gifts, etc. Fine toilets are conveniently located near this station and are very neatly kept. with these accommodations and those provided at the Summit House, the patrons of the railroad are provided with very suitable and attractive facilities. The locomotive engineers are all experienced men and the brakemen on each of the cars are college undergraduates," the report concludes. "There appearance is of the finest and the courtesies and consideration shown to the passengers is to be highly commended. A great deal of praise should be given to the fine manner in which this railroad is being maintained and operated."

- Manchester (NH) Union - Mon, Jul 24, 1939

August 7th

World's Fair Winner Tours: "Miss Helen Corbin of Nason, Wash., who, because she was the millionth visitor at the New England exhibit at the New York World's Fair, will be given a tour of the New England states, accompanied by her sister, Margery. Monday, August 7 - After breakfast at the hotel, they will start at 9:30am for the Mt. Washington base station, and will ascend the mountain by the cog railway and after about 30 minutes at the summit will descend by the auto toll road." *- Portsmouth (N.H.) Herald - Mon, Jul 31, 1939 pg. 1*

August 10th

Blind Hiker & Guide Dog Ride Down: "Visitors to the summit of Mount Washington, the highest point east of the Black Hills and north of the Carolinas, were astonished at the sight of a dog leading a blind man up the Jewell trail to the top of the mountain. Carl Weiss, social worker for the New York commission for the Blind, himself completely sightless, was guided over the hazardous rock path a distance of four and one-half miles by his ten-year-old, specially trained German Shepherd, Zenta. Mr. Weiss said that the dog, imported from Ger-



Tourist Photo: In the cab at the Summit (Aug 17, 1939)
- Paul Forbes Collection

many and trained at Princeton, N.J., has been his "Seeing Eye" for eight years, having guided him to classes at Rutgers where he received his A.B., and Princeton, where he received his M.A. Hikers who saw the pair during the ascent marveled at the uncanny sureness with which the dog picked the easiest way from rock to rock in spite of the fact he is ore at home in a New York subway than on a mountain trail. Man and dog, thrilled but tired after their maiden adventure in the world's oldest sport, were glad to accept the invitation of Colonel Henry N. Teague, president of the Mount Washington Cog Railway, to make the descent in one of the cog trains." - *Bangor (ME) Daily News - Fri, Aug 11, 1939 pg. 17*

August 19th

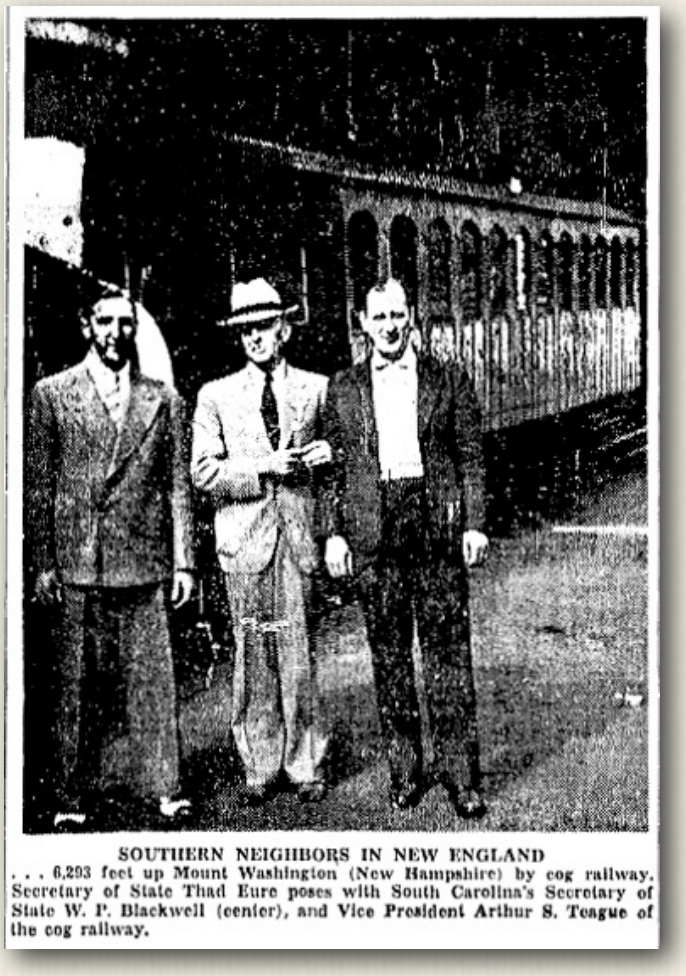
Presents Stickney Cane to Col. Teague: **"**An ornate cane once carried by the late Joseph Stickney, Bretton Woods pioneer in the development of the resort business in the White Mountains, last week was presented to Colonel Henry N. Teague, president of the Mount Washington Cog Railway. The scene was the Base Station where Colonel Teague was host to a group attending a national convention of state secretaries, who rode to the summit as his guests. The presentation was made by R. Foster Reynolds, president of the Bretton Woods company, who characterized Colonel Teague as the individual who best carries on the traditions of Mr. Stickney."

- Littleton Courier - Thu, Aug 24, 1939 pg. 1

August 30th

Southern Neighbors at the Mountain: "(North Carolina) Secretary (of State Thad) Eure, as do many visitors to the White Mountains of New Hampshire, ascended Mount Washington by cog railway. Going up in company with Secretary of State W. P. Blackwell of South Carolina, he learned that Vice-President and General Manager Arthur S. Teague of the cog railroad (oldest mountain climbing railroad in the world - a million passengers without accident in 72 years) was a South Carolinian (Clemson '32), which accounted for all the Southern accents among the employees of the New England enterprise."

- The (Raleigh, NC) News & Observer - Wed, Aug 30, 1939 pg. 2



SOUTHERN NEIGHBORS IN NEW ENGLAND
. . . 6,293 feet up Mount Washington (New Hampshire) by cog railway. Secretary of State Thad Eure poses with South Carolina's Secretary of State W. P. Blackwell (center), and Vice President Arthur S. Teague of the cog railway.

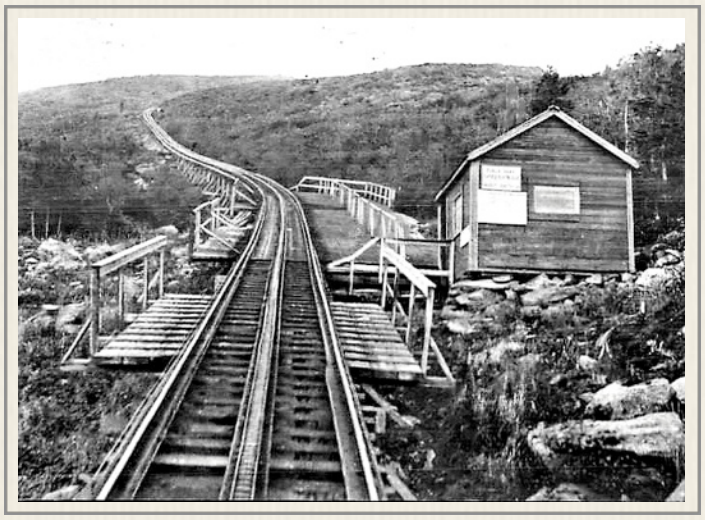
August 31st

Teague Hosts CCC Head: "Col. Robert Feckner, director of the Civilian Conservation Corps, with Mrs. Feckner, were guests of Col. Henry N. Teague, president of the Mount Washington railroad for four days last week. While here they inspected the new highway to Canada, by way of the Connecticut lakes as well as the Zealand road. Both were CCC built."

- Littleton Courier - Thu, Aug 31, 1939 pg. 5

September 7th

Lone Beaver at Lake of the Clouds: "That beavers like high altitudes and are friendly to human beings they find there was affirmed this week by Joseph B. Dodge, hut manager of the AMC huts in the White Mountains, when he told of such an animal that visited the Lake of the Clouds on Mount Washington the latter part of July. The beaver was attracted to the hikers on the mountain trails, and with one party, sat around nearby and ate eggs and sandwiches tossed to him. It is a rare occurrence to see a beaver at such an altitude, but according to Mr. Dodge the animal was simply on a cruise and camping trip. disappearing after a few weeks on the mountain." - *Littleton Courier - Thu, Sep 7, 1939 pg. 1*



September 21st

Great Grandmother Enjoys Cog Shuttle Trip: "Among satisfied customers of the Mt. Washington Cog railway last week was Mrs. Ella J. Clement, former Whitefield resident 25 years back

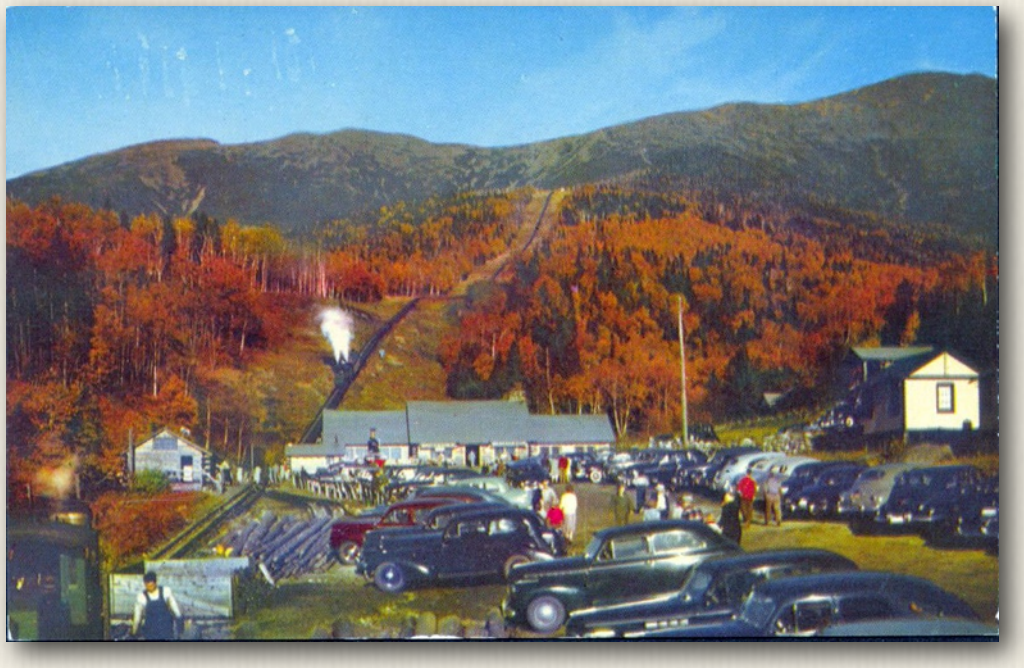


Passengers at Waumbek Tank waiting to change trains (late 1930s) - Conrad Ekstrom Jr. Collection

but now of Palatka, Fla. Mrs. Clement, a great-grandmother of 85, although she does not look it, thought the trip (her second one) was wonderful. She made the two changes of cars *(left at Waumbek)* on the way up, which makes possible accommodation of three times as many passengers as would be the case should each train go the full distance and back. Not only does the physical activity of Mrs. Clement permit enjoyment of her White Mountain vacation to the fullest, but she finds time for crocheting, fancy work and prize winning rug braiding. At the Whitefield home of her son, Police Chief Murray L. Clement, she has just received word from Middletown, N.Y., home of a second son, Millard, that for the third successive year a rug braided by her has received first prize at the Orange County fair. *(Ed note: Millard's WPI thesis included route of 1912 electric trolley line up Mt. Washington.)* Mrs. Clement was a Whitefield resident for 30 years, her husband engaging in the meat business there. A third son, Maurice, is engaged in farming at Springfield, Mass." - *Littleton Courier - Thu, Sep 21, 1939 pg. 1*

October 30th

Ninth State Debuts: "Monday night *(10/30)*, at Durham, N.H., the preview of the film about New Hampshire, called "The Ninth State," prepared for the State Planning and Development Commission, was shown. Among those from this section who enjoyed the film were Col. Henry N. Teague, Arthur Teague, Mr. and Mrs. C. T. Bodwell and Mr. Bodwell's secretary, Miss Laura R. Sherman. the picture, in technicolor, delineates the an excellent manner the beauties of the Granite State The musical background for the film is furnished by Jack Schilkraut and his orchestra and the commentator is the well-known Alois Havrilla. The picture is to be shown in 3,000 theaters this fall and winter. In it are scenes, well-known in this vicinity, of the Mt. Washington railroad and Franconia Notch area."

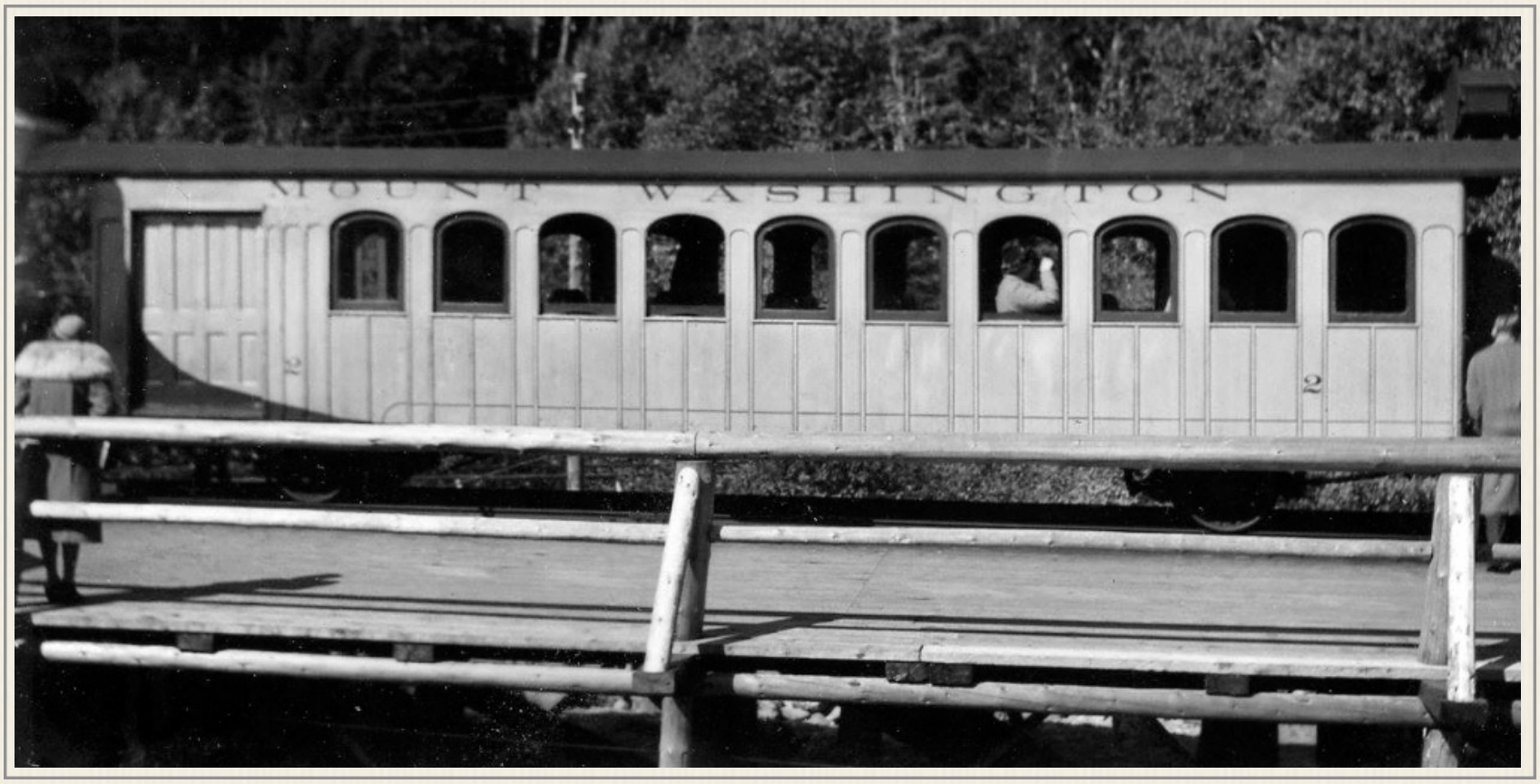


- Littleton Courier - Nov 2, 1939

November 9th

Static-Free Radio: "In addition to its many other distinctions, Mount Washington is to play a prominent part in the progress of the newest radio sensation that eliminates static - frequency-modulation (FM) broadcasting, now being developed by Yankee enterprise to give listeners clear programs and high fidelity. New England's highest peak is to be the locale of a new transmitting station to be erected by the Yankee Network, whose energetic and far-seeing president, John Shepard, III, has already made application for an operating permit. Putting a station on the top of Mount Washington, with transmitters on the top of a mast, will produce an elevation of more than 6,500 feet. Programs will travel from Boston to Paxton, Mass., which is near Worcester, and from there to Mount Washington to be broadcast over New England."

- Littleton Courier - Nov 9, 1939



Passenger Coach No. 2 with baggage door at the new Base platform in a photo dated October 10, 1939
- Paul Forbes Collection

November 23rd

A Cog Thanksgiving in Columbia: "Col. Henry N. Teague, owner of the Mount Washington Cog railway in New Hampshire, entertained at a lovely and most delightful dinner Thursday *(11/23)* in the English room of the Hotel Columbia for the South Carolina boys who have worked for him and their families. Guests at the affair were: Mrs. and Mrs. J. E. Swearingen, their son, George, and daughter, Mary Douglas; Dr. and Mrs. C.T. Bullock, their son, Claude, and daughter, Betty; Mrs. L. W. Gilland and sons, Flinn and Louis Gilland; Mrs. Margaret Teague and son, Arthur Teague, and Dr. Gordon Seastrunk. Immediately after dinner, Colonel Teague, accompanied by Arthur Teague, left for Mexico, where he will spend the winter."

- Columbia (SC) The State - Sun, Nov 26, 1939 pg. 23

December 6th

B&M passes Controlling Interest to Teague: Most narratives *(including this one)* say Col. Henry Teague "bought" the Mount Washington Cog Railway and Summit operations from the Boston & Maine Railroad in 1931. However, notes within corporate documents at the B&M Railroad Historical Society archives indicate the deal was more complicated than that. Rick Nowell of the Society says he found "B&M's annual report for year ending 12-31-1939 *(p.11)* states: "Some years ago the Directors of the Boston & Maine adopted a policy of disposing of its interests in investments in properties not strictly related to the operation of its railroad; and in accordance with that policy, in 1931 a contract was made for the operation of the (Mount Washington) Railway and the sale of its stock. This sale was consummated in 1939." Nowell says the Addendum to Corporate History of the Boston & Maine Railroad includes the change of controlling interest of "Base, N.H. to Summit, N.H., to Henry N. Teague of Fabyan, N.H. and Mount Washington Club, Inc." on December 6, 1939.

December 15th

Railway Co. conveys its ***summit*** real property ***to Mt Washington Club*** and the Club executes a mortgage of $135,000 to Dartmouth College in order to generate funds for hurricane repairs. The Club is stock asset of Col. Henry Teague. In later years, the Cog's latter day bookkeeper heard about the deal. Ken Randall *(1953-1983)* says "the story goes... that apparently Henry every year paid the interest on the mortgage, but he never paid a cent on the principal of the mortgage, and that is how, when Henry died, Dartmouth College inherited the railroad and everything in connection with it." Randall says he doesn't know whether that story is "true or a fable... but somehow Dartmouth did get the railroad, the old hotel on the summit and everything at the base" when Henry Teague died.

1940

Cog Railway Financials as reported in Dartmouth student Robert Varney's term paper: ***1939 Season:*** Total passenger revenue: $63,134 – Total operating expenses: $71,131. Varney says during the first nine years of Col. Henry Teague's tenure revenue from passengers totaled $458,605 while operating expenses amounted to $431,462. Of that $157,859 was invested in locomotive and equipment repairs and roadways and structures. The young Dartmouth historian's assessment of Teague, "He is one of the shrewdest, clear-thinking Yankee businessmen who ever lived." Varney says in the ten years prior to Teague's ownership there were no profits at all on the Mt Washington Railway. Varney writes it is amazing that the railway was kept open during the first four years of the Teague regime, but also notes "paper profits… are very ephemeral" and subject to manipulation. Varney says in this case, the profits during old Colonel's time were "made very small by figuring in a great deal of salary which was paid to the owner."

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number - Dollar amounts may include hotel operations. ***1940 Season*** - Operating Income: $54,310.06 - Operating expenses: $64,338.08 - The ***Coös County Report*** for 1940 indicates Henry N. Teague paid $404.45 for property in Sargent's Purchase (the Summit)

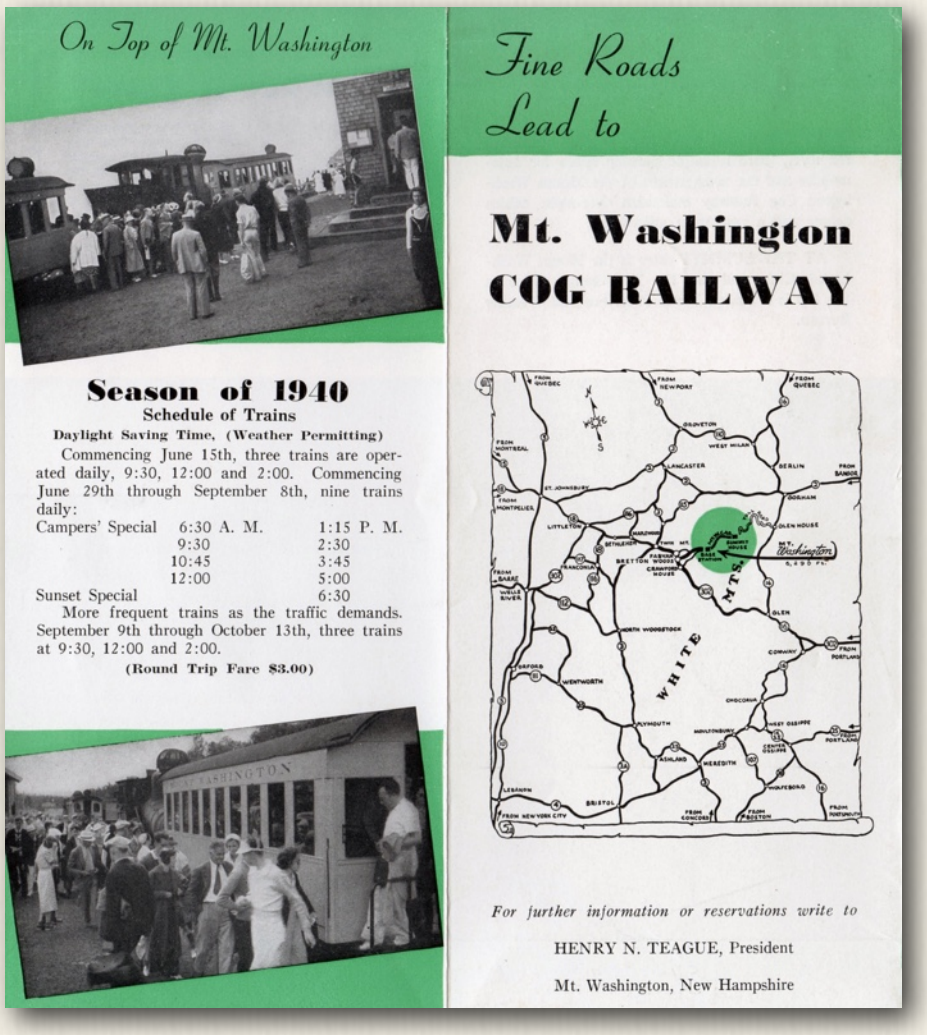
January 11th

Four Bit Conscience Settled: "Fifty cents in "conscience money" was received this week by Col. Henry N. Teague, well known president of the Mt. Washington Cog railway, who is wintering in Miami, Fla. According to a dispatch from Florida, the Colonel received the following letter, with 50 cents in stamps enclosed: Two years ago, while a guest in your Mount Summit house, I picked up four or five panorama pamphlets from your novelty counter. I though they were free, but discovered later that they were to have been sold for 10 cents each My conscience has bothered me ever since, so will you please accept enclose remittance from one who wished to be honest in all things, small or large."

- Littleton Courier - Thu, Jan 11, 1940

February 15th

Henry & Arthur Meet Sir Harry: The *Miami Herald's* society page reports the arrival in Nassau, Bahamas of 'Col. Henry N. Teague, president of the Mount Washington railway, New Hampshire, has returned to the British Colonial *(hotel)*, accompanied by Arthur S. Teague." The island was celebrating the conclusion of the seventh annual Miami-Nassau sailing race won by Capt. William H. Labrot from Annapolis, Md., owner of the yacht, *Stormy Weather*. Labrot hosted a tea dance in the Flamingo Grill at Henry and Arthur's hotel on Wednesday *(2/15)*. In the same story, the *Herald* says "Colonel Henry N. Teague entertained Sir Harry Oakes, Lady Oakes and Arthur S. Teague." A *Miami News* report from the Bahamas indicates a second meeting was held. "Sir Harry and Lady Oakes entertained recently at a luncheon at their home, Cave Point, for Col. Henry N. Teague and Arthur S. Teague." What was on the menu or what was discussed at either session was not revealed, but Oakes like Henry was born in Maine. Oakes graduated from Bowdoin in 1896. Teague from Dartmouth in 1900. However, Oakes had become one of the world's richest men by discovering a vein of gold in Canada. He became a naturalized British subject and was knighted for his philanthropic work in 1915. In 1940, Henry and Arthur may have been looking for financial backing to electrify the Mount Washington Railway, or discussed Oakes' idea to transform Bretton Woods into the St. Moritz of



North America. World war would soon put many of Henry's plans on the back burner, and put Arthur on the front lines in Europe. Oakes and his wife were friends of the Duke of Windsor and his wife, Wallis Simpson. The British Government had sent the Duke, who was sympathetic to the Nazis, to be the Governor of the Bahamas. In July 1943, Sir Harry Oakes' burned body was found in his bed. The murder was never solved. The case became the basis for a 1989 TV movie, *Passion and Paradise* as well a 2002 novel, *Any Human Heart* by William Boyd. Several books have tackled the case including *A Serpent in Eden* by James Owen, and a biography of the Duke's wife, *Mrs. Simpson* by Charles Higham, devotes a chapter to the affair.

- Miami News - Feb 17, 1940 pg. 3 & Miami Herald - Sun, Feb 18, 1940 pg. 21

May 9th

Preparation Begins for New Season: "Colonel Henry N. Teague and Arthur S. Teague, who operate the famous Mount Washington Cog railway, arrived in the North Country this week after spending the winter in the south. They visited the Base Station on an inspection tour of the property. The latter (Arthur) will remain there to supervise preparations for the opening of the season on May 30.

- Littleton Courier - Thu, May 9, 1940 pg. 1

May 15th

Boston & Maine Summer release time: The summer issue of *Employees* magazine reports that Walter Perry and Pliney Granger Jr., both boilermaker's helpers at the railroad's Billerica, Massachusetts shops will be working on the Mt. Washington Railway for the summer of 1940.

- B&M Employees Magazine, Summer, 1940, p.24

Ski Service Offered: "Ski enthusiasts can enjoy the sport until early the first day of summer. The Mt. Washington Cog Railway announced tonight *(5/15)* that a "ski train" will operate through May and June to the summit of the mile-high mountains where there still is two or three feet of snow."

- United Press story in Rockford (IL) Morning Star - Thu, May 16, 1940 pg. 3

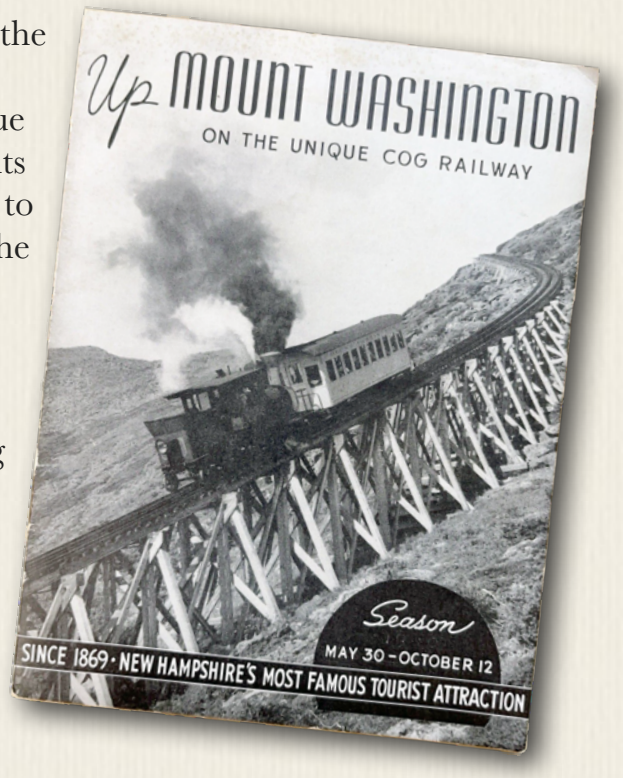
May 19th

Winter Excursion: "A 'Ski Train' will operate Sunday *(5/19)* to the top of Mt. Washington, it was announced by Col. Henry N. Teague, President of the Mt. Washington Cog Railway. "It may be spring in New England, but it's still skiing weather on top of Mt. Washington," said Colonel Teague this week, as he announced 100 skiers will be taken to the summit of the mountain Sunday. The nucleus of the party will be a group of experts who planned the trip when the Colonel, on a "work-train" trip to the mountain top reported two to three feet of snow on the slopes at the summit. "We can handle about 100 on the two 'Ski Trains' which we will operate," said President Teague, "and we shall take reservations at our office at the Base Station up to the limit." President Teague said that the first trips on the Cog Railway's regular season will be operated on May 30, and then the railroad will operate Sundays during early June. The regular summer service will commence with three round trips June 20 and the nine round trips summer service will start this year July 1.

- Littleton Courier - Thu, May 16, 1940 pg. 1 / Portsmouth Herald - Thu May 16, 1940 pg. 11

A Skiing Double-Header: "Two trainloads of ski enthusiasts rode to the top of New England, Sunday, for some late spring skiing on excellent corn snow. The occasion was the running of a ski train by Col. Henry N. Teague of the Mt. Washington Cog railroad, and skiers from widely scattered points enjoyed the opportunity. The trains went up in the morning and returned to the base in the afternoon. The best skiing was on a saucer on the side of the cone where five feet of snow were found."

- Littleton Courier - Thu, May 23, 1940



May 30th

New Booklet Debuts: "The unmatched wonders of a ride on the cog railroad are vividly portrayed in a new booklet, entitled *Up Mount Washington on the Unique Cog Railway*, which has just been printed by the Courier Printing Co. It is replete with innumerable photos in black and white. The 1940 season for the Mt. Washington Cog Railway will begin on Saturday, June 15, with three trains daily at 9:30am, 12 and 2. Beginning on



Snapshot of Col. Henry Teague at Marshfield Base Station - Steve Christy Collection

June 29, nine trains will operate daily between the base and the top of New England. Of special interest is the announcement that the management will operate trains on Memorial Day and June 2 and 9. Many holiday tourists will take the ride on May 30."

- Littleton Courier - Thu, May 30, 1940 pg. 1

June 2nd

The "Judge" Hosts Henry's Birthday Party: "Beginning his ninth season as president of the Mt. Washington Cog railroad, Col. Henry N. Teague on Sunday *(6/2)* celebrated his 65th birthday when he was feted by a group of close friends at a party prepared in this honor at the home of Attorney and Mrs. John McLain in Manchester."

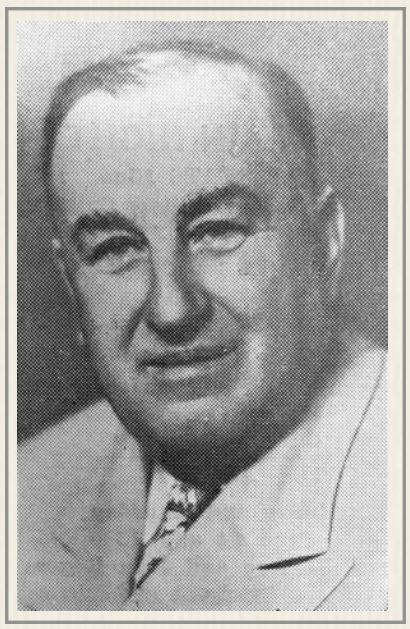
John Roy "Judge" McLane was born January 7, 1886 and graduated from Dartmouth College in 1907 before going on to Oxford *(Class of '09)* and Harvard Law School completing his degree in 1912. He established a law firm in Manchester, N.H. Judge McLane became a Dartmouth Trustee in 1926; sat alongside Ned French, president of the Boston & Maine railroad, and worked with Dartmouth President Ernest Martin Hopkins, who was also B&M director. In the early 1930's, French asked McLane and his firm to represent the railroad in southern New Hampshire, handling lawsuits stemming from accidents - a majority from trains colliding with cars at crossings. McLane joined the B&M Board of Directors in 1939. McLane's son, John Jr., writes in his 1966 book, *"Judge" McLane - His Life and Times*, that his father's Dartmouth and B&M connections meant McLane "knew Henry Teague, a charismatic individual and Maine woodsman who owned and operated hotels in Florida and New England." Those same connections (B&M's financing of Henry's purchase, and Dartmouth's financing of 1938 hurricane repairs) had McLane's law firm involved with the Mount Washington Railway, especially when liability cases cropped up. For instance, Judge and his 30-year old son *(now a lawyer in dad's firm)* went to Mount Washington in August 1946 to investigate the collision of a runaway flatcar from the summit that struck a passenger train near Lizzie's injuring seventeen people. *(See Appendix - Flatcar Collision)* "A flatcar used for hauling supplies," writes the son, "had been left at the top for unloading supplies and loading trash to be brought back down. A cold front with high winds hit the mountain and somehow started the flatcar moving down the tracks, accelerating as it went. About a quarter of a mile from the summit, it crashed into the passenger car... making a jumble of car seats, windows, wood, and passengers, who were sprayed with the contents of the trash barrels as they were catapulted into the wrecked car. Fortunately, there were no fatalities. There was no evidence of malicious or intentional misconduct. Settlements were eventually made with all injured passengers." The McLane law firm was also involved in railway ownership succession discussions. "As Henry got older, he wanted to make possible for Arthur to buy the company. In October 1950, Judge met with Henry and Dartmouth College to see what might be worked out. The transaction was not consummated before Henry's death in October 1951. The college received the stock from Henry's estate, and Arthur ran the railway for the college. John Carleton (of the McLane firm) was counsel for the cog railway. About 1960, Ken



Judge McLane - McLane Family Collection

Graf (of the firm) represented the college in the sale (of the railway, but not the summit property) to Arthur Teague. In spite of conflict questions that were raised and waived, Arthur Teague asked Jack Middleton to represent him, which he did. Jack represented the cog railway for the next twenty-five years until Ellen, Arthur's widow sold it." McLane Jr. writes "Arthur had never carried (liability insurance due to its expense) although Jack Middleton and the accountant (Tony Poltrack) had urged him to." Insurance was part of the discussion at the board of directors meeting the morning of the day that Arthur Teague committed suicide. When Ellen took over the railroad, McLane Jr. says "Ellen authorized Jack to obtain coverage, which he did, buying two policies providing over $1 million coverage. Just over a month later, there was a serious train crash on the mountain in which eight passengers were killed and about eighty injured. All claims were settled within the policy limits. The McLane law firm connection with the railroad came to an end" when the railway was sold in 1982.

Back to the Party: "Col. (Henry) Teague *(right)* refused to let the event interfere with his preparations for launching another banner season *(1940)* at one of the world's most unique, interesting and thrilling recreational attractions. The Colonel's career has been a busy one. He was born on Mt. Desert Island, Me., June 2, 1875, the son of Capt. and Mrs. George E. Teague. The name "Teague" is rich in ancestral prestige, his mother descending from John and Priscilla Alden, and Captain Teague a descendant of Ephraim Bunker who owned Bunker Hill. Colonel Teague lived in Main 18 years, later graduating from the Gloucester (Mass.) High school and Dartmouth. He is proud of the fact he holds the first degree awarded at the Amos Tuck School of Finance in 1901. His business career has also been colorful. Since taking over the cog railroad, he has quadrupled the business of the mountain ride, carrying 29,000 passengers last year alone, from May 30 to October 12. The yearly average has been 25,000 under his management. Associated with him is Arthur Teague, of no blood relation, for the past six years vice president and general manager of the road." *- Littleton Courier - Thu, Jun 6, 1940 pg. 1 & 12*



Col. Henry N. Teague (1940)
- Littleton Courier

June 8th

Graduation Trip: "On Saturday *(6/8)* the graduating class of Pike High School, together with their teacher, Vladimir Leskowitz, made an automobile trip through the White Mountains, visiting the following points of interest: view from Hotel Look-off, Sugar Hill; Mt. Washington hotel; ascent of Mount Washington via the Cog Railway, and lunch on top of the mountain; Crawford notch, Pinkham notch, White Mountains highway; viewed the President range from all directions; ascent of Cannon mountain by the Aerial Tramway; viewed the Old Man of the Mountains, also Indian Head, returning home via Lost River. The following are the members of the graduating class, Miss Priscilla White, Howard Hall, roy Thompson, Alva Winchester, Roland Ford, Olin Brooks, Jr., and Burton Brooks."

- Littleton Courier - Thu, Jun 13, 1940

June 15th

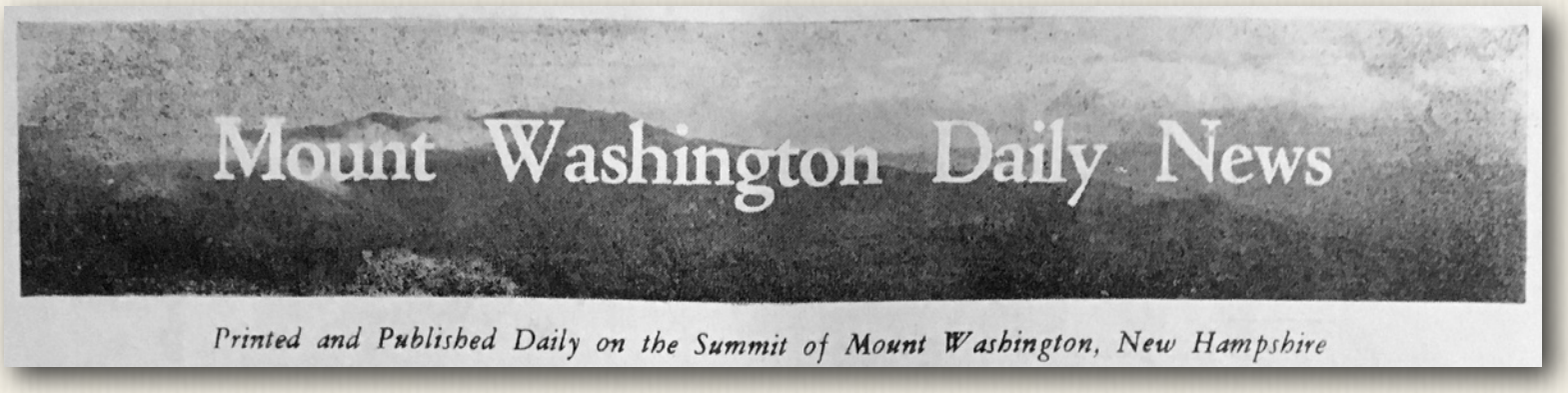
Wollaston Man to Edit Mt. Wash News: "Published daily more than 6000 feet above sea-level, the *Mt. Washington Daily News*, New England's high altitude newspaper, will be edited this year by Richard W. Warlisle of 167 Warren Avenue, Wollaston, Mass. Announcement was made by Col. Henry N. Teague, president and treasurer of the Mt. Washington Cog Railway company, operators of the famous cog railroad, now entering its 73 season. Colonel Teague said the paper will carry the names of all persons making the trip, as well as other pertinent information on the mountain, railroad, summit house and observatory."

- Quincy (MA) Patriot Ledger - Sat, Jun 15, 1940 pg. 20

June 30th

The Mt. Washington Daily News debuts: The daily newspaper was the brainchild of Massachusetts pressman, Richard W. Carlisle who worked at the Summit House in 1936 as a "night engineer." Carlisle explained the paper's origin in a February 1973 letter to the Appalachian Mountain Club when he donated 35 different issues for June, July and August of 1940, the only summer the paper was published. "The paper was sponsored by summit & railway owner Henry N. Teague," wrote Carlisle. "I put the proposition to him in April, 1940, and he accepted immediately. I quit my job as a newspaper pressman, bought a hand-operated proof press, three fonts of type and other printing paraphernalia." While 27 issues of the dime daily are missing, Car-

lisle's production workflow was such that very little information is missing. "In Boston, I prepared three pages of the paper and had many copies printed, leaving the front page blank. I arrived at the Summit House... in mid-June and published the first issue June 30. Each day I would scratch about the summit for the next day's lead story. Then I composed it in handset type (a skill I had acquired as a job printer) and re-arranged the front page, throwing the oldest story back into the type case. Early the next morning I would visit the observatory for the latest summit weather forecast which the staff would obtain from a former summit observer, Salvatore Pagliuca at the Boston Weather Bureau. Then, before breakfast, I printed the day's edition, the number of copies depending on my estimate of the day's tourist total. The entire venture was a failure in direct financial return, but, indirectly, the summer's work landed me a job with *The Patriot Ledger* where I have been ever since."


Mount Washington Daily News

Printed and Published Daily on the Summit of Mount Washington, New Hampshire

Volume One Number One included a report that waiters at the top of New England did more than deliver food. ***Waiters Build New Summit "Look-off" Paths:*** "No landscaping needs to be done to Mt. Washington. But at the summit where the receding ice-cap pushed the rocks around with playful abandon, a certain amount of re-adjusting is necessary to make it easier for visitors to reach the points of interest. So every year during pre-season the waiters of the Mt. Washington Club construct and repair the summit paths. This year they have made an excellent path to the observatory. This task included the moving of several rocks and the transportation of 69 bushels of cinder fill. An observation area at the western edge of the summit, with a path leading to it, is nearly done."

But Carlisle, in a 1975 reminiscence reported there was more to the new Summit "Look-off" path story: "The Summer of 1940 - what a summer! I had the top newspaper job east of the Mississippi. My head was in the clouds," writes Carlisle. "In fact, most of the summer I was entirely in the clouds. I was editor-printer of a daily newspaper atop Mount Washington, 6293 feet above sea level. You say No! That mountain's 6288 feet high. You are wrong, because 1 can show you right in print, in the *Mount Washington Daily News*, that the correct figure is 6293. Why? Because Henry N. Teague (not to be confused with his successor Arthur Teague) said so. And he owned the Summit. Even though the United States Geodetic Survey map had come out in 1938 with the figure of 6288 feet, Colonel (honorary as opposed to his successor's genuine title) Teague had a large supply of Summit Club literature and various signs already printed with 6293, and he liked the sound of the number and disliked spending money for reprinting. So, in that summer of 1940, Col. Teague had the waiters build a new path around the Summit House to the side of Tiptop House where the geographical summit was purported to be. Later, I was told by one of the waiters that the five-foot pile of boulders they had cleared from the path did not get to the Summit accidentally."

After reviewing the newspapers in the AMC archives, the *Cog Clatter* publisher appreciates editor Carlisle's ingenuity at keeping his daily news hole at a very manageable size and notes his weekly paper in 1966-1967 sold for the same price as the 1940s daily - 10-cents. The *Clatter* publisher is also envious at how many of the stories


Have you heard about the

Mount Washington Daily News

"New England's High Altitude Newspaper"

?

Printed and published DAILY at the summit of Mount Washington, 6293 feet above sea level, and containing

PICTURES, FEATURE ARTICLES AND NEWS OF MOUNT WASHINGTON

The Perfect Souvenir of your visit

SUMMIT EDITION - 10c COPY
FREE MAILING ENVELOPE

★TIPTOP EDITION - 25c COPY
POSTPAID

10c EACH FOR EXTRA COPIES

★YOUR NAME printed with big type in the MAIN HEADLINE of the Tiptop Edition. The headline is over a news item that mentions you as a distinguished guest.

On sale at the Gift Shop on the Summit of Mount Washington

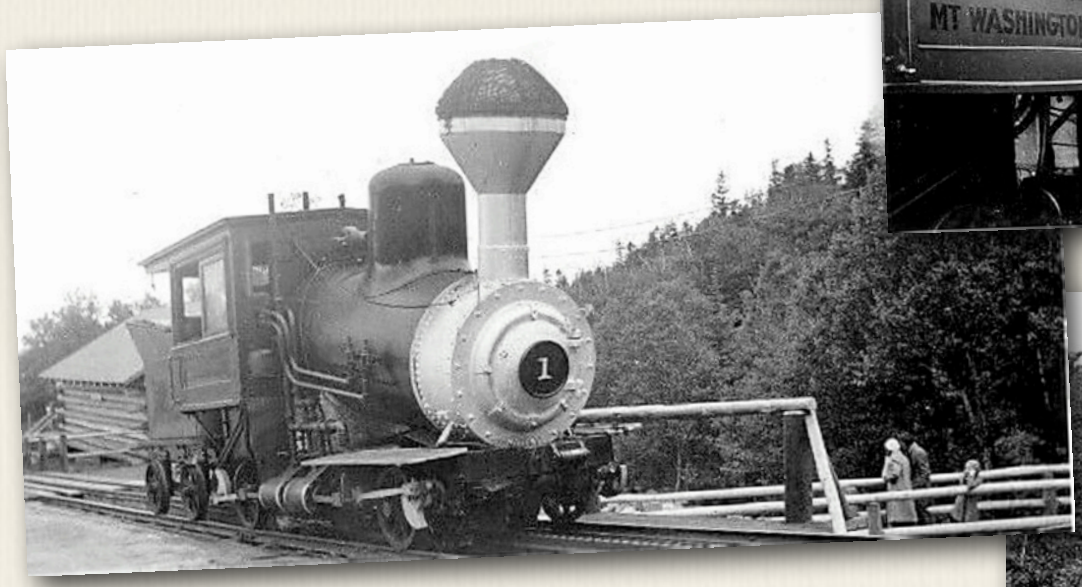
- Rob Bermudes Jr. Collection













New Viewers - Not Riders: *Generations pass... their curators gone... cherished photo scrapbooks move out of the family and into the public realm without key elements of the story behind the images. Conrad Ekstrom Jr. shares "a group of old b/w photo's of someone's visit to the COG... Photographer ? Enjoy!" on Facebook. Jitney Jr. thinks the woman on the platform and the man appearing in two engine photos were the tourists who made the images... and he thinks they, like many others, drove to the Base on a Tuesday ahead of the 4th of July holiday, watched the trains operate... took these pictures but did not buy a ticket because their last image was an empty platform and the train chugging up Cold Spring Hill. (1940)*

- Conrad Ekstrom Jr. Collection / Railway to the Moon FB page

"broken" in the *Mount Washington Daily News* were picked up by the wire services and printed in other papers around the country.

July 6th

Summit Work Aids Students Thru College by Arthur Lamoureaux: Colonel Henry N. Teague, president of the Mount Washington Club, each summer employees many college students as waiters on the summit, thus enabling them to secure an advanced education. Summit visitors are aware that the Club employs the more intelligent and ambitious sort of young men and enjoy contacts with them. Among the colleges represented are Dartmouth, Colorado U., Hamilton, New Hampshire U., Tufts, Bowdoin, Middlebury, Notre Dame, Harvard, Maryland U., Bates, McGill, Cornell, Morris Harvey, Wentworth, Trinity, N.E. Conservatory of Music, Keene Normal, Northeaster, South Carolina U., Washington and Lee, Holy Cross, and Tufts Medical.

- Mount Washington Daily News - Sat July 6, 1940

"Sir Harry Oakes, Canadian mining magnate discusses plan for electric railway and magnificent hotel on summit with Col. Henry Teague. Blueprints were reportedly being developed when Sir Harry was murdered in the Bahamas. He and the plan died." *- Story of Mt Washington*

July 8th

Bretton Woods Boys' Choir Visits Summit: Ride Up Cog Railway To Spend Night as the Guests of Col. Teague – The famous Bretton Woods Boys' Choir journeyed up the Cog Railway Monday to spend the night at the Mt. Washington Club as guests of Colonel Henry N. Teague, the club's president. Mr. Frank Hancock, director of the choir, says that the boys will return in two weeks to present a special concert at the top of New England. *- Mount Washington Daily News - Tue, July 9, 1940*

July 10th

The Mt. Washington Daily News, unique newspaper published by Col. Henry Teague on the summit of New Hampshire's loftiest peak, today announced an editorial policy designed to sooth tattered nerves. Colonel Teague, in a page one box, said there will be no news of war or politics in the columns of his paper.

- AP story printed in Portsmouth Herald - Wed July 10, 1940 pg.10

July 11th

Nat'l Railways & Utilities Regulators: "Committees on depreciation and statistics and accounts of the National Association of Railway and Utilities Commissioners met here *(in Concord)* tonight, with the New Hampshire Public Service Commission as host. Nelson L. Smith, chairman of the New Hampshire commission and past president of the national association, led the depreciation group, and Fred Kelinman of Illinois was chairman of the other committee. Friday *(7/12)* and Saturday *(7/13)* the group will visit the dam at Fifteen Mile Falls in Monroe, the power ship *Jacona* at Portsmouth and the Mount Washington cog railway."

- Boston Globe - Thu, Jul 11, 1940 pg 22

July 12th

Pelton Water Wheel Pumps to Summit: "How water tumbling down Mount Washington is used to drive other water up the mountain, an innovation this season (1940), is explained by Col. Henry N. Teague, president of the Mount Washington Cog railway and the Mount Washington club. Water rushed down the mountainside in streamlets to the Ammonoosuc river where it is dammed at an altitude of 2,6000 feet. From the dam it is piped down a 270-foot drop in altitude to the water wheel, a 24-inch Pelton water motor located in the engine house of the Mt. Washington Cog railway at the Base Station. V-belts connect the water motor with a Verticle Triplex pump that forces other water from clear cold springs up three and one-half miles to the Summit through a high pressure pipe bolted to the roadbed of the cog railway. At the summit, 6,293 feet above sea level, the water is stored in tanks to be used by the Mt. Washington Club, the mountain-top hotel, for domestic purposes and fire protection. The pump built to withstand 1,800 pounds of pressure and deliver 11 gallons a minute, runs 24 hours a day. It replaces two powerful steam pumps, installed in 1911, that ran 12 hours a day."

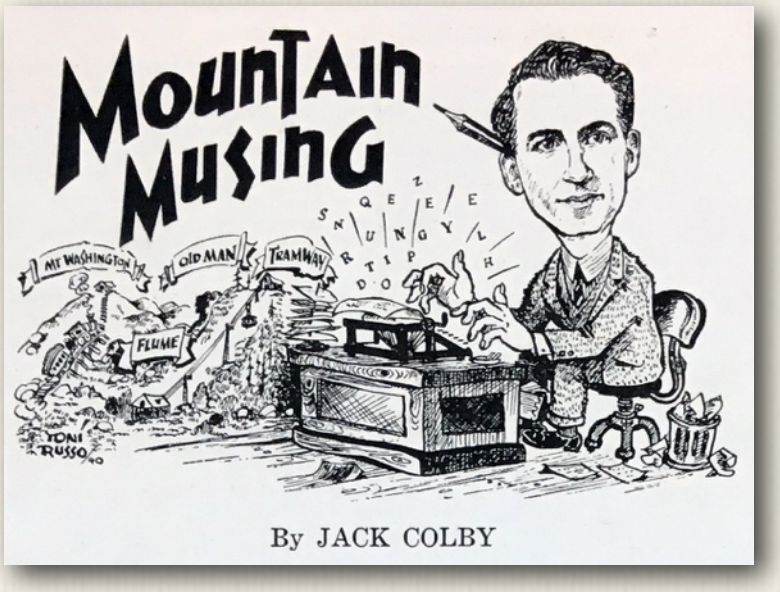
- Littleton Courier - Thu, Jul 12, 1940 pg. 12

July 18th

When Henry Met Arthur: Columnist Jack Colby in his *Mountain Musing* feature tapped the *Mount Washington Daily News* for weekly fodder. The previous Devil's Shingle, Mike Boyce and the Grangers' service record

items all found their way into the breezy feature of the *Littleton Courier.* However the following appears to be some original reportage: "Col. Henry N. Teague of the Mt. Washington Cog RR was visiting Clemson Military college in South Carolina seven or eight years ago, and a faculty member asked if he wouldn't like to meet another Teague - Captain Arthur Teague of one of the school's companies. That introduction led to Arthur's high-hiking (one single ride from Baltimore to Bretton Woods) to the Cog Railroad that next summer where he started working for the Colonel as an information boy at the Base Station. In four years' time he became manager of one of the world's most unique railway... There's no relation between Arthur and Henry!"

- Littleton Courier - Thu, July 18, 1940 pg. 6



July 20th

Multi-Lingual Brakeman: "If you speak Turkish you'll be right at home on the Mt. Washington cog railway this summer, for brakeman 'Jack' H.T. Kessler, 22, lists that as one of four languages he speaks. The others are German, French and English." While that blurb was printed July 20th in the *Portsmouth (N.H.) Herald* on page 6, it did not contain the rest of the story as it appeared earlier that week in the *Mount Washington Daily News* in its Tip-Top-ics column. "Expert linguist as well as A-1 brakeman is 'Jack' H. T. Kessler, Cog Railway employee. He speaks German, Turkish, French, and American. Jack left his native Germany in 1933. His ideas of liberty and Hitler's political system were incompatible. He went to Turkey where he lived until 1938, picking up the Turkish and French languages. In this country two years he sounds more like a Yankee than do many natives. Jack is studying for an A.B. at Hamilton College, Clinton, N.Y. He plans to take up a career of teaching and research."

Helping College Boys: Kessler's story became part of Dartmouth College student Robert Varney's 1942 history paper when Varney discusses the old Colonel's hiring practices without naming Kessler. "It is impossible to tell how many boys Colonel Teague has helped to go through College at one time or another. There have been times when the Mount Washington Railway has looked like a training ground for the next year's Dartmouth football team. One of the boys whom the Colonel has assisted was a German boy whose father fled Germany in 1932. He had been a professor at Jena and Heidelberg, and was mixed in politics in a mild professorial way. He fled to Instanbul, and has been at the university there ever since that time. His son came to this country in 1938, and he went to work at the railway almost as soon as he came to the country, even before he spoke English well enough to be understood. He was at the railway for three seasons, and at the end of the last one, he said that all of his success and happiness in this country he owed to the Colonel because he had done so much to make life easier for the boy. Yet in all the time that the boy was at the railway, the Colonel almost never spoke to him." *- See Appendix: Brakeman - Almost a Spy? for more about Kessler's life*

July 25th

Mountain Musing - USPS: Columnist Jack Colby's page six feature also told the tale of linguist Jack Kessler this week. But Colby also included a piece on postage. "Unique among all United States postoffices is the one situated at the summit of Mount Washington. Letters and postcards mailed from there bear the Mt. Washington postmark, proof that they are mailed 6,293 feet above sea level, highest point in northeastern United States. Envelopes with this postmark are treasured by philatelists. Postmaster for this "postoffice among the clouds" is Col. Henry N. Teague, president of the Mt. Washington Cog Railway."

- Littleton Courier - Thu, Jul 25, 1940 pg. 6

July 26th

Four to 400 People Live at Top of New England: Up among the clouds, over-looking New England, is the highest populated area in the East, Mt. Washington's summit cone. This area also has the most variable population – four to 400, with a density of one to 100 per square mile. All year at least four meteorologists and radio experts live at the Observatory. They hold the summit despite the sub-zero temperatures and super-hurricane winds of the long winter. From June to October the Mount Washington Club, with its many employ-



***"Summit meeting,** July 29, 1940, of Frank H. Burt, editor [1899-1907] of famed Among The Clouds, and Richard W. Carlisle, editor of Mount Washington Daily News."*
- Carlisle photo/Rob Bermudes Jr. Collection

ees, brings the "permanent" population to about 50. Guests of the Club and other visitors account for temporary totals of 400 or more. Many thousands visit the summit each year.

- Mount Washington Daily News - Fri, July 26, 1940

August 1st

Mountain Musing - Happy Travelers: "A party stopped at a Groveton (NH) filling station to inquire about a scenic drive and were sent to the Mt. Washington Cog railway. they liked the trek to the top of New England so much they went out of their way 25 miles to return to Groveton and express their appreciation to the station attendants... The Cog Road is ahead of last year in business volume, Mgr. Art Teague says. The summit of Mt. Washington offers a cooling refuge from city heat - the temperature in the summer averages 50 degrees, 20 degrees less than the seaboard average."

- Littleton Courier - Thu, Aug 1, 1940 pg. 6

August 6th

New Uniforms Brighten Club & Cog Railway: Conductors and brakemen of the Cog Railway now "shine" in smart green uniforms, tailored perfectly. Thus the Cog Railway becomes the best-dressed as well as the most thrilling and safest railway in the world. Mt. Washington Club employees are losing no time in following suit with similar uniforms which will add to the atmosphere of the Club.

- Mount Washington Daily News - Tue, Aug 6, 1940

Forest Fire Snuffed Out Quickly: "A forest fire in heavy softwood slash in Bretton Woods, one-half mile up Halfway brook from the Base Station road, on Tuesday, August 6, was stopped by the prompt action of Oscar Rines' logging crews and held to less than one-quarter acre in size. It is estimated that the fire started at 8:20 a.,. The smoke was seen at 8:25 a.m., both by John Smith, a logger, and "Ben" Gonyer, Mt. Hale Lookout. Each of these men started action at once. Smith, who was about 500 feet from the fire ran to it with three companions and started work, at the same time sending one man for more help. Gonyer made a report Maurice Aldrich, Littleton dispatcher, who sent Warden Arthur Teague from the Base Station of the cog railway, the Forest Service fire truck from Twin Mountain, and notified State District Chief Thomas Kane and the writer, Ranger Shirley. A line was cleared and raked around the fire and it was watered out with the portable pumper from the fire truck. Seventeen men of the logging crews worked hard to move brush from the path of the fire fast enough to check the initial spread. A careless smoker started this fire which, if the luck had been different, would probably have had devastating results." *- Littleton Courier - Thu, Aug 15, 1940 pg. 9*

August 9th

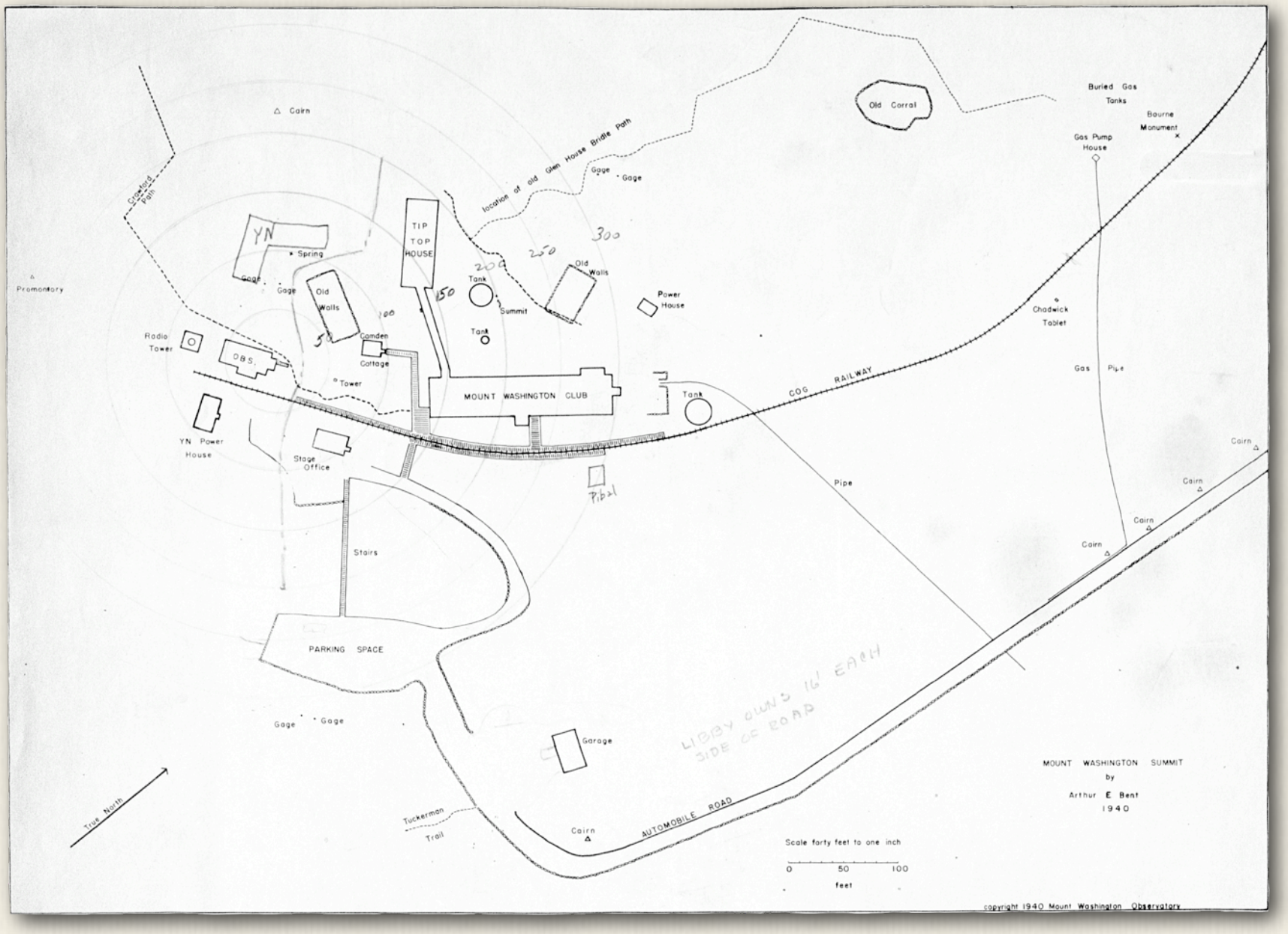
Henry's Former Farm Sold: "Mr. and Mrs. J. Ritchie Kimball of Bernardsville, N.J., have purchased from the Williamstown Savings bank the former Henry N. Teague farm in Torrey's Woods road, off the Taconic trail. It is understood that they intend to build a new residence at a point northwest of the present farmhouse which was included in the transaction. In addition to the 10-room farmhouse, the sale includes about 190 acres of land. While Mr. Teague, now president of the Mt. Washington Cog Railway in New Hampshire, leased and managed the former Greylock hotel at Main and North streets much of the fresh fruit and vegetables that were placed on the tables there came from the farm. Two of three mountain brooks cross the wide acreage and across the road from the farmhouse is located a large pond. Most of the land is covered with woods but the acres surrounding the farmhouse have been used for field and garden crops. Mr. Kimball is a partner in an investment house in Wall street."

- North Adams (MA) Transcript - Fri, Aug 9, 1940 pg. 9 & Wilmington (VT) Deerfield Valley Times - Fri, Aug 16, 1940 pg. 4

August 10th

Tip-Top-ics: Here is why there are workmen, trucks, digging equipment and miscellaneous supplies on the northeast slope of the summit cone near the Lizzie Bourne monument: To insure safe storage of a dependable

1940



fuel supply for the radio station power plant, the Yankee Network is burying ten large tanks, with capacity totaling 25,000 gallons, just north of the Lizzie Bourne monument, to be pumped to the summit as needed.

- Mount Washington Daily News - Sat, Aug 10, 1940

August 15th

Cog Travel Increases: "Tourist travel on the Mt. Washington Cog Railroad, which climbs to the top of New England's highest mountain was better in July this year than in the same month of last year according to an announcement by Colonel Henry N. Teague, president of the railway. Colonel Teague, in making public the railroad figures for July, said that up to August 1 this year traffic and down the mountain on the Cog Railroad was 8% better than that of the same period in 1939. Over-night patronage at the Summit House hotel located at the top of the mountain, Colonel Teague said was up 15% this July as compared with July last year. He said that checks of the registration plates of automobiles visiting the parking area at the Marshfield station this year disclose that in July over 97% were registered outside of New Hampshire."

- Littleton Courier - Thu, Aug 15, 1940 pg. 6

August 21st

Noted Inventor Visits Summit: Major Edwin H. Armstrong, radio inventor second only to Marconi, was on the summit recently to check on the installation here of the FM static-less radio transmitter, one of his inventions. He also invented the circuit that made loud-speakers possible and developed the modern super-heterodyne radio. Major Armstrong is Professor of Electrical Engineering at Columbia University. *(Armstrong is featured and Mt. Washington mentioned in the Ken Burns' 1991 PBS documentary, Empire of the Air: The Men Who Made Radio.)* *- Mount Washington Daily News - Wed, Aug 21, 1940*

August 22nd

Mt. Washington Club Birthday: "Twenty-five years of the highest in New England hospitality at the Summit House, main building of the Mt. Washington club, hotel among the clouds on the summit of Mt. Wash-

ington, 6,293 feet above sea level, was observed recently. The present Summit House was completed August 14, 1915 to replace the old Summit House, a three-story hotel built in the early 70's and destroyed in the great fire of June, 1908, which swept the summit bare of all buildings except Tip Top House, now part of the Mt. Washington club. colonel Henry N. Teague, president of the Mt. Washington club, is also president of the Mt. Washington Cog Railway."

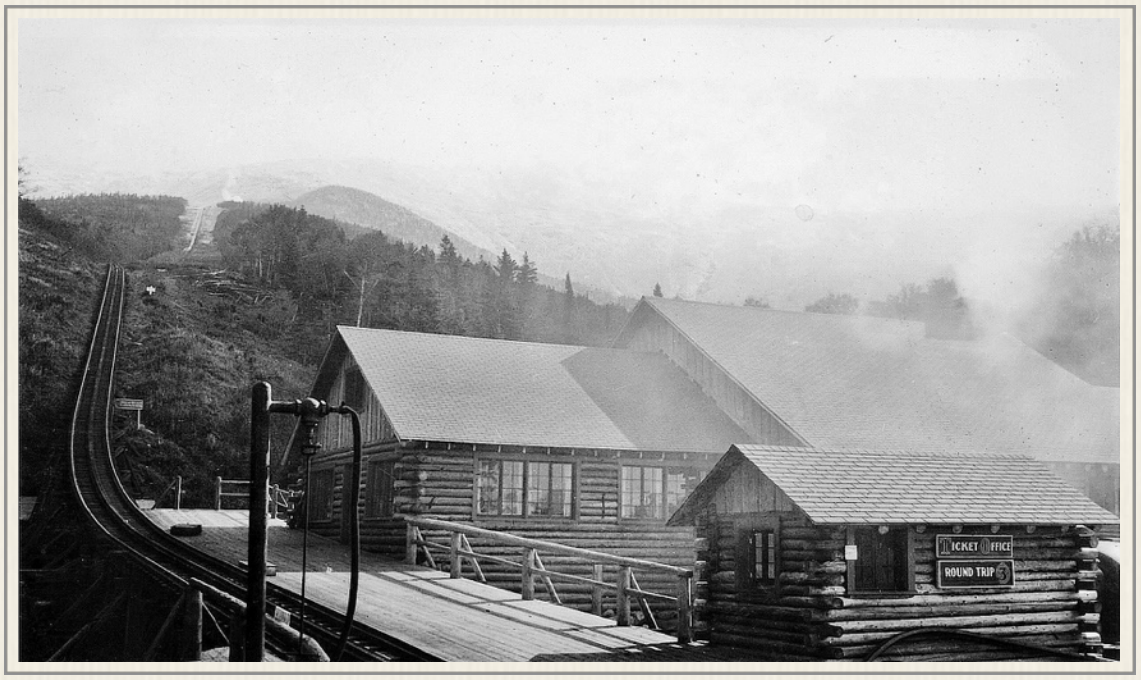
- Littleton Courier - Thu, Aug 22, 1940 pg. 12

September 12th

The Road to Lizzie's: *Mountain Musing* - "The Road to Lizzie has been built at the summit of Mt. Washington, running from the Lizzie Bourne monument to the toll road to facilitate radio station construction."

- Littleton Courier - Thu, Sep 12, 1940 pg. 6

White Mountains Radio Campaign: "Radio station WMEX in Boston will begin on September 12 with three daily broadcasts for the succeeding 12 days on the scenic and recreational attractions of the White Mountains. These broadcasts will be sponsored collectively by such attractions as the Mt. Washington Cog railway, the Cannon Mt. aerial tramway, the Flue, Polar Caves and other attractions, the white Mountains Region association and allied agencies interested in the development of the mountain area. The broadcasts, will exhort this region bedecked in fall foliage and offering such unique interest spots as the cog railroad and the tramway. The series is expected to touch thousands of conventionists in the vicinity of Boston." *- Littleton Courier - Thu, Sep 12, 1940*



Base Station on Friday, September 20, 1940. The Battle of Britain is winding down but wolf packs of German U-boats begin coordinated attacks against convoys heading for Britain on this day.
- Robert Girourd Collection / NH Then & Now

September 25th

Cabin Owners Overnight: "The fall session of the Northeastern Cabin Owners' association was held yesterday *(9/25)* at the Indian Head in Franconia notch, with Ray Gordon acting as host. Business was transacted with President Clarence E. Brown of Conway in charge. Following the meeting members and guests rode the cog railroad to the summit of Mt. Washington for an entertainment last night. The group left the mountain top today."

- Littleton Courier - Thu, Sep 26, 1940 pg. 12

September 26th

Eastern States Exposition: "With an attendance larger than ever before and going over the 300,000 mark, the Eastern States Exposition at Springfield, Mass., last week offered an opportunity for a wonderful display of the recreational opportunities and of the industries of the White Mountains region as a part of the the statewide exhibits in the New Hampshire building. These exhibits occupied the center of the building and included in the recreational showing were moving models of the Cannon mountain tramway and the Cranmore mountain skimobile, as well as displays of the top of Mt. Washington showing the automobile road and the cog railroad, with a colored replica of Colonel Teague's well-known carrier."

- Littleton Courier - Thu, Sep 26,1940

October 1st

Tourist Managers Tour: "Twenty-five Tourist Bureau managers from various parts of the country who have been located temporarily at the New York World's Fair on Tuesday *(10/1)* and Wednesday *(10/2)* made a tour of a Maine and New Hampshire as the guests of various northern New England recreational organizations. Tuesday noon they were greet by Governor Francis P. Murphy of New Hampshire and several of the Governor's Council on their arrival at North Conway and the entire party were the guests at luncheon of Harvey D.

Gibson at the Eastern Slope Inn. At the Marshfield station of the Mount Washington Cog railway they were the guests of Col. Henry N. Teague, president of the cog railway, and went by train to the top of the mountain. At Mount Washington the group was joined by A. G. Hazeltine, secretary of the White Mountain region association who showed the group about this territory."

- Littleton Courier - Thu, Oct 3, 1940 pg. 7

October 5th & 6th

N.H. Weekly Publishers White Mountain Sojourn: "Ideal weather conditions favored the outing of the New Hampshire Weekly Publishers' association held in Littleton and vicinity Saturday and Sunday, over 80 members, their wives and friends visiting the White Mountains for the occasion. The foliage was at its height as the visitors... devoted Sunday *(10/6)* to a trip up Mount Washington on the famous cog railway. A long line of association cars set off Sunday morning from Littleton, headed for the base of Mount Washington. There Colonel Henry N. Teague was waiting for them with special trains ready to show New Hampshire's weekly newspaper people just why the cog railway to the top of New England is an outstanding American attraction. Up the mountain went the party, as guests of Colonel Teague, and when they returned after a fine trip they went away convinced once again that the Granite State as well as Colonel Teague, himself, have a right to be proud of the cog railway. Most of the visitors had lunch at the new Base Station restaurant before starting home. Some went via Crawford Notch and en route visited the skimobile at North Conway."



Editors & Publishers of weekly newspapers throughout New Hampshire pose at the Base Station of the Mt, Washington Cog Railway, where they were the guests of Col. Henry N. Teague on a trip to the top of New England. Henry is seen at left in front row with cane. Engineer Mike Boyce is in the cab of the No. 6 Great Gulf while manager Arthur S. Teague stands on the tender step of the engine. (Oct 6, 1940)

- Littleton Courier

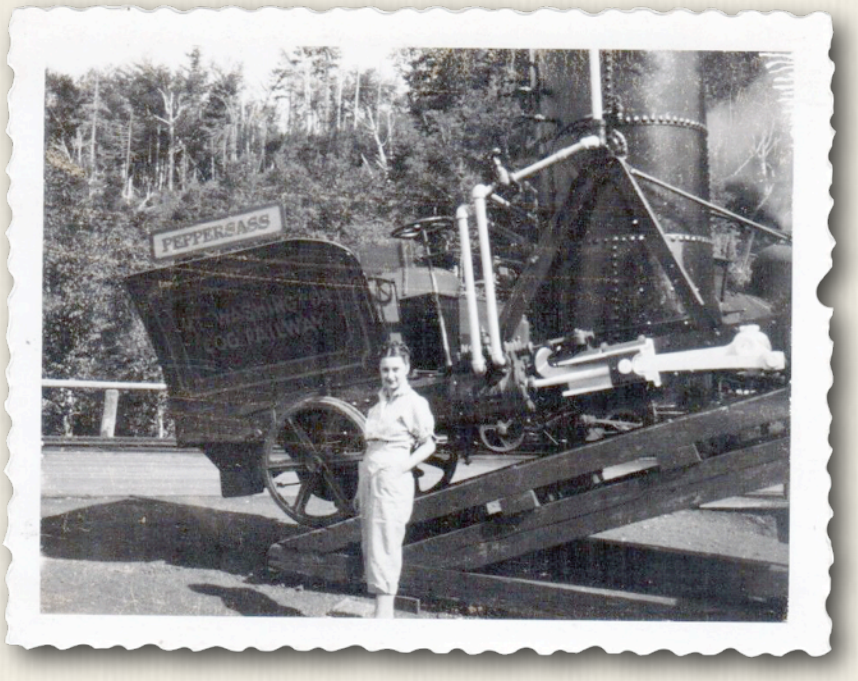
- Littleton Courier - Thu, Oct 10, 1940 pg. 1 & 9

N.H. Publishers Visit Beauty Spots: "It is an established fact that all good things must finally come to an end and so the fall outing program of the New Hampshire weekly publishers' association ended here early Sunday (10/6) afternoon after arrival of the "Publishers' Special" train from the top of the mountain. Some 60 publishers, their families and guests made up the party that was entertained by Colonel Teague, president of the Cog Railway, on the Sunday morning trip to the Tip-Top House. the trip was a thriller and while mist covered much of the surrounding rugged area, a fine view was had of nearby points of interest and the trip was thoroughly enjoyed by the group."

- Newport (VT) Daily Express - Mon, Oct 7, 1940 pg. 1

October 12th

A Connecticut Pre-Teen Tourista: The following is part of Doris Miner's vacation story in the Junior Day of this paper: "Doris L. Miner, 12, Norwich (CT) - We decided to start at Mount Washington and work down, as we saw the Old Man last year. One the side road that pointed to the Cog Railway, the car would hardly go. We all began to wonder what happened to the car. It was the difference in the atmosphere. The air was lighter. We were ready to turn around when we sighted the station. The trains were at the top of the mountain, so we were able to see them come down. When the people got off the train they didn't look very happy. One man was holding on to his stomach and another holding on to his head. We heard afterward it was all right going up but coming down wasn't. It was very hot at the base. We didn't get quite enough courage to go up to the top. We stayed there for about one hour, then started for Echo lake. We stopped to take a picture. We



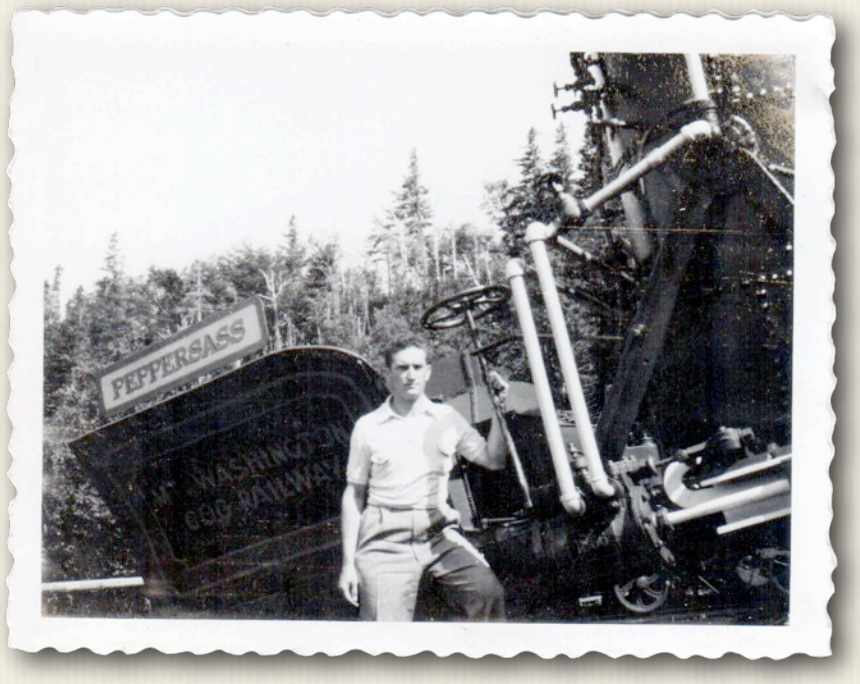
could see the Tramway from where we were parked. There were a couple of children in swimming at Echo lake. They hollered and their voice echoed, so we knew the lake was rightly named. We had a wonderful time. We hope to go again some time. I hope some time every Junior Day member and you will be able to see the wonderful sights of New Hampshire."

- The New London (CT) Day - Sat. Oct 12, 1940 pg. 8

October 13th

Cog Closes: "The Mt. Washington Cog railway closed another successful season on the 13th of October, and chalked up records 12 percent ahead of last season. It will reopen for the 1941 season on Memorial Day, May 30, it was announced this week."

- Littleton Courier - Thu, Oct 24, 1940



October 31st

Summit House Builder Dies: "Sylvanus D. Morgan, 83, of Lisbon, well known contractor and builder retired, died this morning *(10/31)* at his home on Highland avenue. He built a number of famous White Mountain hotels, during his long career, among them being the Hotel Lookoff at Sugar Hill and the former Profile House. He built the famous Summit House on Mount Washington, framing the structure at Lisbon and transporting it to the top of the peak, to complete the construction job in record time *(in 1915.)* Funeral services will be held at his home in Lisbon Sunday, November 3, at 3 p.m."

- Littleton Courier - Thu, Oct 31, 1940

December 3rd

"Loftiest" Newspaper Published in Clouds: Col. Henry Teague, proprietor of the Mt. Washington House, believes he now is publisher of the nation's loftiest publication. His four-page tabloid *Mt. Washington Daily News* featuring temperature notes and weather bulletins for his hotel patrons, is edited and published in the clouds on the 6,288-foot summit of New England's highest peak.

- UP story published in The (Sayre, PA) Evening Times - Tue, Dec 3, 1940 pg. 6

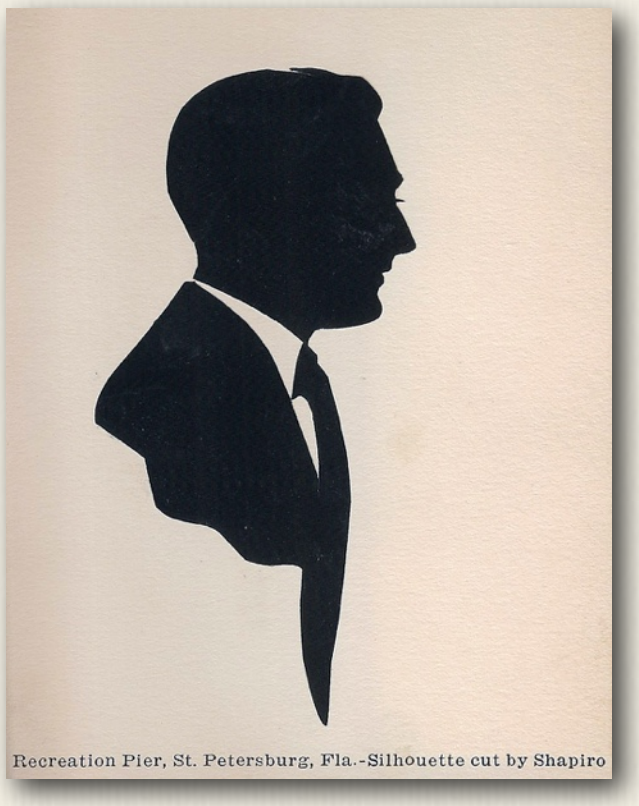
1941

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number - may include hotel operations. ***1941 Season*** - Operating Income: $82,385.65 - Operating expenses: $74,700.50

January 30th

NH Resorts Industries Tops 160: "The N. H. Resort Industries association, which was organized in October with headquarters at Plymouth, has now about 160 members with several large sections of the state yet to be canvassed. The association was formed for the purpose of uniting the various groups in the resort industries into a large and strong organization which can make its influence felt in different matters which are of interest to the entire recreational industry. There has been an excellent response from the various groups, some representative members being the Mt. Washington Cog railway, Polar Caves, the Tramway, the Hanover Inn... The three largest groups in the association are composed of cabins, hotels, and garages and service stations."

- Littleton Courier - Thu, Jan 30, 1941



Recreation Pier, St. Petersburg, Fla.-Silhouette cut by Shapiro

February 5th

Col. ***Henry Teague introduces*** his manager, ***Arthur*** Teague *(lright)* ***to Ellen*** Crawford at the Flamingo Hotel on Biscayne Bay in Florida . *- I Conquered My Mountain by Ellen Crawford Teague*

March 17th

Arthur Teague ***joins Army*** on March 17th

- I Conquered My Mountain by Ellen Crawford Teague

April 17th

Mountain Musing - AST Called Up: "Among those called up for a year's military training under the Selective Service Act is Arthur S. Teague, well known in the White Mountains region as manager of the Mt. Washington Cog railroad. Holding a commission, he becomes a first lieutenant in the 22nd Infantry, 4th Division, one of the new streamlined units at Fort Benning, Ga."

- Littleton Courier - Thu, Apr 17, 1941 pg. 4

April 29th

Col. Henry is Back North: "Colonel Henry N. Teague, president of the Mount Washington Cog Railway, has returned from Florida, where he spent the winter and was in Littleton, Tuesday *(4/29)*.

- Littleton Courier - Thu, May 1, 1941

May 8th

Opening Plans: "The Mt. Washington Cog railroad will reopen for another summer season soon, according to an announcement this week by Col. Henry N. Teague, returning for his 10th season as president of the world-famous mountain line The cog railroad will operate for the first time this year on Thursday, Friday, Saturday and Sunday, May 29, 30, 31 and June 1, constituting the Memorial Day holiday week end. It will operate trains on Sundays until June 15 when it will officially open on a summer schedule. Colonel Teague will again have full charge of the stellar recreational attraction, while his 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. Vincent Lopez returns to direct the restaurant and boarding house, Hollis Willard will be superintendent of the railroad and Wilbur Anderson and Harold Moon will have charge of the Summit House, as last year. The railroad crew begins putting the line into top shape on May 15, Colonel Teague added."

- Littleton Courier - Thu, May 8, 1941 pg. 1

May 15th

New Radio Building Planned: "The construction of a splendid new building to house all radio facilities at the peak of New England, and the stepping up of the power of equipment from 1,000 watts to 5,000 watts, are the major highlights of a news release obtained by the *Courier* this week regarding plans for development of radio broadcast station W39B on the summit of Mt. Washington. A. F. "Al" Sise, chief engineer on "FM", of the Yankee Network at Boston, Mass., includes in the announcement plans for the drilling of an artesian well through the crust of the highest mountain in the East. This spring workmen will actually attempt to sink an artesian well on the summit in the hope of getting a satisfactory water supply for the radio crew during the wintertime. Hitherto the men have had to rely on melted snow for water. The new station building on which construction will soon start will be fairly large, "L" shaped, 75 feet by 53 feet. It will be two stories high with a square cupola rising to a third story. The building will be located west of the old Tip Top House on land rented from Colonel Henry Teague's Mt. Washington Cog railway. Electric power for the radio transmitter is generated on the summit by means of diesel engines. Last summer the power plant was constructed which now houses two generators, one of 40 kilowatts capacity and one of 10 kilowatts. Space is provided to add another 40 kilowatt and another 10 kilowatt machine as well as a 10 kilowatt gasoline generator. These additional machines will be installed this summer. Underground storage facilities provide for 29,000 gallons of oil and 1,000 gallons of gasoline, a sufficient supply to last for one year. These underground tanks are located near Lizzie Bourne's monument, about 1,000 feet below the summit. Fuel is pumped to the summit by means of remotely controlled electric pumps. The new radio station building which will be completed this summer will house both the Yankee Network's radio equipment and a seven-man operating staff."

- Littleton Courier - Thu, May 15, 1941 pg. 1 &10

Boston & Maine Summer release time: Employees magazine says boilermaker helpers at the Billerica, Massachusetts shops, Pliney Granger and Floyd Williams will be working at the Mount Washington Railroad for the summer of 1941.

- B&M Employees Magazine - Summer 1941 pg. 44

May 22nd

Arthur Teague's Replacement: "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 *(right)*, 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 and has two children. He will live at the Base station this summer as he directs one of the best known recreational attractions in the country." *- Littleton Courier - Thu, May 22, 1941 pg. 1*

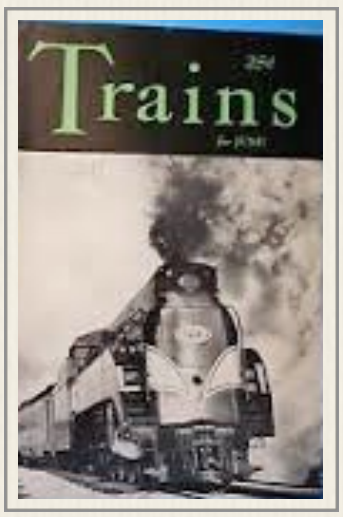


"Ozzie" Cowles
- Dartmouth College

May 23rd

Teague at Tuck Graduation: "The graduation exercises of the second year Tuck men were held yesterday in the auditorium on the school. Following Dean H. V. Olsen's address to the class, Dr. John Gile, trustee of the College, awarded the diplomas. Colonel Henry N. Teague, Dartmouth '00 and Tuck school '01. was the special guest. Forty years ago he was one of the four men who graduated at the first Tuck School Commencement."

- The Dartmouth (Hanover, N.H.) - Sat, May 24, 1941 pg. 1



June

"Geared to the Mountains" article by Lincoln Warren and H.S. Walker - TRAINS Magazine pgs 28-34

June 5th

Memorial Day Business: "One of the best Memorial Day week ends, from the viewpoint of both weather and tourist travel, was reported through the White Mountain Region. Highways were busy with traffic through Friday, Saturday and Sunday, and recrea-

tional attractions reported new records. At the Cannon Mt. aerial tramway in Franconia notch, 3,169 passengers were carried for the three-day period, topping all previous records for the sky-glide. At the Flue Reservation, it was reported that an all-time record number of visitors were attracted to the scenic wonderland, while the Mt Washington Cog railroad had heavy patronage."

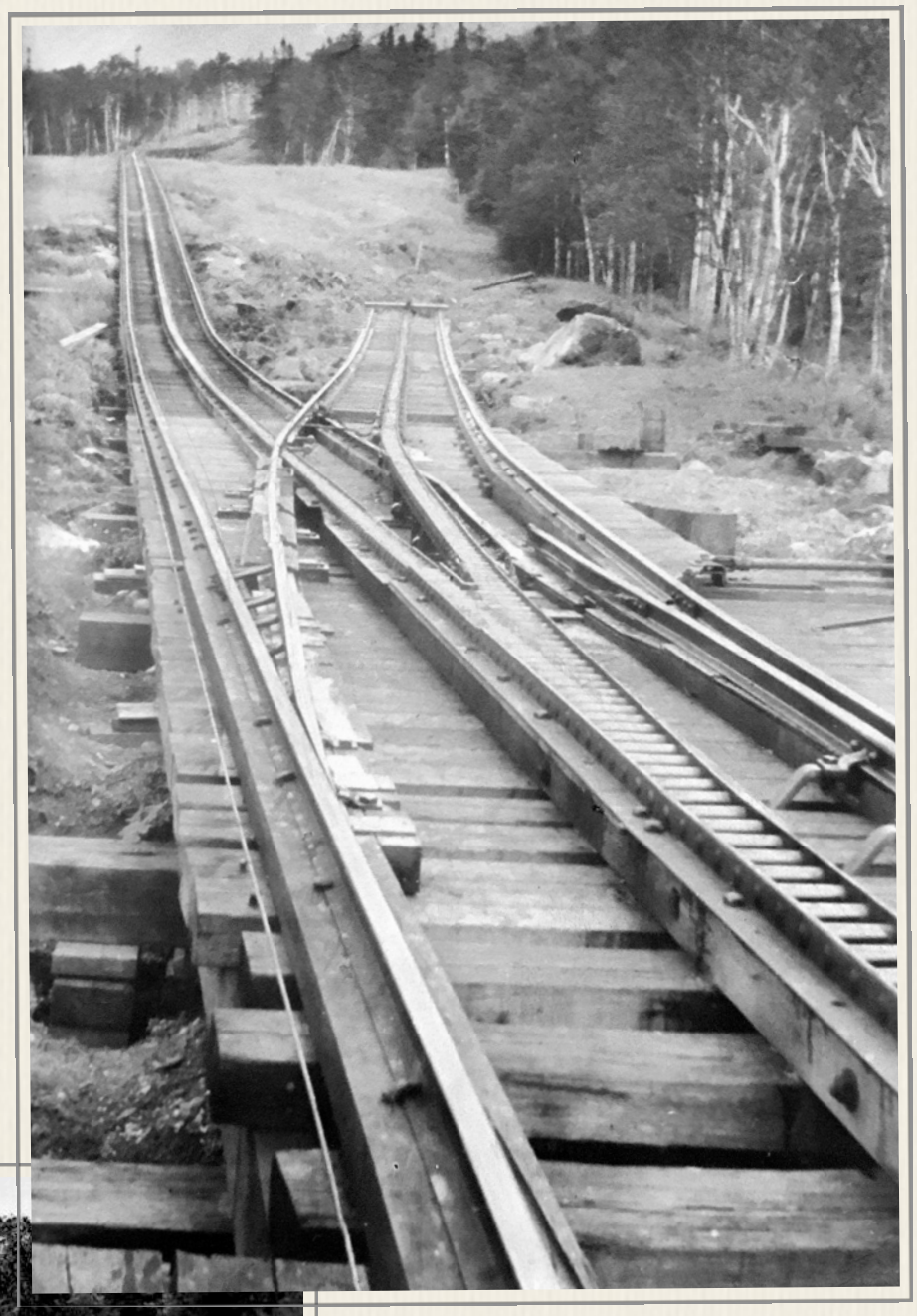
- Littleton Courier - Thu, Jun 5, 1941

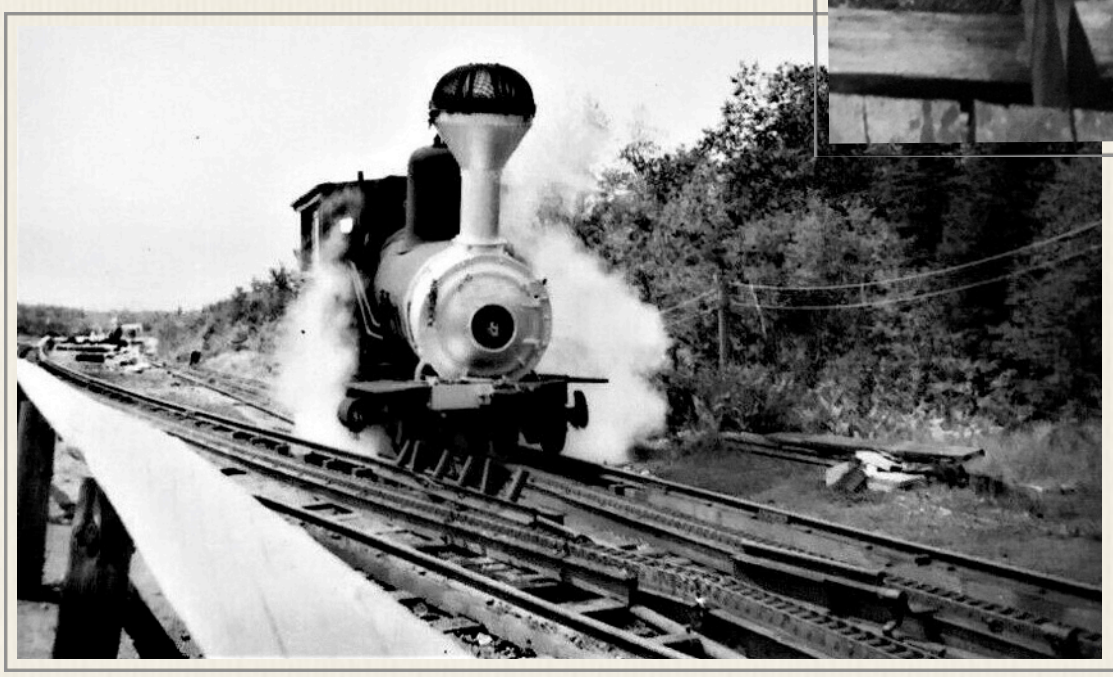


Lawrence Richardson (1969)
- Roy Kimball Photo

First of three switches is built at the Base. Switch at Waumbek Tank followed soon after. Arthur Teague had worked with Lawrence Richardson *(left)* chief mechanic of the B&M Engineering Department (who also rode partway up with *Old Peppersass* on its final run) to come up with the design *(below)* that would let the cog apparatus to cross-over, turn out and level off."

- Mt Washington Cog Railway pamphlet 1964/
www.cog-railway.com/03timeline.htm





No. 8 moves up through the new switch at the Base. Above right the switch at Waumbek (1940s)
- Conrad Ekxtrom J. Collection

June 12th

Special Dartmouth Rates: Colonel Henry N. Teague '00, president and treasurer of the Mount Washington Cog Railway is offering "a special rate of $2 to Dartmouth students and families during Commencement and the Hanover Holiday. The ride, taking passengers to the "top of New England," 6,293 feet above sea level, affords one of the best views of the White Mountains." *- The Dartmouth (Hanover, N.H.) - Thu, Jun 12, 1941 pg. 6*

June 18th

Alumni Excursion: "Tomorrow *(6/18)* will see an excursion to Mount Washington sponsored by Colonel Henry N. Teague '00. Luncheon and golfing at the Mountain View House in Whitefield, New Hampshire, will be in order at 1, and the Hanover Holiday Special of the famous Mount Washington cog railroad will leave the base station, near the Mountain View House, for the summit at 2:30 p.m. The charge for both the luncheon and the golfing privileges, Colonel Teague stated, will be $1.50, and the special rate for the round trip on the cog railway will be $2.00."

- The Dartmouth (Hanover, N.H.) - Tue, Jun 17, 1941 pg. 3

June 26th

Five Years of Promotion: "Mountain Musings: Noting that the Lakes Region association boasts of distributing 400,000 pieces of literature during the past five years, Col. Henry N. Teague of the Mt. Washington Cog railroad this week scoffed at the records, saying that more than 750,000 pieces have been distributed by his world-famous line during the same period... Incidentally, this printing was done by the *Courier*!"

- Littleton Courier - Thu, Jun 26, 1941

July 5th

Holiday Travel Records: "Vacationists hungry for recreational attractions flooded the White Mountains Region for the long Fourth of July week end, making it the biggest in history, according to officials of the White Mountains Region association and proprietors of various attractions and accommodations of all types. Hotels, cabins and tourists' homes were filled early, and late comers were, in many cases, forced either to sleep in their cars or find rooms in hotels in the larger cities which ordinarily do not enjoy this type of business. Some are reported to have traveled from the northern region as far south as Concord to secure rooms. Colonel Henry Teague's cog railroad to the top of Mount Washington had a record business for July 1 to 6, with 2,060 passengers. The largest previous record was 1,271 in 1937. It is estimated 10,000 people visited the base station Saturday *(7/5)*. Automobile registration plates noted in the newly-enlarged parking area at the base station included those of 33 states and two territories. The states included all those east of the Mississippi river except Alabama and Mississippi."

- Littleton Courier - Thu, Jul 10, 1941 pg. 1



Publicity photo of the new switch at Waumbek (1941)
- B&M Railroad Historical Society

July 10th

Timetables have been ***abolished*** on the Mt. Washington cog railroad, thanks to the development of a turnout and cross-over plan enabling the trains to pass one another. Baffled for years about a way to reduce the number of changes for passengers, engineers of the 72-year-old cog railway now have solved the traffic problem to the extent that trains can start up from the base station at Marshfield "every time the clock strikes." The turnouts, said Pres. Henry N. Teague, now require passengers to make only one change on the 3 and a half mile trip to the top of New England's tallest mountain. Elimination of the one change *(at Gulf tank with Skyline Switch)* is now being planned.

- Boston Daily Globe - July11, 1941 pg. 5

Random Cog Notes - Hut Expansion: "Col. Henry N. Teague has one of the finest log cabins in the North Country for his summer residence. However, he has found it too small to accommodate his many house guests, so this summer he is adding extensively to it. Upstairs there will be six new bedrooms, all with private baths and on the main floor a large dining room, kitchen and extra bedroom with lavatories and shower bath. In the basement will be a suite for the housekeeper. Altogether it will be a real swanky layout, located as it is at the base with a fine view of Mount Washington and the valley below."

Base Road Blasting: "The first of this week *(7/7)* the main road from Bretton Woods to the Base Station was closed with signs up "Men Blasting." Tourists thought it a peculiar time for the highway department to do work necessitating the closing of such an important road. Naturally it hurt business on the railroad. However, by this time *(7/10)* the highway is no doubt open again for travel."

Down at the Shops: "Probably few people realize that the Mount Washington railroad maintains a complete machine shop at the Base Station. Under the able direction of Pliney Granger, Sr., of Lisbon, seven men are kept busy all summer seeing to it that the rolling stock is kept in perfect condition. It is a known fact that all moving parts on the engines that ply daily up and down the mountain are replaced at least every three years.

1941

This week *(7/10)* one of the engines is having new pistons, new valves, new rings and a new crankshaft. No small job in itself. New in recent years are asbestos break linings that help give a smoother ride."

Plenty of Parking: "The parking space at Marshfield station has been doubled the past year as well as beautified. There is now room for literally hundreds of cars close by the station as well as in the cabin area above."

On Leave Shortly: "Capt. Arthur Teague, in recent years manager of the railroad for Colonel Teague, is now stationed at Fort Benning, Ga. He is soon to have a 10-day furlough and expects to visit New Hampshire. It is rumored that the employees of the Mount Washington railway are planning a "spread" for him when he arrives.

Announcing the Cog Story: "Over loudspeakers at the Marshfield station daily, the story of the building of the railroad is told to interested hearers. Littleton gets a mention through the naming of Sylvester Marsh, who 75 years ago lived in Litttleton and who had the brains and enthusiasm to build the cog railway to New England's highest peak. Incidentally Billy *(more like Bobby)* Varney, a Littleton boy, gives out the information."

- Littleton Courier - Thu, Jul 10, 1941 pg. 7



Ellen's first Cog postcard (above) and a notice at Summit House announcing ferry rides to Lakes of the Clouds were included in her scrapbook (1941)
- Anne Koop Collection



Manager Arthur Teague at Waumbek tank as train moves onto the new switch (1941)
- Anne Teague Koop Collection

July 15th

Art's First Furlough & Home to the Mountains: Ellen Crawford's scrapbook page: "Art & Col. (Henry) Teague surprised me by dropping in on me Tuesday, July 15th. We went to the Moon Room & had welsh rabbit! I was very happy. My first drive to the base of Mt. Washington & Col. Teague's Cabin. I love the smell of the mountain air. Art took me up the Cog Railway - Friday, July 18th. We sat out on the platform all the way up & back. We had real hot charcoal broiled lamb chops for lunch w/ french fried potatoes & coleslaw. Had our dessert at the Summit - apple pie & ice cream. We stayed up an hour and a quarter at the Summit."

- Teague Family archives

July 17th

Waumbek Switch Celebrated: "With much jubilation over successful completion of an engineering feat which has balked experts for two score years, Colonel Henry N. Teague, president of the road last week introduced a trainload of passengers to the innovation of two trains passing on the mountain-side - 3,000 feet up toward the summit. Simultaneously, Colonel Teague announced that the famous cog line, which has been carrying summertime traffic to and from the top of New England's highest mountain for 70-odd years, becomes the first railroad in the country to discard timetables (with trains leaving every hour on the hour.) For many years those connected with the line have envisioned a means of permitting two or more trains to complete the run without the necessity of transferring passengers. It took the ingenious planning of Colonel Teague and engi-



Waumbek Switch operational: Passenger trains pass at the first "turnout" on the mountain (1941)
- Boston & Maine Railroad Historical Society

neers of the Boston & Maine railroad to finally devise a method of allowing trains to pass while enroute, and the feat has been accomplished in one section of the 3½ mile ride. "Passing turnouts" on railroads have been commonplace for years but the situation on the cog railway entailed two baffling problems - first how to get the cog apparatus which protects the tiny trains during the ascent and descent of the mountain to "cross-over" and second how to "level off" and "turn-out" on the mountainside sufficiently so that it would operate safely and satisfactorily. Colonel Teague for many years has visualized the day when the tiny trains consisting of a single coach and locomotive could pass during the trip and make possible the operation of more service. He enlisted the aid of the Engineering department of the Boston & Maine railroad and late last year, after many discouraging experiments and failures, a "fool-proof" turnout was developed which operated successfully on scores of trials on level ground at the base of the mountain. There were those who scoffed a suggestions it would work at Waumbek - a third of the way up the mountain. Since snow went off this spring the Mt. Washington Cog railway forces, with the aid of Boston & Maine engineering experts, have been constructing this ingenious device at Waumbek and after a series of exhaustive final tests the "turnout" was pronounced ready for service. The gauge of the Mt. Washington Cog railway is a bit wider than standard railroad gauge and has the additional cog rail in the middle. The device by which the cog trains now can be switched for passing is a complicated-appearing arrangement but one which can successfully be operated by one man. It takes less than five minutes for the "shiftover" and the passing of two trains. Levers fold over a section of the cog rail and also the wheel-carrying rails, and as soon as one train has passed the levers are quickly thrown so that the passing train progresses. It is believed to be the first successful turnout on a mountain railroad. Colonel Teague said, "We shall still have to transfer passengers once enroute - at Skyline station - but next year we shall have two more of these passing turnouts in operation and passengers will then be able to go from base to summit without a change of cars. Even with this one turnout we shall be able to operate 11 round trips every day this summer."

- Littleton Courier - Thu, Jul 17, 1941 pg. 1 & 3 / Bangor (ME) Daily News - Fri, Jul 11, 1942 pg. 1

The "Ratcheteer" & No N.H. Cars: Mountain Musing - "The Mt. Washington Hotel publicity source refers to Col. Henry N. Teague, president of the Mt. Washington Cog railroad, as "American's leading ratcheteer, a benign high priest presiding over an altar of scenic majesty" and "At the Mt. Washington Cog Railroad Base Station, recently, the enlarged parking area was jammed with autos from all parts of the country, representing about every state in the Union - except N.H.!"

- Littleton Courier - Thu, Jul 17, 1941 pg. 10

July 22nd

Party Guests: "Miss Ellen Crawford and Miss Isabel L. Beckurts, of Haverford, who are with Mrs. Charles L. Beckurts at the Mountain View for the summer, were guests at a cocktail party given in Miss Beckurts' honor by Mr. Joseph Reybuch on Wednesday *(7/23)*. Miss Crawford on Tuesday evening *(7/22)* attended the dance at The Moon Room of the Mount Washington, Bretton Woods, given by Capt. Arthur Teague, U.S.N."

- Philadelphia Inquirer - Sun, Jul 27, 1941 pg. 108

July 28th

Into the Lions Den: "Col. Henry N. Teague, referred to as "the leading ratcheteer of the White Mountains" and hustling president and promoter of the famous Mt. Washington Cog railroad, was guest speaker

Monday *(7/28)* night at a regular session of the Littleton Lions club held at Lee's hotel in Littleton. In his brisk manner, Colonel Teague told of his history in connection with the famous cog railroad, of which he has been president for the past nine years. His story began when the depression struck a telling blow to the hotel business in which he was engaged, and he suddenly found himself looking for work. When he was attending Dartmouth college, he befriended a couple of green freshmen who were having difficulty. years later, when the crash took its toll, it was one of these freshmen who came to his rescue and arranged things so that Colonel Teague came into possession of the Mt. Washington railroad. His first moves, he related, were to cut the price of the tickets, and to do away with a parking admission for automobiles. Colonel Teague, referring to his generosity in connection with complimentary rides on his mountain railroad, recounted that he has always had the urge to help others to entertainment and fun since he was in the eight grade of school and didn't have the price of a ticket on sailboat, while all the rest of the kids did. It was a big disappointment, and his experience makes him conscious of the yearnings and desires of youngsters today. In closing his half hour talk, the Colonel invited members of the club and their wives to be his guests on a ride to the top of New England on his railroad."

No Trains?: Mountain Musing - "Col. Henry N. "Hen" Teague was born in northern Maine and never saw a train until he was 16 years old! He admits knowing absolutely nothing about railroading when he took over the mountain line nine years ago - but he learned quickly... The July 26 issue of the New Yorker magazine has a cartoon on the cog railroad to the highest point in New England!" The *Cog Clatter* publisher questions the "never saw a train" statement. Teague was born in 1875 on Mount Desert Island, Maine. In 1883, a cog railroad with the same design as the Mount Washington line was built up the mountain on that island. Could young Teague not have seen or heard about the revolutionary railroad on his home island?

- Littleton Courier - Thu, Jul 31, 1941 pg. 4

August 7th

Going High - Going Deep: Mountain Musing - "Well, well, they're down more than 500 feet through the summit of Mt. Washington, and as yet have not struck a source of drinking water. The well is hoped to supply workers on the mountaintop, and the water, if any is found, should be cold... a special thermometer showed the temperature "down under" to be 40 degrees!" *- Littleton Courier - Thu, Aug 7, 1941 pg. 4*

August 14th

Going High - Going Deeper: Mountain Musing - "It is hoped better luck will meet efforts getting underway to sink an artesian well through the top of Cannon Mt. in Franconia notch than has met attempts to locate water through the crust of the summit of Mt. Washington where the drill went well below 800 feet... A well atop Cannon will be a boon to the aerial tramway which daily consumes about 800 gallons of water at the Mountain Station - all of which has to be carried in jugs every night from the Valley Station to the top by tram cars!" *- Littleton Courier - Thu, Aug 14, 1941 pg. 12*

August 21st

Cannon Well Now Gets Priority: Mountain Musing - "The rhythmical hammering of a huge steel drill is echoing around the Mountain Station of the Cannon Mt. aerial tramway in Franconia notch these days as an artesian well crew begins operations that they hope will lead to the striking of water somewhere in the depths of the granite mountain top. Even while similar operations were bringing results at the summit of Mt. Washington, where water was struck after drillers had penetrated the peak's crust nearly 900 feet, workmen earlier this week completed transporting ponderous equipment to the top of Cannon mountain, lashing the apparatus piece by piece to the tramway cars that quickly ferried the equipment up the mountain. The drilling is being done by the Bay State Artesian Well company, and a crew of the same firm is completing the



Morning train ascending (Aug 21, 1941)
- Robert J. Girouard Collection

job atop Mt. Washington These two jobs are being done at the highest points which this company has attempted to drill for water.

Tourists Plentiful Despite Gas Crisis - The Mt. Washington cog railway carried a record total of 727 passengers yesterday *(8/21)*, Henry M. Teague, operator, today informed Governor Blood. Teague also told the governor a survey indicated that at one time there were 397 cars parked at the railway base, of which only three were from New Hampshire. He said that a majority of the out-of-state motorists expressed no concern over the gasoline situation. *- AP story in Portsmouth Herald - Fri Aug 22, 1941 pg. 1*

August 28th

New Tourist Records Expected: Mountain Musing - "Are you ready? All previous records for Labor Day tourist travel are expected to be smashed to smithereens this week end, despite the gas shortage scare... The Mt. Washington Cog railroad recently carried the largest crowd in its history, 727 passengers in a single day, yet of the 400 autos parked at the Base Station only three had N.H. plates."

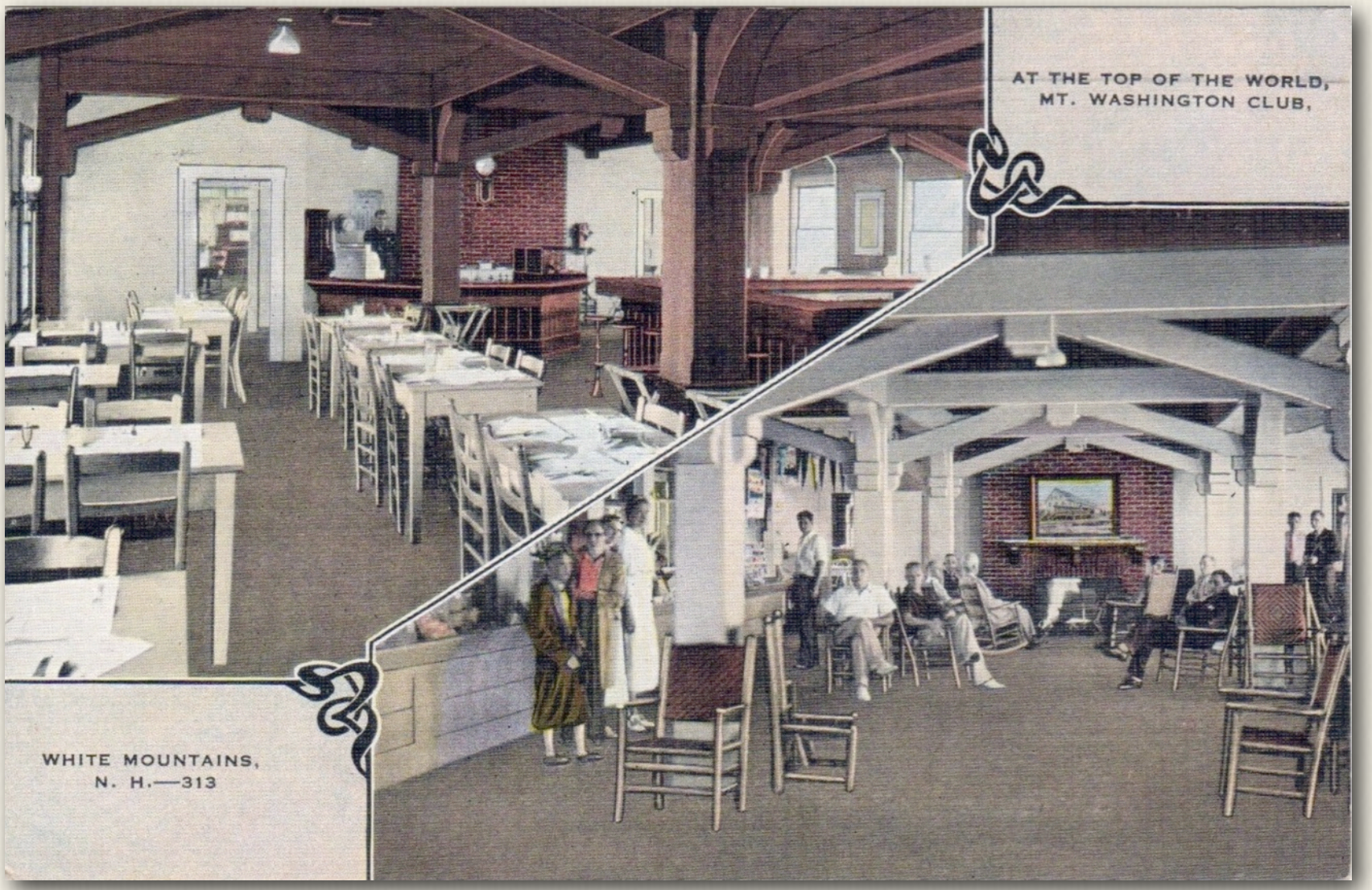
- Littleton Courier - Thu, Aug 28, 1941 pg. 4

Mt. Washington More Popular: "A record for tourist trade was established on one weekend when travelers from 38 states and two territorial possessions visited Mt. Washington. O. B. Cowles, manager of the Mt. Washington Cog Railway Co., said every state east of the Mississippi was represented."

- Las Vegas Evening Review-Journal - Thu, Aug 28, 1941 pg. 2

August 31st

No Hots, But Yes - A Cot!: "Marked by the greatest influx of visitors in history, the Labor Day holiday in the White Mountains was celebrated in sundry ways by hordes of vacationists and local residents who made the best use of weather that varied from very good to very bad. Steady streams of traffic plied the highways constantly. In an area noted for its abundance of tourist accommodations, it was conceded that every facility for taking care of holiday guests in the mountains was taxed beyond capacity during the period and the "All Full" sign was hung out in many places before the holiday had even rolled around. The most striking condition existed in Littleton where a party of four men from Massachusetts, as a final resort, sought and received a night's lodging



Interiors of Mt. Washington Club postcard - sent Sept 1, 1941

in the local jail. As an accommodation for the weary travelers, Night Officer Carson Adams allowed them to spend the night in the jail quarters, and to show their appreciation the following morning, the men presented the police department with gifts of cigars and cigarettes. Low-hanging clouds all day Sunday and half of Monday affected travel on the Mount Washington Cog railroad. No one knows what the results might have been with good conditions. As it was, an estimated 10,000 persons visited the Base station on Sunday *(8/31)*, and the newly-enlarged parking facilities were crowded to over capacity, making for a new all-time record for attendance. The cog trains carried 254 passengers on Saturday *(8/30)*, 569 passengers on Sunday and 443 passengers on labor Day, for a total of 1,266 for the week end. The gross proceeds for Labor Day, totaling $1,330 were turned over by Colonel Henry N. Teague to his employees numbering about 35. It was distributed evenly so that each received $38 as a gift from the management to mark the climax of the summer season."

- Littleton Courier - Thu, Sep 4, 1941 pg. 1

September 3rd

Record for Tourists Set: "A record for tourist trade was established on one weekend when travelers from 38 states and two territorial possessions visited Mt. Washington. O. B. Cowles, manager of the Mt. Washington Cog Railway Company, said every state east of the Mississippi was represented."

- Rochester, N.Y. Democrat and Chronicle - Wed Sep 3, 1941 pg. 13

Record Set... But: "Marked by the greatest influx of visitors in history, the Labor Day holiday in the White Mountains was celebrated in sundry ways by hordes of vacationists and local residents who made the best use of weather that varied from very good to very bad. Steady streams of traffic plied the highways constantly. Roland E. Peabody (at Franconia Notch) was of the opinion that without doubt new records for tramway travel would have been established if the weather had been better during the week end period. The gasoline scare hurt some he said, but was not a material detriment. Poor weather conditions also affected travel on the Mount Washington Cog railroad, and no one knows what the results might have been with good conditions. As it was, an estimated 10,000 persons visited the Base station on Sunday, and the newly-enlarged parking facilities were crowded to over capacity, making for a new all-time record for attendance. The cog trains carried 254 passengers on Saturday, 569 passengers on Sunday and 443 passengers on Labor Day, for a total of 1,266 for the week end. The gross proceeds for Labor Day, totaling $1,330 were turned over by Colonel Henry N. Teague, president of the cog line, to his employees numbering about 35. It was distributed evenly so that each received $38 as a gift from the management to mark the climax of the summer season."

- Littleton Courier - Thu, Sep 4, 1941

September 5th

Bonus Distributed: Railway gives Holiday Receipts to Employees - "The 40 employees of the Mount Washington Cog Railway which runs up and down the side of New England's highest mountain from May to October got a surprise in their pay envelopes today. The entire receipts of the Labor Day holiday - amounting to $1,332 - were distributed among them in appreciation of their services in the railway's 75th season."

- Wilmington (DE) Morning News - Sat, Sep 6, 1941 pg. 1

September 11th

Meanwhile Back at the Boring: "While a satisfactory stream of water could not be found on Mt. Washington until drillers had penetrated more than 1,000 feet of the summit's crust, tramway officials are hoping such will not have to be the case with a well being bored through the top of Cannon Mt., where drillers are down some 200 feet through solid granite. (The) Mount Washington... artesian well drillers this week struck water at 1,075 feet in a unique engineering feat. The water is expected to solve the problem of supplying water to the staff at the weather observatory on the top of New England, where wintry gales rage at more than 100 miles an hour in temperatures many degrees below zero. Forced to penetrate solid rock much of the way, drillers reported that at a depth of 1,075 feet they found pure water - 35 degrees in temperature - which flowed through pipes at the rate of five gallons a minute. In the summer water can be pumped nearly four miles up the mountain and stored in a tank, but this system has been found impracticable in the winter because of intense cold."

- Littleton Courier - Thu, Sep 11, 1941 pg. 10

September 13th

A Juicy Railroad Melon: Editorial Comment - "A railroad melon, like a Hoosier cantaloupe, can b very juicy without being large. Such was the variety announced from Mt. Washington in New Hampshire. Millions

usually are involved when railways declare dividends, which are distributed among thousands of stockholders. This New England line, however, passed out only $1,332 and there were only 40 recipients to share in the profits. The sum was handed out by a line rather than a system. It was the Mt. Washington Cog Railway which runs up to the summit of the same name. The total represented the receipts of Labor Day business, which were distributed among employees in appreciation of service in the road's 75th season. The tourists who have visited the attractive White mountains of New Hampshire and reveled in the beauty of the Presidential range must be surprised to learn that a cog railway has been in operation for so many years. The summit of the mountain is not always kind to travelers from distant points, since clouds frequently obstruct the view."

- Indianapolis (IN) Star – Sat, Sep 13, 1941 pg. 10

Thirteen Year Old Miner Tourista Rides again: Doris L. Miner, 13, New London, CT - "Early on a Tuesday morning in June we started for New Hampshire. It was very cool early in the morning but as the day went on it got warmer. If you remember in my last year's story I told about a two decker bridge just before Pittsfield. Last year we went over the lower part to go to Nashua. This year we went over the top of it to Laconia. Wednesday morning we had our breakfast and started for a ride around Mt. Washington. This year instead of stopping at the Cog railway at Mt. Washington we went around the mountains and came over to where the roadway was. We went up to the telescope at the Glen house and looked through it to the top of Mt. Washington. We could see cars going up the roadway, also the Summit house and people walking around. My father happened to notice a patch of snow on the mountain. We turned the telescope toward the snow and looked through it. it looked just like a large lake. We had a fine trip, one that we will always remember."

- The New London (CT) Day - Sat, Sep 13, 1941 pg. 8

September 23rd

Cog Suspends Service: "The Mt. Washington cog railway will close Wednesday *(9/24)* to reopen May 29, *(1942)* it was announced today *(9/22)* by Col. Henry N. Teague, owner. Teague said that need for mechanics and others for defense work and cooperation for coal conservation will bring about the early closing."

- Bennington (VT) Evennig Banner - Mon, Sep 22, 1941 pg. 1

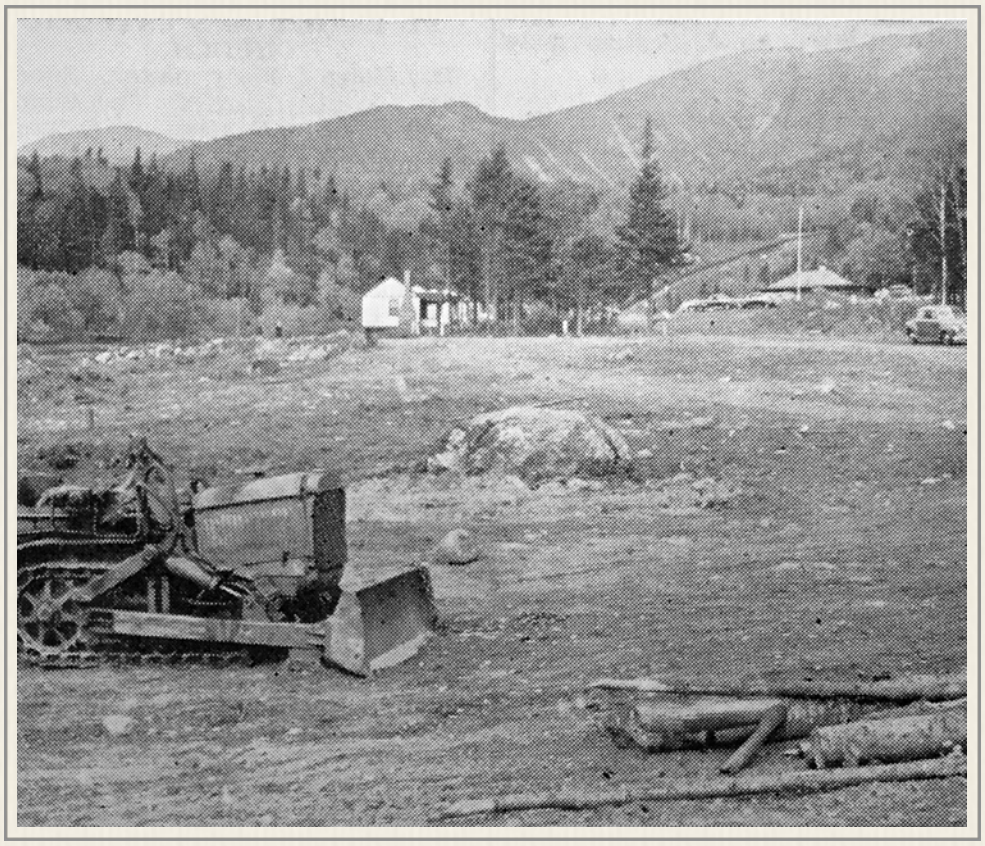
Cog railway closes earlier than usual "Officials of the line said the season was curtailed because mechanics were needed for defense work and to curtail the use of coal. The line is scheduled to reopen May 30, 1942."

- Fitchburg Sentinel - Tue, Sept 23, 1941 pg. 2

September 29th

The Other Teague to Ft. Benning: "Colonel Henry N. Teague left Monday *(9/29)* on a flying trip to Fort Benning in Georgia where he will visit Captain Arthur Teague for a time. Captain Teague was manager of the mountain line before he was called for military duty. Colonel Teague expects to return to this vicinity on the 14th of October."

- Littleton Courier - Thu, Oct 2, 1941 pg. 5



October 2nd

More Parking - the Lower Lot: "This *Courier* picture *(left)* shows where workmen are constructing a big new parking area to handle additional cars at the base station of the Mt. Washington Cog railroad. In the background can be seen the present parking facilities, and the start of the mountain line. The new area is expected to be ready for use next summer. The railroad closed early this year to conserve coal, and last Sunday scores of motorists visited the base station in spite of numerous signs announcing closure. Men, women and children are anxious to have a look at this unique recreational attraction."

- Littleton Courier - Thu, Oct 2, 1941 pg. 1



All set to go *to the summit of Mt. Washington on the Cog Railway Aug. 21, 1941. Notice the young child peeking out of the bottom of the reflection in the coach window behind the girls. (1941)*
- Photo from the Robert J. Girouard Collection / NH Then & Now FB page

October 4th

Cannon Water: "Several weeks of effort by artesian well drillers at the top of Cannon mountain, near the Mountain Station of the aerial tramway, were rewarded Saturday *(10/4)* night when they struck water 440 feet down into the bowels of the granite peak. Managing Director Roland E. Peabody of the tramway told the Courier that the water rose within 96 feet of the ground, and that it was flowing at the rate of about two gallons a minute. An accurate check on the rate of flow was being made today *(10/9)* by a test pump which is being allowed to run steadily for eight hours. Workmen are confident that there will be plenty of water to fill all the needs of the mountain terminus of the sky glide. The top requirements at the present time average about a gallon a minute, all of which has to be transported up the mountain each morning on the tram cars. Drillers were forced to penetrate solid rock for the entire 400 feet."

- Littleton Courier - Thu, Oct 9, 1941 pg. 1

October 23rd

Story of Mount Washington Underway: "Frank H. Burt of Boston, Mass., former editor of the well known paper, *Among the Clouds*, which was published at the summit of Mt. Washington, and a known authority on the history and lore of the white Mountains, is preparing a book to be called *The Story of Mount Washington*. It is an informative story with a strong moral for would-be conquerers of New England's highest peak." Burt begins submitting a synopsis in installments to readers of the Littleton newspaper this week. Frank Burt dies in March 1946. The book is completed by his son, F. Allen Burt and published in 1960.

- Littleton Courier - Thu, Oct 23, 1941

1942

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number - may include hotel operations. ***1942 Season*** - Operating Income: $15,722.14 - Operating expenses: $25,278.89

January 27th

Col. Teague Hosts Prominent Guests: "Prominent residents and winter visitors were guests of Col. Henry N. Teague, Mt. Washington, N.H., who played host at a large cocktail party and dinner Tuesday (1/27) evening in the Flamingo Hotel. Colored motion pictures of his home state were shown."

- Miami (FL) Herald - Wed, Jan 28, 1942 pg. 18

February 5th

New Hampshire Spreader: "Col. Henry N. Teague of the Mt. Washington Cog railway, one of the best spreaders of publicity for the Granite State, helped the state goodwill visitor, A. G. Hazeltine, "The Man from New Hampshire," in a big way when he stage a big cocktail and dinner party at the Flamingo, Miami Beach, Fla., where he is spending the winter. Mr. and Mrs. Hazeltine were his guests, and he invited about 75 prominent people wintering at this resort from all over the country. Following the party, the New Hampshire colored movies were shown to the gathering and others in the spacious lounge and many compliments were given. Col. Teague introduced the program and explained the first reel of pictures. Showings were made last week at seven of Miami's leading resorts and good crowds were attracted. Several showing have had to be turned down because of a full schedule."

- Littleton Courier - Thu, Feb 5,1 942 pg. 1

March 14th

War Won't Stop Miami Tourism: "Come war, booms or depressions, there will always be a Greater Miami tourist crop, and pretty lusty one. That's the diagnosis of one of America's most picturesque hotelmen, Col. Henry N. Teague, who dropped $1,000,00 and went broke with a lot of others here in the late '20s, and who since has made most of it back in a unique hotel venture atop Mount Washington, N.H., highest peak in the Presidential range. The ups and downs of 68 years of life, most of the adult ones in the hotel business, have convinced the colonel that America's working pace demands periods of relaxation, and that this relaxation goes to such extreme opposites as wind and snow-swept mountain peaks and tropical palms and seas. His present enterprise is known in New Hampshire by the unlovely name of Misery Hill, because winds of 231 miles per hour have been recorded on the nearby weather station which he built and donated to Blue Hill Observatory. Judging from the $60,000 damage done the cog railroad reaching his hotel, it was estimated the 1938 New England hurricane hit a 400-mile-per-hour pace up there. The proprietor of Misery Hill, now vacationing at the Flamingo hotel in Miami Beach and spending some of that New Hampshire tourist business money here, admits he survived this blow in his stride, too. "I managed the Venetian hotel here in the boom days and did such a good job they fired me," Colonel Teague recalled, "Then I took over the Miramar, and was doing alright when things sort of fell apart. I dropped about $1,000,00 all in all down here. I had gone back north and was managing hotels in New York and Williamstown, Mass., when, in 1930, the Boston & Maine railroad asked me to take over the oldest cog railway in the world, running to the top of Mount Washington and the two hotels there. I told them I was broke, so they said they'd take my note. I told them I didn't have money for operating expenses, even if I could but the railroad and the whole mountain top for nothing down, so they $10,000 in the bank for me. That's the hotel business - broke one day and the next day owners of a mountain top, two fine hotels and president of a railroad. Of course, the railroad is only three and half miles long, but it now carries more than 25,000 passengers each season, Since then I've had a new honor. I'm now postmaster of Mount Washington. It pays $900 a year. I like the mountains, but I find I have to come back to take a look at Miami at least once a year, and you can bet there are thousands of other Americans who have developed that habit so firmly that even in wartime they will keep coming here. Their tires are good for a couple of more years, and if it lasts longer than that they will come by train. You've got something to offer here, and Miami and Miami Beach have done fine jobs in advertising and publicity telling that to the nation." Colonel Teague is a Dartmouth graduate, a Spanish-American war veteran, and was, during World War I, associated director with Roger W. Babson in the Massachusetts division of public works and department of labor. He was made a colonel by ex-Gov. John Winant, now United States ambassador to England. He is unmarried."

- The Miami (FL) Herald - Sat, Mar 14, 1942 pg. 1

1942

March 31st

Col. Henry ***Teague announces*** the ***Cog will operate this summer*** as usual. "Schedules may necessarily be curtailed somewhat but present plans are to operate the cog railway, the cabin facilities at Marshfield Station and also the Summit House and the Tip-Top House on the mountain's peak."

- Portsmouth Herald - Tue, Mar 31, 1942 pg. 5

Cog Railway to Ignore War: Despite the war, President Henry N. Teague of the Mt. Washington Cog railway, formerly proprietor of the now-razed old Greylock hotel in Williamstown, will carry on service to the summit of New England's highest peak again this year although he admits schedules may have to be curtailed. On June 4 the 300th anniversary of the first ascent by Darby Field, afoot, in 1842, will be celebrated by Gov. Robert O. Blood and other state officials, who will ascend by rail.

- The North Adams (MA) Transcript - Tue Mar 31, 1942 pg. 5

April 2nd

Darby Field Ascent Commemoration: "A celebration of the 300th anniversary of the first recorded ascent of Mount Washington was planned today for early June by President Henry N. Teague of the cog railway that serves the 6300-foot peak, loftiest in the northeast. The ceremonies, probably June 4, will mark the passing of the third century since Darby Field, a member of the Oyster River settlement, now known as Durham, N.H., left two over-awed Indian guides behind to reach the hurricane-swept summit. Darby reported that he started the ascent in 1642, with the two guides, who halted on the upper slopes and refused to climb to the summit because they believed it to be above the Great Spirit. President Teague said that Governor Robert O. Blood and other New Hampshire state officials would be invited to participate in the ceremonial at which a descendant of Field, if one can be found, will impersonate the pioneer mountain climber." / "At the same time President Teague made known that the cog railway, which since 1869 has been carrying thousands of passengers to the summit every summer, will be in operation this summer, as usual. "Schedules," President Teague said, "may necessarily be curtailed somewhat but present plans are to operate the cog railway, the cabin facilities at Marshfield Station and also the Summit House and the Tip-Top House on the mountain's peak."

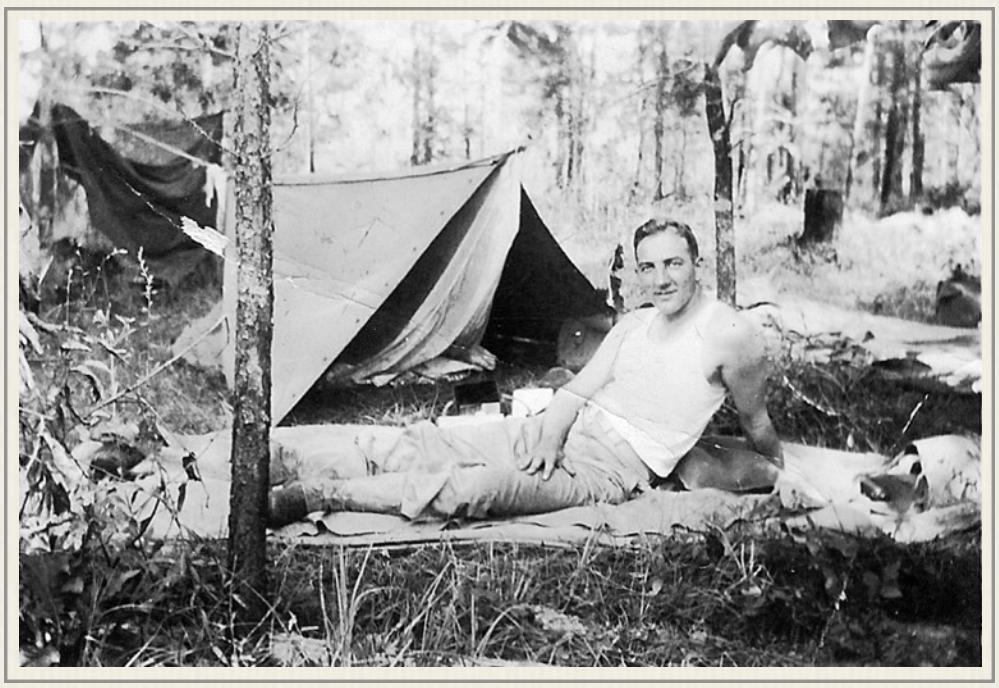
- Burlington (VT) Daily News - Thu, Apr 2, 1942 pg. 2 & Littleton Courier - Thu, Apr 1, 1942 pg. 1

Mountain Musing: "Col. Henry N. Teague, president of the oldest cog railway in the world - up Mt. Washington - is confident of the coming summer tourist business.... Only 3½ miles long, the mountain line carries 25,000 passengers a season... The Colonel, who dropped $1,000,000 in Florida in the late 20's, is not only one of New England's most picturesque hotelmen now, but he is also postmaster of Mt. Washington at an annual salary of $900!"

- Littleton Courier - Thu, Apr 2, 1942 pg. 6

May 7th

Crawford-Teague Engagement: "Mrs. E. Druitt Crawford of Philadelphia, Pa., has announced the engagement of her daughter, Miss Ellen MacLean Crawford, and Captain Arthur S. Teague, the latter known in the White Mountains. Miss Crawford is the daughter of the late Dr. Crawford. She was graduated from Agnes Irwin school and Jefferson Medical college school of Nursing, and made her debut in 1931. Miss Crawford is a direct descendant on her maternal side of George Washington's aunt, Elizabeth Ball, of Virginia. Captain Teague was graduated from Clemson college and is a son of Mrs. Charles Arthur Teague and of the late Dr. Teague of Columbia, S.C. He is vice president of the Mt. Washington Cog railway, and before being called into service was the manager. He is at present stationed *(right)* with



Col. Arthur S. Teague training in the field in Georgia (1942)
- Teague Family Collection

the 22nd Infantry, 4th Motorized Division, at Camp Gordon, Augusta, Ga. He has many friends and acquaintances in the summer resort business of the White Mountains."

- Littleton Courier - Thu, May 7, 1942

May 13th

Donald Tuttle, the executive director of the N.H. planning and development commission says the outlook for New Hampshire's summer recreational business is "an awful cloudy picture." ***Tuttle says no decision has been made*** on whether the cog railway up Mt. Washington will be operated this summer.

- Fitchburg Sentinel - Wed, May 13, 1942

May 18th

Henry Overnights in Littleton: "Col. Henry N. Teague, president of the Mt. Washington Cog railroad, spent Monday *(5/18)* night at Thayer's hotel."

- Littleton Courier - Thu, May 21, 1942

May 19th

Summer Outlook: "Observations, viewpoints and studies made of the business outlook for the White Mountains region for this summer, with transportation as the omnipotent factor, varied from very gloomy and pessimistic declarations that would ring the knell of recreational activity for the duration of the war, to cheery opinions packed with optimism, when more than a hundred leaders in the hotel, cabin, restaurant, manufacturing and retail businesses of northern New Hampshire convened to discuss the prospects in Littleton, Tuesday *(5/19)* afternoon. The occasion was the fifth annual meeting of the White Mountains Region association held at Thayers hotel, and the meeting was by far the most significant conference ever staged in the White Mountains. A representative gathering of citizens vitally interested in the recreation future of the mountains flocked to the dinner meeting for information upon which they might base their decisions as another summer season is about to make its entrance. "What can we expect in the way of transportation facilities this summer?" "Is gasoline going to be made available for vacation motorists?" "What can the trains offer in the way of transporting metropolitan visitors from the cities to the White Mountains?" These and many other questions were raised on every hand by men and women representing the great recreational industry of northern New Hampshire, and others deeply concerned with the problems. In spite of sincere efforts by guest speakers invited to discuss the transportation situation as it has been crippled by war-time demands, little satisfaction could be gained by the information-hungry delegates. A cross section of the opinions expressed, however, gave hope that recreation's cause was not entirely lost and hopeless. The conference brought out the following facts: there is no need to worry about rationing passenger trains transportation - at least not right away; the country is in a situation nothing short of desperate as regards rubber, with the present supply expected to be exhausted by March of next year, and with little hope held out for the operation as time goes on of private autos and buses and trucks; President Roosevelt has demanded an immediate report on the gasoline shortage in the East, with talk of a pipeline alleviating the crisis; the greatest early rush of reservations in years is being reported by hotels and inn everywhere; the recreation business is the lifeblood of New Hampshire and the entire region will be hurt more than Washington officials and others can realize if vacationists are prevented from coming to the White Mountains this summer. Edgar H. Hunter, chairman of the N.H. Public Service Commission, painted the day's most bleak picture as he reviewed information on the rubber crisis he obtained in recent conferences with Washington officials. "(They) are worried that the transportation position of the country is in danger of breaking down, and I don't see much hope for private automobiles, buses and trucks. The truck situation is really desperate. The bright spot is the railroads, and we will have to pin our faith on them. They have our sympathy, for 90% of passenger transportation before the present crisis was carried in private autos, and only 10% by railroads and buses, which are now being asked to carry the whole load." "We may have to resort to the old horse and buggy," he continued, "but in place of feeling sorry for ourselves I know we will work out our problems and carry on as a patriotic people." The recreation business of New England is in a death cell, and a choice must be made between "taking it lying down, or seeing what can be done about," said Philip S. Willey of Campton, a director of the Northeastern Cabinowners' association. "It would be criminal not to open the White Mountains' famous recreational and scenic attractions this summer for the enjoyment of any who may come to the region," stated Colonel Henry N. Teague as he announced that his Mt. Washington Cog railroad was all set to begin regular operation on Memorial Day. He expressed confidence that a fair season will result in spit of present obstacles.

A Resolution?: As the meeting drew towards a conclusion, a motion was presented that the association pass a resolution for a committee to draw up a statement in conjunction with other associations which would seek information from Washington sources on vacation and tourist travel. Colonel William A. Barron of the famous Crawford House rose to say: The trouble is, you can't get an answer from Washington one way or the other. We have got to make vital decisions before June 1, and the time has passed to whistle ourselves along. We have got to get the people up here this summer to mean the difference between ruin and success. What good is increased correspondence and good bookings if we can't get the people up here. It all rests on one fundamental - transportation. As I see it, our only salvation lies in the railroads." Colonel Teague made a motion that the resolution be tabled, and a voice vote saw the resolution unanimously vetoed, typifying a sentiment expressed by C. T. Bodwell of the Flume Reservation that, "First we are Americans, backing the war effort regardless of how it affects us." *- Littleton Courier - Thu, May 21, 1942 pg. 1 & 6*

May 21st

Cog to Open May 30: "Colonel Henry N. Teague, president of the Mount Washington Cog railroad, announces that trains will be in operation on Memorial Day. A crew of men are already busy making extensive improvements to the property, under the direct supervision of Colonel Teague who believes that the recreational industry should carry on this summer. It goes without saying that there will be thousands of visitors to New Hampshire this summer who will want to visit New England's highest peak, making the ascent by the famous cog railroad. The daily schedule, following the Memorial Day opening, will be announced later."

- Littleton Courier - Thu, May 21, 1942 pg. 1

May 28th

Holiday Weekend Launches Season: "The official opening of the Mt. Washington Cog railroad, the Cannon Mt. aerial tramway and the Flue set for the holiday week end marks the launching of another summer's recreational season in the famous White Mountains. Operators of these attractions realize the difficult transportation conditions that face them, but they have decided that many persons who will visit this area will have in mind trips to these scenic meccas. In spite of rumors to the contrary, the Courier has been unable to learn of any large hotel in the White Mountains region which does not plan to be open as usual this summer."

- Littleton Courier - Thu, May 28, 1942

June 2nd

Eastern Tourist Scarcity: Junius Hoffman, a reporter for the oldest college newspaper in America, *The Dartmouth* has a front page article on how one alum was dealing with wartime pressures on his business. "Three nights ago, 1250 RAF planes flew over the tossing English Channel, dropping 6,000,000 pounds of high explosives on Nazi-held airports near Paris. And in doing so, the Spitfires and Stirlings used some 400,000 gallons of gasoline, one half week's supply for the now ration-ridden Eastern Seaboard. And owing to that gasoline shortage, Colonel Henry Teague's historic Mount Washington Cog Railway will find itself sorely best. As Colonel Teague brusquely put it, "Certainly we're going to have financial troubles but I feel that it's my patriotic duty to continue to operate. After all, the Railway is an attraction and it should be kept open for the sake of those with large investments near the railroad." Asked his opinion concerning the gasoline rationing's effect of New England's most important commodity, its summer tourist trade Colonel Teague stated, "I imagine that eventually we'll have a situation similar to that of Miami. Tourists will stay for at least two week periods instead of coming up for weekends. Requesting that the shade in his Hanover room be pulled down, the Colonel continued, "The little fellow, the man with a string of small overnight cabins will be hurt most by lack of automobile travel." The Cog Railway, reorganized from bankruptcy eleven years ago by the Colonel, has been open for a week now, having two new switches and new brakes for the cars, for the Colonel believed that "we were going to be in the war before this spring and so we purchased all these things as well as oil and coal last fall." Declaring that he was no expert on Continental railways, Colonel Teague ventured that the Russian system of railroads was probably 100 per cent better than any expert believed. Looking out the window of his Inn room, the Colonel reminisced back to his Dartmouth undergraduate days from 1897 to 1900, remarking that he, too, had left College during a war - the Spanish American fight. Taking over the Cog Railway, running to the top of Mount Washington, Mr. Teague was presented with a Colonelcy by present U. S. Ambassador to England, John Winant, for "Meritorious service to the State of New Hampshire in work concerning the Mount Washington Cog Railway." Fretting because doctors had forced him to remain in bed, thus forcing him to miss a birthday party in his honor, the 63-year old Colonel concluded by saying, "Anytime you can get up to my railway, son, make yourself known and


CAPT. TEAGUE TAKES BRIDE IN AUGUSTA GA.

Principals at the recent wedding in Augusta, Ga., of Capt. Arthur S. Teague, former manager of the Mt. Washington Cog Railroad, and Miss Ellen MacLean Crawford, daughter of Mrs. E. Druitt Crawford of Philadelphia. Left to right, the bride and bridegroom, Miss Jane Crawford, sister of the bride, who served as maid of honor; and Col. Henry N. Teague, president of the Mt. Washington Cog Railroad, who served as best man.

- Manchester Union Leader - Tue, Jun 23, 1942

I'll show you how the old Cog still has plenty of life left in her."

June 6th

Arthur Teague ***marries Ellen*** Crawford at St. Paul's Church in Augusta, Georgia. Col. Henry Teague is Best Man.

- I Conquered My Mountain

Captain Teague Weds: "In a pretty single-ring wedding ceremony witnessed by many friends as well as relatives of the principals at St. Paul's church in Augusta, Ga., Saturday *(6/6)*, Captain Arthur S. Teague, well known in the White Mountains region, was united in marriage to Miss Ellen MacLean Crawford, daughter of Mrs. E. Druitt Crawford of Philadelphia, Pa. Assisting as best man was Colonel Henry N. Teague, president of the Mount Washington Cog railroad of which Captain Teague was manager until his call by the Army. Made of honor was a sister of the bride, Miss Jane Crawford. Immediately following the ceremony a wedding dinner was held at a famous Augusta hotel before the newly-weds left on a three-day wedding trip to Charleston, S. C. Captain Teague then reported back for duty at Camp Gordon, Ga. Captain Teague was graduated from Clemson college and is a son of Mrs. Charles A. Teague and of the late Dr. Teague of Columbia, S.C. He is vice president of the Mount Washington Cog railroad. Mrs. Teague is a direct descendant on her maternal side of George Washington's aunt, Elizabeth Ball of Virginia. She made her debut in 1931 and graduated from Agnes Irwin school and Jefferson Medical college School of Nursing."

- Littleton Courier - Thu, Jun 11, 1942 pg. 1 &12

June 27th

Major Teague: "Captain Arthur S. Teague, vice president and manager of the Mt. Washington Cog railroad and well known in the White Mountains, has been promoted to the rank of Major, dating from June 27. He is located at Camp Gordon, Ga." *- Littleton Courier - Thu, Jul 9, 1942*

July

The ***Summit House does not open*** for the summer season

- Teague letter to State of N.H. August 22, 1946

Skyline Switch built

http://www.cog-railway.com/03timeline.htm

July 2nd

Ready for the 4th of July: "Gas or no gas, auto travel or no auto travel, the famous resort area of the White Mountains has prepared itself to play host for another season to thousands of vacationists. Conditions are different this year, far different from seasons of the past 15 or 20 years, but the great recreational and resort industry is making every effort to meet the challenge of the times. Many resort hotels have had exceptionally heavy bookings, and at considerable expense they have prepared to give guests what the government says people need, especially this year - healthy recreation to condition them for the tasks to come. Besides the White Mountains famous scenic attractions to please young and old, the major recreational enterprises, including the famous Mount Washington Cog railroad and the Cannon Mountain aerial tramway, together with the equally famous Flue in Franconia Notch, have opened up and are ready to give the visiting public what it is they are looking for. Automobiles may not clog the highways leading into the famous mountain region of New Hampshire this sum-

mer; tourists may not speed through the beautiful scenic meccas, covering many attractions in a few hours; horses may be pressed back into service after all these years to provide an answer to the transportation problem created by the war. Whatever may happen, resort interests have been assured by high officials that railroad facilities will be available to bring the thousands of visitors to the White Mountains this year from metropolitan areas, and with this assurance, and in spite of discouraging aspects of the automobile situation, every large and most of the small hotels in the region have either opened their doors or will soon open to provide the utmost that these establishments can, in addition to many added attractions of a nature to keep guests happy for longer periods o f time." *- Littleton Courier - Thu, Jul 2, 1942 pg. 1*

July 16th

Cog War Schedule: "The wartime schedule of trains for the famous Mt. Washington Cog Railway at Bretton Woods has been announced by the president, col. Henry N. Teague, as follows: Trains leave the Base Station at 10 a.m., 12 noon, 2 p.m. and 4 p.m. (weather permitting). Special trains will be operated if traffic demands. No transferring necessary as formerly, owing to the installation of new turn-outs (Ed Note: Skyline this year). The Cog Railway bus leaves Bretton Woods for the Base Station at 9:30 a.m., 11:30 a.m., 1:30 p.m., and 3:30 p.m. Because of coal conservation, the management reserves the right to cancel any train at any time."

- Littleton Courier - Thu, Jul 16, 1942 pg. 1

July 23rd

Dartmouth Navy Weekend Special: "A special week end offer for Navy men at Dartmouth college is being offered by the Mt. Washington Cog Railway. The offer at a price of $6 includes a bus from Bretton Woods to Base Station and return; a night's lodging with cabin accommodations for 50; dinner and breakfast, and the cog railway trip to the summit of Mt. Washington and return."

- Littleton Courier - Thu, Jul 23, 1942 pg. 5

July 30th

All Open: "It was reported this week that the Flue, the Mt. Washington Cog railroad and the Cannon Mt. aerial tramway are all open and operating, in spite of rumors to the contrary."

- Littleton Courier - Thu, Jul 30, 1942

August 8th

The Philadelphia Colony in the White Mountains: "Miss Isabel P. Beckurts, of Haverford, who has recently spent some time there, has returned to spend the remainder of the season at the Mountain View (hotel), accompanied by Miss Marjorie Barger and Mrs. Arthur Teague. Mr. and Mrs. C. M. Daniels, of Bethlehem, joined the Philadelphia colony there this week."

- Philadelphia Inquirer - Sun, Aug 9, 1942 pg 57

September

Young Pliney starts at Boston & Maine: "Granger, P.N.; Boilermaker Helper, Apprentice, Billerica Shops, Fall, 1942, p.44"

- B&M Employees Magazine

September 3rd

Cog Scrap Drive: "Colonel Henry N. Teague has joined the campaign for scrap iron, and this week about 40 tons of material salvaged from the unique vacation spot was being loaded at Fabyan Station. Starting about two weeks ago, Colonel Teague directed a thorough search of the Mount Washington



Train approaches Base platform to complete its three-hour trip as the train it met at Waumbek tackles Long Trestle (1940s)
- Robert J. Girouard Collection

Cog railway property in which his employees brought in scrap iron of all descriptions, including one motor weight about a ton, wheels, rails, water pipe, and other discarded equipment. A special train was sent to the summit of the mountain to bring down what was gathered there and along the cog railway right-of-way. Then Colonel Teague had the scrap, expected to weight at least 40 tons, transported by truck from the Base Station to freight cars at Fabyan station, and it soon will be on its way to be converted into war materials."

- Littleton Courier - Thu, Sep 3, 1942 pg. 1

September 10th

Travel Picture Painted: "Although far from being a "tourist Season," reports coming to the White Mountains Region association following the Labor Day week end indicate that, in general, hotels in the region, especially those which have in past seasons proven popular, have had a very satisfactory business, and those which are keeping open the remainder of the month have quite good bookings. Railroad officials said this week that the holiday travel by rail, at the Littleton station, topped all marks for many years. As a whole, the season has been what might be termed "spotty" because the business of the hotels has by no means been anywhere near the same. Such places as Mount Washington, Crawford House, Mountain View, Forest Hills, Spalding Inn, Eastern Slope Inn - to mention only a few - have done very well - some even surpassing last year's business, which was considerably better than 1940. Other favorite places have been down to 60% of 1941, others only 15% down Of course most tourist homes and cabins have done little, as they have always depended upon transients, yet some have done nicely, with cabins or rooms well filled a good share of the time. As to the attractions such as the Flue, Cannon Mt. aerial tramway and Mt. Washington Cog railway, which have always had their business to a large extent from motorists, they have been running up to about 20% of last year's figures, which is considered very good under conditions which have practically driven the cars off the roads. The region has been most fortunate in having excellent service by rail and bus, and praise is deserved by these public carriers for the facilities offered in spite of war demands."

- Littleton Courier - Thu, Sep 10, 1942 pg. 1 & 4

September 15th

Cog Closed: "Col. Henry N. Teague, president of the Mount Washington Cog railroad, announced this week that the famous mountain line will close for the season on Tuesday, September 15."

- Littleton Courier - Thu, 10, 1942

September 17th

Henry Drops By: *Here and There in New Hampshire* columnist Arthur S. Morris gets a Teague drive-by. "We had a pleasant visit the other day with Col. Henry N. Teague, president of the Mount Washington railroad. he was looking hale and hearty, although he stated that he did not feel so good. He has now closed his business for the season, which of course was away off in volume. However, the Colonel expected it to be, but considered it his duty to keep open as long as the hotels were accommodating guests and the White Mountain Region was welcoming vacationists. His particular interest at the moment was in the 40 tons of scrap metal, such as old wheels, rails, water pipe and discarded equipment which he had collected on the mountain and transported by truck to a freight car at Fabyans. This actually cost him several hundred dollars, but he considered it his patriotic duty to get it on its way to the smelters. Colonel Teague plans to spend some time at Hanover and will then go south for the winter."

- Littleton Courier - Thu, Sep 17, 1942 pg. 4

December 31st

Soldiers' Serenade: Recently at Camp Gordon, Augusta, Ga., as the fourth battalion, 22nd Infantry passed in review before the commanding major, the soldiers sang, "I've Been Working on the Railroad." The major in command is Arthur S. Teague of Fabyan, well known vice president of the famous Mount Washington Cog railroad."

- Littleton Courier - Thu, Dec 31, 1942

1943

1943

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number - may include hotel operations. ***1943 Season*** - Operating Income: $0 - Operating expenses: $7,151.20

War Department conducts ***research on Mt Washington*** - success prompted Army & Air to establish testing programs - figured out how to seed clouds, among other projects

- Oct 1958 Gov's Mt Wash Study Committee Report

March 24th

Teague Promoted: "Arthur S. Teague of Fabyan, N.H., former vice president and general manager of the Mt. Washington Cog Railway, has been promoted to lieutenant colonel in the Army. He entered the service as a first lieutenant two years ago and his present rank is the third promotion he has received."

- Boston Globe - Wed, Mar 24, 1943 pg. 8

May

Cog Railway shut down for 1943 due to war – closure continues in 1944, and 1945

- http://www.cog-railway.com/03timeline.htm

May 25th

Teague Back to the Mountain: "Col Henry N. Teague arrived in Littleton, Tuesday *(5/25)*, after spending the winter in the South. He is preparing to open his home near the Base Station, Mount Washington."

- Littleton Courier - Thu, May 27, 1943

June

George Trask comes to Mountain to work as Col. Henry Teague's driver. He will return and work from 1947 to 1957 with time in the B&M apprentice program *- Jitney*

June 13th

The Mount Washington cog-railway "will keep its miniature engines in the roundhouse all summer."

- New York Times, June 13, 1943

July 3rd

Lt. Col. Teague back to Ft. Benning: "Lieut. Colonel Arthur S. Teague spent yesterday *(7/3)* in this city with his mother, Mrs. M. S. Teague, at the home of Miss Nettie Simpson, on Vardy street. He was en route to Fort Benning, Ga." *- Greenville (SC) News - Sun, Jul 4, 1943 pg. 17*

July 7th

Jane Teague born to Arthur and Ellen Teague

- I Conquered My Mountain by Ellen Crawford Teague



July 15th

Forest Service Short Wardens: "The warden organization has suffered considerably as a result of the war. Wardens Irving Phillips and Victor Whitcomb were called by the Army while Wardens Winton Hunt and Thomas Mountain secured defense work which made the not available for fire fighting purposes. Since the cog railroad did not operate this year, former warden Hollis Willard is not available at the Base station."



Sir Harry Oakes (1925)

Oakes' Death Repercussions: "Mountain Musing: Repercussions of the shocking death by murder of Sir Harry Oakes at Nassau, Bahamas, were felt in the White Mountains. The prospector, who found his fortune in a Canadian gold mine, last year visited Bretton Woods where he was a guest of his old friend, Col. Henry N. Teague at the latter's log cabin at the base of Mt. Washington. Sir Harry was known as the "Godfather of the Bahamas" for the generous use of his fabulous fortune to exploit Nassau and the vicinity. The multi-millionaire, one of the world's richest men, has a final rest-

ing place in Maine." *- Littleton Courier - Thu, Jul 15, 1943*

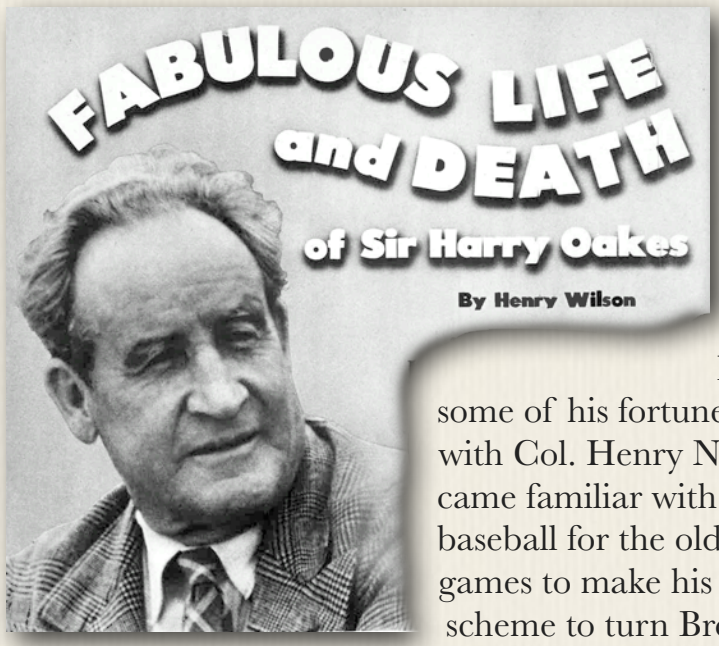
July 22nd

Newcomen & Willkommen: Here and There columnist Arthur S. Morris: "The other day, while in Concord, we were privileged to be present at a luncheon of the Newcomen society at the Eagle hotel. The speaker was Sir Gerald Campbell, the British Minister to the United States. Sir Gerald proved to be a most charming gentleman and his off-the-record discussion of wold conditions was most interesting and instructive. Probably most readers never heard of the Newcomen society. Certainly we knew nothing about it other than the fact that some two or three years ago Colonel Henry N. Teague, president of the Mount Washington railroad, became a member of the organization. It is a British society for the study of the history of material civilization. The American founder was L. F. Loree, who died in 1940. He was a well known railroad president. The membership is made up of those interested in rail transportation, engineering the sciences, industry and banking. The many North Country friends of Colonel Henry N. Teague will be pleased to learn that he is now enjoying much better health than in the winter and spring. Recent treatments have done wonders for him. He is spending a part of the summer at his delightful log cabin at the base of Mount Washington, although the railroad is not in operation." *- Littleton Courier - Jul 22, 1943*

October 23rd

Splendid Tourist Season - If...: Here and There columnist Arthur S. Morris: "Last week we attended some of the business sessions of the fall meeting of the New Hampshire hotel association, held at Hanover Inn in the college town. Naturally, there was a brief review of the 1943 business in resort areas of the state. It was the consensus of opinion that those hotels open had enjoyed a splendid season so far as number of guests was concerned. However, it was reported there had been headaches in operation,, due to labor problems and the food situation. So far as gross income could be figured, there is no question but what it was somewhat of a disastrous year to the recreational business as a whole. Many hotels were closed, including some of the largest ones in the state. then, too, hardly a cabin was used to capacity. Added to this would be the loss to restaurants, novelty shops, Mount Washington railroad, which had no income with plenty of expense, etc. Few expected great business, so that those who had capacity houses were more than pleased with the results. At the hotel meeting we ran into Col. Henry N. Teague, who has been spending some time at Hanover Inn. He did not operate the Mount Washington railroad this past summer, due to transportation problems. Colonel Teague will leave shortly for Florida where he will spend the winter at Miami Beach."

- Littleton Courier - Thu, Oct 23, 1943



December 9th

True Magazine Details Henry & Sir Harry's Scheme: "Mountain Musing: The untimely death by violence of Sir Harry Oakes on the island of Nassau, whose son-in-law recently was acquitted of a charge of murdering him, nipped in the bud plans Sir Harry had revealed for the development and expansion of the Bretton Woods scenic area of the White Mountains as a resort. *True* magazine recently published a life history of Sir Harry in which it told of his intention to spend some of his fortune of $200,000,000 in the Bretton Woods project in collaboration with Col. Henry N. Teague of the Mt. Washington Cog railroad. Sir Harry became familiar with Bretton Woods as a young man when he played professional baseball for the old Mount Pleasant hotel, acting as a bellboy at the hotel between games to make his salary legal with intercollegiate officials. He had a grandiose scheme to turn Bretton Woods into an American St. Moritz, and one of the business conferences, says *True*, was held in Colonel Teague's log cabin at the Marshfield Station at the base of Mt. Washington. It is said the Duke of Windsor was to have received a block of stock in the enterprise for his aid in popularizing the resort. Sir Harry's murder brought the project to an abrupt halt." *- Littleton Courier - Thu, Dec 9, 1943 pg. 6*

1944

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number. ***1944 Season*** - Operating Income: $0 - Operating expenses: $6,348.34

February 3rd

Col. Teague's Men: "North country people will remember Arthur Teague of the Mount Washington railroad. He is now a colonel in Uncle Sam's army, his present whereabouts unknown to us. Recently Col. Henry N. Teague, who is spending the winter at Miami Beach, Fla., received a letter from a woman in Columbia, S.C., in which she told how much the enlisted men in Arthur's group thought of him. We quote: "I am doing some work at the USO and chat with the soldiers quite a bit. As I sewed on buttons for a private he said there was not another man like Colonel Teague. He would hike 25 miles if the soldiers had to do it and sleep on the ground just as they did, although many officers had jeeps to transport them and to carry along better sleeping arrangements. The soldier said the men would follow the colonel anywhere for he knows what he is doing and can be trusted."

- Littleton Courier - Thu, Feb 3, 1944 pg. 8

May

Stillborn Baby Boy: "I was having more trouble now with my pregnancy," writes Ellen Teague in her biography. "Dr. Montgomery prescribed bed for me and I stayed there most of the time, but as April *(1944)* passed into May I knew I would lose the baby. I guess it was for the best. Dr. John Montgomery delivered the lovely little boy baby and said, "No fees, Ellen, for I wish to contribute my services to this part of my war work." The baby was stillborn. I left his little body in the laboratory for study, hoping it would someday save another infant." *- I Conquered My Mountain by Ellen Crawford Teague*

May 15th

Cog Railway shut down for 1944 due to war

- http://www.cog-railway.com/03timeline.htm

June 1st

Monetary Conference Coming: "Delegates from 43 nations of the U.S.-called international monetary conference at Bretton Woods this summer will make their decisions in one of the most beautiful settings in New Hampshire White Mountains vacationland. While President Roosevelt's announcement of the conference did not go further than the naming of Bretton Woods as its site, conference headquarters could be none other than the far-famed Mount Washington hotel. The only other hotel in the section is the Bretton Arms, 90-room "annex" to the main house. If the sessions lasts "many weeks' as predicted in the President's invitation, delegates will have opportunity to see the manifold scenic attractions of the region all the way from Franconia, through Crawford to Pinkham notches. Known throughout the nation for years as an outstanding resort, the



A publicity photograph of the Mount Washington Hotel dated May 31, 1944, probably for advance distribution to the 125 news correspondents who would later gather to report on the July conference
- courtesy New Hampshire Historical Society

big hotel did not operate last summer. It was sold this January to a group of Bostonians for a reputed $1,500,000 and was expected to be opened in June. Practically at its back door is the Mount Washington Cog railway, on which trains puff their way, frequently above the clouds."

- Littleton Courier - Thu, Jun 1, 1944

June 6th

Lt. Col. Arthur Teague in command of 3rd Battalion 22nd Infantry on D-Day and leads the Battalion ashore ***on Utah Beach***. It is also his second wedding anniversary.

- http://1-22infantry.org/commanders/teaguepers.htm - See Appendix - Military History: Teague

June 7th

Mt Washington Club *(Col. Henry Teague)* ***leases 8 acres to Yankee Network*** Inc. for broadcasting for 6 years with 4 possible extensions of 15 years each

- Oct 1958 Governor's Mt Washington Study Committee Report / see Appendix - Cold, War, & Diesels

June 8th

Henry Teague Recovering: "Col. Henry N. Teague, who recently underwent an operation on his eyes at the Mary Hitchcock hospital in Hanover, is now improving and expects to be released in about a week."

- Littleton Courier - Thu, Jun 8, 1944

June 14th

Lt. Col. ***Arthur Teague awarded the Distinguished Service Cross*** for "extraordinary heroism" in action against enemy forces on 14 June 1944.

- http://1-22infantry.org/commanders/teaguepers.htm - See Appendix - Military History: Teague

June 17th

Division Fights 9 Days Straight: Charles F. Kiley story in *Stars & Stripes* - "The Fourth arrived on D-Day with assault forces and fought its way under, through and over some of the toughest obstacles in the Cherbourg peninsula until it completed its primary mission. Not once did the Ivy boys stop until this first job was done. Now they have a little time to lick their wounds and get a breather. The third battalion of (the 22nd Regiment), commanded by Lt. Col. Arthur S. Teague, had to advance four miles through these inundated areas, most of the time up to their hips in mud and water. They made such rapid progress against these odds that some units closed with the retreating Germans to engage them in hand-to-hand combat. When the Fourth consolidated its units, it tossed regulation tactics into the channel. Normally, a division moves with two regiments abreast with the Third in support. In order to move swiftly and according to schedule, the division put all three regiments abreast and started the struggle that made them fight uphill all the way. The Jerries' 88s raised hell with the ivy boys as they moved, but for every man who fell hundreds kept the drive in high gear."

- Palm Beach Post - Wed, Jun 21, 1944 pg. 3 & Tampa Tribune - Tue, Jun 20 1944 pg. 2 - See Appendix - Mil History: Teague

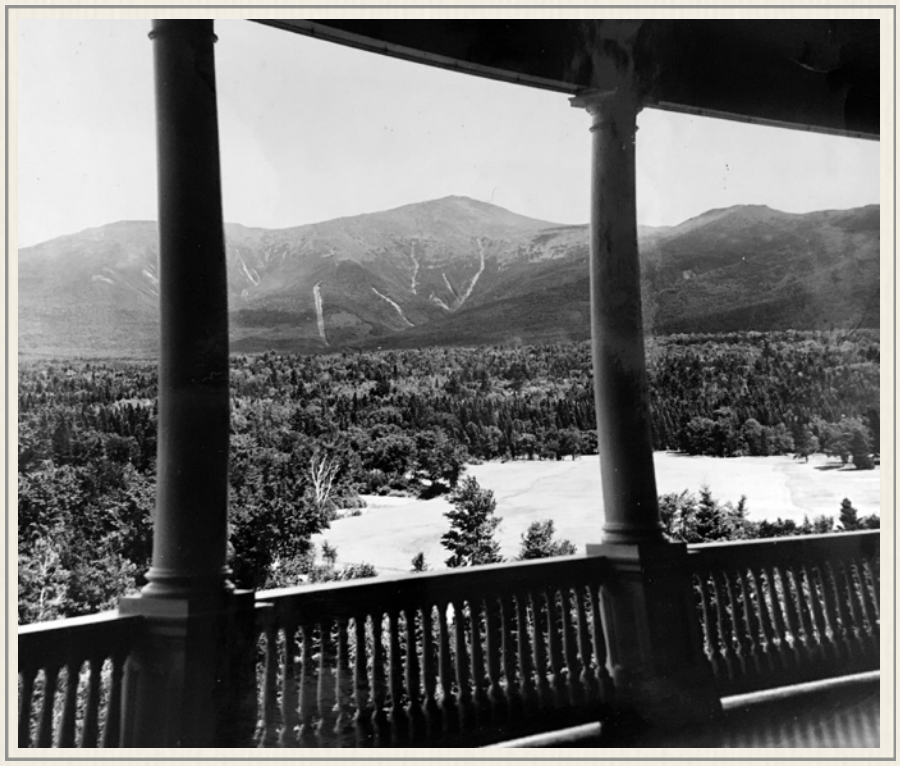
June 19th

Notification Letter to Kingsport, Tenn.: "My Dear Mrs. Turner: On behalf of his commanding officer, Lt.-Col. Arthur S. Teague, and myself, I want to convey to you our deepest sympathy in the death of your son, Pvt. Haskel Turner, ASN 13063804, killed in action in France. We feel that in his supreme sacrifice we have lost a true friend and an excellent soldier. We are not permitted as yet to give the details, such as the manner and place of death, and the place of interment, but we can assure you that all matters are tended to with the utmost care and correctness. Sincerely yours, William K. Hogg - Chaplain For: Lt.-Col. Arthur S. Teague, Battalion Commander." *- Letters to the Editor - Kingsport (TN) Times - Thu, Jan 19, 1945 pg. 4*

July 7th

Col. Henry Seeks A Few Good Men: "Delegates to the Bretton Woods conference *(United Nations Monetary and Financial Conference, was a gathering of delegates from 44 nations that met from July 1 to 22, 1944 in Bretton Woods, New Hampshire, to agree upon a series of new rules for the post-WWII international monetary system)* have spent much of their time during off hours in informal discussion, seated on the magnificent veranda of the conference hotel *(next page)*, gazing up at the sweep of Mount Washington. Few if any of them were able during the first days of the conference to get to that towering summit. For the cog-wheel railway which used to puff the three miles and the 6,288 feet of elevation from the tree-covered base to the barren top, has not been running for the past two

years. The owner of that short railway, Col. Henry N. Teague, has identified himself with the mountain in an extraordinary way. He has his cabin at the base of the mountain and he owns the top of the mountain, as well as the railway which goes there. That summit still holds, besides a United States weather station, two hotels, the summit house and the Tip-Top house, as well as the frequency modulation broadcasting station of the Yankee network. Now that Col. Teague wants the visitors from 45 nations to the Bretton Woods conference to have their opportunity of standing on Mount Washington's summit, he is laboring at a plan to get the cogwheel line into operation once more. What he needs and is trying to assemble, is a railroad operating staff of 10 men, two crews of four men each for the two trains, and one man at each end, top and bottom. I *(reporter Herbert J. Seligmann)* verified Col. Teague's contention that except for a dozen ties, and a little grease on the cog slots, the track and trestles are sound and ready for traffic, I climbed along the trestles up to the 4,600-foot level of the mountain, and from there on was content to take Col. Teague's word for it. I can further testify that the views over the neighboring mountains are as inspiring as ever. If Col. Teague realizes his plan, the Bretton Woods delegates, their technicians, interpreters, translators, advisers and secretaries *(left)* will have an experience they will long remember. *"Old Peppersass,"* the first engine on the road, which some years ago marred an anniversary celebration by sliding down the mountain and smashing itself up, is now in a museum in a reconstructed condition. But the *"Great Gulf"* and the *"Ammonoosuc,"* its successors, are ready to take on coal and begin the long climb when the men become available to operate them."





- The Emporia (KN) Gazette - Mon, Jul 10, 1944

August 3rd

Henry in Littleton: "Col. Henry N. Teague, president of the Mount Washington railroad, was in Littleton today on his way to Hanover."

Henry has News about Arthur: "Word has been received that Lt. Colonel Arthur Teague with 1,500 men in his battalion in France have received citations for their heroic attack on D-Day, when they pushed four miles into enemy territory, through mud and water at times up to their hips. Colonel Teague, in addition, has been awarded the Distinguished Service Cross and the Silver Star Medal, but he modestly claims that "my boys won them for me." Several months ago some of his men made the statement they would follow him anywhere. Evidently they were as good as their word when in the thick of the fight in France. Notification of the awards was received by Col. Henry N. Teague of the Mount Washington railroad."

- Littleton Courier - Thu, Aug 3, 1944

September 12th

Arthur's Dinner with Ernest: War correspondent and novelist Ernest Hemingway was with Col. Arthur Teague's unit - the 22nd Infantry on Tuesday, September 12, 1944 as the Americans pushed into Germany from Belgium. Hemingway requisitioned a deserted farmhouse on the edge of the German border village of Hemmeres. Hemingway "asked Colonel Lanham *(commander of the 22nd)* and his staff to dinner. He shot the heads off a small flock of chickens with his pistol, and set a German woman to plucking and fricasseing them. The soldiers arrived at dusk and held a staff conference before sitting down to Hemingway's party. ' All our booty drunk up,' wrote Hemingway in his War-Diary. '*(Arthur)* Teague sends for some wine. Supper of chicken, peas, fresh onions, carrots, salad, and preserved fruit and jelly for dessert.' To Buck Lanham, in far retrospect, the dinner in the farmhouse seemed the happiest night of the war. Of Teague, Lanham said "the finest Battalion C.O. I had and perhaps the best I ever knew."

- Hemingway: A Life by Carlos Baker

October 5th

Arthur at the Siegfried Line: "A recent issue of the *Boston Evening Globe* carried a feature article by John Groth, with the American Forces in Germany, describing action east of the Siegfried line: 'The battalion holding this sector,' wrote Mr. Groth, 'is a division that has spearheaded the drive since D-Day. The battalion's commander, Lt. Col. Arthur S. Teague of Mount Washington (formerly manager of the Mt. Washington cog railroad) is the only battalion commander in the division, not away from the unit, who is neither dead nor wounded. Teague took me up to advanced posts and through occupied pillboxes.' Colonel Teague, 33, well known in the White Mountains, has won outstanding distinction as a soldier since entering the Army in 1940. Within the short period of one year and 10 months he rose from the rank of first lieutenant, which he held when he entered as a member of the U.S. Army Officers' Reserve Corps, to lieutenant colonel. He sailed for overseas duty on January 20, 1944, and was cited for heroic action on D-Day, and was later awarded the Silver Star in recognition of this service. He was married in June of 1943 and the couple has an infant daughter."

- Littleton Courier - Thu, Oct 5, 1944 - See Appendix - Military History: Teague

November

Pliney Goes to War: Granger, Pliney N.; Former Boilermaker Helper, In Army, Nov., 1944, p.31

- B&M Employees Magazine - See Appendix - Military History: The Grangers

November 16th

Teague & Nazi Phone Call: "T/5 Earl M. Buffington of Littleton, somewhere in France, sends home a clipping from the *Stars & Stripes*, Army newspaper, which concerns Lt. Col. Arthur S. Teague, in civilian life manager of the Mt. Washington Cog railroad at Bretton Woods. The *Courier* reprints the story below." *(Editor's note: You can read the Stars & Stripes story along with two other versions in Appendix - Military History: Col. Arthur S. Teague.)*

On a Wing and a Pair?: "Mountain Musings: From the top of Mt. Washington comes word that an airplane wing fitted with "overshoes" has been mounted like a weathervane on the summit of N. E.'s loftiest peak as testing apparatus for airplane deicers. The experiment at that forlorn spot, tenanted only by Weather Bureau experts, is being carried out by a physicist for the B. F. Goodrich company, and a great variety of icing conditions experienced by flyers can be reproduced and conveniently studied."

- Littleton Courier - Thu, Nov 16, 1944



Col. Henry Teague (Oct 1944)
- Alan E. MacMillan Collection

November 17th

Lt. Col. ***Arthur Teague*** is ***wounded*** in action during the battles of the Hürtgen Forest - Ellen C. Teague later writes "he was wounded, sent to England for treatment and rest, and then returned to the Continent 'to finish the job' as he put it."

- http://1-22infantry.org/commanders/teaguepers.htm / I Conquered My Mountain

November 25th

Henry visits Arthur's Relatives: "Col. Henry N. Teague of Mount Washington, N.H. was a recent guest of Mrs. Margaret Teague and Miss Nettie Simpson of Vardry street, (Greenville, S.C.) At present he is visiting Dr. J. A. Bunch of Columbia and Dr. R. C. Bullick of Mullins. Later he will got to Miami, Fla. for the winter."

- Greenville (SC) News - Sat, Nov 25, 1944 pg. 3

1944

December 7th

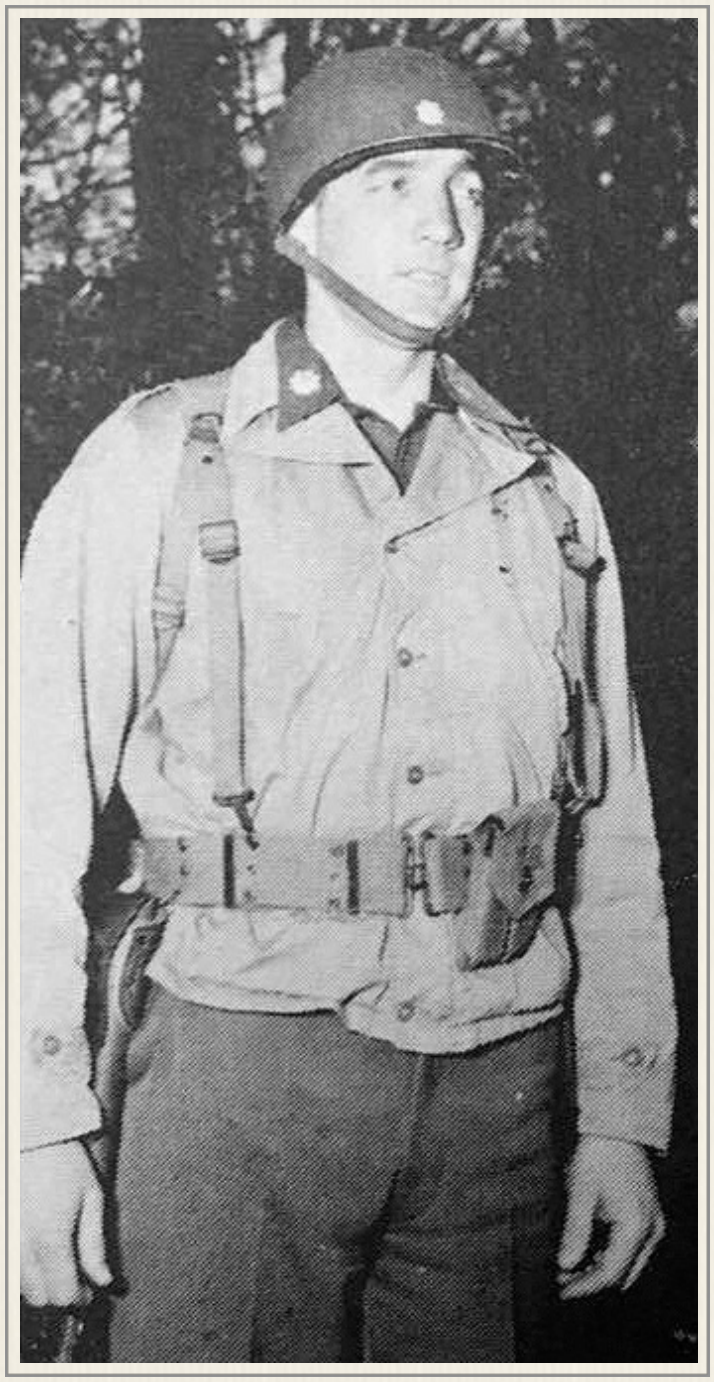
Courier Reports Teague's Wounding: "It was learned this week that Lt. Col. Arthur S. Teague, former manager of the Mt. Washington Cog railroad, was wounded in Germany on November 17 with a two-inch fragment from a shell, which went through his leg. He is now in a hospital in Paris and reported to be "doing well."

- Littleton Courier - Thu, Dec 7, 1944

December 10th

Teague's Letter Home: "In a letter received this week *(12/28)* from Lt. Col. Arthur S. Teague, former manager of the Mt. Washington Cog railroad and now hospitalized in a hospital somewhere in England with wounds received on the German front, he has high praise for the medical care American soldiers receive in England. 'I was hit in the leg about three weeks ago *(the letter was written December 10)* in Germany,' Colonel Teague wrote. 'It is getting well now and the doctor took the stitches out today and I've been hopping around. It will be O.K. in a couple of weeks. This is the first time I have left my unit in five months. The medical care you get in the Army today is really wonderful - it just can't be beat, and they are getting some wonderful results. I was flown from Paris to England - a mere 90 minutes - while it took me almost three months to get to Paris the first time. I had the pleasure to run those --- Kraut all the way across France, Belgium and quite a way into their own country. It really does me lots of good to have the battleground on German soil. they need to get a taste of war in their own front yards - and they're getting it, too."

- Littleton Courier - Thu, Dec 28, 1944



1945

Cog Railway remains shut down for 1945 due to war http://www.cog-railway.com/03timeline.htm

January 3rd

Teague Awarded DSC: "Lt. Col. Arthur S. Teague of Columbia, S.C., has been awarded the Distinguished Service Cross, second highest decoration of the United States army, the war department announced today *(1/3)*. Colonel Teague's battalion was pinned down by a heavy barrage of artillery shell fire in France June 14, 1944, during an attempt to capture high ground. Having halted the advance the enemy immediately opened up with intense machine gun and mortar fire. Teague saw that under the devastating fire his men were beginning to break, and disorganization was beginning to set in. Fearlessly, and without regard for his personal safety, he moved to the head of his troops and led them at double time through a draw to a more covered position. There reorganization was accomplished, and the battalion was immediately able to continue on its mission." *- AP dispatch in The (Columbia, SC) State - Fri, Jan 5, 1945 pg. 8*

January 29th

Summit Water Tank Toppled: "High winds in the wake of Monday's *(1/29)* storm piled the new powder-like snow into drifts. Atop Mt. Washington winds in excess of 173 miles an hour toppled the huge water tank used during the summer season to supply water for the Summit House and which had a capacity of more than 3,000 gallons. The heavy oak planks of which it was constructed were strewn about the mountain top, as gales lasted the peak."

- Littleton Courier - Thu, Feb 1, 1945

March 22nd

Dartmouth Peppersass Model: "Warren Cole of Hanover has recently completed a model of old *Peppersass*, the first cog railroad locomotive on Mt. Washington. It is now on display at the Dartmouth college museum. The model, entirely handmade, except for some gears which were secured from a watchmaker, is scaled at one-quarter inch to the foot and required seven months of spare time to build. We are sure that when Col. Henry N. Teague, president of the Mt. Washington railroad, comes north from his sojourn at Miami Beach Fla., he will be interested in looking over Mr. Cole's novel model."

- Littleton Courier - Thu, Mar 22, 1945

April 19th



British & French Decorations: "Word has been received that Lt. Col. Arthur S. Teague, former vice president and general manager of the Mt. Washington Cog railroad, has been decorated by both the British and French governments. Colonel Teague, who commands an infantry outfit which has been in the thick of the fighting in Germany, was given the Distinguished Service Order by the British. This is the second highest award which the English make to fighting men of other nations. The French decoration was the Croix de Guerre *(left)* with Palm."

- Littleton Courier - Thu, Apr 19, 1945

April 21st

Many Service Awards: "Lieut.-Colonel Arthur S. Teague has many friends here who are gratified to know of the awards that he has received while serving his country in England, France and Germany. He is now in the latter theatre of war. Lieut.-Col. Teague, a graduate of Clemson college, has been decorated on many different occasions. He received the Distinguished service cross, Bronze Star, Silver Star, the Purple Heart, the E.T.O. ribbon with three battle stars and arrow; the Croix de Guerre, (with palms); the Presidential citation, the Distinguished order (British) and the Combat Infantry badge. He is a son of Mrs. Margaret S. Teague and a nephew of Miss Nettie Simpson of Greenville."

- Greenville (S.C.) News - Sat, Apr 21, 1945 pg. 3

April 23rd

Nine High Decorations: "Lieut. Col. Arthur S. Teague, formerly of Columbia, was saluted on a radio broadcast from Boston, Mass., April 23 for his outstanding service in the European warn, for which he has received nine military decorations from the American, British and French governments. Colonel Teague, who

made his home in Columbia from 1932 to 1940 while connected with the Federal Land Bank, is the brother-in-law of Dr. C. T. Bullock of the State hospital. A graduate of Clemson college, he attended the University of South Carolina one year. Holder of nine decorations, Colonel Teague has just been decorated with the Distinguished Service Order, second highest British military decoration, by General Montgomery. He is the only man in his division to receive the DSO, as well as the only battalion commander in his division, not away from the outfit, who is not wounded or dead.

"On D-Day in Normandy, Colonel Teague commanded the first 1,500 men to land on the beach and led them four miles through the German lines to join paratroop forces, where they fought for nine consecutive days and nights. For this action, Colonel Teague's battalion won the Presidential unit citation. As spearhead for Patton's drive through France, Colonel Teague's unit was the first to enter Germany and there on the Siegfried line, he won the Distinguished Service Cross, second highest American military decoration, for capturing 31 German pillboxes. The former Columbian was wounded November 17 but re-assumed command of his battalion February 15. His other decorations include the Croix de Guerre with palm, Silver Star, Bronze Stay, Purple Heart, Combat Infantry badge and European theater ribbon with three battle stars and an arrow. Col. Teague's wife and daughter make their home in Philadelphia. Before entering service shortly after Pearl harbor, he was vice president and general manager of Mount Washington cog railway in New Hampshire."

- The (Columbia, SC) State - Sun, Apr 29, 1945 pg. 4

May 24th

Cog to Reopen?: "Memorial Day will once again signal the opening of the summer recreational season in the White Mountains, as resorts prepare to welcome visitors from near and far. A good season appears in the offing. Adding impetus to the belief that seasonal business is on the upswing is the decision of Col. Henry N. Teague to reopen the famous Mt. Washington Cog railroad this season. He announced this intention while in Littleton this week."

- Littleton Courier - Thu, May 24, 1945

June 4th

Tramway Reopens: "The Cannon mountain aerial tramway at Franconia notch in New Hampshire has been opened for the season, and later the Mt. Washington cog railway will reopen to serve summer tourists for the first time since this country entered the war. These can be taken as early signs that, with the end of hostilities in Europe and a slight increase in A-card gasoline rations, the New England vacation business is looking up." *(Ed note: However, the Cog did not resume passenger service until 1946.)*

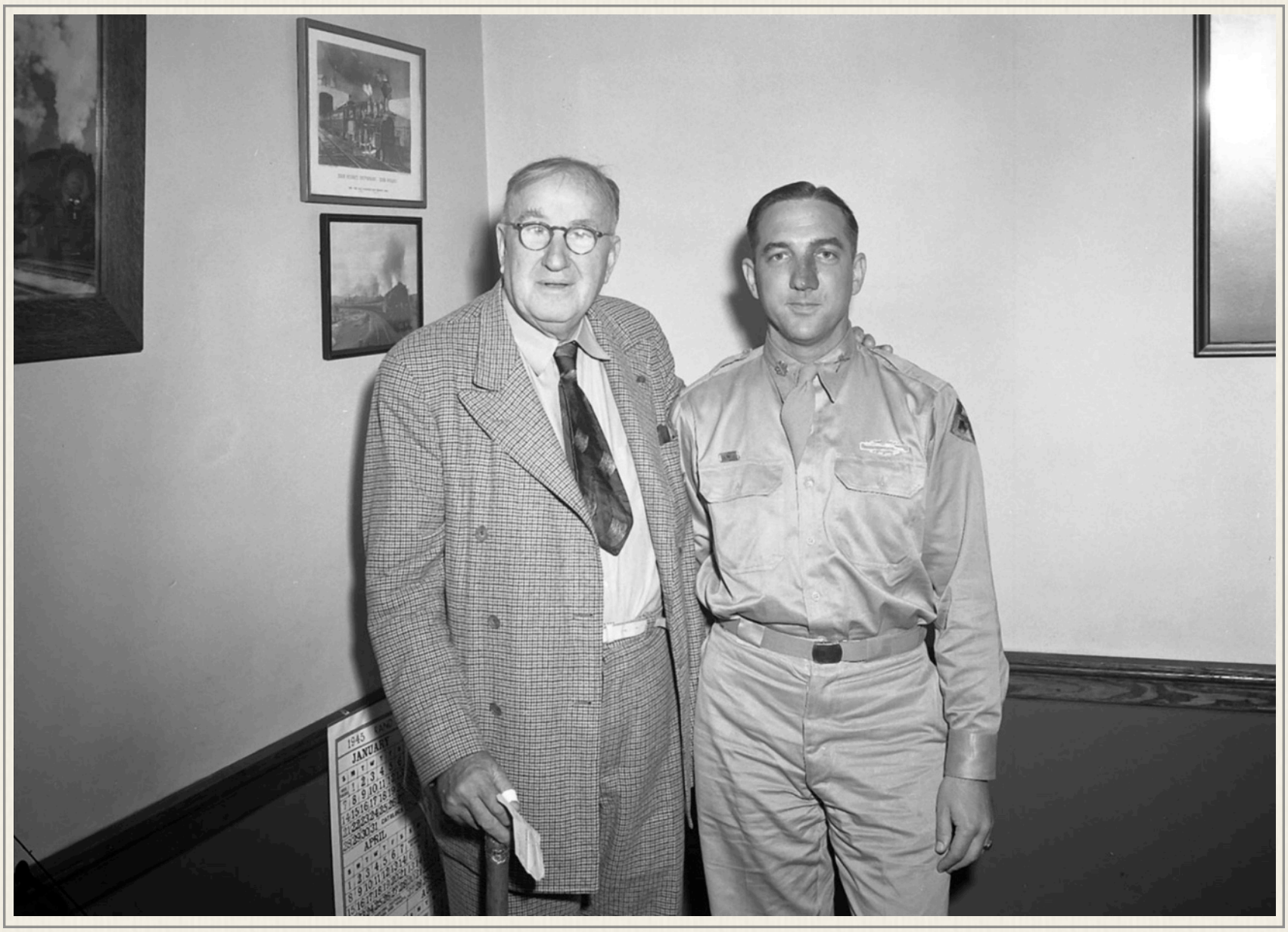
- Springfield (MA) Republican - Mon, Jun 4, 1945 pg. 4

June 21st

Teague Scaling New Heights: "Vice president and manager of the Mt. Washington Cog railroad in civilian life, Lt. Col. Arthur S. Teague of Fabyan is scaling new heights in his military career, and is fast becoming New Hampshire's most decorated son in uniform. He recently received from Britain's General Montgomery the distinguished Service Order, ranking second only to the Victoria Cross among British decorations. Colonel Teague also has the Distinguished Service Cross, second highest American Army award, and was awarded the Croix de Guerre with Palm by the Provisional government of the French Republic. Colonel Teague is a regimental executive officer in the 4th Infantry Division. Colonel Teague was born May 25, 1910, and graduated from Clemson college in 1932. In his senior year he was captain of one of the military companies at college. He received his B.S. degree in electrical engineering. After the sham battles between the Reds and the Blues in South Carolina, he was called before the military board in Forth Benning, Ga., and through his recommendations, the guns were placed on the self-motorized vehicles instead of half-tracks, which he said were not easily maneuvered. Due to this suggestion he was made major. In one year and 10 months after entering the Army, he was made a lieutenant colonel. The men under him were trained in amphibian tactics off the Florida. It's an interesting fact that the men had to go 20 miles out to sea and return to a point within 100 yards of the shore. His regiment went to England in January, 1944. His battalion of 1,500 men was the first to land on Normandy on D-Day. The expected support on both flanks did not arrive and he and his men marched without support hip-deep through mud and water four miles through the German lines to support the paratroopers dropped behind the German lines. He and his men fought with them for nine days and nights without rest. For this feat he and his 1,500 men received the Presidential Citation. He joined up with Patton's Army and spear-

headed that Army across France. His unit was the first to enter Germany. He captured 31 pillboxes on the Siegfried Line and lived in one for six weeks. He was wounded November 17, 1944, and was in the hospital in England until he rejoined his regiment on February 15, 1945. He was with the unit which passed through Paris. he was married on June 6, 1942. His wife and young daughter are now in Philadelphia, Pa."

- Littleton Courier - Thu, Jun 21, 1945



Two Colonels: *Col.Henry Teague, owner of the Mount Washington Cog Railway and Col. Arthur S. Teague, newly named Vice President & General Manager of the road pose for a Boston & Maine Railroad publicity photo on July 19, 1945. The photo appeared in the August 2nd Littleton Courier. Ellen Teague' says Arthur gave up his quest for a law degree for the Cog job.*
- B&MRR photo - Alan E. MacMillan Collection - Courtesy David Hutchinson

July 19th

Hopes to Open Cog in August: "Col. Henry N. Teague, president of the famous Mt. Washington Cog Railway, was in Littleton this week and said that he still hopes to get the railroad into operation this summer. With good luck in obtaining experienced help he will have the attraction running by the first of August, he stated. The 20 cabins, gift shop and restaurant at the base are now open and many sightseers daily visit the place. Colonel Teague said that if plans can be completed for the opening of the railroad the public will be notified. The mountain line has been closed for the past four years. He added that Lt. Col. Arthur Teague, veteran overseas officer, has arrived back in this country and has been with his family on Cape Cod. He is expected to visit Mt. Washington soon."

- Littleton Courier - Thu, Jul 19, 1945

July 26th

Boys Choir Contains Future Coggers: "The Bretton Woods Boy Singers, comprising a famous summer organization in the White Mountains, have returned for the 35th season at Bretton Woods, with Frank R. Hancock again at the helm of the choir he organized 35 years ago. The Boy Singers appear regularly at the beautiful Stickney Memorial Church of the Transfiguration at Bretton Woods. The choir boys hail from Grace church

and the "Little Church Around the Corner," New York city; Trinity church, Boston; St. Mark's in Foxboro, Mass.; Grace church in Orange, N.H., and Greenwood Union church in Wakefield, Mass. From the latter church comes one of the few boy coloratura sopranos, Harry H. Bird, Jr., and he is properly named." *(Editor's note: Harry Bird, and his Wakefield companions, brothers Paul and Stephen Saunders would have post-singing summer careers at the Mt. Washington Cog railway.)*

- Littleton Courier - Thu, Jul 26, 1945



Cog Choir Boys: *First two in the front row (L-R) Paul Saunders and Harry Bird, Jr. and Stephen Saunders back row far right (1945)*
- Littleton Courier

August 9th

Teague Furlough & Partial Operations: Here and There columnist Arthur S. Morris: "The other day we had an interesting chat with Lt. Col. Arthur Teague, who is spending a 30-day furlough with his wife, daughter and mother as guests of Col. Henry N. Teague at his comfortable log cabin at the base of Mt. Washington. Lt. Col. Teague is a very modest man and while he is willing to tell what the 4th Infantry Division did in France and Germany, it is difficult to learn of his personal accomplishments except in a general way. As readers of the *Courier* know, the general manager of the Mt. Washington railroad is a many with many citations for bravery on the battlefield. When we saw him he was busy looking over blueprints having to do with postwar plans for improvements and additions to the recreational property on the slopes and at the top of New Hampshire's highest mountain. Soon he will be back in the harness again, helping our Army force Japan to its knees. When this is done and we hope soon, he will return to the beloved mountain and take up his civilian duties, interrupted by the wars. Col. Henry Teague, president of the Mt. Washington railroad, never misses a trick. This summer trains are not operating up the mountain, but the camps at Marshfield are open and there are many visitors to the base. The guests have asked to see a train so often that now he has one on exhibition just outside the souvenir store and station, which all can inspect."

- Littleton Courier - Thu, Aug 9, 1945

September 3rd

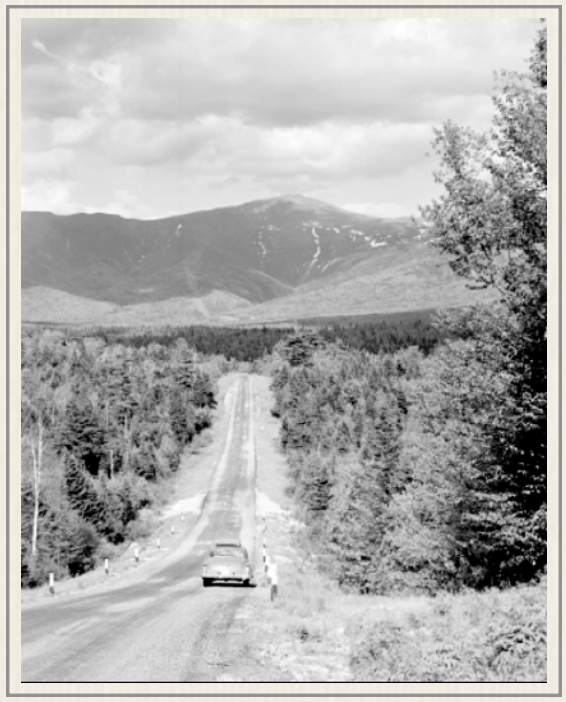
War Stories: "Guests at the Crawford House Monday *(9/3)* evening were offered a rate treat when Lt. Col. Arthur S. Teague, former manager of the Mt. Washington Cog railroad, gave a personal and vivid account of his experiences in the European war with the 22nd Infantry, 4th Infantry Division. Colonel Teague was introduced to the ballroom audience by Col. William A. Barron of the Crawford House, who had praise for the heroic accomplishments of the speaker, combat exploits that brought him high honors from the American, British and French governments. Colonel Teague recounted in detail some of his most exciting experiences during his four and a half years in the Army, from his early training with wooden guns at Fort Benning, Ga., to the war front action from the time landed at Liverpool early in 1944. He told how the Channel crossing and invasion of Normandy was carried out in full practice three times before it was finally staged, and that plans for the invasion had been in force for nearly a year before they were carried out. He described the intensive pre-invasion training of his "30-man football teams," each invasion boat carrying 30 men trained to fight as a unit. Colonel Teague and his battalion landed on Cherbourg peninsula and he recounted the taking of German pillboxes and the St. Lo breakthrough, where German soldiers were found even after the terrific pounding by 3,000 bombers. Colonel Teague told of sending out a patrol while located close to the German border, desiring some "German soil to send back to the President."

- Littleton Courier - Thu, Sep 6, 1945

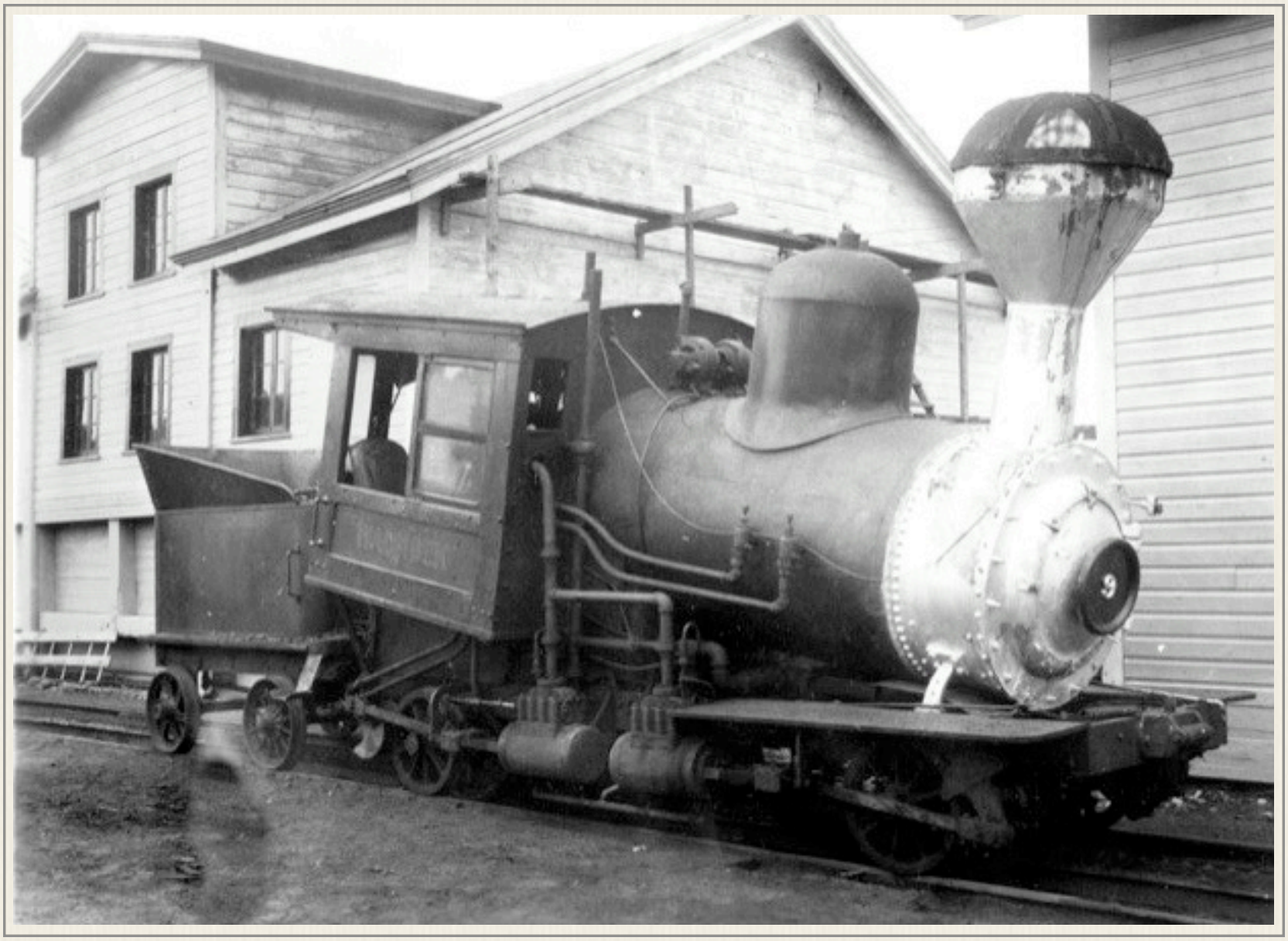
October 11th

New Base Road: "Work has started on the first post-war construction project for Division 2, State Highway department, the construction of one and one-half miles of new road between Fabyans and the Base of Mt. Washington. It is the first step in a proposed project to build a new road the entire seven-mile distance to the base at some time in the future. Equipment, including two power shovels and a bull dozer, and a crew of men under Foreman Roy Clough started last week on the present job, which will see the old replaced for much of the way from Fabyans to the Upper Falls. The road will be of surface-treated gravel and will take traffic around the Mount Washington hotel, eliminating traffic from going through the hotel grounds. The remainder of the way to the base, when work does get underway, will follow the old railroad bed, doing away with the present road entirely, this week said J. B. Richardson of Littleton, division engineer." *(Editor's note: The Base Road and the old railroad bed to the base remain separate routes to this day.)*

- Littleton Courier - Thu, Oct 11, 1945



Base road bypass Mt. Washington hotel (1946)
- Getty Images



1946

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number. ***1946 Season*** - Operating Income: $100,234.47 - Operating expenses: $84,075.36

January 31st

Henry in Florida: Here and There columnist Arthur S. Morris: "A guest at the Flamingo is Col. Henry N. Teague, president of the Mount Washington railroad. In a conversation with him we learned that there are great plans for future development at the top of New Hampshire's highest mountain. He would not reveal what they were but they will be to the advantage of northern New Hampshire, he said. He was looking fine but did say that he had not had the best of health part of the winter. through him we learned that Col. Arthur Teague will be out of the Army by April and will be back as manager of the Mount Washington railroad."

- Littleton Courier - Thu, Jan 31, 1946

February 20th

Col. John F. Ruggles takes leave of command of 22nd Infantry and ***Lt. Col. Arthur Teague assumes command of the regiment*** in time for it to be deactivated at the end of war. Gen. John F. Ruggles son, John would work for Teague at the Cog in the 60s. Regiment inactivated on 1 March 1946 at Camp Butner, North Carolina.
- *http://1-22infantry.org/commanders/teaguepers.htm*

March 22nd

Col. Teague Arrives: "Following extended service overseas, Colonel Arthur S. Teague is back in the States. He is now visiting his mother on Vardry street. Col. Teague is on terminal leave and is enroute to Florida after which he will again join his wife in Philadelphia. The Colonel wears numerous battle insignia. Friends are delighted that he is here."

- Greenville (S.C.) News - Fri, Mar 22, 1946 pg. 14

April 5th

Will Be Less Quiet On Mount Washington: "This summer will once more see, and hear, trains chugging ups and down the



Maurice Rentner does a cutaway bolero and dress costume in a sprightly Mount Washington Cog Railway pure silk print designed specially for Filene's by Lizette Veren, French Shops, sixth floor.

At Least They Spelled the Name Right: *"See how America's great designers interpret Filene's extraordinary New England Revelation" in the Spring of 1946 with "just a few of the prints and colors created especially for Filene's New England Revelation. Part of the Great Fashion Presentation that makes its debut on Monday!" announced a nearly full-age in the Boston Herald on May 19th. Five designs were feature including the Cog Railway cutaway bolero and dress costume (left) in a pure silk print. However, a close-up of the print design (above) seen in the same ad resembles less a mountain-climbing railroad and more of a circus train from a kids' cookie box. But publicity is publicity when you're resuming operations after a 3-year shutdown.*

- Boston Sunday Herald - Sun Mar 19, 1946 pg. 107

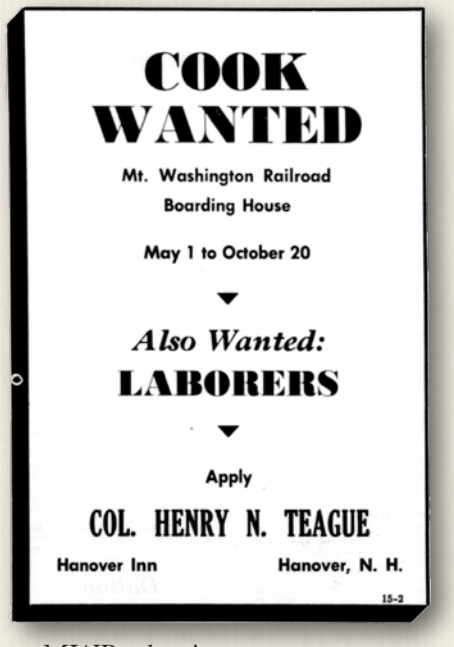
famous 3.5-mile cog railway carrying passengers traveling to and from the summit of this 6300-foot peak, highest in northeastern United States. The little engines and cars went into hibernation during the war. President Henry N. Teague and Col. Arthur S. Teague, general manager, just returned from overseas service, arrived here today to get preparations for service restoration underway. Repair and construction crews would go to work early next month, they said, and regular passenger service resumed from late May to October."

- Fitchburg (MA) Sentinel - Fri, Apr 5, 1946 pg. 7

April 11th

Cog Railroad to Re-Open: "The Mt. Washington Cog railway will resume operations this summer for the first time since the start of the war, it is announced. President Henry N. Teague and Col. Arthur S. Teague, general manager, have arrived. Colonel Teague has just returned from overseas service. An inspection of the line has been completed, the Teagues announced, and repair and construction crews will start operation early next month with regular passenger service resumed the latter part of May and continuing until October. They also said that operation of the Summit House, the hotel at the top of the mountain, and the cabins and other facilities at the base station will be resumed this summer, with the opening coincident with the start of railway operations."

- Littleton Courier - Thu, Apr 11, 1946 pg. 1



MWR advertisement (Apr 11, 1946)
- Littleton Courier

April 15th

Undergraduate Jobs Offered: "And so," said Colonel Henry N. Teague, "I bought the whole top of Mount Washington." Thus ended one of the unique business deals in history, fifteen years ago. The Boston & Maine Railroad, previous owner and operator of the tourist rail line up the mountain, withdrew. Colonel Teague '00, first graduate from Tuck School, became president of the Mount Washington Cog Railway and possessor of a pair of summer hotels, 6290 feet above New England soil. In the years before the war, Colonel Teague developed his tourist business into very much of a going concern. The Cog Railway hauled as many as 700 visitors from the length and breadth of the United States up its three-and-a-half mile route in a day; hundreds more came to the summit daily by car and foot. In the course of a good season, some 250,000 people would arrive, many of whom put up at the hotels. ***Employees Undergraduates:*** Every summer, Colonel Teague employed about forty men from northern and southern colleges, among them numerous Dartmouth undergraduates, to work on the railway, in the inns at the summit - and in the cabins and refreshment stands at the base. Generally, these workers enjoyed their jobs; many returned year after year. One, a graduate of Clemson, is returning from the army now as the Colonel's manager. For the first time since the war clamped down on civilian travel, the Teague venture will reopen this summer for a 30 May - 12 October season. And again, as in former years, the Colonel is recruiting workers from the Dartmouth student body. The positions open, offering extensive varieties of work, largely out of doors, will pay up to $75 a month, with room and board supplied. Colonel Teague will receive applicants and men seeking further information in his room, 101, at the Hanover Inn, during the next two or three weeks."

- The Dartmouth (Hanover, N.H.) - Mon, Apr 15, 1946 pg. 4

April 19th

Margaret Ellen Teague (Margie) ***born*** to Arthur and Ellen Teague

- I Conquered My Mountain by Ellen Crawford Teague

May 2nd

Teagues Back in the North Country: "Col. Henry N. Teague, president of the Mount Washington railroad and Col. Arthur Teague, general manager of the railway to the highest peak in New Hampshire, have returned to the North Country, with headquarters at the Base Station. Plans are underway for many improvements, not only to the railroad proper but also to the hotel at the summit. Co. and Mrs. Arthur Teague are the recent parents of a daughter, born in Philadelphia."

- Littleton Courier - Thu, May 2, 1946

1946

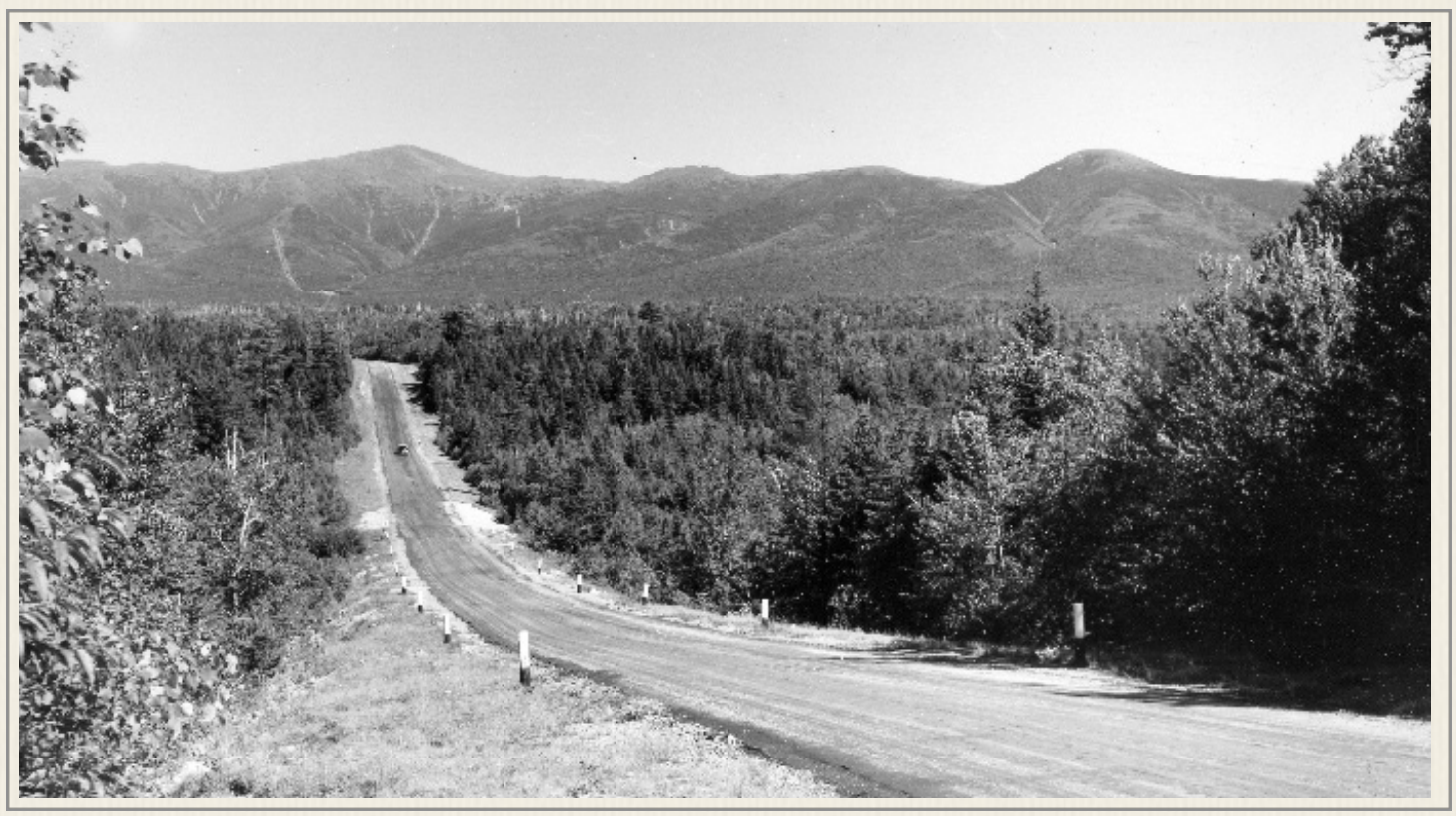
May 8th

D-Day Described: "A vivid description of his experiences during the invasion of Normandy on D-Day was given, yesterday *(5/8)* noon, by Col. Arthur Teague, at the weekly luncheon meeting of the Littleton Rotary club. The speaker, who is general manager of the Mount Washington Cog railway, was accompanied to the meeting by Col. Henry N. Teague, president of the unique line that runs to the top of New England's highest peak. They are making preparations to reopen the railroad for the summer season. Colonel Arthur Teague, who commanded a battalion in the 22nd regiment of the 4th infantry division, described the intensive training undergone by the invasion troops before setting out for the French coast. He stated that practice maneuvers in the English Channel were carried out as if the ultimate goal was to be Calais and that the ruse caused the Germans to mass their troops at that point. After D-Day Colonel Teague campaigned through Europe, ending up at the Austrian border. During this time he was wounded twice. For heroism in action he received the Distinguished Service Cross and the Silver Medal."

- Littleton Courier - Thu, May 9, 1946

May 9th

Senior Engineer ***Mike Boyce returns*** to Cog Railway ***for the 1946 season***. He will be paid $1.20 an hour according to letter quoted in Ellen's biography. Arthur Teague says he's offering work to laid off B&M men at 85-cents an hour.



- National Forest History Society (1954)

May 23rd

New Base Road: "Tourists renewing their acquaintance with the Mt. Washington Cog railroad this summer, reopening for the first time since the start of the war, will have a brand new approach to be the base station available to them by August. Opening up a spectacular new view of M.t Washington the new road is now under construction by the State Highway department, Division 2. The $40,000 project, started last fall, includes the construction of a mile and a half of relocated highway. The new road branches off the Bretton Woods route in front of the former Fabyan House and follows the old base road for three-tenths of a mile before setting off through the woods directly towards the heart of the mountain, rejoining the present base road a half mile or so above the Mount Washington hotel. When completed, the new approach will eliminate the road through the hotel grounds as a public highway for traffic bound for the base station. Roy Clough is foreman on the project and a 10-man crew, with two power shovels, bulldozers and other equipment has been at work. The road will have a 21-foot surface of bituminous treated gravel. Plans call for eventually continuing the new road straight through to the base, following the disused railroad right-of-way."

- Littleton Courier - Thu, May 23, 1946

May 24th

Cog Unhampered by Rail Strike: "The railroad strike, which saw only a lone milk train a day into the North Country on Friday *(5/24)* and Saturday *(5/25)*, had no effect on one New England Railway - the Mt. Washington Cog railroad. Work crews aboard the mountain train kept busy getting the famous railroad to the top of New England into condition for opening on Memorial Day - the first time it has operated since the start of the way."

- Littleton Courier - Thu, May 30, 1946

May 30th

Bethlehem Memorial Day: "Bethlehem school children will join American Legion, Veterans of Foreign Wars, Boy Scouts and the Littleton band at 9 o'clock Thursday morning, May 30 at the town building. The parade wll got to Main Street cemetery where the usual ceremony will be performed and graves decorated, marching back to Bethlehem High school for the exercises which will include a program given by the first six grades and vocal numbers by the high school Glee club. The speaker of the day will be Col. Arthur Teague, manager of the Mount Washington Cog railway. (Teague) gave a fine address in keeping with the day."

- Littleton Courier - Thu, May 23 & Thu, Jun 6, 1946

June

"Railway to the Clouds" article by Stephen Bogart - TRAINS Magazine pgs 28-31 - Article says "Arthur S. Teague, who will reopen the line June 15, won many decorations in the war." The article includes photo *(right)* by L.B. Herrin of Engineer J. F. Keating carrying workers aboard a flatcar



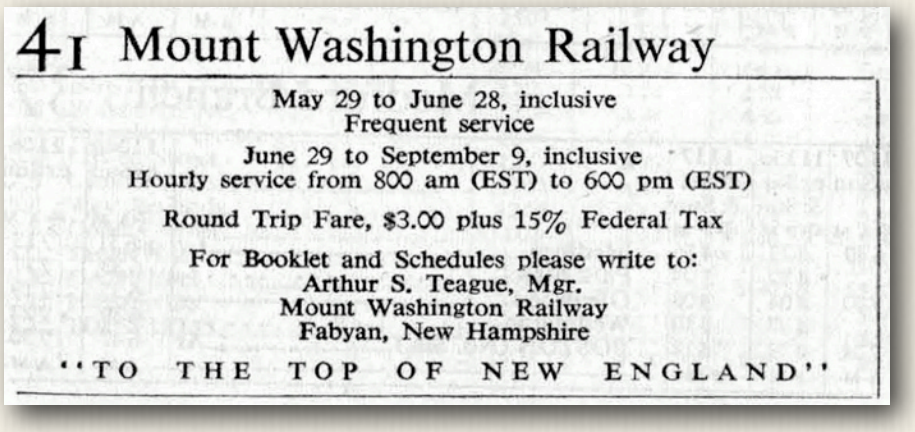
June 3rd

Henry Interviews at Dartmouth: "Colonel Henry N. Teague, owner of the Mt. Washington Railway, will be at the Hanover Inn today *(6/3)* to interview the men who have written him in regard to summer work and anyone else who is interested in a summer job at Mt. Washington."

- The Dartmouth (Hanover, N.H.) - Mon, Jun 3, 1946 pg. 4

June 4th

While the Boston & Maine Railroad completed the sale of the Cog to Henry Teague in 1939, the B&M continued to help the MWR by providing parts and personnel. On June 4th - a B&M photographer took publicity shots for the re-opening of the railroad. The pictures were taken eleven days before the railway opened. A group of people (employees perhaps?) were enlisted to appear as happy patrons. Arthur Teague is seen. The No. 8 locomotive (later *Tip Top*) is featured with engineer Pliney Granger, Jr just back from India. The sequence covers a trip from the shops to the Summit. The images were nearly lost when the B&M president ordered the material tossed. B&M conductor David Hutchinson says, "The existence of these official B&M photo archives is almost like a spy thriller. In 1965, all of B&M's negatives and photographs were ordered destroyed. The truck driver, who was to take them to the dump, knowing Alan E. MacMillan, head of the B&M Engineering Dept., was a rail-fan, tipped him off as to the fate of the collection. Mac ordered the driver to take the collection to his home in Ipswich, Mass., where the collection resided until his retirement in the late 70's. The collection was then moved to Florida where Mr. Mac-


41 Mount Washington Railway

May 29 to June 28, inclusive
Frequent service

June 29 to September 9, inclusive
Hourly service from 800 am (EST) to 600 pm (EST)

Round Trip Fare, $3.00 plus 15% Federal Tax

For Booklet and Schedules please write to:
Arthur S. Teague, Mgr.
Mount Washington Railway
Fabyan, New Hampshire

"TO THE TOP OF NEW ENGLAND"

1946

Millan moved... Out of the blue, in 2005, Mr. MacMillan, who was now getting on in years, called his son, Alan Jr. and told him to get the collection out of his house or he was going to throw it out. Alan Jr. hired a U-Haul truck and drove to Florida to retrieve the collection. Having no room to house the collection in his Rockport home, Al called me, asking what to do (Alan Jr. and I are both B&M Conductors) I told him that I would care for the collection as I had plenty of room at my home in New Hampshire. So, off (Alan Jr.) went, from Florida to New Hampshire, arriving one late afternoon, and between the two of us unloaded six file cabinets, ten cartons, and several artifacts into my attic and there they reside *(as of August 2017)*." As is often heard in newsrooms, "you can't make this stuff up." The promotional photo essay begins on the next page. Below, tourists 50-year old business executive Oscar Tacy and his 52-year old wife Helen B. (McDermott) Tacy from Nashua, New Hampshire are ready to ride (or perhaps out for a Sunday drive) on the Marshfield platform posing in front of the all-black painted No. 4 *Summit*. The image also captures new log railings heading into the men's washroom and up to an observation platform across the tracks installed as the railroad was preparing to reopen.



- Tricia Miller Collection / Ancestry.com (1946)





MW Ry. #8 at engine house Base Station (June 4,1946) - BMRR Photo - Alan E. MacMillan Collection



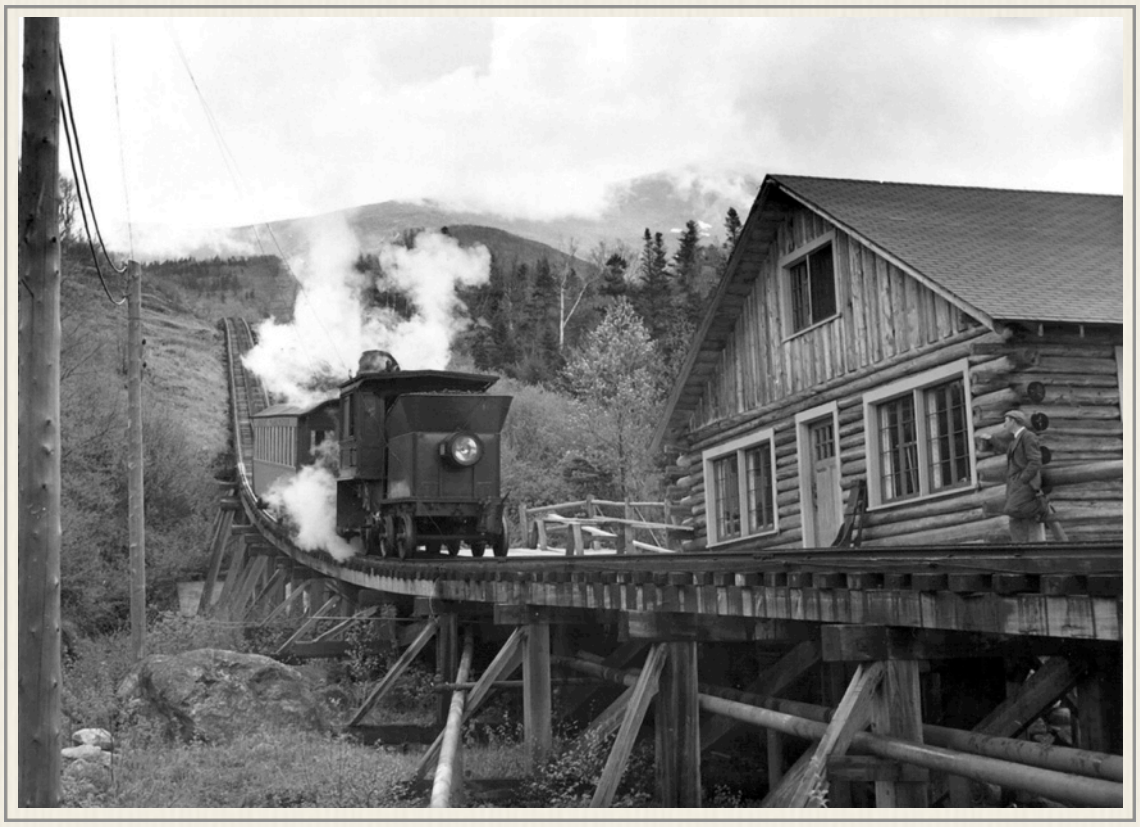
Engine #8 ready for its publicity run moves off the transfer at Base Station (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Engineer Pliney Granger Jr. oils around engine #8 at Base Station (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Base Station (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Leaving Base Station - Col. Arthur Teague observes with a leg up (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Section Crew at work at Waumbek Tank (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection

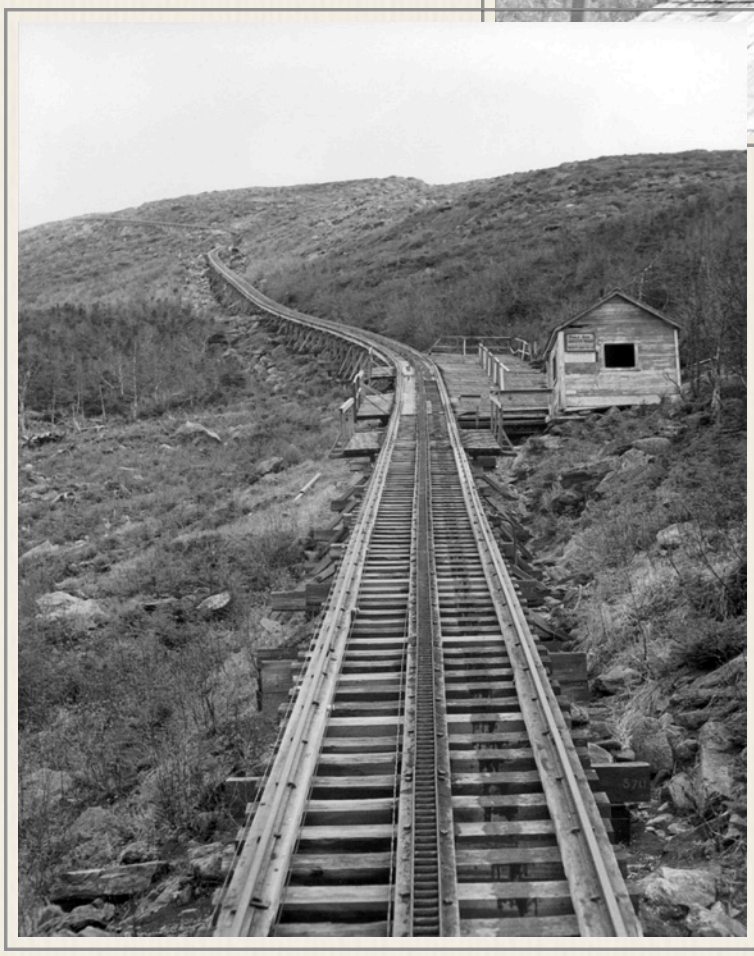
1946



Leaving Waumbek Tank, 3800 feet (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Work Train and Passenger Train meet at Waumbek Switch (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Approaching Half Way House, 4600 feet (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



MW Ry. #8 at Jacob's Ladder (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Col. Arthur Teague, V.P.-General Manager of Cog Ry. demonstrates the grade aboard cog train (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Skyline Platform (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Above Lizzie's approaching the Summit (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



Over the last grade at Summit Platform (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection



At the Top: Col. Teague, 2nd from right, leg up (June 4,1946)
- BMRR Photo - Alan E. MacMillan Collection

Cog Railway reopens after WWII suspension of operations for 3 summers

- TRAINS Magazine - June 1946





June 18th

Railroad Men Meet in Bretton Woods: "More than 600 railroad accounting officers and wives, representing over 450 railroads in the United States, Canada, Mexico and Cuba, will gather here for four days this week to attend the 52nd annual meeting of the accounting division of the Association of American Railroads. Business sessions to be addressed by important speakers will open Tuesday *(6/18)*, with social activities scheduled for after-convention hours, including trips by Cog Railway *(above)* to the summit of Mt. Washington and a trip by special train of the Maine Central through Crawford Notch."

- Daily Boston Globe - Sun, Jun 16, 1946



July 1st

LIFE Magazine photographer Roy Stevens shoots ***photo essay*** on Cog Railroad including shots of Engineer Mike Boyce and Col. Henry Teague *(See Ch. 8)*

- The LIFE Images Collection/Getty Images

August 5th

LIFE visits White Mountains - Article in this week's *LIFE* magazine *(left & below)* chronicles a family's vacation trip through New Hampshire. The story includes pictures of "Ed, Betty and little Gayla Sherburne of Winchester, Mass" riding the Aerial Tramway and the Cog Railway.

August 10th

27 injured in crash on Mt. Washington Cog Railway: An "unattended flatcar went out of control and shot down the mountain, smashing into a passenger car and injuring 20 persons" but no one was killed. A trash car from summit was blown by the wind from where it had been parked. Cars left at Summit without an engine after that were then chained to rails. Cliff Kenney would later tell story about the crash saying he was running the train coming up. State report on the accident says Kenney was firing.

- See Appendix - 1946 Flatcar Collision



ON COG RAILWAY Gayla examines track's cog near the mountain's summit. Apparent angle at which she is standing is due to steep incline of the car.

August 11th

No Paying Rider Killed in Cog Railway's History - "It is the proud boast of the ex-G.I.'s who run the famed cog railway up

the side of Mt. Washington to the Summit House, that in its 77 years of existence 'no paying passenger' has ever been killed. The railroad, reopening this year for the first time since the war, has been doing the greatest business since the first train went up the three miles of track in July, 1869. For many years the cog line was owned by the Boston & Maine, but it has been acquired by a private company, and this year the trains are being run by newly-returned veterans, who still wear Army jackets with insignia from Europe and the Far East. Arthur S. Teague, a former Army Colonel is the operator of the railroad. With few exceptions, the men running the line are veterans. Every weekend this year the demand for seats on the trains has far exceeded the supply. On the opening day nearly 1000 persons were turned away but 900 passengers were carried. Supplies for the Summit House are carried up the railroad, as are supplies for the Appalachian Mountain Club hut at the Lakes of the Clouds, a mile down the opposite side of the peak from the rail line."



Deuce at Base Platform (Aug 9, 1949)
- Don Ross Collection

- Boston Daily Globe - Sun Aug 11, 1946 pg. C24

Cog Railway Meets High Wind Hazard: "The wind at the peak of Mt. Washington has long been recognized as one of the hazards interfering with operation of the cog railroad. While the approach to the summit is shielded by the cone itself to a considerable degree, there is no protection at the top. The wind has destroyed several structures preceding the present Summit House, and during the war, demolished the large water tank. The wind has on one or two occasions, threatened to pick up flat cars while on Jacob's Ladder and hurl them into the ravine, John Horne, later superintendent of the line, used to recall. He told of one trip down when the wind lifted the rear end of a flat car for a foot and a half and then deposited it back safely on the rails."

- Boston Daily Globe - Sun Aug 11, 1946 pg. C24

August 12th

Cog Railway Makes 14 'Peak' Trips: Mt. Washington's famed cog railway engine chugged to the top of New England's highest peak 14 times today carrying 392 passengers and "business was better than ever" despite the Saturday accident, Col. Arthur S. Teague, owner and manager said tonight. *(It appears Art got to deal with bad news - Henry with the good.)* The engine, the same one operating when the accident occurred, was found to be undamaged except for a few dents, Teague said, and was put back into operation. Today's 14 trips were in contrast to the eight made Saturday when operations were cut off by a flat car crashing into the car and engine. Expecta-



- A rainy Base platform (1946)

tion was the (state) reports would substantiate the claim of Teague that a gust of wind dislodged the flat car, causing the accident. Teague said the reward of $1000 the railroad is offering for the arrest of the person or person responsible for loosening the ratchet which secured the car still stood, but that there seemed little likelihood of finding the culprits. *- Boston Daily Glove - Tues Aug 13, 1946 pg. 9*

General Electric offers to build three ***diesel locomotives*** for the cog railway at $100,000 apiece, but (Arthur) Teague rejects the proposal, reasoning that the season was too short to permit the line to carry such a heavy debt.

August 15th

Reputation Apparently Unblemished: "Mountain Musings: The fact that vacationists are thronging to it in record numbers this week is striking testimony to the reputation the Mt. Washington Cog railroad has achieved through its 77 years of existence as one of the safest modes of transportation available to the public. This reputation appeared to have been blemished not one iota by Saturday's *(8/10)* freak accident, for the public was quick to realize that the mishap was due to no mechanical or operational fault of the unique cog trains that have carried literally millions of people to the top of N. E. and back since the mountain first started to run!" *- Littleton Courier - Thu, Aug 15, 1946 pg. 4*

New Base Road Nearly finished: "The new road to the base of Mt. Washington is ready for its gravel surface, Engineer J. Beattie Richardson said this week and it should be ready for travel in three weeks."
- Littleton Courier - Thu, Aug 15, 1946 pg. 1

August 29th

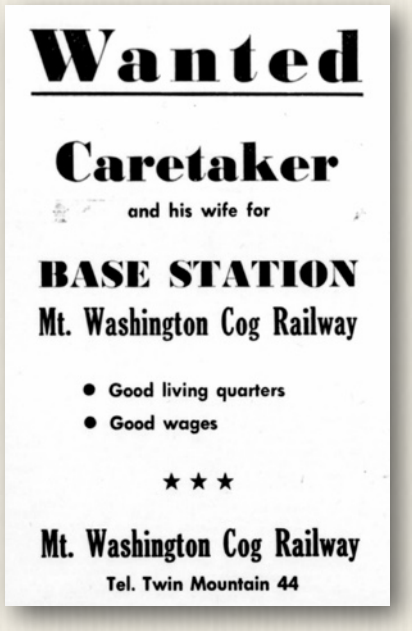
Tip Top Icing Research: "It was learned this week that the famous Tip Top House on Mt. Washington has been leased by Northwest Airlines, Inc., of Minneapolis, Minn., and will be the scene this coming winter of scientific research in connection with aerial ice conditions. At the same time it was learned that the water tank owned by the Mt. Washington Cog railroad has been leased for use by the Goodrich Rubber company for similar research purposes, working in conjunction with the Mt. Washington Observatory. Northwest Airlines has engaged Francis H. Howe, contractor of Alton Bay, to remodel the Tip Top building, insulate it, install a new heating system and otherwise prepare it for the rugged scientific work scheduled atop New England. The lessees will work with the U. S. Army Air Corps through a government contract to study means of preventing ice from forming on airplane wings, propellers and other parts of a plane. The summit of Mt. Washington is the only place in the United States, it was said this week where the same ice conditions exist on the ground as those encountered by planes in the air, and is therefore ideal for the experimental project. The building is expected to be ready for occupancy soon after October 1. The Army is installing two Diesel generators, and various pieces of paraphernalia will be rigged up on the building to test the ice conditions. It is expected $25,000 will be expending in reading the mountain structure for the important work, and it will be staged by a crew of six to eight men who will make the experiments."
- Littleton Courier - Thu, Aug 29, 1946 pg. 1

September 5th

Investigation Stalled: "With the investigation stalled there has still been no trace of the person believed responsible for tampering with the brakes of that freight car on the Mt. Washington Cog railway that plunged down the mountainside a short distance and in the path of an up-coming train a few weeks ago. The reward of $1,000 offered by the company for information leading to the apprehension of the responsible party still stands."
- Littleton Courier - Thu, Sep 5, 1946 pg. 4

October 24th

Base Road Finished: "With the completion of a tarvia *(soft tar)* surface, a new stretch of highway on the road to the base of Mt. Washington has been finished by a State Highway crew." *- Littleton Courier - Thu, Oct 25, 1946 pg. 1*



MWR display ad (Sep 26, 1946)
- Littleton Courier

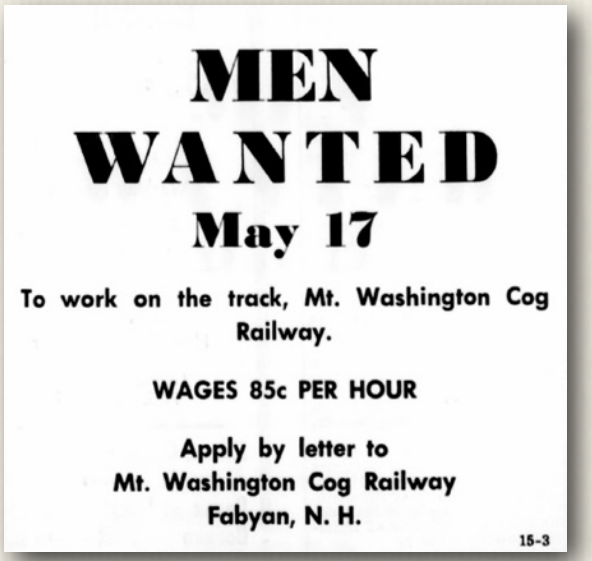
1947

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number. ***1947 Season*** - Operating Income: $96,286.32 - Operating expenses: $96,509.20

March 29th

Frances Stratton Teague (Fanny) is ***born*** to Arthur and Ellen Teague. Ellen writes that Arthur ditched his accelerated law school program at the University of Virginia when Henry Teague called a month after Fanny's birth and returned to the Cog Railway as General Manager in 1947. However, documents indicate Arthur was managing at the Cog in 1946. Henry's call most likely came a year earlier after Margie's birth.

- I Conquered My Mountain by Ellen Crawford Teague



MWR help wanted ad (Apr 10, 17 & 24, 1947)
- Littleton Courier

May 28th

1947 Season Begins: "Early indications are that the coming summer season in the White Mountains is headed for a record, not only in point of vacationists visiting here, but in the number of places to stay that are to be at their service. An estimated of 600 places catering to some 25,000 people at a time has been made. The Memorial Day week end signals the beginning of the season. 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. Col. Henry N. Teague, president of the unique railroad to the top of New England's highest peak, has been working for weeks on preparations for the summer schedule of this popular White Mountain attraction. The cabins and the restaurant at the Base Station are open for business, the latter under the direction of Fred Wallace, who was assistant chef at the Mount Washington hotel in Bretton Woods last summer. The Mount Washington club, at the top of the mountain, will open on June 15 and the postoffice at the summit on June 19. Train service on the cog railway will be continued after the holiday week end, as traffic demands, until June 15, when a schedule of three trains daily will go into effect."

- Littleton Courier - Thu, May 29, 1947 pg. 1

May 30th

Mr. and Mrs. Charles Raymond were hired for the 1947 season to run the Gift Shop. Mr. and Mrs. Gardner Campbell will operate the Summit House, according to Ellen's memoir. The text also mentions a caretaker named Jimmy, a former trapper. *(James Webb)*

- I Conquered My Mountain by Ellen Crawford Teague

June

State of ***New Hampshire*** to spend between $42,000 and $50,000 ***building*** 1 and 7/8 miles of ***new road*** to the Base starting at Fabyans Station - go straight away from Mt Washington Hotel then come out 3/4 of mile behind the hotel and rejoin the old road.

- I Conquered My Mountain by Ellen Crawford Teague

June 14th

Civil engineer Ned Spaulding of School Street, Hudson, New Hampshire "has been ***retained*** by the Mt. Washington Cog Railway Corp ***to eliminate a serious sewerage condition*** at the Summit House, Mt. Washington." *- Nashua Telegraph - Newspapers.com*

June 23rd

N.H. Information Service Workers to Tour State: "Key personnel of the State Tourist Information Booth system, the New Hampshire Information Bureau in New York City, and the State Planning and Development Commission, will tour the state for three days, starting June 22. Purpose of the trip will be to get as much first-hand information of the whole state as is possible in three days, in order that the (30) personnel taking the trip may give better service to the vacationing public. On Monday morning the group plans to take in Crawford Notch and the Mt. Washington Cog Railway, stopping for lunch at the Base Station."

- Nashua (N.H.) Telegraph - Mon, Jun 23, 1947 pg. 6

August 11th-12th

Forest Fire Rages: "Believed to have been started by persons picking blueberries, a forest fire discovered Monday *(8/11)* about 2 p.m. burned over 18 to 20 acres near the base of Mt. Washington, about three miles from the Mount Washington hotel in the direction of the Base Station, before it could be stopped. Located in a bad slash area, the fire threatened to sweep across a wide area before it was brought under control about 4 a.m. Tuesday *(8/12)*. Crews are being kept on the scene to prevent flareups until a rainfall diminishes further danger. At the height of the fire slash piles burst into flames that leaped 200 and 300 feet into the air. An airplane pilot at the Twin Mt. airport reported the fire to Charles Ricardi at Twin Mountain Monday afternoon, the latter notifying Roy Brown, U.S. Forest Service dispatcher of the Littleton office, who happened to be working on campsites near the area. He immediately rounded up a crew of 50 men from the Cog Railway, Bretton Woods, a woods crew from the Bradford Veneer and Panel company at Fabyans, and local wardens and crews. Dispatcher Brown had a narrow escape when he found himself trapped by the flames while he was scouting the area. His woods experience stood him in good stead however, and he was able to crawl to safety. When the first alarm was given about eight acres were burned over, the flames spreading rapidly through the heavy slash and very dry conditions. Accessibility was made difficult due to hurricane blow-downs and heavy logging operations. The center of the blaze was about a mile from the base road, and quick work of the fighters prevented an actual threat at any time to the palatial Mount Washington hotel or to the Cog Railway base station five miles distant."

- Littleton Courier - Thu, Aug 14, 1947



1947 Choir Boys/Future Coggers: *First three front row from left: William Climo, John Climo III and Edward Bird. Paul Saunders is next to last in that row. Eddie's brother, Harry Bird is first in the back row left. All would have non-singing careers up the Base Road at the Cog (1947)*
- Littleton Courier

Fight Fire On Mt Washington: A forest fire swept 30 to 40 acres of pine and dry hurricane-felled lumber on Mount Washington in the night; and was raging yesterday as 70 men fought to check it. US Forestry officials said there were no homes in the immediate area, about four miles east of the Mount Washington hotel and a mile south of the mountain cog railway station. Flames were believed to have been started by berry pickers, forestry men said. *- Nashua Telegraph - Wed Aug 13, 1947 pg. 22*



"The shot... shows two summit observers (Rudolph Honkala of Salisbury, N.H., left & Fred Milan of Barre, Vt.) inspecting a 2200-horsepower, ice-coated Pratt Whitney airplane engine. Harvard University sponsored a series of icing research programs with Northwest Airlines under contract from the U.S. Army... trying to figure out the best ways to prevent what you see in this picture! (Feb 1947)
- Don Guy photo / Associated Press / NH Then & Now

August 16th

The ***Navy*** announces one phase of its ***winter test projects***. They're going to bring a Phantom jet fighter plane up on the Cog Railway flat car sometime this fall and the ship will be exposed to an "ice box test" 6288 feet above sea level. The plane will be secured in a flat-topped "Butler" building to be erected on top of the mountain. The building will be opened at both ends to form a natural wind tunnel when the tests are run. Construction is scheduled to be completed by mid-September.

- Boston Daily Globe, Aug 16, 1947 / Nashua Telegraph, Aug 22nd, 1947

August 20th

Peppersass Homecoming?: "*Old Peppersass*, the first mountain-climbing engine in the world, will return once more to her old haunts at the Base Station of the Mount Washington Cog Railway within a few days, there to be

photographed and admired by the crowds of vacationists who daily flock to view and ride on the famous railway to the top of New England. Col. Arthur Teague, general manager of the cog railway, told the *Courier* this week that *Old Peppersass* has been in storage for a number of years at Concord, and it will be trucked to the Base Station and placed near the Marshfield Station. *(Ed Note: While planned the move apparently did not happen until the following summer as an August 5th, 1948 article says the move occurred the prior day.)* Formerly on display at the Base Station, the old engine, the first to run on the cog railway back in 1866, was taken to the World's Fair in New York and later shown at the Centennial celebration in Concord. The product of the inventive genius of Sylvester Marsh of Littleton, *Old Peppersass* was used in the original tests of the cog railway which was first opened to the summit in 1869. A granddaughter of Mr. Marsh, who now lives in Worcester, Mass., visited the railway recently and took the ride to the summit as guest of the management. Yesterday was a typically busy day at the cog railway with six trains, each with a capacity of 48 people, plying back and forth from base to summit, and a seventh train in reserve. Trains were sold out ahead as ideal weather drew tourists to this unique New Hampshire attraction. Col. Henry N. Teague, the president and Col. Arthur S. Teague, general manager, and their corps of nearly 100 employees were busy attending to the wants of hundreds of visitors. Last year the railway carried over 35,000 passengers, to set an all-time record. Inclement weather held down the July traffic this season, but August is comparing favorably with August of 1946, stated Col. Arthur Teague yesterday, but it is not expected that the 1947 traffic will surpass the record set last year. 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. 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.

A veteran of Mt. Washington service is Michael P. Boyce of Keene, now in his 28th season as an engineer. 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. Carpenters are busy building an addition to the Marshfield Station. This is to be a two-story structure, 30x30 feet, providing extra quarters for an expansion of the gift shop downstairs, and for employees' rooms upstairs. Fred Wallace, head chef last year at the Mt. Washington hotel, runs the restaurant that is also located in the Marshfield Station at the base. Business is good here and at the cabins located conveniently about the parking areas. Yesterday many cars from widely scattered points were parked in the area while their occupants were on the trip to the summit.

One of the engines running this year is practically new and is being used in an experiment, which if successful is expected to lead eventually to a change from the traditional coal with the accompanying smoke, to new oil-fired boilers. In an attempt to increase the power and decrease the consumption of fuel new running gear and other parts were installed on one engine, the boiler being practically the only thing retained. The new setup seems to be working well, and is expected to reduce the running time for the 3¾-mile trip to the summit from the present 60-70 minutes to as low as 45 minutes. While all details are not yet worked out, it is hoped, that more powerful engines, run by fuel oil, will be found to be feasible on the cog railway and gradually be installed in coming seasons. Special mention should be made of the excellent 1½-mile of new road built by the State Highway department starting at the Fabyan House and by-passing the Mt. Washington hotel enroute to the base of the mountain. At one point along this new stretch a breath-taking view of the cog railway is afforded."

- Littleton Courier - Thu, Aug 21, 1947 pg. 1



Car loaded and ready to go at the Base Platform September 1, 1947
- Robert J. Girouard Collection

September 5th

Suicide Search?: "State troopers and forest rangers, searching for Miss Dorothy T. Wilder, 48, school teacher missing from Ashby, Mass., since last Sunday *(8/31)*. reached

the Lake-of-the-Clouds hut of the Appalachian Mountain Club this forenoon, and learned that the missing woman registered there last Sunday under the fictitious name of Dorothy Whalen," and mailed $100, along with the keys to her car parked at the foot of the mountain, to her father in Ashby. She was wearing the tan jacket and brown slacks in which her parents, Mr. and Mrs. Albert Wilder, reported she left Ashby. She ate not supper and not breakfast, officials at the hut recalled, and she said nothing to attracted attention to herself otherwise. Guests cook their own meals, on facilities supplied by the management, and thus the officials noted that Miss Wilder had not taken either supper Sunday night or breakfast Monday. Another letter mailed at Lake-of-the-Clouds by Miss Wilder to a friend, Miss Muriel Towle of Wollaston, stated: "I will soon not be among the living." The letter gave directions for disposition of her clothing, books and personal effects. Arthur S. Teague, vice president of the Mt. Washington Cog Railway, accompanied the search party in the trip to the top of the mountain this morning *(9/5)*. (State troopers) left the cog railway at the start of the West Side Trail., in order to search upward. The rest went to Lake of the Clouds where they talked with Joe Dodge and Edward Cates, a lumber packer, both of whom recalled the woman, particularly because of her failure to eat, and were able to give a description that identified her definitely, despite the fictitious name used in registration."

- Boston Globe - Sat, Sep 6, 1947 pg. 1 & 2

September 8th

Suicide in Maine?: "A search of high and dangerous trails on the summit of (Mt. Washington) failed to disclose any trace of the missing woman, Miss Dorothy T. Wilder, 45-year old Ashby, Mass., English instructor. The search was extended to Maine Saturday night after Rumford, ME. police chief said a woman answering the description of the school teacher spent the night in a hotel lobby in Rumford. A woman resembling Miss Wilder also was reported seen walking toward Farmington, ME., yesterday, but no trace of the woman was found by a deputy sheriff who searched the area."

- The Lowell (MA) Sun - Mon, Sep 8, 1947 pg. 1

September 10th

Suicide Safely Solved: "Miss Dorothy T. Wilder, 48-year-old Ashby, Mass., school teacher, was homeward bound today *(9/11)* from the Canadian border of community (of Calais, Maine) where the mystery of her disappearance Sept. 3 from Mt. Washington, N.H., ended yesterday. Miss Wilder told State Trooper Harold L. Johnson she was bound for Antigonish, Nova Scotia "to see a priest" at St. Francis Xavier University when she was stopped at the border. Canadian immigration officials alerted by Johnson, stopped Miss Wilder on the international bridge and turned her over to the trooper. While waiting for her parents to arrive from Bangor, where they had searched for her Tuesday, Miss Wilder declined to say much about her trip from the White Mountains. Trooper Johnson said she had little money with her. She had some bread, cheese and crackers in a shopping bag which she carried while walking and hitchhiking. Miss Wilder's father said his daughter was interested in "the cooperative movement" as was, he added, a Father Thomas at the university."

- Biddeford (ME) Daily Journal - Thu evening, Sep 11, 1947

September 11th

Government Winter Test Plans: "Mountain Musing: As long as the government does not eventually take over the mountain-top entirely, freezing out summer visitors who come from the far corners of the globe, no one will probably seriously object to the increased expansion of research facilities atop Mt. Washington! A visit to the summit reveals the physical evidence of the expanded program lined up for this winter, when included in the scientific studies will be the "flying" of a two-jet Phantom fighter plane housed in a steel hanger which can be opened at both ends to allow ice to accumulate on the wings and engines. The B-24 which started altimeter-error check flights over the summit last spring will again be flying over the peak. The erection of the $30,000 steel hangar for the jet plane has started at the head of the Auto road!"



Cosmo Goes Sliding: "Mountain Musing: The September issue of *Cosmopolitan* magazine contains a feature article titled "On 'Devil's Shingles' Down Mt. Washington," a reflection of "The Good Old Days" by Hans

Schoenfeld. The writer says "one of the country's most perilous sports began with the inauguration of the Mt. Washington Cog Railway in 1869. While they were building three miles of railroad track that year on the precipitous N.H. slope, construction workers amused themselves by sliding down the cog rails in the center of the tracks on homemade toboggans - 'Devil's Shingles.' By the time the railroad was opened officially adventurous sportsmen - and even ladies - from all over the country were visiting Mt. Washington to take the mile-a-minute slide" One can see one of these contraptions today at the Base Station, mute evidence of a sport that was outlawed around the turn of the century "after a few accidental deaths occurred," It is said that the only practical value the "Devil's Shingles" ever had was to provide a means of transportation for the publishers of the famous little newspaper, *Among the Clouds* to speed their paper down the peak and to off-mountain readers at the breakfast table!" *- Littleton Courier - Thu, Sep 11, 1947 pg. 6*

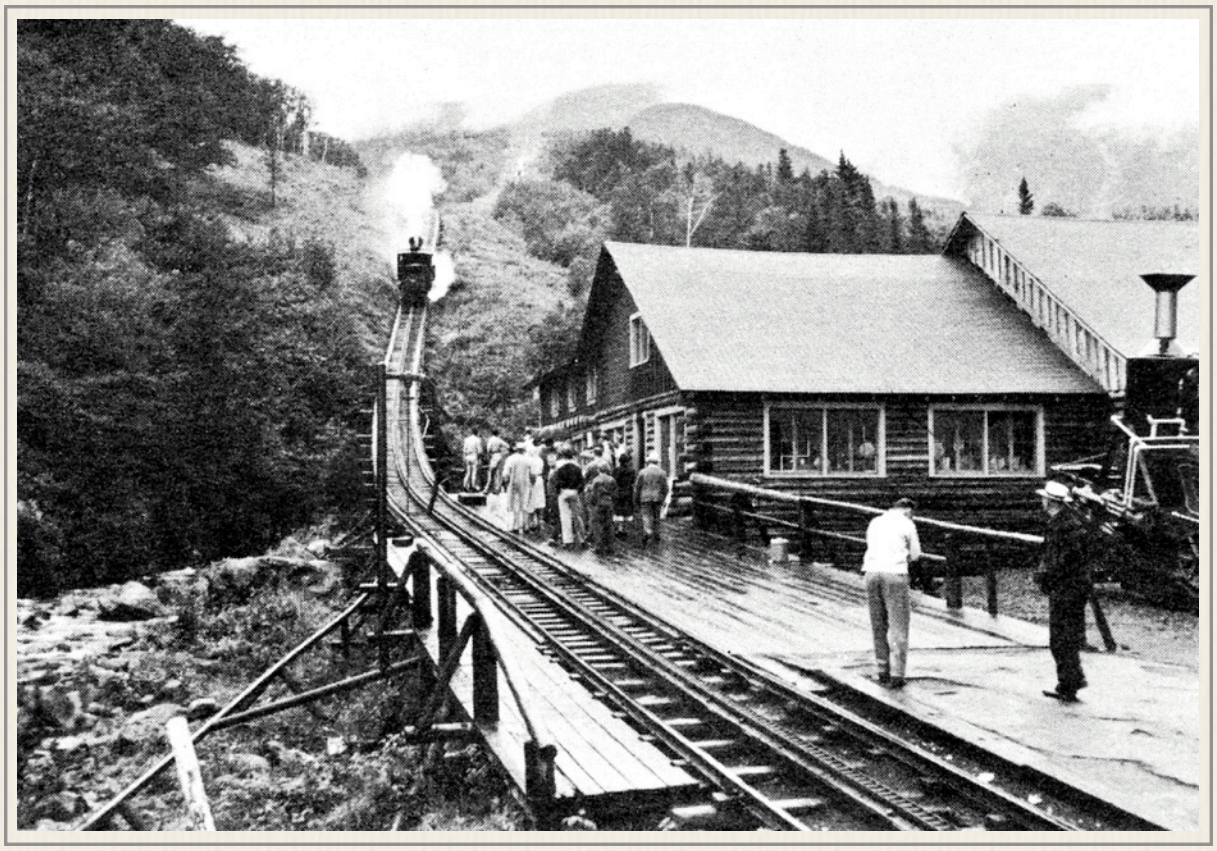
September 28th

Summit House Closes: "Col. Henry N. Teague announced this week that the Summit House on Mt. Washington was closed Sunday *(9/28)* due to the lack of water. The cog railroad will operate through October 13, at 10, 12, and 2:15 o'clock daily, weather permitting. Colonel Teague said the railroad offered complimentary rides to members of the recent Glidden Tour and also to state employees holding their fall outing at Franconia Saturday." *- Littleton Courier - Thu, Oct 2, 1947 pg. 1*

October 9th

An Original Cog Kid Dies: "Mrs. Harriette Marsh Smith, 77, daughter of Sylvester Marsh, Littleton inventor of the cog railway and railway refrigerated car, died Thursday, October 9 at her home at 7 Wyman court, Winchester, Mass. The funeral was held Sunday. Mrs. Smith, who was the widow of F. Patterson Smith, noted Boston architect, was born in Littleton, May 25, 1870, soon after the famous cog railway was constructed on Mt. Washington by her father. She attended Brook Hall in Media, Pa., moving to Winchester in 1890. She is survived by three daughters, Mrs. Ralph D. Joslin and Miss Harriette Smith, both of Winchester, and Mrs. Cornelia S. Mazerski of Costa Mesa, Calif."

- Littleton Courier - Thu, Oct 16, 1947



- New Hampshire Then & Now FB page

1948

New Hampshire Public Service Commission Report: Format for financial reporting - no longer carries passenger number. ***1948 Season*** - Operating Income: $101,355.58 - Operating expenses: $114,679.90

January 10th

Phantom Freight Too Wide for Cog: The XFD-1 Phantom jet fighter will be taken by truck and trailer "up the Mount Washington vehicle road to the site of the experiment. It was originally planned to use the Mount Washington cog railway. However, this was abandoned because of too many close clearances of buildings on the right-of-way and excessive vibration of the trains on the 25 percent grade.

- The Bradford (PA) Era - Sat, Jan 10, 1948 pg. 9

February 12th

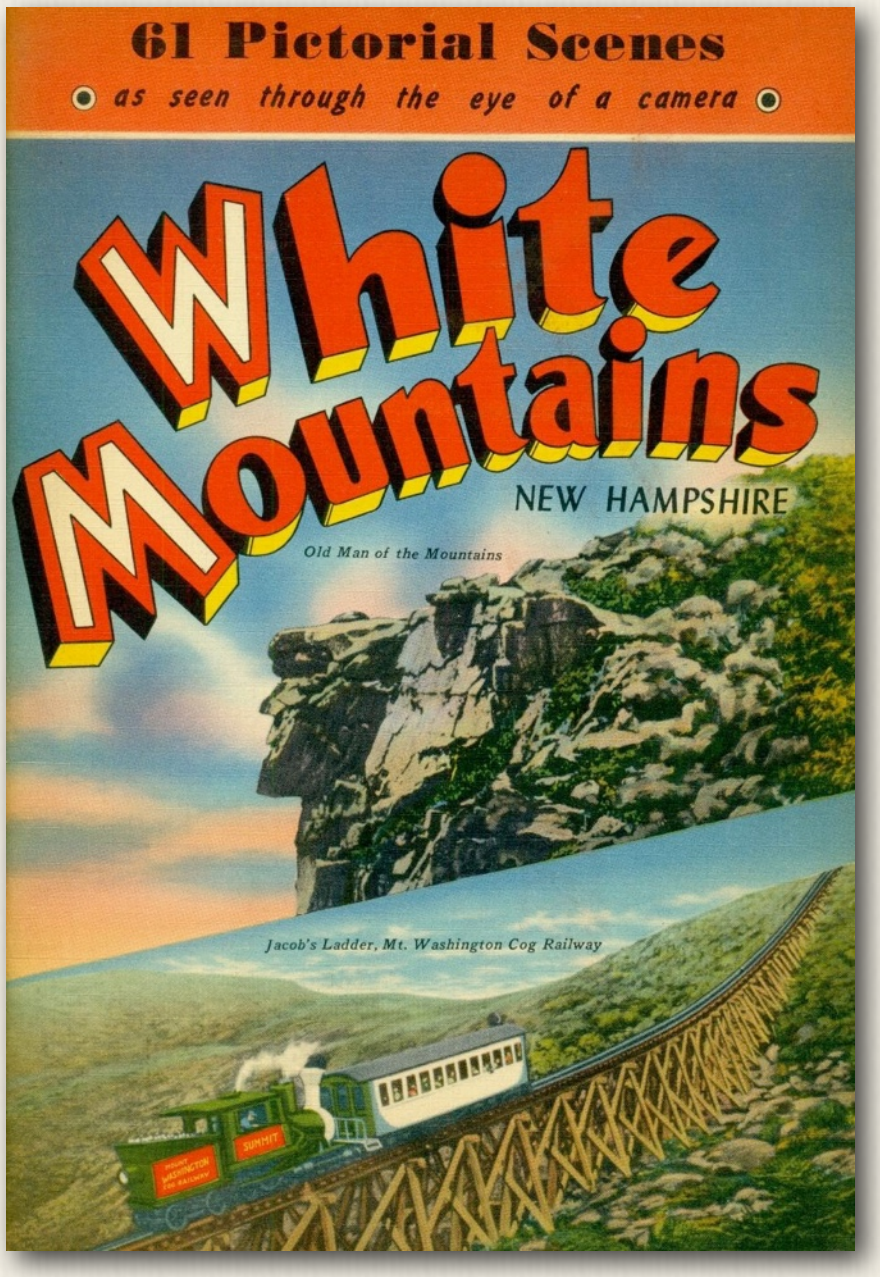
Pollution Commission Hearings: "The newly-created N.H. Water Pollution commission is in the process of holding public hearings on contemplated classifications for certain surface waters. At these hearings, any interested person may be heard relative to the contemplated classification. After the hearing, the commission shall determine which classification is for the best interest of the public giving consideration to the health, industrial, economic, geographical, and social factors involved and shall recommend to the legislature such classification for the stream, lake, pond or tidal water or section thereof under consideration. The commission is beginning by holding hearings on the so-called recreational streams. At hearings to be held in Bethlehem and Franconia on Tuesday, February 17, and at Lincoln on February 24."

- Littleton Courier - Thu, Feb 12, 1948

February 26th

Spinning Summit Sewage?: "Besides routine business, including reports, the directors of the White Mountains Region association also considered several other matters, including the possibility of a meeting of the operators of small tourist accommodations in an effort to help with their problems. Criticism of conditions at the summit of Mt. Washington was brought to the attention of the board and discussed with regard to the effect on general vacation business. State publicity needs were also considered. The effect on vacation business of some newspaper reports of pollution hearings in the region was also brought out and it was disclosed that the reports failed to show that hotels in the area mentioned have for years cooperated with the State Board of Health to carry out its suggested remedies at considerable expense." *(Editor's note: This is the only Courier article to obliquely mention what occurred at the Bethlehem hearing on Feb 17th)*

- Littleton Courier - Thu, Feb 26, 1948 pg. 1



Mid-April

Teagues Head North: Col. Henry Teague and Arthur Teague, who reside in Mt. Washington, N.H., were recent visitors in Greenville. While here they were the guests of Mr. and Mrs. J. B. Rasor, Miss Nettie Simpson and Mrs. Margaret Teague. Arthur Teague is a son of the latter. The visitors were en-route home from a trip to Florida.

- Greenville (S.C.) News - Sun, Apr 18, 1948 pg. 32

May 6th

Henry Checks-in to Hanover: *The Dartmouth* student correspondent Herbert A. Shay files a page one profile of the Cog Railway owner: "Colonel

1948

Henry N. Teague '00 is again in Hanover. Just returned from wintering at the Flamingo in Miami Beach, "The Skipper," owner of Mount Washington's two hotels, weather bureau radio station and cog railway, is at present sojourning at Dick's House for a check-up. Slightly tanned and in good health, the 73-year-old colonel plans to remain in Hanover until Saturday *(6/8)*, when he is going to Concord in celebration of the fiftieth anniversary of the Spanish-American War. In 1898 Colonel Teague fought as a private. Reminiscing on a rather varied life, the colonel returned to his origins, stating, "I happen to be a descendant of John and Priscilla Alden." A little later Ephraim Bunker, owner of Bunker Hill and donor of the first $10,000 to Harvard College, entered the family line. Of his more immediate ancestry the Colonel remarked, "My folks are all sea captains." Born on Mount Desert Island, Maine, the colonel never saw a train till he was 16. At Dartmouth he was a business major, and in 1901 was the first to graduate from Tuck. "I asked Dr. Tuck to give me the first degree," he stated. There were three others in the class, taught in the "Pest House," since superseded by Parkhurst Hall. With a record second only to Prof. Leon B. Richardson, Colonel Teague has attended every Commencement exercise since his graduation except that of 1915. ***Managed Commons:*** Upon graduation from Tuck, the colonel assumed the management of Commons. Four years later he broke off to enter the hotel business. At various times he ran the Graylock Hotel in Williamstown, the New Weston Hotel of New York City and the 600-room Kineo Hotel at Moosehead Lake. In recognition of meritorious service he was made an honorary colonel by John G. Winant, Governor of New Hampshire and later on the United States minister to England. In 1916 the Colonel ran for treasurer of Massachusetts on the Democratic ticket. "I was defeated of course," he observed. In 1932 John G. Winant honored him again with the presentation of a medal specially designed for the colonel. In that same year the colonel purchased the 59 acres on the summit of Mount Washington from the Boston & Maine Railroad. ***Strictly Business:*** Included with the purchase of the mountain was the Mount Washington Cog Railway which climbs for three and a half miles up the side of Mount Washington and over "Jacob's Ladder." It was strictly a business deal, the colonel said. Despite the tough break in 1938, when the hurricane caused $60,000 worth of damage, the colonel asserts, "the railroad has been a great success under my ownership... a financial success."

- The Dartmouth (Hanover, N.H.) - Thu, May 6, 1948 pg. 1

***Teague Pledges Cog To Be Ready*:** "Col. Henry N. Teague, who has been in Miami during the winter, has arrived at the (Hanover) Inn for a while during while the Mt. Washington cog railroad will be made ready for the opening date of Decoration day. He said that there was a snowfall of four inches on last Saturday *(5/1)* at the base station."

- The White River Junction (VT) Landmark - Thu, May 6, 1948 pg. 7

May 15th

Boston & Maine Summer release time: Machinists Pliney Granger and John Hall of the Billerica shops have been assigned to Mount Washington Railway for the summer.

- B&M Employees Magazine - pg. 30

May 20th

Snowy Base Station: "Mountain Musing: Freezing with snow flurries has been the local weather report for this region for the third week in May, with Mt. Washington receiving a half foot of snow! The storm has not aided preparations to ready the famous Cog railroad for the season's opener on Memorial Day. The mountain line is in its 79th year - and this summer as in the past many visitors will probably inquire if Col. Henry N. Teague, 73, surveying the busy Base Station as he leans on his cane, is the "Old



Mt. Washington Railway, N.H. *- Israel Litwak (Russian, 1867-1960). Oil on canvas, a playful and naive portrayal of the Mt. Washington Railways, with several figures in train and abroad, signed l.r., dated 1948; 22 x 31.5 in. Russian-born Israel Litwak arrived in the United States in 1903 and settled in Brooklyn, working as a cabinet maker. At the age of sixty-eight, Litwak was forced to retire and began to experiment with painting and drawing. His early works were completed on wood panels in pencil and crayon, but as his skills developed, he began to paint in oil on canvas.. His most common subjects were his surroundings in New York and areas of New England he visited while on vacation, such as this one of the Mt. Washington Railway in New Hampshire. He sometimes copied postcards and photographs, reimagining the scenes as he translated them to his canvas.*

- Cowan's Online Auction Gallery (Oct 28, 2012)

Man of the Mountains" they've heard so much about."

- Littleton Courier - Thu, May 20, 1948

May 27th

Four Weeks of Prep Wrapping Up: "The Mt. Washington Railway expects its biggest season in its history this summer," this week said Col. Henry N. Teague, president of the unique road. A crew of 35 men has been working night and day under the direction of Arthur S. Teague, general manager, for the last four weeks in order to have the railroad in top condition for its Memorial Day opening. Bad weather has hampered work, with an almost daily fall of snow. The railroad is installing new facilities at the Mt. Washington Club which should lead to greater enjoyment for tourists in the coming season, and is renovating and enlarging the station at the base. The trains themselves are being repainted and generally refurbished, and by the opening day the entire road should be in tip-top condition. As always, 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."

Arthur Memorial Day Speaker: "Col. Arthur S. Teague, manager of the Mt. Washington Cog railroad and a hero of World War 2, will be the speaker and marshal of the parade at Littleton's Memorial Day observance next Monday. He will speak at indoor ceremonies to get underway at the town hall shortly after 10:30 a.m. A colorful parade, with veterans, National Guard and many other marchers, will proceed down Main street to be cemeteries where the memory of war dead will be honored in traditional rites. Earlier the procession will stop on the Cottage Street bridge to pay tribute to sailor and Marine dead."

- Littleton Courier - Thu, May 27, 1948

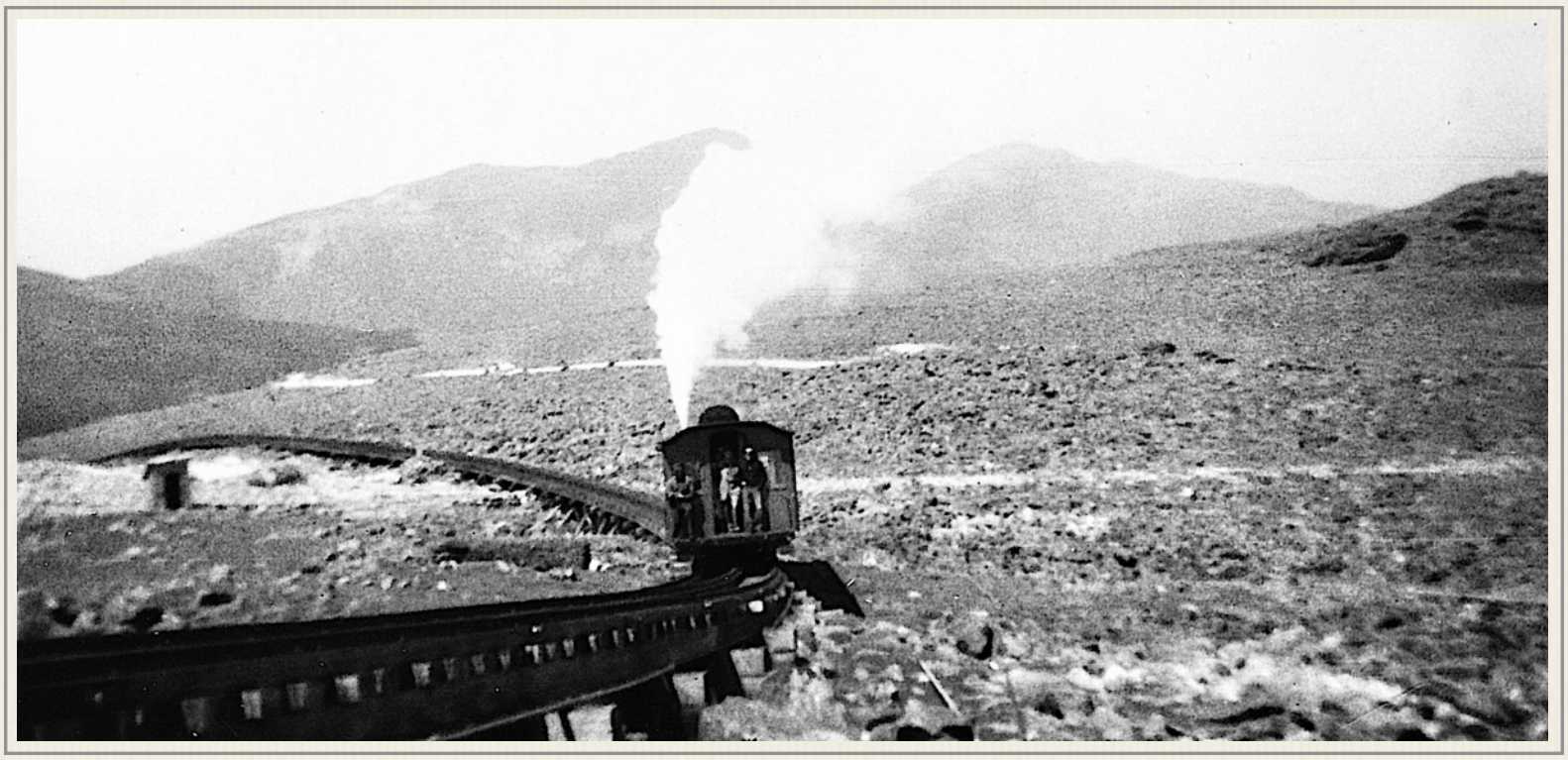
May 30th

Mt. Washington ***Cog Railway opens*** for season

June 3rd

Good Rainy Weekend: "The Mt. Washington Cog Railway opened on Memorial Day according to schedule, in the middle of a driving rainstorm, but in spite of the bad weather carried almost as many passengers as in other years. The railroad is now operating on an indefinite schedule on week days, strictly as traffic demands, in order to allow the crew to get the road in top shape for the busy season later this summer. 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



A cog approaching the summit of Mt. Washington in 1948.
- Robert J. Girouard Collection / White Mountains Remembered

1948

June 5th

Henry's Flume Letter: "Dear Editor: The following is an open letter of interest to your readers. (To Mr. Harford Nay, president - White Mountains Region association) Dear Sir: Now that the state has taken over the control of the Flume with its beautiful natural scenery, I am sorry to see that the policy of an admission charge of fifty cents per person is being continued at the Flume because several thousand persons are annually being prevented by this entrance fee from enjoying the Flue. As a good business policy for the state as a whole, the Flume ought to be opened free of charge to all hikers as is the summit of Mt. Washington which is privately owned. The fare for the short ride on the busses at the Flume should not be more than ten cents per person at a maximum. Any loss incurred by this suggested policy should be easily absorbed by the increased business at the Flume's Gift Shop. this suggestion is respectfully submitted to the White Mountains Region association as something which ought to be accomplished in the near future. Very truly yours, Henry N. Teague, president Mount Washington Railway Co. / *Littleton Courier* Editor's note: Hikers desiring to reach the Flume Gorge via the Liberty Springs trail have always been able to do so without charge. There is serious doubt that maintenance of the property could be possible without the income from sightseers, although it is said the commission is considering a change in the rates for another season."

- Littleton Courier - Thu, Jun 10, 1948



New Jersey tourist Gladys Irene Bellinger at the Summit with the Deuce. Her family thinks the photo was taken on was taken on her 1948 honeymoon after marrying Wilfred James Skillman.

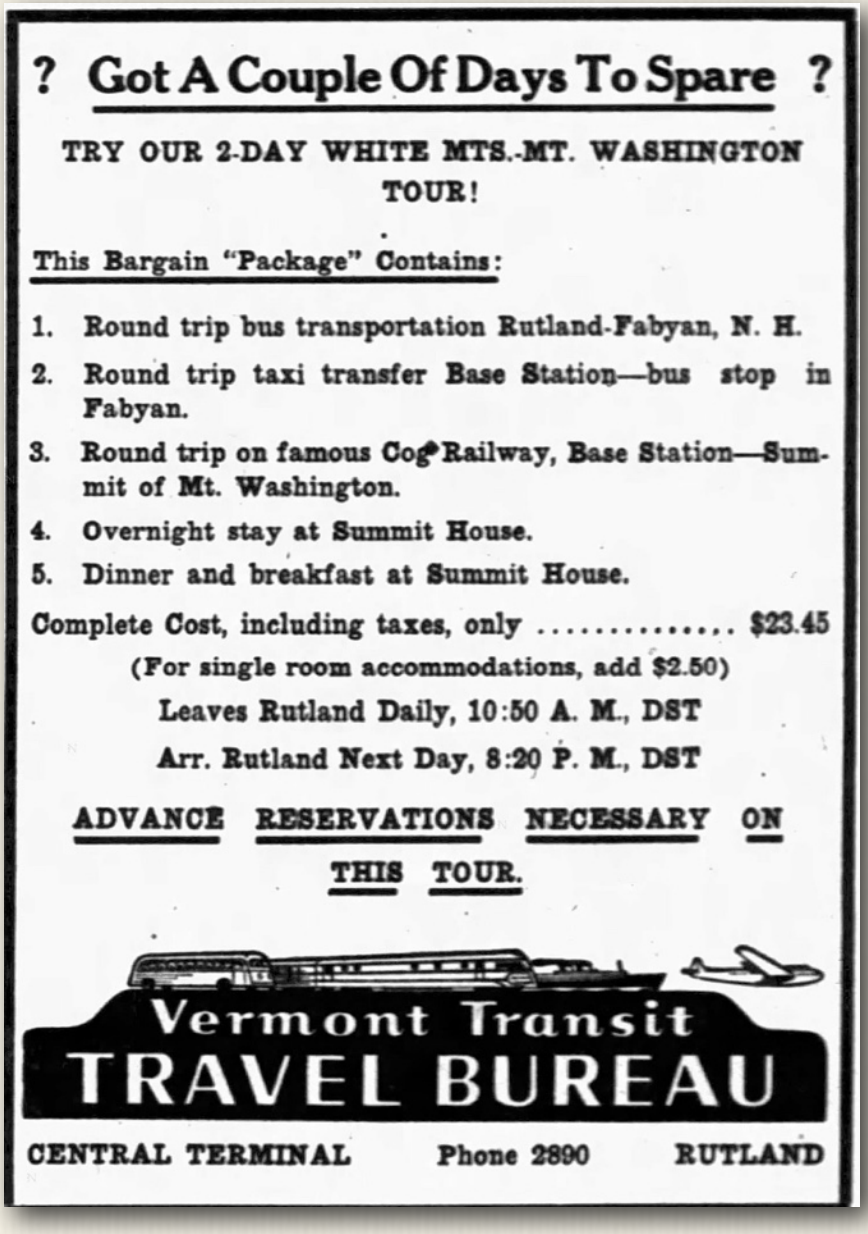
- Ancestry.com

When the Rains Came: Columnist Walter Merkel remembered childhood entertainments on rainy summer days? "And the rains came! Summer rain can be cool and refreshing. Summer showers can be depressing, too, when they weep the landscape in endless procession, beating down from unbroken gray sky. In this age of motion pictures and radio, of good lighting and home comforts, dark days need not be as dreary as they were several decades ago. Then when Summer rain fell, indoor activities moved within narrow limits. We youngster would gather about the old marble-topped table in the parlor with its fringed cover and take turns gazing at stereoscopic views. We may have seen Niagara Falls and Mt. Washington cog railway a hundred times. But they never ceased to thrill us; for they brought three dimensions, an achievement motion picture producers have not accomplished. When this entertainment palled we would ascend the narrow, rickety stairs to the dar, cobwebby attic. It was an enchanted spot, even though our heads almost touched the heavy brown beams and the wide board complained under our tread. In (a) corner of the attic was a rocking horse which had been one of my early playthings. I rode that horse until my feet touched the floor. There were old albums and a box filled with framed daguerreotypes. Most of them were relatives who had severed in the way and posed proudly in their not-too-jaunty uniforms. Such was the rainy-diversions of children a few decades ago. Children today have finely equipped game rooms, radios, mechanical toys. They may see movies in the comfort of their homes or ride to theaters in closed automobiles. But something wholesome went out of life when those trips to the old attic ended. Perhaps it was that vague bond which links yesterday and today through contact with cherished souvenirs. Or merely the fun of "rediscovering" the past to the soft music of Summer rain."

- Worcester (MA) Telgegram - Sat, Jun 5, 1948 pg. 6

June 7th

Flume Letter Fallout: In a letter, ***Col. Henry Teague criticizes*** the State of ***New Hampshire for charging a fee*** to see the Flume at Franconia Notch. The State took over the Flume at the start of 1948 and a 50-cent fee is required of visitors. "As a good business policy for the state as a whole," Teague wrote "the Flume ought to be opened free of charge to all hikers as is the summit of Mount Washington which is privately owned. Any loss incurred by this suggested policy should be easily absorbed by the increased business at the Flume's gift shop." *- Nashua Telegraph - State AP News - Sat, Jun 5, 1948 pg. 7*



Rutland (VT) Daily Herald - Wed, Aug 11, 1948 pg. 12

August 4th

Peppersass Homecoming: "Business at the Mt. Washington cog railroad was reported this week to be running ahead of last year. The mountain railroad has carried more passengers to date, had more overnights at the top of the mountain, and the gift shop has forged ahead of a year ago. There was a flurry of excitement at the Base Station yesterday *(8/4)* as *Old Peppersass* arrived back at her berth after an absence of 10 years. The state borrowed the famous little mountain engine for exhibition at the World's Fair in 1939. It left the Base in the fall of 1938 "and somehow never managed to get back farther than Concord." It was trucked back home yesterday by a powerful Diesel tractor, and vacationists were intrigued by its homecoming."

Mountain Rides Soon On TV: "The White Mountains will take to television soon. Now that TV is getting popular, at least in the cities, the favorite spots in this well known vacationland will come alive before the eyes of television set owners. During the past week the "rides" which help popularize the region have been photographed for television by a crew of experts, headed by Philip Coolidge of Boston, which has made a story of a

June 26th

Tourist Booth Attendants Tour N.H.: "Three Nashua youths, attendants at the Tourist Information booth at Deschenes Oval which will begin serving the public July 1, have returned from a four-day trip through the state of New Hampshire. Guests of the State Planning and Development commission, they were Richard C. Bouley, Robert Rock and Norman Messier. The youthful group rode on the Cog railway. At the summit of Mt Washington they met Henry Teague, president of the Cog railway and his son, Arthur, general manager of the Cogway. A short while later, the visitors were engaged in a snow ball fight. The night was spent at the Mt. Washington club with the group awakened early enough to see the sunrise from atop the highest peak in New Hampshire." *(Arthur is not Henry's son)*

- Nashua Telegraph - Sat Jun 26, 1948 pg. 5

July 22nd

Wider Road: "Division 2, State Highway department, has started widening and resurfacing a two-and-a-half mile stretch of road leading from the Crawford House to the base station of the Mt. Washington Cog railroad. With the completion of the month's project, the entire five-mile distance will be of hard surface."

- Littleton Courier - Thu, Jul 22, 1948



Cog featured in advertisement appearing in Nashua Telegraph - Wed, Aug 25, 1948 pg. 12

trip up the peaks the easy way by means of the Cannon Mt. aerial tramway, the Mt. Washington auto road, the skimobile and the Cog railway. This is one of the ways, says Executive Secretary A. G. Hazeltine of the White Mountains Region association, that this cooperative association is helping to attract visitors to the section, the photographing having been arranged by its publicity committee and made possible by the willing cooperation of the managements of the enterprises mentioned. It is expected that other pictures will follow."

- Littleton Courier - Thu, Aug 5, 1948

August 20th

Peruvian Ambassador Invitation: "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. While talking about the cog railway, *Old Peppersass* now stands in front of Marshfield Station, resplendent in gay red, green, gold, silver and black paint. The house that formerly covered the famous little engine in the wintertime is now the home of Supt. Pliney Granger, Jr., and his family - so this winter *Old Peppersass* will have a special set of tracks to ride on down to the shop."

- Littleton Courier - Thu, Aug 26, 1948

September 6th

Night on the Mountain: "A Brookline (Mass.) mother, Mrs. Lucille Sharmat, and her son, Warren, 12, were forced to spend the night Monday *(9/6)* on Mt. Washington after becoming lost on the highest peak in New England. Having climbed up with Mr. Sharmat, the family split when he decided to return by train, and the mother and son started down a trail they expected would bring them out at the Base Station. Becoming lost, they huddled under a cliff until morning, then managed to make their way to the Carriage road, where they were given a lift down to the glen House, and later joined by the distraught husband and father. The pair were none the worse for their experience." *- Littleton Courier - Thu, Sep 9, 1948*

September 16th

Summit House Closes - Cog Steams On: "Arthur S. Teague, general manager announced that the Summit House will closed today *(9/16)* and the cabins at the Base Station on September 18. The Mount Washington Cog Railway will run two round trips daily, 11 a.m. and 2:15 p.m., until October 12. About 60 members of the New England Cabin Owners association held their fall meeting at the Summit House today."

Henry at Hanover: "Col. Henry N. Teague, president of the Mt. Washington railroad and known among Littleton residents, is a patient at the Dick House at the Mary Hitchcock hospital in Hanover."

- Littleton Courier - Thu, Sep 16, 1948

September 24th

New Hampshire Publishers Icy: "Favored by perfect weather and autumn foliage in its first brilliant hues, the 48th annual fall outing of the New Hampshire Weekly Publishers association was held in the White Mountains last weekend, with headquarters at the Crawford House Club. a highlight of the conclave was a ride up Mt. Washington Friday *(9/24)* afternoon as guests of the cog railroad. Col. Arthur Teague himself served as host and guide for the mountaintop excursion, and visitors were impressed by the scenic grandeur heightened by a coating of frost and snow on the summit. the early cold weather has already started to affect the water pumped from the Base Station to the summit, and in one stop for taking on more water Friday afternoon, the fireman *next page)* had to clamber atop a wooden trough and kick out ice that was clocking the flow of water to a supply tank." *- Littleton Courier - Thu, Sep 30, 1948*

September 30th

Record Summer - "Flying" Winter: "Mountain Musing: The Mt. Washington Cog railroad this year has had a record summer, with over 30,000 passengers being shuttled between the Base Station and the top of N.E. Before Col. Henry Teague, now ailing at a Hanover hospital, took over the spectacular mountain line in 1931, the best the B&M could do was some 2,000 passengers a season, 'tis said. You seldom hear of engineering feats today that can compare to the building of that cog railroad, which has an average grade of 25%, and at one point its funny little engines which are mounted with the front ends pitched way forward actually slant backward. It is a never-ceasing wonder to passengers to stand in the aisles on the steepest grades and find that they can stand perfectly at ease while their bodies are pitched forward to within a short distance of the floor. //

MOUNT WASHINGTON COG RAILWAY CO.

Ticket Agent's Report of Cash Fares Collected and Tickets Sold

Date: Sept 5, 1948

Weather Hazy Agent's Signature E C Brooks

Form Number	Check Numbers	Type	Number Sold	Rate	Amount
MW-1 Blue					
MW-1 Brown	28502 / 28801		299	4.00	1196 00
MW-1 Red	15409 / 16668		259	4.00	1036 00 ~~1088 00~~
MW-1 Green					
MW-1 Orange	9832 / 10001		169	4.00	676 00
MW-1 White	1339 / 1375		36	2.30	82 80
MW-3	2210 / 2228	Overnight #2224 omited from book	6	12.00	72 00
			8	11.00	88 00
			2	9.00	18 00
			1	9.30	9 30
		Cash fare	5	4.00	20 00
MW-5		Parking	4	.50	2 00
TOTAL			785		3194 10

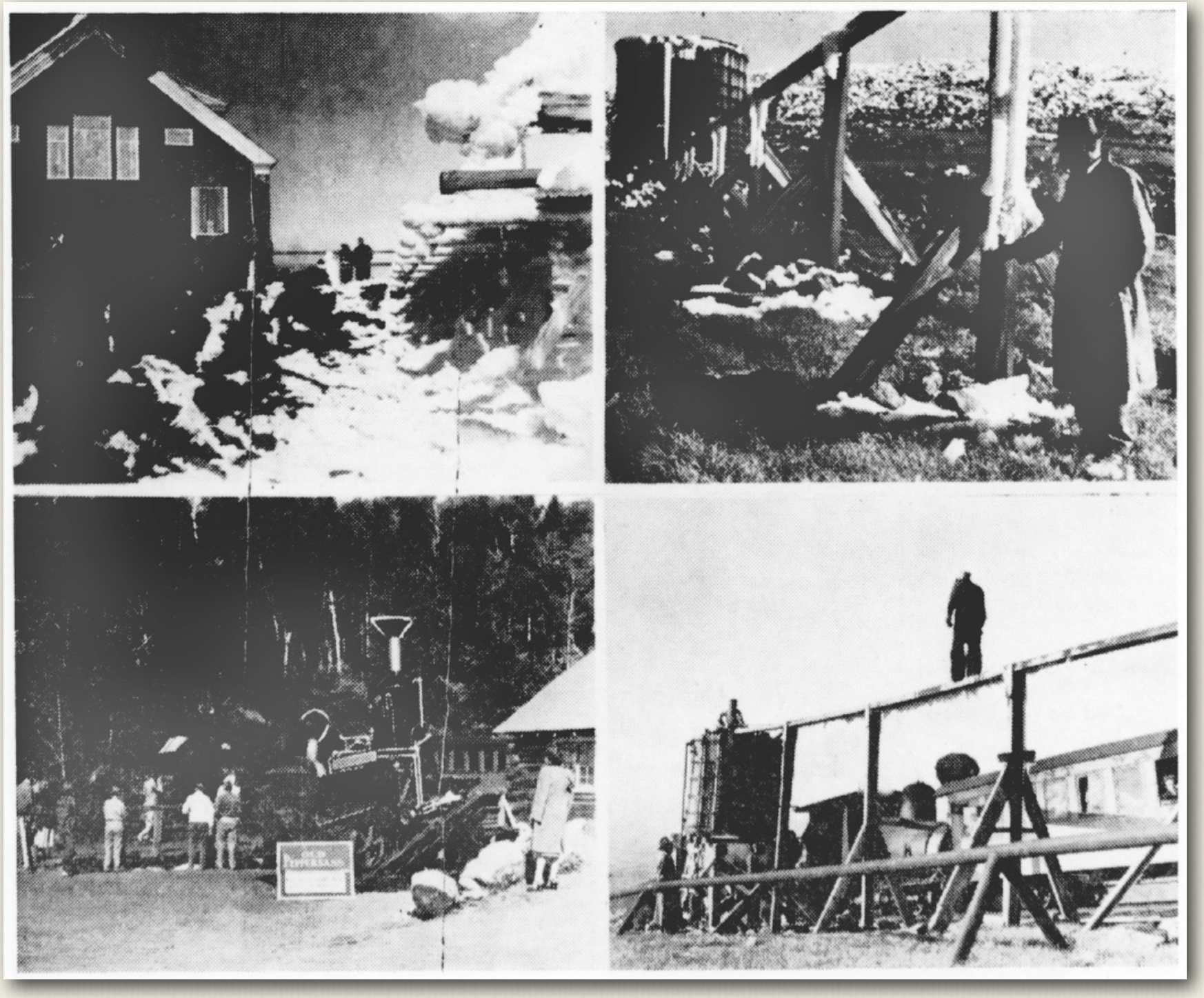
Tax	Number	Rate	Amount
Adult	748	.53	396 44
Child	37	.30	11 10
Special			
TOTAL			407 54

Adults:	748
Child:	37
Tour:	
Special:	
Total:	785

Comment: short 4.00

3194.10
528.54
266556

Each day the ticket office reconciled the day's sales and recorded the passenger count.Bringing 785 passengers up the Mountain was a record day and was placed in the files (or perhaps taped to a wall considering the discolorations at the top of the pages) so when the record was beaten a new page would take its place. The agent in charge, Dartmouth College student Eugene C. "Brooksie" Brooks. (1948)
- Ken Randall Collection



N.H. Weekly Publishers Trip Pics: *"The above pictures were taken when the delegates were taken to the top of Mt. Washington on the cog railroad as guests of the management. Photo at top left shows the heavy frost that greeted the weekly newspaper folk of New Hampshire, Maine and Massachusetts (Summit House in background). At top right Col. Arthur Teague, railroad general manager, shows how wind atop New England plasters frost feathers onto the water tank structure enroute to the top. At lower left Old Peppersass occupies a position of prominence at the Base Station, with its more modern counterpart in the background waiting to make another ascent to the summit. Lower right shows how a fireman has to clamber to the top of a trough at one of the water tanks and kick early-season ice loose to free the flow of water needed by the quaint engines in their journey to the summit."*

Photos taken at Summit, Base Station and Gulf Tanks (Sep 24, 1948)

- Courier photos in Littleton Courier - Thu, Oct 7, 1948 pg. 1

Pratt and Whitney is continuing its testing of its Turbo Wasp jet engines on the summit of Mt. Washington, where the best aerial testing laboratory in America permits conditions next to actual flying, with winds of 100-mile velocities, heavy fog and clouds."

- Littleton Courier - Thu, Sep 30, 1948

October 7th

Publishers' Reaction:

"Editorial Comment from the *Milford Cabinet*: The cog railway is an historic curiosity in a day when the trend is toward more rapid and perhaps more spectacular aerial tramways. There is a big difference between the smooth electric



power of the Franconia development and the puffing steam engine on Mt. Washington. While perhaps no trip to the mountains is complete without a ride on the tramway, we still think of the cog railway as the top scenic attraction in an area where scenery fairly shouts for attention."



Cog Water Decal (1948)
- eBay

The Other Teague: "Editorial Comment from the *Rochester Courier*: Not the least interesting part of the trip even to those of us who have made it in the past, was the presence with the party of Col. Arthur Teague, general manager of the Mt. Washington Railway and namesake, but no relative of the owner, Col. Henry Teague. The younger Teague, who was a colonel in the Corps of Engineers during World War II described the points of interest and some of the difficulties in maintaining the three-and-a-half mile road. During the hurricane of 1938 several hundred feet of trestle at Jacob's Ladder, was literally blown off the mountain, he said. Unique among railroads of the world, it is indeed one of the top tourist attractions in the country and we had the feeling that its management is in especially capable hands. The road by the way, will be 80 years old next year."

Climbing Mt. Washington

BY ISABELLE A. SAVAGE
Lancaster Road, Whitefield, N. H.

This venture that we take in glee,
Traveling upward just for a spree;
Turns to moments of wonder and fear
And rapturous visage not quite clear.

The chugging power as the train ascends
Fills us with glory at each of the bends,
We wonder at the strength and grace
That can calmly dare such a task to face.

As the grasses fade and more rocks are here,
We question, Is the Summit near?
But we clamber on and upward yet
To the thrills that no one will ever forget.

Up into the mist as we climb through the fog,
We enter a cloud as wet as a bog;
Then after we have passed it by
We turn our faces to a pastel sky.

The House at the Summit is held by chains
To keep it safe while wild wind reigns,
Inside we find ourselves face to face
With food, coffee; fresh water, pumped up from the base.

Amazing as this house can be, we may
Have a night's lodging for a fair fee.
And most magical sight you've chance to see yet
This mountain's sunrise and its evening's sunset.

Among the surprises of heaven and earth
We find a rare jewel of unnamed worth;
The "Lake in the Clouds," a treasure great,
Of our famed New Hampshire state.

Letter to Editor (Thu, Nov 25, 1948)
- Littleton Courier

North Country Hospitality: "Editorial Comment from the *Hampton Union*: Members of the Maine, New Hampshire and Massachusetts Press associations were the recipients this past weekend of the generous hospitality of the White Mountains Region association on the occasion of their fall convention held at the historic Crawford House. Nearly everyone accepted the hospitality of Col. Arthur S. Teague, general manager of the Mount Washington Railway company, one of the many hosts, who gave over the regular afternoon run of this historic cog railway to the top of Mount Washington to visiting members of the press. When one considers that the management forty-five paying passengers at the base station in order to honor his invitation, the display of hospitality becomes more significant in this day and age of "profits above all." Of course, one may say that this was all done for publicity reasons and the subsequent articles or editorials, such as this one, appearing all over New England will more than repay the loss of revenue. Most editors, however, came home for the White Mountains with a different feeling than that here were people giving them a good time just for the sake of a free write-up or good-will. There seems to be a common and genuine pride among North Country folk in the beauties and splendors of nature that is theirs to enjoy and share. Naturally they profit from the existence of these outdoor attractions, probably quite handsomely, but the visitor comes away with the feeling that even if you did not leave much money, they were glad to have you there. No wonder the White Mountains of New Hampshire have become such a popular resort area both in summer and winter. Here's something both genuine and profitable that the rest of the state can well afford to copy." *- Littleton Courier -*

1948

Thu, Oct 7, 1948

December 30th

Henry to Florida: "Col. Henry N. Teague, president of the Mount Washington Cog Railway, who has been at the Hanover hospital for the past five months, has gone to the Sun-Ray Park health Resort in Miami, Fla., for the winter months."

- Littleton Courier - Thu, Dec 30, 1948



1949

May

No. 6 is ***first Cog locomotive converted to*** piston valves and ***dome steam.*** *- Mike Boyce to Jitney*

Boston & Maine Summer release time: Fireman Pliney Granger, based in Mechanicville (NY) is on leave to the Mt. Washington Cog RR. *- B&M Employees Magazine, Jun., 1949, p.30*

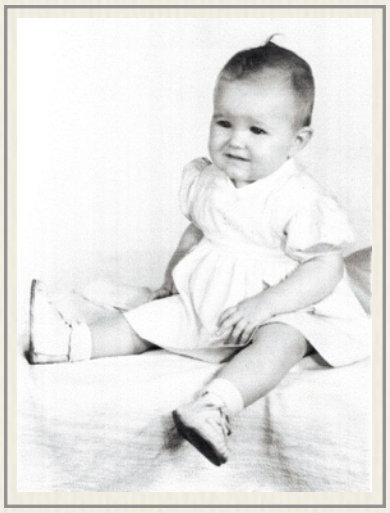
Building a Bunker: George Trask is part of work crew that builds ***new coal bunker*** closer to Marshfield Station to allow faster train turnaround with gravity fed coal chutes. A coal bunker requiring wheel-barrow loading was built opposite the car barn at the Shops after the 1938 Hurricane destroyed the coal trestle to the 1890s era bucket coaling station. A smaller bunker can be seen on the north side of the tracks near the *Peppersass* House in some mid-1930s photos. The new coal bunker allows the trains to "disappear" from most tourists' view and then theatrically reappear after washing ash pan and loading tender. Another theatrical reveal occurs at the station platform due to the Ticket Office's location shielding the train's approach. The coal bunker is in service until State funds construction of new metal structure on the north side of the tracks in 1998.

- George Trask to Jitney Jr.

May 9th

Henry Not Well - Arthur Starts the Prep: "Col. Henry N. Teague, who spent the winter in Miami, Fla., has returned to New Hampshire and spent Wednesday *(5/4)* in Littleton. His health is not good and he will spend some time at Hanover. Col. Arthur Teague, who spent the winter in Philadelphia will arrive on Monday *(5/9)* to start preliminary work on the reopening of the Mt. Washington Cog railroad."

- Littleton Courier - Thu, May 6, 1949



Joan Marie Kenney (1947-1949)
- Judy Hammond Collection

May 17th

Tragic Mishap Claims Cog Kid: "Little Joan Marie Kenney, 21-month-old daughter of Mr. and Mrs. Clifford E. Kenney of Twin Mountain, died at the Morrison hospital in Whitefield on Wednesday *(5/18)* of last week, of pneumonia that developed after the child had been severely burned in an accident the day before at the family's home at the Base of Mt. Washington. Mrs. Kenney was preparing hot water for a washing when in some manner the child lost her balance and fell in. She was rushed to the hospital where death occurred some 12 hours later. Burial rites were held at the Twin Mountain cemetery Thursday *(5/19)*, with Rev. John Feeney officiating. Survivors include parents, the maternal grandmother, Mrs. Margaret Bragg of Twin Mountain, and numerous Aunts, uncles and cousins. Mr. Kenney is employed as an engineer on the Mt. Washington Cog railroad."

- Judy Kenney Hammond Collection

May 19th

80th Opening Memorial Day: "Mountain Musing: Col. Arthur Teague is on the job at the Mt. Washington Cog railroad, readying the famous mountain attraction for its 80th season. It will operate on Memorial Day, and then will reopen for the weekend of June 11-12. Beginning June 18 the cog railroad will operate on a daily schedule through the first part of Oct."

- Littleton Courier - Thu, May 19, 1949



Lost

LOST—Wire haired, black dachshund. Reward. Arthur Teague, Mt. Washington Cog Railway. 21-1

Missing Cog dog (May 26, 1949)
- Littleton Courier

June

Property Dispute at the Summit - Again: "One might expect that the summit of Mount Washington would be sufficiently unencumbered to be free of the problems involved in the exact establishment of legal boundaries. Such, however is not the case as the U.S. Navy recently brought suit against the Mount Washington Club and the Mount Washington Summit Road Company - neither of which is related to the other - to determine who owns what land on the summit. The problem arose when the Navy erected a large steel hangar and some fuel tanks on the mountain to test the action of its new jets under winter conditions. Unable to locate right on top of the peak, the Navy built near the parking space at the end of the Carriage Road on land which

as thought to belong to the Carriage Road company. All went well until the Mount Washington Club submitted a bill to the Navy for rental of the land, claiming that their jurisdiction covered some fifty acres on the summit other than a right-of-way. The Navy has requested condemnation of the land so that they may have use of it until July 1, 1949, with the right to renew their use if necessary. However, it has been reported that the Navy Bureau of Aeronautics does not expect to have men on the summit next winter as the results of last winter's tests were most conclusive." *(See Appendix - Cold, War & Diesels)*

- Appalachia - Vol. 27 No. 3 June 1949 pg. 365

June 9th

Mountain Fireworks!: "Mountain Musing: George Nichols, enterprising manager of the Twin Mountain hotel, would like to see the White Mts. region get back into the recreational limelight which he recalls in the days of the colorful stage coach extravaganzas at Bethlehem. Among the things he suggests in talks to groups in the area... is Fourth of July fireworks atop Mt. Washington as a publicity promotion. The suggestion is finding considerable acceptance among hotel operators, the Mt. Washington Cog railroad and others, and a fireworks engineer has already been taken to the summit to survey the situation. His verdict was that the student could a successful project. The only other time it was ever attempted was in 1915. *(Ed's note: A grand illumination of all the mountains with fireworks occurred in September 1916)* This agrees with the conviction of Shepard Vogelgesang of Whitefield, who is active in promoting the undertaking, and it appears certain that we will be hearing more of this enterprise!"

- Littleton Courier - Thu, Jun 9, 1949

June 13th

Fireworks Test!: "Mountain Musing: Monday *(6/13)* night the summit of Mt. Washington was the scene of a test to determine the possible effectiveness of a fourth of July fireworks display as a publicity stunt for the White Mts. area. Spotters were located throughout the resort region to observe the test display, and earlier this week plans remained undecided regarding the holiday promotion."

- Littleton Courier - Thu, Jun 16, 1949



Dorcas Keller & Bill Allen celebrate the 4th (1949)
- Barry Lombardo Collection / Ancestry.com

July 4th

A "Hustling Business" Reported: "Visitors streamed into the White Mountains in near record numbers over the hot and pleasant Fourth of July weekend, and scenic attractions as well as many cabins, hotels and tourist homes report a bustling holiday period The three-day concentration of travel slacked off less noticeably than usual Tuesday and yesterday, also. Over 1,000 passengers were carried to the top of New England on the Mt. Washington Cog railroad over the holiday weekend - and another 1,000 were welcomed during the following two days, Tuesday and Wednesday. The 80th anniversary of the famous mountain railway was reached on Sunday without any special observance. Business is running well ahead of last year, the management said this week."

- Littleton Courier - Thu, Jul 7, 1949

July 7th

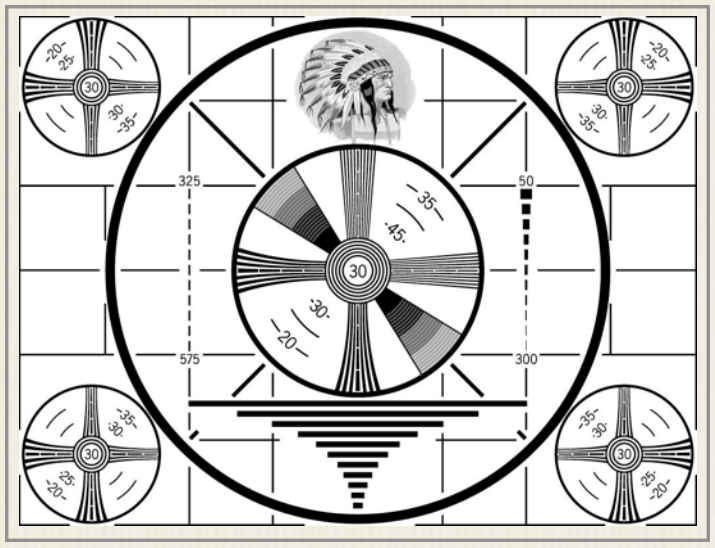
Cogger's Trip to Littleton Ends in Court: "A 1947 Ford sedan reported as stolen to the Littleton Police department last week Thursday *(7/7)* evening, was recovered by Chief of Police Stanley L. McIntyre and Motor Vehicle Inspector Joseph C. Duranty on Monday *(7/11)* evening where it was abandoned behind 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

July 8th

Hub Television OK on Mountain 140 Miles Away: The *Associated Press* reports "A television receiver in the Mount Washington club atop the 6300-foot summit of the highest mountain in the northeastern United States is reported to be receiving two Boston stations clearly - although the receiver is more than 140 air miles from the transmitters. The club thinks its reception constitutes the longest distance that television signals have been clearly received on a regular basis although freakish conditions occasionally have made possible the picking up of occasional signals at greater distances. The set was donated to the club by Col. Henry N. Teague, president of the Mount Washington railway, and has been tuned regularly to WNAC-TV and WBZ-TV in Boston."



- The Berkshire Eagle (Pittsfield, MA) Fri, July 8, 1949 pg. 3/ Springfield (MA) Union - Fri, Jul 8, 1949 pg. 12

July 10th

My Best Vacation Day by Donna Lee Hill - Age 11 and one half, Alfred - My best vacation day was the day I went to Mt. Washington, N.H. with my aunt and uncle who come from Florida. What we went to Mt. Washington for was to go up the cog railway which is called Jacob's Ladder. It was a very exciting trip in more than one way. The whole trip was full of surprises to me, beginning with the fact that the engine pushed the car up the mountain instead of pulling it in the usual manner. The little engine was run by coal and went very slowly, in fact it took us an hour and a half to go 6,892 feet. Both ways, going up and down, our ears were plugged so tight that we had to shout at each other due to the high altitude. We were going up so straight that when one stood up he was nearly lying down. Imagine my surprise at finding a house on top of Mt. Washington where one could get a full meal, or a lunch - at unheard of prices. The long way up the mountain made things very expensive. At distances which seemed quite evenly spaced, I noticed piles of rocks on either side of the track. These piles were about five feet high. Our guide explained to us that hikers used these to guide them up and down the mountain. We were right up in the clouds, much like an airplane. The clouds came right in on us and the mountain was white as snow. Five minutes before our train was scheduled to descend the mountain, a storm struck in full fury. It rained, snowed, and hailed - and all of this in August. But it took more than this to dampen our spirits after having had one of the most exciting trips in our lives.

- Winning entry in the Authors and Artists Club $1 Story Award for the week ending July 3rd - printed in Portland (ME) Press Herald - Sun July 10, 1949 pg. 74

July 14th

No. 6 cog gears break at top of Jacob's Ladder and engine begins to slide destroying 1000 ties that build up under the frame and stop the locomotive at the Halfway House. Brakeman Joseph Burke safely stops car at point of gear break. Engineer Mike Boyce hangs on for the ride.

- Story of Mount Washington / Berkshire Eagle Fri, Jul 15, 1949 pg. 12 / Troy Record, Sat Jul 16, 1949 pg. 5

July 15th

Cog Closed: "The cog railway to the top of Mt. was closed temporarily today (7/14) after the engine that pushes sightseeing cars up the slope broke away and ripped up hundreds of ties before being halted. None of the passengers descending the mountain late yesterday were injured as special automatic brakes halted the car in which they were riding. (Ed note: "automatic brakes" applied by the brakeman on the car.") The engine, however raced down the tracks and went nearly 1000 feet before its brakes caught. The railroad boasts that no paying passengers have ever been killed in the operation of the cog trains which began 80 years ago. However, in August 1946, a car broke loose and 24 persons were hurt." *- Providence (RI) Journal - Fri, Jul 15, 1949 pg. 24*



Engineer Cliff Kenney swings down from the cab of the Tip Top to lubricate his engine.
- Kenney Family Collection

July 20th

Repairs Made - Ready to Resume: "The Mount Washington Cog Railway, on which a train plunged 1000 feet last week, but was halted without injuring a passenger, will reopen tomorrow *(7/21)*, it was announced today by Pres. Henry N. Teague of the railway. For the past week the railway has been operating only to the halfway point. The engine was halted in its plunge last week by automatic brakes. About 1000 ties were ripped up. *(Ed note: There were no automatic brakes to be used on the No. 6 Great Gulf when its cog gear broke, and she dropped down into the roadbed. The spur gear broke through the ties. The engine stayed on the trestle and the broken ties eventually choked up the undercarriage bringing the sliding engine to a stop.)* The 80-year old record of operating without a paying passenger fatality has been maintained."

- Boston Globe - Thu, Jul 21, 1949 pg. 10

July 21st

Regular train service to the Summit ***resumes*** after repair to tracks. For the last week, passenger trains went up to the Halfway House and returned *- Nashua Telegraph - Thu, July 21, 1949 pg. 12*

No Better Safety Record: "Here and There columnist Arthur S. Morris: For 80 summers trains have been operating on the Mount Washington Cog railroad to the summit of New England's highest peak. Last week's incident *(Mike Boyce's runaway No. 6)* emphasizes that probably no railroad in the country, large of small, has had a better safety record for great care has always been taken to see that no accidents occur. We have often wondered about the man who thought out the plan and had the courage to put such a fantastic project into operation. His name was Sylvester Marsh, a native of Campton, but a citizen of Littleton from 1864 to 1879. He was said to have been a man of tireless energy and courage, full of resources and possessed an inventive faculty which rendered him adept in supplying means to quickly and effective reach the end desired. It is said that Mr. Marsh was a man of slight physique, nervous temperament and with much mental and physical activity. Since Mr. Marsh there have been several operators of the Mount Washington Cog railroad, but none more colorful or progressive than Col. Henry N. Teague, who with his loyal assistant, Col. Arthur N. Teague, now heads the organization that provides transportation for our summer guests to the highest peak of the White Mountains."

- Littleton Courier - Thu, Jul 21, 1949

August 4th

Better Than '48: "There are indications that July-August vacation business in New Hampshire will be better than last year's record total, the State Planning and Development commission said today *(8/4)*. The optimism is based on numerous reports from vacation enterprises and other sources. Hot weather was mentioned as an important favorable factor. The commission pointed out that the state's capacity is large enough to accommodate all who may come at any time during the season. The following gains over 1948 were reported: highway traffic - 3 to 4 percent for June; 3 to 9 percent for 4th of July weekend; White Mountain National forest -



heaviest use since 1941. Mr. Washington Cog railway - total business up more than 10 percent (passengers, gift shop at base, and summit business.)"

- Littleton Courier - Thu, Aug 4, 1949

August 5th

Lost Elderly Berry Picker Home: "Search for a 78 year old berry picker, missing since Wednesday *(8/3)*, ended today when he emerged from the wooded slopes of Mount Washington, New Hampshire's highest peak. Peter Greenwood, of Littleton, the elderly man, was taken to a hospital for a check up but was found in such good condition he was released immediately. Greenwood had last been seen a few miles from the base station of the Mount Washington cog railway. Greenwood (said) he found a good place to sleep about 8 o'clock Wednesday and Thursday nights and that he started trying to find his way out about 5 am yesterday and today. This morning, shortly before 8 o'clock he heard a train whistle and walked in the direction of the sound. He came onto a back road, walked it a little ways and met a search party that started looking for him about an hour earlier." *- Nashua Telegraph - Fri, Aug 5, 1949 pg. 1*

August 15th

Anne Tillman Teague is ***born*** to Arthur and Ellen Teague.

- I Conquered My Mountain by Ellen Crawford Teague

August 25th

Television, Tourists & Toddlers: "Mountain Musing: Something new has been added to the top of N.W. - a television set in the Summit House on Mt. Washington! When there's a ball game on the male staff of the abode in the clouds can seem to find a lot to do around the room where the TV box is set up. The cog railroad is having a banner year, says father-for-the fourth-time (it's another girl!), Col. Arthur Teague, with 400-500 passengers daily. Except for the loss during the recent tie-up *(Mike's slide)* the mountain line is running ahead of last year, he says. (We have yet to see television we'd walk across the street - or to the top of N.E. to see, twice.)" *- Littleton Courier - Thu, Aug 25, 1949*

September 8th

Daily Till Columbus Day: "The Mt. Washington Cog Railway, which ascends three and one-half miles to the summit of the highest peak in the northeastern United States, is planning to operate at least two trains a day, seven days a week, until October 12, it has been announced. The Summit House, on the very top of the mountain, will close September 20, but trains are scheduled to run at 11 a.m. and 2:15 p.m. daily unless weather conditions interfere."

- Littleton Courier - Thu, Sep 8, 1949

September 21st

Lost Hikers Get a Lift: "Mountain Musing: Mr. and Mrs. Stanley Noscinski and son, Allen of Brooklyn, N.Y., vacationing at cabins in Littleton, can testify that Mt. Washington weather is really something to behold. Yesterday *(9/21)* they started to hike up one of the trails, ran into snow and lost their way. They were grateful indeed when workmen on the cog railroad picked them up and caused their Washington experience to have a happy ending!"

- Littleton Courier - Thu, Sep 22, 1949

September 22nd

Teague a Busy Host: "Col. Henry N. Teague has been a busy host at the Mount Washington Cog railway recently. On Wednesday *(9/14)* night of last week the Northeastern Cabin Owners association held its annual meeting at the Mount Washington club at the summit, where the party of 57 people attending were overnight guests of the management. On Friday *(9/16)* members of the group of secretaries of state from all over the United States, on tour through this section, were Colonel Teague's guests on a



ride up the mountain and at a buffet luncheon at the club. Rudolph Elie, well known *Boston Herald* editor of the column, "the Roving Eye," was guest of the management on Friday and Saturday *(9/17)*, as he gathered material about the unique railroad for future columns." *(See Vol 1 A Jitney Hired and Appendix - 1949 A Roving Eye)*

- Littleton Courier - Thu, Sep 22, 1949

October 6th

Teague Layover in Hanover: "Col. Henry Teague, who has been at the Base Station at Mt. Washington during the summer, is at the Hanover Inn, where he expects to remain for about six weeks before going to Florida for the winter." -

- The White River Junction (VT) Landmark - Thu, Oct 6, 1949 pg. 9





The Floyd Williams family returns for a visit to the Cog in 1950. Col. Arthur Teague talks about changes with Floyd at the shop. Beverly Williams is in plaid skirt (1950)
- Beverly Williams Decato Collection

1950

6-year old ***Jane Teague diagnosed with diabetes*** goes into a coma for more than a month - exercise is suggested and horseback riding becomes part of the Teague lifestyle.

- I Conquered My Mountain by Ellen Crawford Teague6,

February 2nd

"***Here & There" in Florida:*** Here and There columnist Arthur Morris: "When we were in Miami Beach a few days ago hotelmen were complaining bitterly about the winter business. We enjoyed a brief visit with Col. Henry N. Teague, president of the Mount Washington cog railway, who is spending the winter at the Sun Ray Park Health Resort in Miami. The colonel, while more or less confined to his room, seemed in good spirits and was looking forward to getting back north in the spring and once again to seeing his popular railroad in operation." *- Littleton Courier - Thu, Feb 2, 1950 pg. 10*

April 13th

Old Pliney at the Base: "Lisbon notes: Pliney Granger has commenced work at the Mt. Washington Cog railway for the summer. He was at his home in (Lisbon) on Saturday *(4/15)* and returned to Mt. Washington Sunday *(4/16)* morning."

- Littleton Courier - Thu, Apr 20, 1950 pg. 2

March 25th

NH Vacation Season Timing Explained: "When thaws melt the ice in New Hampshire's salmon and lake trout lakes the open water will also officially open the spring vacation season, the State Planning and Development commission reminded vacationists today *(3/25)*. Right now, both skiing and ice fishing are very much on the winter vacationer's agenda, but about mid-April skiing will be confined to Tuckerman Ravine, and wide expanses of sunlit water will electrify the expectations of the angler. May 1st starts off brook, rainbow, and brown trout fishing in streams and ponds over the entire state. In mid-May the ever popular apple blossom season arrives. On of the interesting features of the spring blossom season in New Hampshire is the variation in climate and season between te southern part of the state near the seacoast, and the high altitudes of the White Mountains. Late in May the lilac, New Hampshire state flower, arrives and in June mountain laurel blossoms in the souther and southwester parts of the state. Early in July Alpine flowers appear in profusion above timberline on Mt. Washington. Most of the popular tourist attractions of New Hampshire, such as the Mt. Washington Cog Railway open by the weekend of Memorial Day, and this important date is thought of as the opening date of the summer vacation season."

- Boston Sunday Herald - Sun, Mar 26, 1950 pg. 53

1950

May

George Trask introduces Norman "Jitney" Lewis to Col. Henry ***Teague*** who ***hires*** the Lyndon Teachers College student. ***Jitney*** is assigned to engineer Mike Boyce, who recommends qualification of Jitney as an engineer at the end of the summer. Jit qualifies with an early morning trip to the Summit to collect the trash then returns and fires four trips on the No. 6 *Great Gulf* the same day

- Jitney

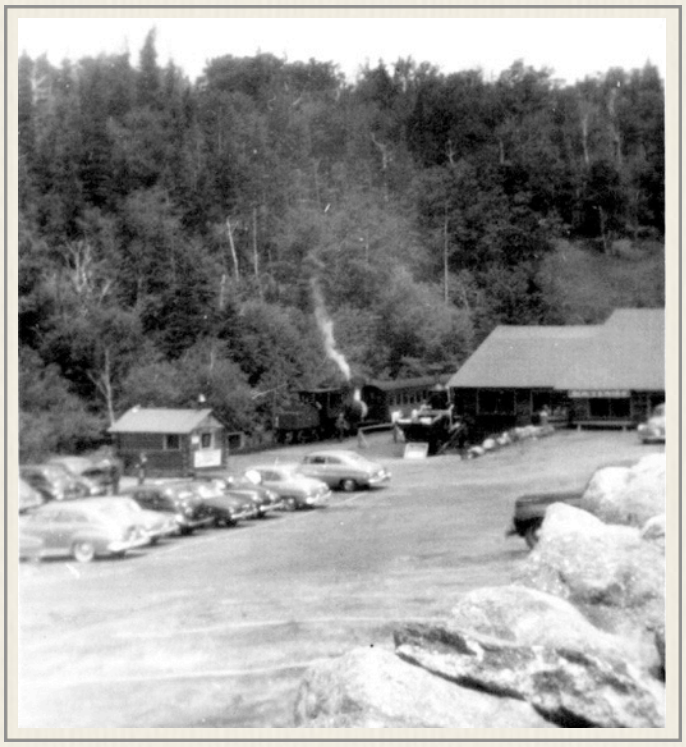


No. 8 Tip Top crew & tourists at Base Station (1940s-1950s)
- eBay

Tests are conducted ***to determine whether propane gas might replace coal*** as a fuel source for the steam engines. Propane allowed the engine to steam up quickly but was unable to sustain steam pressure over the long haul. The LP burners were located in the firebox and the boiler suffered from the fact that additional heat was not conducted through the flues as was the case when coal was used. The tests also result in a "Gettysburg Address" parody rewrite for the Cog Party *- Jitney collection - see Vol. 1 Ops Manual Ch. 7*

May 4th

Teague Hanover Layover: "Col. Henry N. Teague, who has been in Miami, Florida, during the winter has arrived at the (Hanover) Inn, where he will remain for a few weeks before he goes to the base station at Mt. Washington for the summer." *- The White River Junction (VT) Landmark - Thu, May 4, 1950 pg. 11*



Marshfield Station (June 1950)
- eBay

June 8th

Class of 1900 Reunion: "Col. Henry N. Teague, president of the Mount Washington railroad, is in Hanover this week for the 50th reunion of the Class of 1900 of Dartmouth college, of which he was a member."

- Littleton Courier - Thu, Jun 8, 1950

June 21st

In June, ***Cog Railway hosts*** 200 members of the ***National Newspaper Association*** and as they finished boarding the six trains for the ride up, an IRS agent shows up to complain no federal tax had been collected. New Hampshire Publicity director Ed Ellington volunteered to file a protest with the Portsmouth, New Hampshire Internal Revenue office. Letter of apology was later sent as the tax is a percentage of the sum charged and the ride was complimentary - no one had been charged. *- I Conquered My Mountain by Ellen Crawford Teague / Littleton Courier, Thu, Jun 15, 1950*



WBZ Radio at the Top: Here and There columnist: Arthur S. Morris: "Last week the 65th annual convention of the National Editorial association was held in New England. Most of the delegates enjoyed a sight-seeing

tour through Massachusetts, New Hampshire and Maine. Through the cooperation of WBZ in Boston and the New Hampshire Weekly Publishers association, there were transcribed six broadcasts, several being panel discussions, and one from the top of Mt. Washington. Unfortunately Col. Henry. N. Teague was unable to be at the Summit to take part in the special broadcast. Sickness confined him to the hospital in Whitefield. However, he was ably represented by Col. Arthur S. Teague, vice president and manager of the railroad."

- Littleton Courier - Thu, Jun 29, 1950 pg. 12

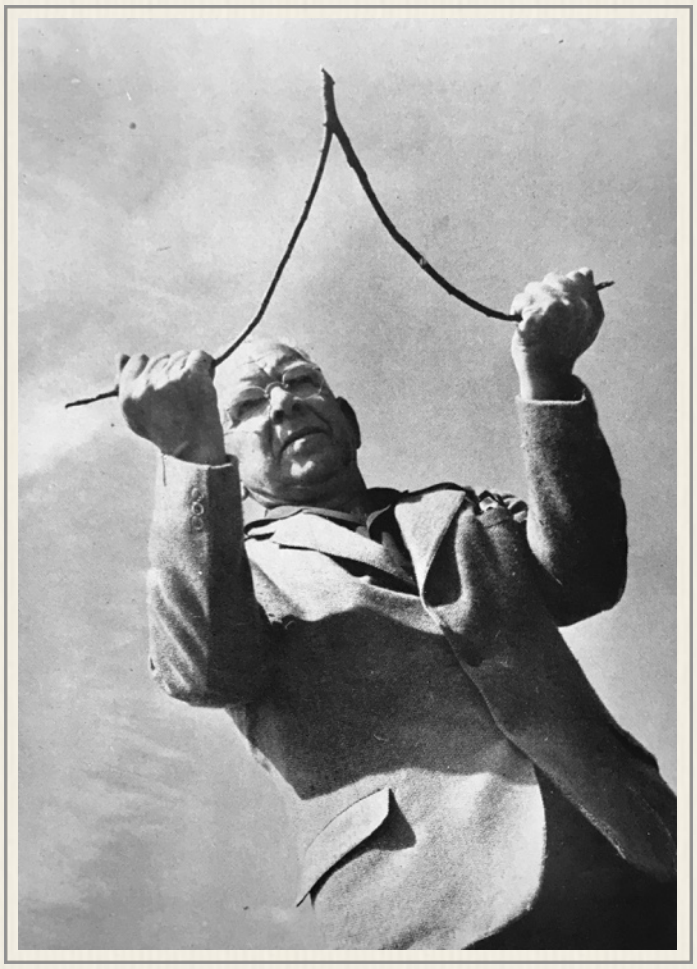
June 22nd

Henry Back to the Base: "Col. Henry N. Teague, president and owner of the Mount Washington Cog railway, has returned to the base station in Fabyan for the summer. Colonel Teague has just returned from his 50th Reunion with the Class of 1900 at Dartmouth college, where he was the guest of honor at the Tuck School of Business graduation as the first and oldest graduate of this school."

- Littleton Courier - Thu, Jun 22, 1950 pg. 14

August 1st

Boys Choir Concert: "Col. Henry N. Teague, who for years has played host to the Bretton Woods Boy singers in a trip up Mt. Washington the cog railway, again invited the boys to his home to sing on Tuesday *(8/1)* of last week. Refreshments were served, then the 16 choir boys accompanied by the their director, Frank Smith, and in charge of Richard Murdock, took the 5 o'clock train to the summit where they spent the night. The group returned to the Base Station Wednesday morning. On August 21 the boys will again spend the night on the mountain when they will present a concert about 8:45 p.m. for the benefit of other tourists who are staying at the Mt. Washington club." *- Littleton Courier - Thu, Aug 10, 1950*



September 30th

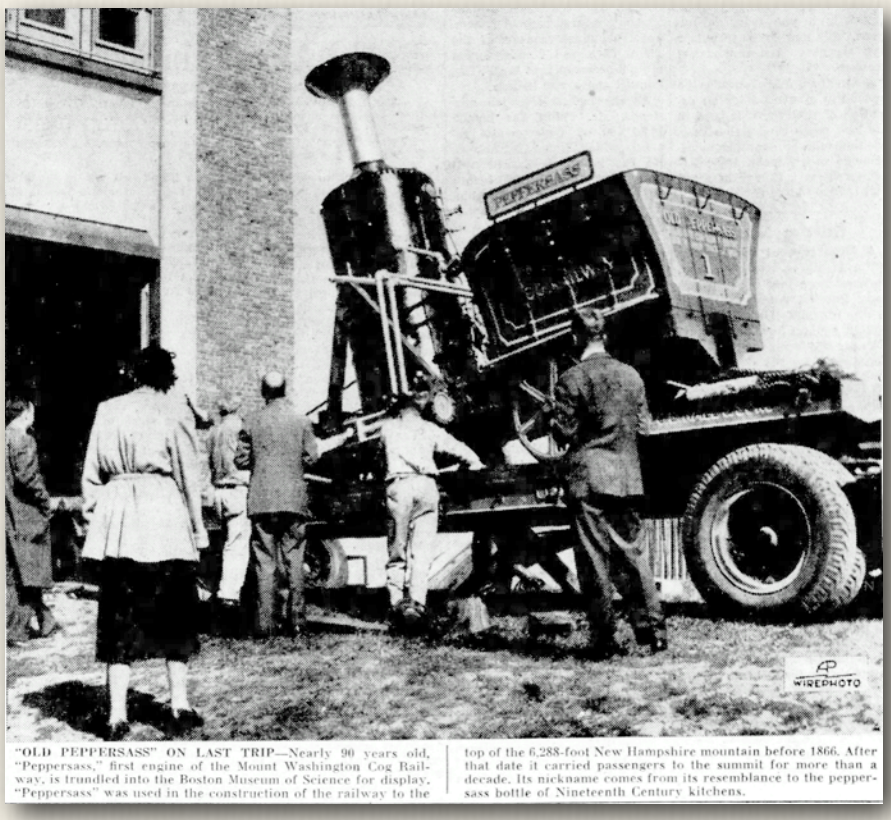
Henry Gross and his Dowsing Rod: Maine author Kenneth Roberts, in his book about his neighbor's ability to successfully dowse for water *(right)* using maps writes, "As a result of my correspondence with Rudolf Honkala, chief of the Mount Washington Observatory, Henry (Gross) and I became curious as to the location of the dome or domes (of water) that supply the springs high up on Mount Washington. "Cloudwater spring," Mr. Honkala had written, "located about a third of a mile down Lions Head trail on the south side of the mountain, at 5,700 feet, is as close as we can come to having a spring on or near the summit. The Lakes of the Clouds are definitely spring fed, as are two other tiny lakes in the same general area, one on the south side of Mt. Monroe, the other on Bigelow Lawn." I sent for a Geological Survey map of the Mount Washington Quadrangle; and on it, on September 30, 1950, we noted the three domes that Henry's rod indicated on the extreme summit of Mount Washington. Since neither of us was familiar with the top of Mount Washington, we arbitrarily selected a building designated as "the Summit House," and the domes were located in relation to that spot. Henry's findings on September 30 were: "***No. 1 dome***, 126 feet a little to the north of west from the Summit House, 12.5 feet to topmost vein which rises in zigzag course through a 3/4-inch crack in the rock. At a depth of 50 feet this dome would produce 128 gallons a minute. This dome rises from a depth of 57,500 feet and feeds forty0six veins. The water is very good to drink, halfway between medium and hard, 141 degrees at the 57,500-foot level and 33-degrees at the top. ***No. 2 dome*** is the one that feeds, by seepage, the 1,110-foot artesian well on the summit. *(Drilled by the U.S. government, the well struck water at 1,093 feet down. the water in it stands at the 260-foot level, has a mildly offensive taste, discolors clothes washed in it, and freezes unless an electric heater is operated at the 200-foot level. The well later become contaminated with petroleum products from the climate testing lab.)* This dome is 206 feet due north of the Summit House, rises from a depth of 31,500 feet. ***No 3 dome*** is the one that feeds the Lakes of the Clouds. This is 411 feet from the Summit House, a little east of north. In this dome the top-most vein is 26 feet down. There are fifty-one veins zigzagging up in the dome

from a depth of 56,000 feet and flowing 156 gallons a minute. At the summit the temperature of the water is 38-degrees, and its quality is excellent." Gross and Roberts go to New York on October 2nd to speak with Doubleday & Company sales and editorial staffs. They take the Mt. Washington map with them "to put it on the record, but also to show any interested persons how a rod would work on a map at any distance and without variation on the most difficult terrains." Back in Maine, they receive a letter from Rudolf Honkala inviting the pair to the Summit before the Cog Railway stops running October 15th. They head east on October 10th and went up the Auto Road in "a wet pea soup." Roberts writes, "We climbed from the station wagon at the top, black bulks of buildings loomed dimly through an impenetrable element containing more water than air. The steps and handrails of the dimly seen observatory were ice-covered and we were drenched and buffeted when we reached the door. Inside the insulated walls of the observatory, Mr. Honkala made us welcome and sheepishly admitted that he was the weather expert who had advised us to take advantage of the fine atmospheric conditions almost certain to prevail on Mount Washington in October. From within the observatory, Henry again dowsed the three domes on the summit. His rod repeated the findings I had marked on the Geological Survey map in Kennebunkport: there are three domes on the top; and by telephone we repeated those locations to Arthur Teague, manager of the hotel and other buildings on Mount Washington, all of which are privately owned or leased by the owner, Henry N. Teague. At present Mr. Teague, at considerable expense, pumps the water used in the hotel from a source 3,100 feet lower down; whereas, for a fraction of the cost, a well driven to any of the three domes located by Henry (Gross) would supply all the buildings with excellent drinking water in practically unlimited quantities. Whether Mr. Honkala and Mr. Teague believed the facts we laid before them, after noting the three domes on a detailed map of the summit, I cannot say. Neither Henry nor I cared whether they did or not. We knew from experience that the Mount Washington domes are exactly where Henry's rod said they were; and they are just one more spoke in our mass of evidence that water tables are supplied and maintained by domes of water on hilltops and mountaintops; that no water dome depends in any way on any water table anywhere."

- Henry Gross and his Dowsing Rod - Doubleday & Company, Inc. 1951 - pg. 98, 292-295

October 4th

Boston for the Winter: "Mountain Musing: The winter home of *Old Peppersass* will be the Museum of Science in Boston, Mass. *Old Peppersass*, the world's first cog railway engine, used to build the track up Mt. Washington in 1866, has been on display this summer at the Base Station of the Mount Washington Cog railway. On invitation from Bradford Washburn, director of the museum, the gaily painted relic was dispatched yesterday *(8/4)* by Arthur S. Teague, vice president of the railroad, by special truck, the moving job being undertaken by the C. E. Hall company of Somerville, Mass. The old engine will be on display at the museum this winter and then will be returned to the Base Station for next summer." / "Nearly 90 years old *Peppersass,* the first engine of the Mt. Washington Cog Railway is trundled *(below)* into the Museum of Science (in Boston) for display. Considered the first cog railway engine in the work, *Peppersass* was used in the construction of the railway to the top of the 6288-foot New Hampshire mountain. After 1869 it carried people to the summit for over a decade. Its nickname comes from its resemblance to the peppersauce bottle of 19th Century kitchens."



"OLD PEPPERSASS" ON LAST TRIP—Nearly 90 years old, "Peppersass," first engine of the Mount Washington Cog Railway, is trundled into the Boston Museum of Science for display. "Peppersass" was used in the construction of the railway to the top of the 6,288-foot New Hampshire mountain before 1866. After that date it carried passengers to the summit for more than a decade. Its nickname comes from its resemblance to the peppersass bottle of Nineteenth Century kitchens.

- Littleton Courier - Thu, Oct 5, 1950 pg. 4 / Buffalo (NY) Evening News - Tue, Oct 10, 1950 pg. 14

October 6th

Associated Press photo shows the *Peppersass* being ***"trundled into Boston's Museum of Science*** Friday for display."

- Portland Sunday Telegram - Sat, Oct 7, 1950 pg. 2 & Baltimore (MD) Evening Sun - Sat, Oct 7, 1950 pg. 3 above

- Baltimore (MD) Evening Sun -Sat, Oct 7, 1950 pg. 3

October 9th

Last Train - New Lights?: A *National Geographic Magazine* article in May 1951 features a photo *(right)* described as a Mount Washington "cogwheel train starts the season's last round trip" so was likely taken on Columbus Day Weekend 1950, The holiday was celebrated Monday, October 9th that year. Of interest to Cog aficionados is the new tender design with a single smaller headlight affixed to the center of the lip holding the coal. This may have been a test. Coal loading at the bunker likely made that spot unworkable as the new lights were later located on the tender's back shelf in the 1950s. The larger mainline headlight secured to the back of tenders since the 1930s is gone. Pliney Granger III says the engine is the No. 4 as it ran for a time with two stack exhausts - one that could be adjusted and one that ran open.



November 25th

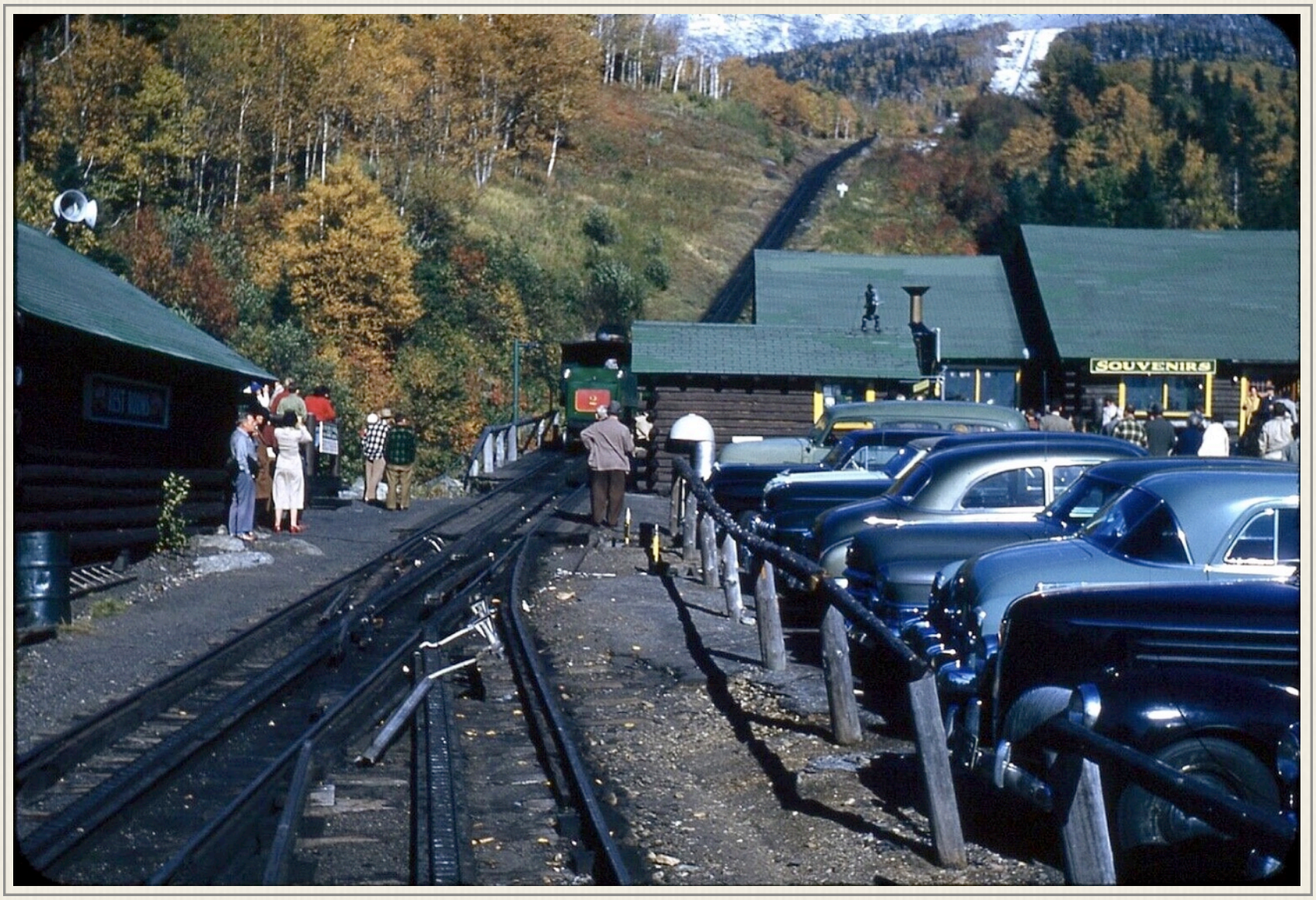
Worse Than '38?: "Worse than the hurricane of 1938," was the comment of a selectman of Bethlehem, famous resort town, as he surveyed the damage to property, and the hardships wrought by Saturday's *(11/25)* storm which hit the White Mountains with winds which at times exceeded 90 miles per hour, and rains that whipped mountain streams into raging torrents. This region began to feel the first force of the storm Saturday forenoon, while the wind reached their peak of fury about midnight. Many places such as Littleton lost their electricity about 11 p.m. Littleton municipal crews working throughout the night had restored power for most



Waumbek Tourists: *Marion & Alvah Belcher, Frank & Lucy Sawyer,Barbara Hobbs, Honey, Marian, Nancy & Mike.*
Kodachrome slide linked to Helen Davis Family Tree (1950)
- Photo by Robert Hobbs / Ancestry.com

of the community by 7 a.m. Crawford notch was closed to all traffic until early Sunday afternoon, rampaging waters roaring down mountain brooks to inundate the road at several places. A top wind of 160 miles per hour was reported on Mt. Washington, and like a lot of places in the lowlands, the television aerial blew down. The mountain station had a "sustained" top wind (of five minutes or more) of 120 miles an hour during the blow. Three areas of concentrated blowdown (in the White Mountain National Forest) are in the vicinity of the Cog Railroad Base Station including the Base Station road and the Jefferson notch road.

- Littleton Courier - Nov 25, 1950



1951

February 8th

Peppersass & the Science Park Wing: "Science Park's new East Wing will open on March 13, and the two-story structure will be one of the most modern museums in the country. hear are some of the features that visitors who tour the museum on the three-day opening celebration and the rest of the Spring will see: An exhibit of ship models, tracing the growth of marine transportation through the ages. Another exhibit, called "priceless" by museum authorities, of model railroad trains and locomotives. *Old Peppersass*, the first cog engine in the world, weighing 18,000 pounds and painted bright red, green, and yellow. Doors big enough to admit a B-17 - without wings. And here's what they won't see: Signs saying "Do Not Touch." "We want Science Park to be an informal museum," says Bradford Washburn, museum director. "If visitors aren't supposed to touch an exhibit, we'll put it in a glass case and no one can reach it. The glass may be finger-marked, but we'll wash it." East wing is the first permanent building of the Boston Museum of Science project which will eventually stretch across the end of the Charles River Basin. This nucleus building has cost $750,000 so far, and will cost $140,000 more before it is complete. Visitors will be able to push a button and "start up" almost every exhibit - like the marine engines on show in the east wing now. They can climb in and out of *Old Peppersass*, while the ship's wheel on the first floor. But, best of all, when the ship's cabin is installed on a small porch jutting out over the Charles from the first floor, they'll be able to stand in the glassed-in cabin, speak through tubes to the "engine room," and sight the Boston skyline on an authentic radar setup installed int eh cabin. "Where else could you find a museum like this?" asks Mr. Washburn. "Nowhere!"

- Boston Globe - Thu, Feb 8, 1951 pg. 7

May 31st

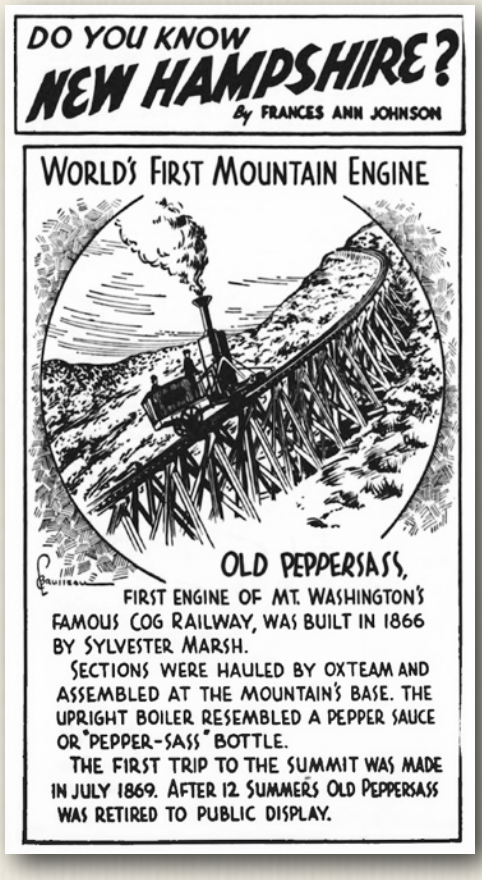
Summit Military Ventures & Desperately Seeking McKinley: "Mountain Musing: The summit of Mt. Washington continues to attract Armed Forces departments interested in experimental work at high altitudes. The latest venture will include the building of a laboratory for use by the Air Force. The site location is some 200 feet below the top of the mountain, where below-freezing temperatures have been recorded in all months of the year, and sub-zero temperatures during seven months of the year. Winds of extreme velocities are common at the tip of N. E., and during the summer no month is free of winds in excess of 100 miles an hour. These are some of the reasons why Uncle Sam's forces like our famous Mt. Washington. Speaking of the Cog railroad, summer operations got underway memorial Day, and it didn't take five minutes for the staff to record another "goofer." A female tourist walked into the gift shop and was overheard to exclaim to her husband, "I can't find Mt. McKinley anywhere!", whereupon her patient spouse replied, "Probably, dear, it is because the last time I heard it was still located in Alaska?" The "old man of Mt. Washington," Col. Henry N. Teague, who will be 76 years of age next Tuesday, lies seriously ill at Dick's House in Hanover, and grave concern is felt for his recovery. He suffered several heart attacks while on his way North to begin his 20th year with the famous mountain railroad."

- Littleton Courier - Thu, May 31, 1951

Benny the Bear: "There's a hint of young romance at Crawford notch. Benny the Bear is going to have a girl friend. Benny, the main attraction in the popular exhibit of native animals at the Crawford notch park, now is two years old and a big boy. Recently Representative Raymond Kimball of Jefferson decided that the fellow needed company; so he is donating Josephine, a year-old black bear which he raised from a cub, to be Benny's cheer-upper. She soon will join her mate at the park, where Benny has already arrived from his winter quarters at (naturally) Bear Brook. which will become the boss remains to be seen. The other varieties of native animals, some 20 in all, will also be there this summer in natural surroundings, with a naturalist in charge and a veterinarian preparing the special foods required by the differing natures. The Fish and Game department, which helped to acquire them, acts in an advisory capacity regarding their care. So they haven't a worry in the world."

- Littleton Courier - Thu, May 31, 1951





- Littleton Courier - July 19, 1951

June 3rd

Cog Railway opens for 19-week 1951 Season *- Teague letter to Jitney*

Jitney runs No. 1 *Mt. Washington* and observes Mike not really answering George Trask's questions about a mechanical problem at Waumbek before getting on the track phone with Arthur. Mike listened, hung up and then told George to "take it down." *- Jitney*

June 6th

Cog Promotion by Varney: "An interesting description of the history and operation of the famous Mt. Washington Cog railroad by Robert J. Varney of Littleton, public relations representative for the mountain line, featured the regular luncheon session of the Littleton Rotary club at Thayers hotel yesterday *(6/6)*. Mr. Varney gave many facts about the cog railway which was built by a Littleton man, Sylvester Marsh, and started operating in 1868. It has since become known in all parts of the world, holding the record for the steepest ascent of any railroad anywhere, and through the years has proved to be a top White Mountains attraction. Mr. Varney concluded his remarks by extending the invitation of the Mt. Washington Cog railroad to the Rotarians to be its guests for a mountain-top meeting on either June 27 or July 11. The invitation was accepted." *- Littleton Courier - Thu, Jun 7, 1951*

June 27th

Summit Top Rotary Dinner: "Over 70 Littleton Rotarians and their guests enjoyed an evening meeting of the club last night *(6/27)*, on top of Mount Washington. They were the guests of the Mount Washington Cog Railway for the ride up the mountain and dinner at the Mount Washington club. They were greeted by Arthur S. Teague, vice president and general manager, and Robert J. Varney, publicity." *- Littleton Courier - Thu, Jun 28, 1951*

July 19th

Crowded Summit - Winter Cog?: "Mountain Musing: The summit of Mt. Washington, where the top wind speed ever recorded by the U.S. Weather bureau was clocked at better than 280 m.p.h., is becoming increasingly more popular as the site of government testing projects. The latest activity is noted in the approval by the House armed services committee of $4,223,000 for research, development and test facilities, including the climatic projects laboratory, on Mt. Washington. If the year-round population of the top of N. E. continues to grow, they'll have to winterize the cog railroad!"

- Littleton Courier - Thu, Jul 19, 1951 pg. 4

Mt. Washington Panorama: "George H. Walker & Co., of Boston presumably do not recall the incident, but a half-century ago that firm turned out a unique color panoramic map of "The Monarch of the White Hills," Mt. Washington. A copy of the interesting work has just been given to the State Planning and Development commission by B. I. White of Concord. Turned out for the Boston & Maine railroad, the work is a most authentic reproduction of what the human eye sees from the 6,288-foot crest of New England's tallest mountain. Identified are nearly 150 other peaks in Vermont and Maine as well as New Hampshire, ponds, rivers, shelters, and even the Isles of Shoals off Portsmouth. Brought into particularly prominent display is the group of buildings at the mountain-top, including the Tip-Top House. On the reverse side of the map is a "brief his-



No. 9 with new light & No. 4 at the shop. (Aug 1951)
- Conrad Ekstrom J. Collection

MOUNT WASHINGTON COG RAILWAY CO.

Ticket Agent's Report of Cash Fares Collected and Tickets Sold

Date: JULY 24, 1951 — William Trask

Weather FAIR — **Agent's Signature** Robert J. Varney

Form Number	Check Numbers	Type	Number Sold	Rate	Amount
MW-1 Blue	1565, 1639 / 1601 1898	Adult Round Trip	295	4.60	$1357 00
MW-1 Brown	15251 / 15276	" " "	15	4.60	69 00
MW-1 Red	841, 901 / 851 946	Child " "	55	2.30	126 50
MW-1 Green					
MW-1 Orange	11140 / 11344	Adult " "	204	4.60	938 40
MW-1 White	5832 / 5975	" " "	143	4.60	657 80
MW-3	2826 / 2854	Overnight	12	11.60	139 20
			14	12.60	176 40
			1	7.30	7 30
	790 / 793		1	5.00	5 00
		One Way	3	3.45	10 35
		Camp Pinnacle	8	2.30	18 40
MW-5					
TOTAL					$3505 35

Tax	Number	Rate	Amount
Adult	683	.60	$409 80
Child	64	.30	19 20
Special	3	.45	1 35
TOTAL			$430 35

Adults:	683
Child:	64
Tour:	3
Special:	
Total:	717¼

Comment: A Good Day!

Each day the ticket office reconciled the day's sales and recorded the passenger count. Agent's William Trask & Robert J. "Mother" Varney noted this was "A Good Day!" in the history of the railroad and it was placed in the bookkeeper's files. (1951)
- Ken Randall Collection

MOUNT WASHINGTON COG RAILWAY CO.

Ticket Agent's Report of Cash Fares Collected and Tickets Sold

Date: Aug. 2, 1951

Weather: Fair

Agent's Signature: R J Varney

Form Number	Check Numbers	Type	Number Sold	Rate	Amount	
MW-1 Blue	2941 / 3155	Adult Round Trip	214	4.60	984	40
MW-1 Brown	15501 / 15703	Adult Round Trip	207	4.60	929	20
MW-1 Red	314 / 381	Child Round Trip	67	2.30	154	10
MW-1 ~~Green~~ Orange	11501 / 11514	Adult Round Trip	13	4.60	59	80
MW-1 Orange	10891 / 11001	Adult Round Trip	110	4.60	506	00
MW-1 White	6751 / 6879	Adult Round Trip	178	4.60	588	80
MW-3	2917 / 2921	Overnight	12	12.60	151	20
	4326 / 4334		1	3.45	3	45
	2797 / 2801	One Way	4	3.45	13	80
		Camp Pinnacle	9	2.30	20	70
		Camp Wigwam	8	7.30	58	40
		Truck Tour	22			
MW-5		Summit			15	40
					~~34 88~~	25
TOTAL					~~3469~~	85
					~~3466~~	~~90~~
					15 . 10	
					3484 . 95	

Tax	Number	Rate	Amount	
Adult	679	.60	#407	40
Child	84	.30	25	20
Special	26	.45	11	70
				45
TOTAL			#444	75

683

Adults:	~~679~~
Child:	~~84~~
Tour:	~~27~~
Special:	745
Total:	740

Comment: #15.10 over
Add Summit 1 Way to $18.40
Received 3493.35
3488.25
5.10 over
Tony

Each day the ticket office reconciled the day's sales and recorded the passenger count. Agent's William Trask & Robert J. "Mother" Varney had to rework and it was placed in the bookkeeper's files. (1951)
- Ken Randall Collection

tory" of some 2,000 words of the big mountain. There are eight cuts, including three featuring the cog railroad. Male passengers are shown in "bowlers" and knee-length coats, women (all of them) in oversized hats and shoe-top skirts. The history that not only was the Mt. Washington Cog railroad first of its kind in the world, but "has the steepest grade of any in existence."

July 26th

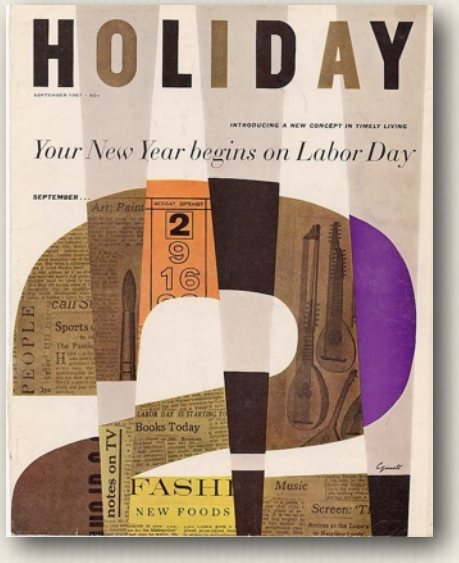
Summer Season is Good: "Business is running well ahead of last year in all departments at the Mt. Washington Cog railroad, it was reported today. Tuesday *(7/24)* the famous mountain railway enjoyed its second busiest day in history as 758 passengers were carried to the bop of New England and back. Seven trains are in operation as required every hour on the hour from 9 a.m. to 6 p.m. daily. Railroad personnel this week welcomed back to his base cabin Col. Henry N. Teague, who has been discharged from the Morrison hospital in Whitefield." *- Littleton Courier - Thu, Jul 26, 1951*

Ford Times Notes Amusing & Bizarre Locomotive: "*Courier* editor's note: The August issue of *Ford Times*, published monthly by the Ford Motor company, contains an interesting article titled "Mountain with the Ford on top." The story, written by Edmund Ware Smith, is embellished with several striking color photographs by Arthur Griffin. "Mountain with the Ford on Top" is a story of automobile travel up Mr. Washington, and it is reprinted below." (*Jitney Jr note: We only include here the Cog Railway reference from the article.*) "If you time your trip nicely, you may see at the summit the arrival or departure of one of the locomotives and rolling stock of the Mt. Washington Cog Railway, a mountain climbing device which is amusing, bizarre and pleasant, if not unique in the annals of steam locomotion. The steep incline has a cog running in the center between the rails, a safety measure. The rear end of the locomotive is much higher than the head, so as to give the boiler some sense of riding level on such steep grades as the trestle at Jacob's Ladder. The train leaves from Base Station, which you reach by car from Bretton Woods, on the other side of the mountain on U.S. 302."

- Littleton Courier - Thu, Jul 26, 1951 pg. 9

September

Holiday Magazine September 1951 *(right)* - New Hampshire playground feature ***includes Cog Railway***



September 5th

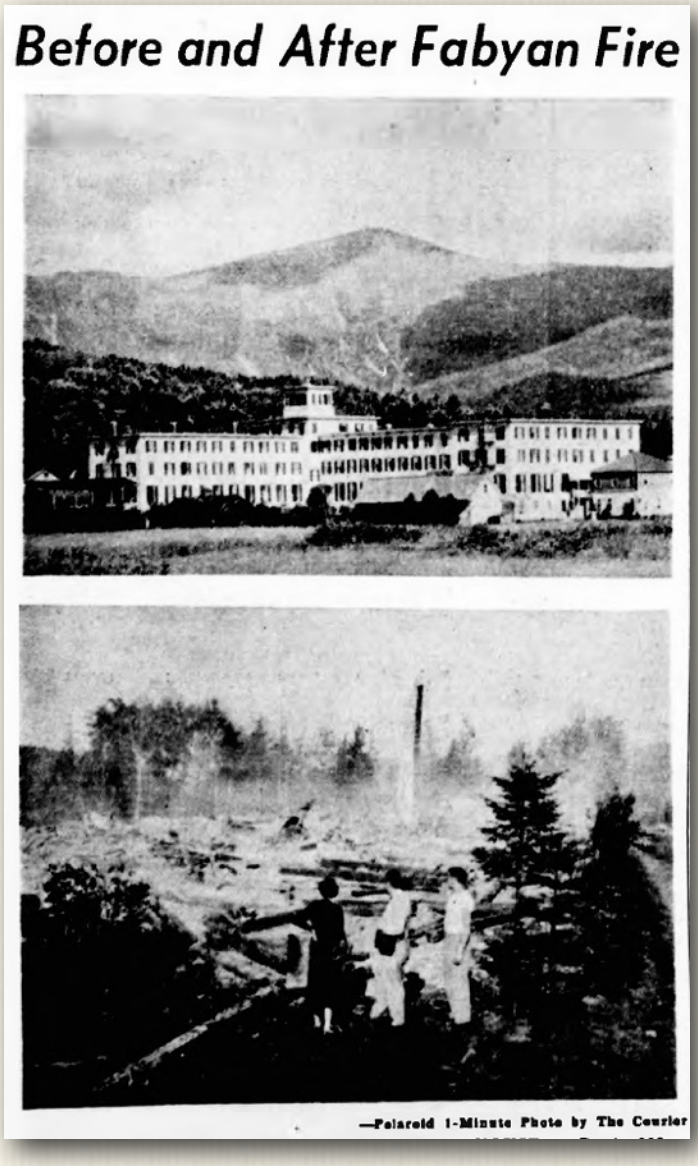
USAF Cog Railroad?: In order to transport personnel and material up and down the mountain to the new Aeronautical Ice Research lab, government contractor, Smith, Hinchman and Gryllis, approaches the Mount Washington Railway Company about modifying the track and leasing the rail line on an annual basis for winter operations. In a letter on this date, Vice President Arthur Teague tells the Public Service Commission's Winslow Melvin that despite state and railway objections to some parts of the lease "the Air Corps wants us to go ahead and start converting the track" and will pay the railway $25,000 to begin and conduct some weekend winter tests. Teague wonders whether the state would "have any objection to the railway taking this work on as we will do it in connection with our fall track maintenance" in order to do as much as possible so the modifications *(supporting the Cog rail with two timbers instead of one so ice can clear from the rack)* could be completed in the spring of 1952. Teague says "The Air Corps is having General Motors Diesel Electromotive Division at LaGrange, Illinois, make up a design for a cog engine to be used by them here on the railway. I hope the 'great white fathers' descend down on us, and we, in some way, manage to get a couple of new engines and cars ourselves someday. During the past 5 years we have spent $135,000 in maintenance of locomotives, cars and equipment and a little over $90,000 in track maintenance. How would you feel if we managed to borrow some money from God knows where to buy a couple of pieces of new equipment? I really think it would be one of the greatest things the state could have done to add to the tourist attractions."

- Teague correspondence in NH Public Utilities Commission files / See Appendix - Cold, War & Diesels

September 19th

Fire Destroys Hotel: "Fabyan's Hotel, White Mountain resort in the shadow of Mt. Washington, was destroyed by fire yesterday *(9/19)* with a loss estimated at a million dollars *(next page)*. The hotel closed for the season only four days ago."

- White Plains (NY Journal News - Thu, Sep 20, 1951 pg. 3

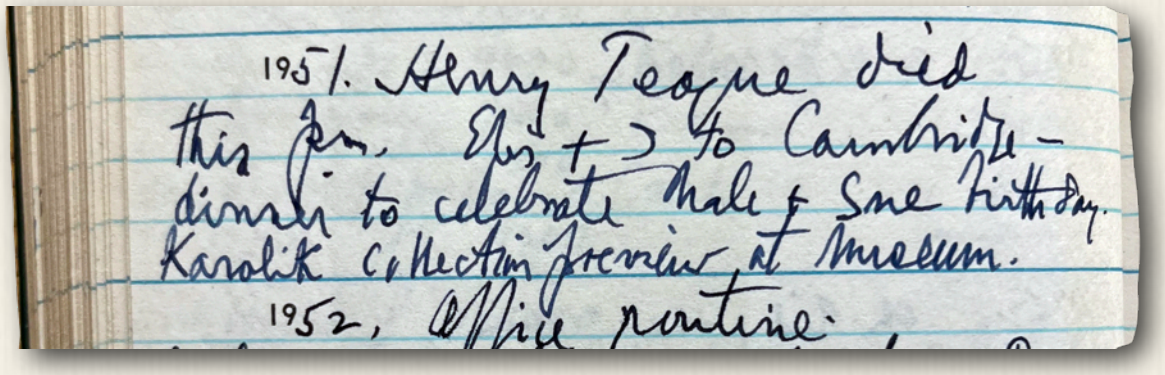


Fabyan House fire aftermath (Sep 20, 1951)
- Littleton Courier

September 20th

1500 Miles Per Season: "Mountain Musing: A rough estimated indicates that those unique little engines that puff up and down the Mt. Washington cog railroad all summer travel more than 1,500 miles a season transporting passengers to the top of N. E. and back again. The cog railway is running 15% ahead of last year in spite of miserable wether for much of the season, and its biggest day in history was chalked up in July when it carried 806 passengers. The engineers who run on one of the shortest lines in the world include: Mike P. Boyce of Keene, who started in 1904 and quit in 1909, only to return in 1917 and has been on the job ever since; Clifford Kenney of Twin Mt., on the job six years years; Duncan Green of Plymouth, former Army engineer in Africa, with the cog railroad five years; George Trask of Rochester, Vt., five years on the job; Leo Boucher of Twin Mt., also five years; and Norman Lewis, who fired for two years and became an engineer this summer. 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! The cog railroad is making two trips daily through October 15, end of the season, with additional trips as business requires."
- Littleton Courier - Thu, Sep 20, 1951

October 2nd



Teague lawyer John McLane's diary entry for October 2nd (1951)
- John R. McLane papers, ML-63 / Dartmouth College

The "Old" Colonel Dies: "Col. Henry N. Teague '00, owner of the Mt. Washington Cog Railroad and a widely known figure in hotel management, died yesterday *(10/2)* at the Whitefield, N.H. hospital. He was 76 and had been in ill health for a long time. Colonel Teague, whose title was an honorary one bestowed by Governor Winant of New Hampshire, spent part of each year in Hanover. He was a member of the first class of three men at the Tuck School. ***Comptroller of DDA:*** From 1901 to 1905 he was comptroller of the Dartmouth Dining Association and then entered the hotel business in New York, serving as steward of the Hotel Gotham and later as manager of the Hotel Weston. In 1931, after serving with several other hotels, Colonel Teague purchased the summit of Mt. Washington and the famous Cog Railroad from the Boston and Maine. ***Summer Attraction:*** Since then he had operated this major summer attraction in New Hampshire and also was president of the Mt. Washington Club atop the mountain. His alumni activities included the offices of president of the Tuck School Clearing House, president of the Berkshire County Dartmouth Club and Class Secretary of 1900 from 1908 to 1912." *- The Dartmouth (Hanover, N.H.) - Wed, Oct 3, 1951 pg. 1*

Arthur S. Teague becomes General Manager following ***Henry Teague's death*** on October 2nd - "Col. Henry N. Teague, owner of the Mt. Washington Cog Railroad and a widely known figure in hotel management, died this afternoon at the Whitefield, N.H. Hospital. He was 76." *(Boston Daily Globe - Oct 3, 1951 pg. 23)* - ***Dartmouth assumes ownership*** of the railway and summit property via Col. Henry's will. "Col. Teague,

who was a bachelor and left no immediate relatives, provided that after certain small bequests, Dartmouth college receive all the rest of his estate, which includes the summit and railway as its principal assets. The will was probated in Coös county probate court in New Hampshire. The full extent of the estate has not been determined." *(North Adams Transcript - Fri Oct 26, 1951 pg. 14)* Col. Arthur enters into management contract with the College to expire December 31, 1960. $10,000 per year with annual bonus of 15% of consolidated net income of Summit House and Cog before application of corporate federal income tax. Additional bonus of $10,000 in 1961 to extent of net earnings remaining for five years after salary, bonus and taxes deducted.-

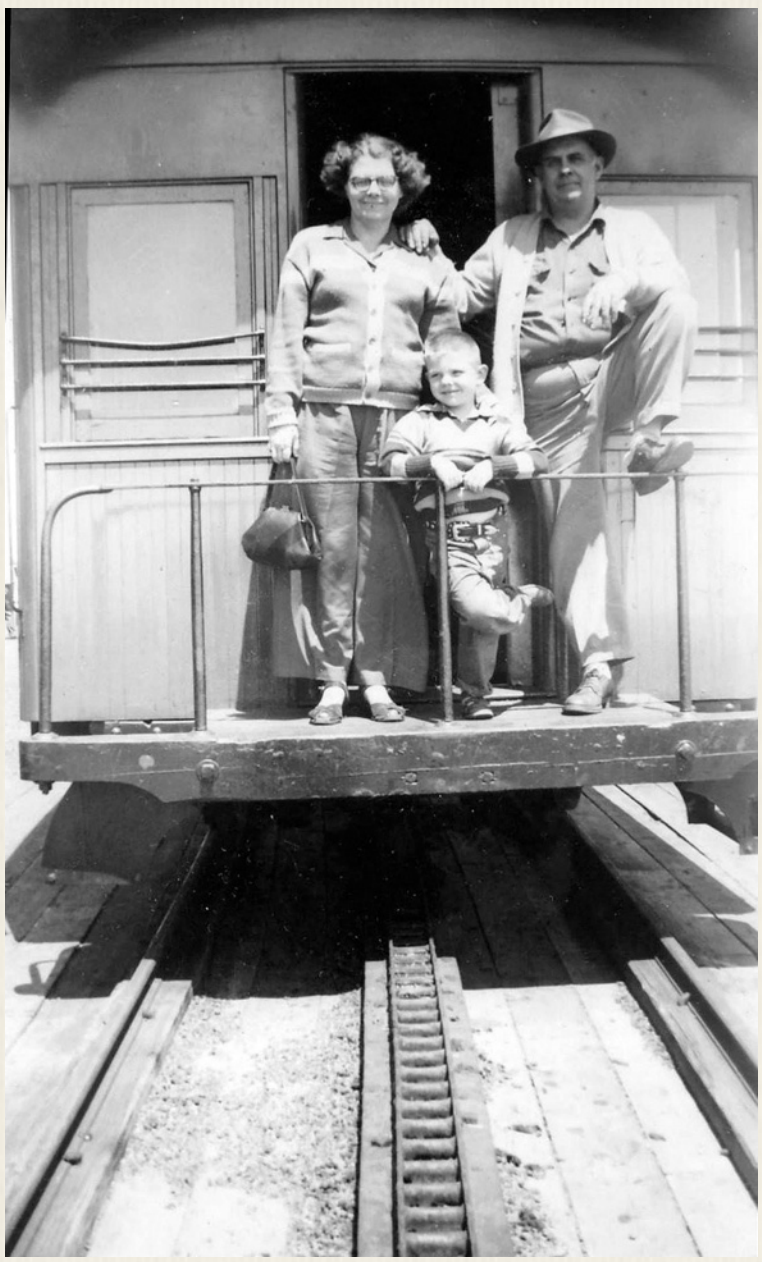
Oct 1958 Governor's Mt Washington Study Committee Report / *www.cog-railway.com/03timeline.htm*



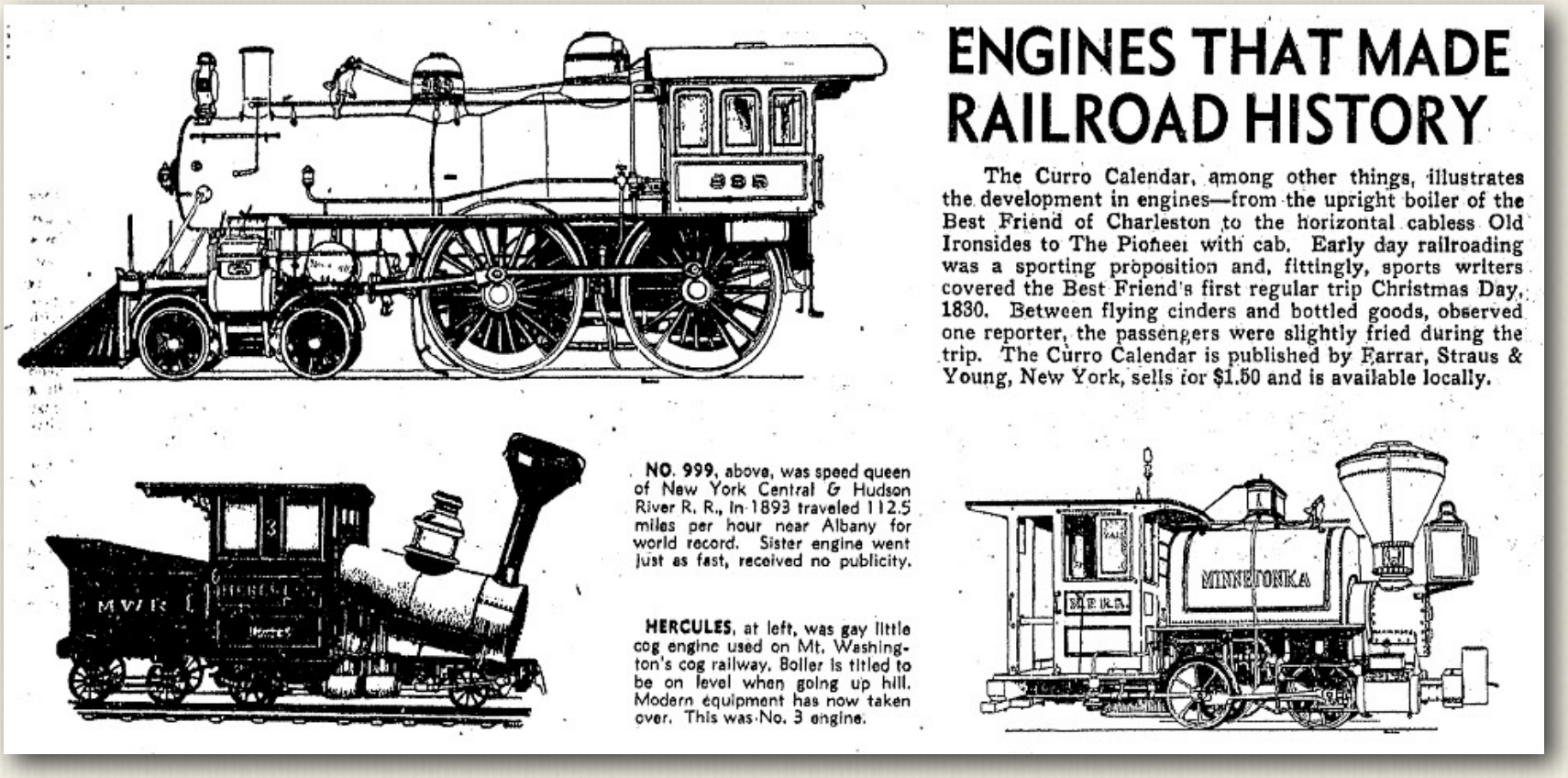
Ascending double header (No. 3 & No. 2) at Skyline Platform (1950s)
- Robert J. Girouard Collection

October 3rd

The "Old" Colonel Mourned: "Funeral rites were held at the Heald Funeral Home in Littleton yesterday *(10/3)* afternoon, with burial today at South West Harbor, Me. for Col. Henry N. Teague, 76, widely known as owner of the Mt. Washington Cog railroad and as a hotelman. He died at the Morrison hospital in Whitefield Tuesday *(10/2)* afternoon following two years of poor health. Rev. Johnson A. Haines officiated at the Littleton service which was attended by many friends, including several from Hanover. Floral tributes were in profusion. Colonel Teague, whose title was an honorary one bestowed by the late Gov. John O. Winant, was born in South West Harbor, on Mount Desert Island, June 2, 18755. His father was a sea captain who met and married his mother, a Georgian in Jacksonville, Fla. When Col. Teague was two years old his father was lost at sea. His family home on Mount Desert Island is now the summer hoe of Ernest Martin Hopkins, former president of Dartmouth and a close friend. The Teague family moved to Gloucester, Mass., where Col. Teague was graduated from high school One of his classmates was Roger Babson later to become a famous economist. Col. Teague was a member of the Class of 1900 at Dartmouth college. He enlisted in the First New Hampshire Regiment in the Spanish-American War, returning to graduate from Dartmouth at the end of hostilities. Col. Teague received his master's degree as one of the four members of the first class at the Amos Tuck School of Business Administration. for several years he ran the "Commons," undergraduate eating place at Dartmouth, and then went on to manage the Landlord's Inn at Williamstown, Mass. Later he leased the Greylock hotel in Williamstown which he operated for 20 years. He also operated the Miramar and Venetian hotels in Miami, as well as the Mount Kineo House at Moosehead lake in Maine. during World War I Col. Teague and Mr. Babson served as "dollar-a-year" men in Washington as co-directors (under



Tourist photo: Evelyn, Butch & Peter at the Summit (1951)
- Ancestry.com



ENGINES THAT MADE RAILROAD HISTORY

The Curro Calendar, among other things, illustrates the development in engines—from the upright boiler of the Best Friend of Charleston to the horizontal cabless Old Ironsides to The Pioneer with cab. Early day railroading was a sporting proposition and, fittingly, sports writers covered the Best Friend's first regular trip Christmas Day, 1830. Between flying cinders and bottled goods, observed one reporter, the passengers were slightly fried during the trip. The Curro Calendar is published by Farrar, Straus & Young, New York, sells for $1.50 and is available locally.

NO. 999, above, was speed queen of New York Central & Hudson River R. R., in 1893 traveled 112.5 miles per hour near Albany for world record. Sister engine went just as fast, received no publicity.

HERCULES, at left, was gay little cog engine used on Mt. Washington's cog railway. Boiler is tilted to be on level when going up hill. Modern equipment has now taken over. This was No. 3 engine.

- San Francisco Chronicle - Sun, Oct 7, 1951 pg. 49

the Secretary) of the Department of Labor. While in Williamstown he was a member of the Massachusetts Democratic state committee and ran for state treasurer in 1918. He also was associate director of the state's Division of Public Works and Conservation.

"In 1931 Col Teague purchased the summit of Mt. Washington and the famous cog railroad from the Boston & Maine railroad. Since then he had operated this major summer attraction in the White Mountains of which he was president and sole owner, being also treasurer of the Mt. Washington club. Col. Teague was never married and there are no close relatives. Since 1935 his manager for the railroad has been Col. Arthur Teague. "Hen" Teague, as he was known by his closest acquaintances, had one chief interest and that was the successful operation of his unique mountain transportation system which each season attracts thousands of visitors from every corner of the U.S. and Canada as well as abroad. His cabin near the base station was as much home to him as any place, for he spent all the summer months there. He returned to his cabin in June of this year after a long siege with illness. But his health failed to improve and he made frequent visits to the hospital before his death. Col. Teague was a member of the Masons and the Shriners."

- Littleton Courier - Thu, Oct 4, 1951 pg. 1 & 4

October 11th

Lost NH Booster Hard to Replace: "Here and There columnist: Arthur S. Morris: By death last week New Hampshire lost an unusual character, a man who had lived an interesting life, filled with good deeds and exciting business experiences. We refer to Henry N. Teague, who was president of the Mount Washington railroad. The Colonel, as he was best known to his friends, took over operation of the railroad at a time that business had declined to almost nothing, built it up by using new advertising methods, and put the project on a paying basis. He was a man of many moods. He could be tough and rough, but underneath he had a heart of gold and many were his beneficiaries, especially young men struggling to get an education. The Colonel worked hard all his life, but still had time to play and enjoy the companionship of his many friends. Nearly a decade ago his health began to fail and more recently he was obliged to spend considerable time in hospitals. However, Colonel Teague never lost interest



in his railroad and fortunately was able to be at his Base Station home part of this summer. His bed was so placed in his room that he could watch the trains going up and down the mountain, and there were many of them. for the railroad had one of its best seasons in history.

"Henry Teague was in many ways an unusual individual. However, it was our good fortune to know him well and we feel that New Hampshire has lost a booster who will be hard to replace. We do not know what is to become of the railroad. It has been said that Dartmouth college enters the picture as the owner as a result of a contract made several years ago. We do know that this railroad attracts may visitors to this section every year and plays an important part in our recreational picture. It must not be allowed to go backward in popularity or in plans for safety. Fortunately there is another Teague connected with the Mount Washington property, a young man who is a colonel in his own right, an engineer and one who has been schooled in the complicated workings of a cog railroad. We refer to Arthur Teague. Certainly he is capable of carrying on if given proper authority, which no doubt he will receive. To turn the cog railroad over to an unskilled group would be unthinkable and disastrous."

- Littleton Courier - Thu, Oct 11, 1951 pg. 12

October 25th



Railway Willed to College: "(Dartmouth) College, named beneficiary under the will of the late Col. Henry N. Teague '00. has been bequeathed the summit of Mt. Washington and the Mt. Washington Cog Railway, according to John F. Meck, College treasurer. Colonel Teague's will has just been admitted to probate in Coös County, N.H., and the precise extent of the residuary bequest to the College has not yet been determined. But it is understood by College authorities that the principal assets of the estate consist of the bulk of the stock of Mt. Washington Club, Inc. It is this corporation which owns Mt. Washington Railway, Inc, the hotel on the summit of Mt. Washington, and the summit itself. The College has for many years held a first mortgage on the railway property, and this bequest, after certain debts and specific bequests have been discharged, will give the College outright ownership of the Mt. Washington properties. ***Highest N.E. Peak:*** Mt. Washington is the highest peak in New England, and is famous as a ski resort. Tuckerman's Ravine, to which the Dartmouth Outing Club frequently sends trips, is on the east slope. The Appalachian Mountain Club maintains several trails and huts near the peak. At the present time, an Army quartermaster detachment is testing winter battle clothes on the summit. The peak is one of the few places in this section of New Hampshire where television reception is possible. thousands of tourists each summer visit the Cog Railway, which runs from a base station at Fabyans, N.H. to the summit. Winter sports attract a similar number. ***Outright Bequest:*** Colonel Teague's bequest is an outright one to the College and the use of any income is unrestricted except for provisions for acquisition by the College of a painting of Daniel Webster arguing the Dartmouth College Case before the United States Supreme Court, and for a loan fund for Tuck School, from which Colonel Teague graduated in 1901. (The principal assets of Col. Teague's estate are understood, however, to consist of the bulk of the outstanding stock of a New Hampshire corporation, Mt. Washington Club, Inc., which in turn owns all the stock of the Mt. Washington Railway, Inc., and certain real estate, including the summit of Mt. Washington, the highest peak in New England. Dartmouth college for many years has held a first mortgage on the railway property and this residuary bequest, after certain debts and specific bequests have been discharged, will result in the college having complete ownership of these Mt. Washington properties. *- Littleton Courier - Oct 25, 1951*) The trustees of the College, at their fall meeting last week, appointed John R. "Judge" McLane '07 of Manchester, N.H., and Meck '33 to act on the College's behalf in connection with this bequest. Colonel Teague was given his honorary title by the late Gov. John G. Winant of New Hampshire. He died on October 2 at the age of 76."

- The Dartmouth (Hanover, N.H.) - Fri, Oct 26, 1951 pg. 1

Mountain Musing: "It was learned today *(10/25)* that Dartmouth college has been named in the will of the late Col. Henry N. Teague, one of its loyal alumni, as residuary beneficiary, which results in the college hav-

ing complete ownership of all the Mt. Washington properties, including the famous cog railroad and the hotel on the summit. Announcement of the terms of the will did not include any mention of the college's intentions with regard to its new holdings, but it is to be confidently expected that arrangements will be made to continue the operation of the Mt. Washington recreational and scenic attraction under a program which will assure its expansion and improvement where possible. Dartmouth college is indeed fortunate to be the recipient of Col. Teague's generosity. The return accruing to the institution from the world-famous mountain ride could well prove over the years to be one of the most substantial bulwarks of its financial program."

- Littleton Courier - Thu, Oct 25, 1951

October 27th

Mountain Ownership editorial - "Who owns the mountains? The people, of course. That is your quick response. But a news item the other day came as a bit of a shocker. Dartmouth College, it seems, has been left a legacy of the summit of Mt. Washington, New England's highest peak. Col. Henry N. Teague, of the class of 1900, bequeathed the summit, along with other parcels of mountain real estate and the cog railway. The colonel's was the controlling interest in the Mt. Washington Mountain Club, Inc., which "owned" the summit, the railway and other parts of the mountain. Yet the people do indeed own Mt. Washington in a certain sense. Nobody can deprive them of the right of ownership to the view of it. Anyone can look unto the hills for their strength, even though the hills be in private ownership. When you motor through Vermont and enjoy the hills and valleys, you do not stop to analyze that the hills (or most of them) as well as the bottom lands are privately owned. All you care to know is that they are yours to enjoy, so long as the private owners do not wantonly despoil them. So, while Dartmouth acquires title to the summit of Mt. Washington, the people retain certain everlasting rights in the eternal pile."

- Fitchburg (MA) Sentinel - Sat, Oct 27, 1951 pg. 6

November 29th

Arthur Teague Heads Railway Company: "Col. Arthur S. Teague, who served as general manager of the Mt. Washington Railway company under Col. Henry S. Teague, has been elected president of the corporation. Colonel Henry's death this fall brought ownership of the top of this peak into the hands of Dartmouth college, under his will. At an election with representatives of the college present, Col. Arthur Teague was placed in the leadership with these other officers. Atty. John Carleton of Manchester, treasurer; and Atty. John R. McLane, Jr., of Manchester, assistant treasurer. Colonel Teague was also reelected president of the Mount Washington club which operates the summit of the mountain. Colonel Teague graduated from Clemson college, S. C., in 1932 with a degree of electrical, mechanical engineer. In 1933 he took a post graduate course at the University of South Carolina, and joined the Mt. Washington railway that summer. For the past 15 years he has been vice president and manager of the line. Called to the Service early in War II, he rose from lieutenant to colonel in 22 months. He was returned to civilian life in 1946. Landing on Utah beach on D Day, he was part of General Patton's spearhead which reached into Germany."

- Littleton Courier - Thu, Nov 29, 1951 pg. 1 & 4

December 2nd

Winter Runs up the Mountain?: "The famed cog railway to the top of Mount Washington may operate in winter as well as summer, Arthur S. Teague, the line's new president, said today *(12/2)*. It would be run year-round to aid skiers and also to carry equipment for the new $600,000 Armed Forces experiment station, to be built in the shadow of the mile-high summit, Teague said. Teague, recently elected president of the Mount Washington Railway Co. to succeed the late Henry S. Teague, said problems include changing the line's cog railway so the cogs will not catch snow and ice, and also obtaining new-type engines, probably diesel to replace the present steam engines. The plan is still in the "investigation stage" and no date for the start of work on making the necessary changes has been set, he said." *See Vol. 4 Appendix - Cold, War & Diesels for details of the investigation*

- St. Albans Vermont Sunday News - Sun, Dec 2, 1951 pg, 8



Henry N. Teague

1875 - 1951

Dartmouth College 1952-1962

1952

January 3rd

Winter Cog Ski Ops Rumored: "Tuckerman Ravine is where, as far as skiing in the East is concerned, they separate the men from the boys. The great natural snow bowl on the east slope of Mt. Washington strictly he-man stuff. Because there's not trace of "up ski" devices - neither elaborate lifts nor simple tows - you work for what you get, but what you get is worth many times over the effort required to get to the upper reaches of the Ravine. Pinkham notch is primarily a late-season paradise, but the Mt. Washington carriage road frequently attracts skiers before near-to-earth places get adequate snowfalls. To ski the carriage road, too, you get there by "shank's mare" or you don't get there at all. There is some talk of winter operation of the Cog Railway. That comes up the opposite side of the mountain from Tuckerman Ravine and wouldn't do Tuckerman much good. In the first place there are few skiers skilled enough to take the plunge down over the headwall. In the second place weather conditions are treacherous atop "the big one." At time there are avalanches. Even if all the other difficulties could be surmounted, there'd have to be some sort of shuffle system from the base of the Ravine to the railway base station. Likely it would be more logical to develop a new (skiing) area on the railway side of the mountain, and that's just in the dreaming stage."

- Littleton Courier - Thu, Jan 3, 1952 pg. 3

March 21st

Plow to the Base - Plow to the Top?: "Homer Carley, industrial engineer for Smith, Hinchman and Gryllis, Inc., of Detroit this week was hopeful that trial runs up the Mt. Washington Cog railroad could be made within a few days in an effort to determine if the famous mountain line can be operated the year-round. Mr. Carley told *The Courier* that a plow and de-icing equipment would be attached to the No. 6 *Great Gulf* locomotive *(above)* of the railroad for the runs up into the snow-covered upper reaches of New England's highest peak. He said he hopes that the trial runs will reveal the feasibility of wintertime operation of the cog railroad. A regular crew of the line under Col. Arthur Teague will operate the locomotive for the trials. Year-round operation of the railroad is antici-



The plow crew, Patrolman Orville Newell, Raymond Tipman, and Patrolman Armand Rousseau, look on as 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. (1952)

- Polaroid 1-Minute Photo by the Littleton Courier/Teague Family Collection



No. 6 with plow attached and fuel tank in the tender (perhaps for de-icer?) over the Ammonoosuc while technician on track takes photo and employee with bucket works below. (1952)

- Roger Clemons Collection

pated in connection with a government research project scheduled for the mountain, the cost of which has been estimated as high as $1,600,000. To permit access to the train sheds at the Base Station, a state highway plow was put into action Friday *(3/21)* to open a portion of the highway which had not already been plowed for lumber operations, and to widen the entire seven-mile route to the Base Station.

- Littleton Courier - Thu, Mar 27, 1952 / See Appendix - Cold, War & Diesels

April 3rd

Cog Modernization Coming?: "*Littleton Courier* editorial: While not too much is known about the details, an interesting project is getting underway on Mt. Washington. New England's highest peak is becoming eve more popular. A government research undertaking is scheduled for the mountain, the cost of which has been estimated as high was $1,600,000. In conjunction with this, the cog railroad is coming in for close scrutiny, and in all likelihood it is due for a major modernization. A railroad crew under the direction of an industrial engineer is this week beginning experimental runs on the mountain line to determine the feasibility of year-round operation of the unique railroad. The introduction of powerful Diesel engines to replace the colorful steam engines is also a strong possibility. The government can do things that private industry finds impossible, for obvious economic reasons. The government is interested in the summit of Mt. Washington, so there is no telling what may be in store for the famous old peak."

- Littleton Courier - Apr 3, 1952 / See Appendix - Cold, War & Diesels

Base Road Weight Ban: "The following roads are now under a two-ton ban according to an announcement by Division Engineer J. Beattie Richardson. The list includes: Base Road, Fabyan to base of Mt. Washington." *- Littleton Courier - Apr 3 & 10, 1952*

May

Boarding House employee dining room and ***kitchen shuts down*** as Pete Rusinski consolidates Base kitchens in Marshfield building. Barber chair Jitney covets for his collection is thrown during the changeover. Jitney remembers that when he was in Boarding House *('50-'51)* he ate in Boarding House so time kitchen reorganization approximate *- Jitney*

Boston & Maine Summer release time: Granger, Pliney N.; Machinist, Billerica Shops, On Leave To Mt. Washington Cog RR, Jun., 1952, p.27

- B&M Employees Magazine

May 8th

Base Road Still Soft: "J. Beattie Richardson, division engineer, said this week that the weight ban had been lifted from all roads in the area except the one leading to the Base Station of the Mt. Washington Cog railroad."

- Littleton Courier - Thu, May 8, 1952

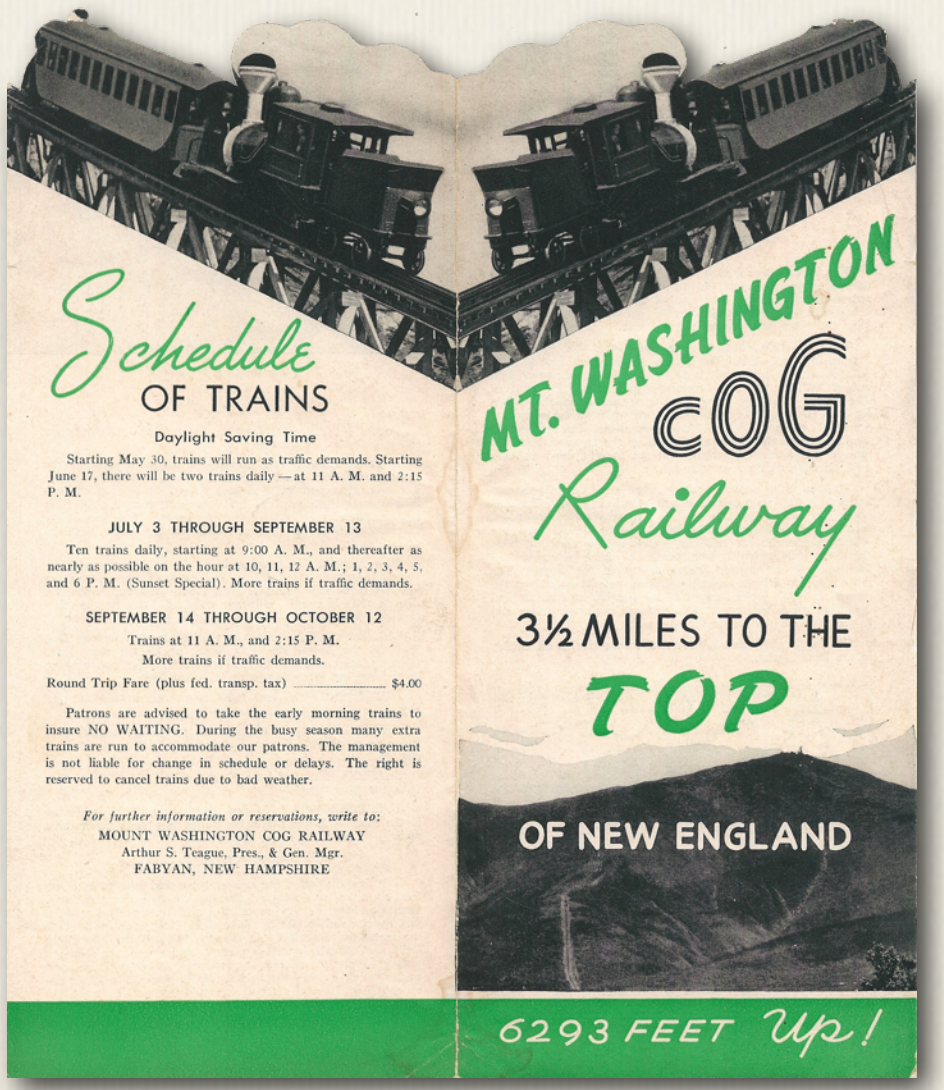
May 22nd

Henry's Hut is Occupied: "Mrs. Margaret Teague of Columbia, S. C. and son, Arthur Teague of Philadelphia, Pa., are at the Hut at Mount Washington for the summer season. Michael Haney of Danboro, Pa, has also arrived and is in charge of the Gift shop."

- Littleton Courier - Thu, May 22, 1952

June 5th

Cog Running Sundays: "The Mt. Washington Cog railway is now operating Sundays, 11 a.m. and 2:15, until June 15 when a daily sched-



1952 brochure- Kenney Family Collection



Image of Marshfield platform dated 1952 indicates the ticket office (R) would be moved to a new location by the fall (see Dartmouth photo later in this year)
- Margery Bargar Collection

ule will be started; 10 a.m., 12 noon and 2:15 p.m. On June 29 the summer schedule of trains on the hour, every hour from 9-6 daily will be resumed."

- Littleton Courier - Thu, Jun 5, 1952

June 9th

Inspection Conducted: A team from the Jackson & Moreland consulting engineering firm begin a five-day inspection of the Mount Washington Cog Railway, its track & trestle, rolling stock and operating procedures. The report will be filed on July 7, 1952.

- See Appendix 1952 Inspection

June 12th

Mike Boyce Dies: "Michael P. Boyce, 71, who had worked for the Mt. Washington Cog railroad for 37 years, died at Morrison hospital in Whitefield on June 12. A resident of Keene, Mr. Boyce was a railroad engineer at the time of his death, which occurred as the result of complications following an accident. The mishap occurred while Mr. Boyce was engaged in maintenance work on the cog railroad. The cause of death was given as pulmonary edema resulting from shock. Mr. Boyce was born July 31, 1880 at St. Sylvestre P.Q., the son of Michael P. and Mary (Sullivan) Boyce. Survivors include his wife, Mrs. Ida Gibbons Boyce, three children and two brothers, Thomas of Plymouth and William of Portland, Me. The funeral was held at St. Joseph's church in Keene on June 16 and burial was in St. Joseph's cemetery in that city."

The accident occurred when a work car pinned Mike's leg between the car and engine. This accident happened in late May 1952, and he would only live another week while being treated in the hospital located in Whitefield, New Hampshire. It was the same hospital where his eldest daughter, Catherine, was born, and Red Mike survived long enough for each of his children and his wife to visit with him one last time

- Jitney plus Ancestry.com

June 22nd

Jitney replaces Mike Boyce as ***engineer on the No. 6*** *Great Gulf.* He leaves the mountain briefly in June to get married. He and Mrs. Jitney ("The women's champion wrestler in Vermont," Jit tells gullible colleagues) return to the Base to live in Honeymoon Cottage across the tracks next to the sawmill.

June 23rd

No Radical Cog Changes: "The Henry N. Teague estate is still in the hands of its legal administrators, but in the near future Dartmouth college will become the sole stockholder of the corporations owning the Mt. Washington Cog Railway, the Summit Tract with its buildings and the Base Station property, according to the will of the late Colonel Teague. "What then?" asked Robert S. Monahan, Dartmouth college forester in a talk Monday night at the annual dinner meeting of the White Mountains Region association at Thayer's hotel in Littleton. He went on to say: "Frankly, I do not contemplate any immediate radical changes. I can assure you that Col. Arthur Teague, Henry's 'Man Friday' through the years, will continue to manage the railroad and the related facilities at the Base and on the Summit. The 'Mount Washington Club' is once again the 'Summit House,' as we knew it in the years of such hosts as Mrs. Dodge and Allie Wright. That historic hostelry is currently being refurbished with a more inviting paint job and the immediate surroundings will be policed so that our greatest show-place will be something more than a dumping grounds for its more thoughtless visitors.



CARD OF THANKS

We wish to express our sincere thanks and appreciation to the Medical Staff at the Morrison hospital in Whitefield. Our special thanks to Dr. Jones of Whitefield, Dr. Ferguson of Lancaster, Dr. Provost of Whitefield, the Special Nurses, Rev. John Feeney, and the employes of the Mt. Washington Cog Railway, for their many acts of kindness shown to the late Michael P. Boyce.

The family of the late Michael P. Boyce, 34 Cottage street, Keene.

Littleton Courier - Thu, Jun 26, 1952



Tourist Gary C. Gardner's first trip to Mt. Washington includes a snapshot next to Peppersass with his mom. Notice original engine fittings like cylinder cocks & oilers appear in place. Jitney says they would later disappear. (1951-1952)
- Gary Gardner Collection

I can also assure you that the college intends to maintain title to the summit property. What may happen to the cog railway and the summit hotel operation is something else. This season a one-way train fare is being offered for the convenience of those who wish to ride up and walk down, even as you and I. The college, as an educational institution, has a sympathetic interest in the various research projects on the summit, but a thorough analysis of the possibilities for a more unified and effective use of this unique location appears inevitable. The winterized operation of the railroad and the possible substitution of diesel power for cleaner and more efficient transportation both offer intriguing possibilities. The college trustees have appointed a committee to study the entire situation and I am sure its members will have the long-range welfare of the White Mountains uppermost in their minds as they prepare their recommendations."

- Littleton Courier - Thu, Jun 26, 1952 pg. 1

August 7th

Smashing Records: "Records are being smashed to smithereens by the Mt. Washington Cog railroad, with the announcement by Mgr. Arthur Teague that the famous mountain line was 25,000 passengers ahead of last year as of Aug. 1 - Yesterday *(8/6)* was expected to set a new all-time daily record of some 800 passengers!"

- Littleton Courier - Thu, Aug 7, 1952

August 22nd

August Ice - "The train operates only from May to October, but even in midsummer it's sometimes so cold near the summit that passengers could be forgiven for thinking it's January. On August 22, 1952, the ice was so thick on the rails that the trains had to stop." *- "The Ho-Ho & Ha-Ha Railroad" - Collier's Magazine, Sept 4, 1953 pg. 75*

August 23rd

Raymond W. Davis, 50, Sharon, Massachusetts dies from hypothermia in the Presidential Range

- MWOBS death page

September

Granger, Pliney N.; Fireman, Mechanicville, Birth Of Daughter *(Dale Ann)* noted Sep., 1952, p.22.

- B&M Employees Magazine

September 4th

Weather and Business: "Nothing is so productive of good business, particularly business which comes from recreational sources, as to have weather conditions conform to the season. The summer boom for the vacation trade has come on the heels of a record-breaking winter, the first since the war with plenty of snow of skiing. A good index of the volume of the state's recreation business has come in reports from state parks, on the tramway and at the cog railway up Mt. Washington. The cog railway had carried 25,000 more customers up to August 1 than last year. The Labor Day weekend promises to see all the resort areas filled and business at a record breaking level."

- Peterborough Transcript via Littleton Courier - Thu, Sep 4, 1952



The Shops (October 1952)
- Courtesy Dartmouth College

September 18th

Cog Mice in the Cash: "Mountain Musing: The cash register has



No. 6 filling tender at Marshfield (October 1952)
- Courtesy Dartmouth College

been ringing merrily at the Mt. Washington Cog railroad this summer, all previous records being smashed - but the cash drawer was still long enough the other night for a field mouse to have her family in it! Disturbed by the resuming of business the next morning she moved her brood to a less-conspicuous place of residence - but not before the railroad personnel discovered the family."

- Littleton Courier - Thu, Sep 18, 1952 pg. 4

October 8th

Chopper Pad: "A $121,386 contract to construct a helicopter testing apron and other facilities atop Mt. Washington, N.H., has been awarded to A. H. Nevers of Whitefield, N.H., the U. S. Army Corps of Engineers reported today. The project calls for a concrete apron for anchoring helicopters during tests, a control house, fuel storage facilities and security fencing. Work is expected to start immediately."

- North Adams (MA) Transcript - Wed, Oct 8, 1952 pg. 7

December

Trask, George H.; now Special Apprentice, Billerica Shops, noted in Dec., 1952, p.23

- B&M Employees Magazine

December 12th

Mt. Washington's Possibilities: "The alumni magazines of both Dartmouth college and the University of New Hampshire this month had well illustrated articles upon the same subject, Mount Washington. The top of the mountain is now owned by Dartmouth college, along with the cog railroad, gifts of Henry Teague, who graduated from the Hanover Institution at the turn of the century. Before Dartmouth acquired the highest plot of land east of the Rockies it had already become something of a laboratory of sorts. It had a weather station, radio experiments were being carried on, and its arctic conditions were being tried out on various types of fighting equipment by federal agencies. The University of New Hampshire, no less than Dartmouth, now looks upon the mountain as a laboratory where students in some of its classes an learn first hand things which they otherwise would have to take on a basis of hearsay. This transition of New Hampshire's highest peak from a scenic place and recreational and sports paradise to a laboratory serving numerous branches of modern science, both in the educational and business fields, is relatively recent and suggests that the mountain's utility in this regard will increase which is all to the good. Dartmouth college, as a sort of trustee of the mountain top, has a considerable responsibility in its further development and study. That the college does not intend to make the mountain a private domain or classroom is obvious from its continued accessibility to the public, and its use by numerous other private and public agencies for desirable purposes. It is impossible to foresee just what form further development of the mountain top may take, but that some major over-all plan will evolve is not at all impossible. Dartmouth has had considerable experience in the development of remote classrooms in the White Mountains, being responsible for taking Moosilaukee from an isolated category long ago. With this background the college probably will rise to meet the peculiar challenge Mt. Washington offers once it become thoroughly familiar with its possibilities. Possibly the mountain top's random collection of present buildings, new and ancient, will one day give way to some consolidated structure or structures serving many purposes, to which access will be by tunnel and elevator which pierce the core of the mountain and thus add to knowledge of the mountain and the history of this earth. We would suggest that some of the great national foundations through which corporate profits are being kept from seizure by Uncle Sam as taxes might better become interested in the full development of Mount Washington than in many of the ephemeral and poorly thought-through projects upon which great sums are now being wasted."

- Concord Monitor via Littleton Courier - Thu, Dec 18, 1952 pg. 12



Mountain view with fall snow from lower parking lot with Base gate closed (1952)
- Margery Bargar Collection

1953

January 7th

Mt. Washington Research Saves GI Lives: "Soldier's lives on the Korean war front are being saved by rugged civilian research teams atop this weatherbeaten mountain. Although the war is half the world away, the same Winter icing hazards that might ground life-saving helicopters in Korea exist on this 6,2888-foot summit. With a reputation for some of the world's worst weather, the mountain top is a natural outdoor laboratory for testing deicing equipment. Ice or "rime" has been known to build up to a thickness of seven feet on objects exposed overnight to the bitter summit blasts. A big seven-man helicopter whirls its blades under the eyes of technicians testing secret anti-icing devices. Jet aircraft engines roar day and night in the battle against Winter flying risks. The weather gained a temporary victory recently. Construction had to be halted for the Winter on a special new $121,000 helicopter testing apron. The new ramp will include a "bombproof" shelter for the crew. From bitter experience and near-accidents they have found that the flailing blades of the helicopters can whip chunks of ice with the velocity of a projectile. Icing is particularly hazardous to the "whirley-birds." Having no wings they depend entirely upon the rotor to be airborne. Ice not only alters the airfoil of the blades but as chunks fall off they become unbalanced and vibrations threaten to tear the craft apart. similarly the huge air intake of a jet engine poses new icing problems.

Everything bulky needed on the mountain summit has to be brought up in the Summer and Fall. Attempts have been abandoned to winterize the famous "cog railway," first of its kind in the world. Ice clogging the cog rails thwarted the powerful little tip tilted locomotives. As the frigid gales blow, the parka-clad technicians are sometimes forced to crawl on hands and knees between shelters. Once inside however, they enjoy one modern luxury in a measure denied to folks in the lowlands. It's no trick at all for their king-size television set to pull in stations hundreds of miles away. It's probably the best spot for television reception in the world, the technicians say." *- Stamford (CT) Daily Advocate - Mon, Jan 7, 1953 pg. 16*

April 16th

Lucy Simpson Teague is ***born*** to Arthur and Ellen Teague
- I Conquered My Mountain by Ellen Crawford Teague

Air Force begins construction of a $1-million dollar ***Climatic Laboratory*** with a $600,000 dormitory. Completed in 1956, those facilities with the Navy's airplane testing hangar nearer the summit become a "perma-

nent" research establishment. "Project Summit" is the Air Force name for the effort.

- Story of Mt Washington / See Appendix - Cold, War & Diesels

May 15th

Boston & Maine Summer release time: George Trask; Special Apprentice, Billerica Shops, On Leave To Mt. Washington Cog RR, Jul.-Aug., 1953, p.22

- B&M Employees Magazine



June 21st

Summer Snow Train: "Everybody knows about the snow train runs to New Hampshire in the winter. Well, now comes a summer "snow train" that goes to the White Mountains and ties in with a four-day weekend at the beautiful Twin Mountain Hotel at Twin Mountain, N.H. Starting June 26, the B&M will run its luxurious air-conditioned Mountaineer from Norther State every Friday at 12:15 p.m. A delightfully scenic Eastern Slope region and Crawford Notch tothe Twin Mountain Hotel, where a private room with bath has been reserved. From then till Monday evening there is a gay round of activities including tips to Franconia Nortch, a trip up Cannon Mountain by the Aerial Tramway, Upper Ammonoosc Falls, the Base Station of the Mt. Washington Cog Railway and around the norther side of the Presidential Range. These trips will be limited to 50 persons each weekend." - *Springfield (MA) Republican - Sun, Jun 21, 1953 pg. 53*

June 28th

Postmasters to the Summit: "The thirteenth annual convention of the N.H. Chapter of the National Association of Postmasters was held at the Crawford House Club on Saturday *(6/27)* and Sunday with attendance of 125. Raymond J. Carr of Lancaster was chairman of the entertainment committee. On Sunday *(6/28)* the group were guests of Arthur S. Teague, Postmaster at Mount Washington, N.H., on a trip to the summit by the cog railway."

- Littleton Courier - Thu, Jul 2, 1953

June 29th

Cops on the Cog: "Over 100 members attended the sixth annual meeting of the Harvard Associates in Police Science held for three days last week at the Sunset Hill House in Sugar Hill. Police officials and law enforcement officers from 15 states and Canada were on hand for the refresher course and annual meeting of the organization which is made up of graduates of the seminars at the School of Legal Medicine at Harvard, under the sponsorship of Mrs. Frances G. Lee of Littleton. Mrs. Lee, who is a captain in the New Hampshire State Police and secretary-treasurer of the Harvard Associations, entertained the group for luncheon on Wednesday



Tourist Allan Wiswall finds No. 2 with No. 3's tender at the bunker (Jul 3, 1953)
- Doug Wiswall Collection

at her home, The Rocks. On Monday *(6/29)* afternoon the delegates visited the Mount Washington Cog Railway as guests of the management."

- Littleton Courier - Thu, Jul 2, 1953

July 7th

Woodlands Fire Ban: "The woodlands ban put into effect by Governor Hugh Gregg June 29 was amended Tuesday *(7/7)* to permit hiking, stream fishing, and other normal vacation activities, except smoking and kindling of open fires, in the northern half of New Hampshire, north of a line that roughly follows the southern border of the White Mountain National Forest. There are no restrictions on motoring anywhere in the state as long as motorists don't throw lighted cigarette butts out of the window. This means that all highways to scenic points such as Franconia, Crawford, Pinkham, and Dixville Notches, Mt. Washington, etc., are open as well as roads to cottages and inns. All tourist attractions are open to the public, such as Mt. Washington Cog Railway and auto road."

- Littleton Courier - Thu, Jul 9, 1953 pg. 1



Tourist Allan Wiswall captures No. 4 on the transfer being moved by wrench (Jul 4, 1953)
- Doug Wiswall Collection

July 8th

Mt. Washington TV: "The Federal Communications Commission on July 8 granted an application for a high-powered TB station to be located on Mt. Washington, the highest peak in New England. The proposed station is expected to reach more than one and a half million people and tests previously conducted indicate the signal from the mountaintop will reach out 100 miles or more. A crew has been on the mountain this week in connection with the project. The commission's action followed a proposal by three Maine corporations to present television service to northern New England. Originally, all three were applicants for the Channel 8 assignment now granted to Mt. Washington TV, Inc. Spokesmen for Mt. Washington TV, Inc., said today *(7/16)* that the company is prepared to spend more than a half million dollars to build the Mt. Washington station. Plans have already been made to acquire technical equipment, buildings, and other things necessary for the construction. It is expected that television pictures can be transmitted from the top of Mt. Washington by August or September of next year."

- Littleton Courier - Thu, Jul 16, 1953 pg. 1

July 22nd

Cog Cooling Fans: "The state (of NH) is putting out a new publicity gimmick. In all departments, letters sent to other states, particularly New York City and such hot spots, include a Niagara-green insert with a draing of an office worker fanning himself with two fans, and the cog railway train chugging up Mt. Washington. Each morning someone in each department checks wth the state house phone operator to get the morning's temperature reading atop Mt. Washington and that cool figure is inserted on the publicity blurb.

- Concord (NH) Monitor - Wed, Jul 22, 1953 pg. 4

1953



July 27th

After three years of a bloody and frustrating war, the United States, the People's Republic of China, North Korea, and South Korea agree to an armistice, bringing the Korean War to an end.

July 28th

Jitney Jr. *(right)* is born - Mr. & Mrs. Jitney pose with son in front of No. 6

August 2nd

"Cinderella" in a Cog Coach: "Miss Faustina Ramirez, "Cinderella Girl" who is being treated to a royal visit to New Hampshire by the N.H. Automobile Dealers association, will occupy a place of honor in the (Littleton) parade *(Saturday 8/1)*. Thirteen-year-old Faustina captured the interest of the N.H. State Planning and Development commission last winter with her "are you ashamed" comment which followed several failure to get information she wanted in connection with a classroom project in Arizona. The Victoria, Texas teen had apparently written to a number of Chambers of Commerce in New Hampshire and did not get a reply. Her desperate plea and jibe finally came to the attention of the state agency which found her letter in the "most unusual" category and began seeking a means of bringing the youngster to New Hampshire to get first-hand information relative to the 45 different subjects she inquired about. A short time ago the New Hampshire Automobile Dealers association agreed to pick up the check (for) her 11-day stay in the state. Sunday *(8/2)* she will see the sights in Franconia notch and ride the aerial tramway as guest of the state. She will also pay a visit to Santa's Village in Jefferson and will ride the cog railroad to the top of Mt. Washington as guest of Manager Arthur Teague."

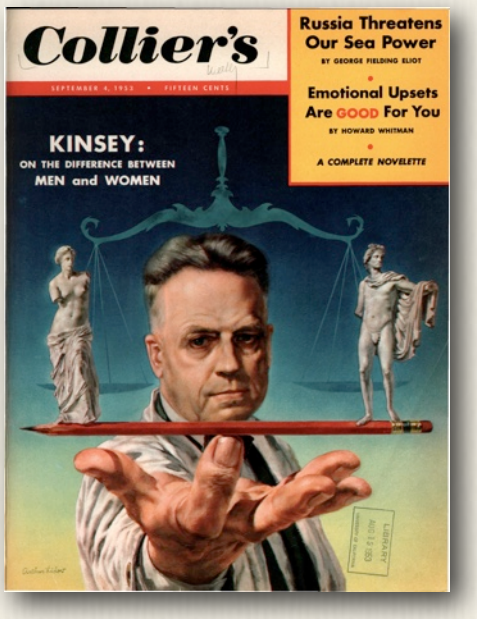


Summer of 1953, Day family photo taken at the front of the ticket office, I'm the little runt on the left. My father took three train photos in his entire life and this is one of them. The Cog Railway was ageless! (1953)

- Kevin Day Collection / Railway to the Moon! FB page

- Littleton Courier - Thu, Jul 23 & 30, 1953

August 20th



Collier's Preview: "Mountain Musing: *Collier's Magazine*, now on the newsstands and dated Sept. 4, carries a story familiar to most residents of the White Mts., but told with a fresh new point of view by Leonard A. Stevens, Lisbon writer-photographer. The feature article, beautifully illustrated by five color photos and a black-and-white print, with the eye-catching title of the "The Ho-Ho & Ha-Ha Railroad" and paints the Mt. Washington Cog railroad (which is termed in the headlines "the country's screwiest railroad") in colorful terms. Stressing, as most reports do, the eccentricities of the "railroad to the moon," Stevens' article adds, "Naturally, railroading on Mount Washington isn't all a struggle against fire, ice, wind and vibration. The seven locomotives haul a payload of some 35,000 'goofers' a season to local mountain climbers, anyone who won't walk up Mount Washington is a 'goofer.' Less critical mountain folk call most of the passengers 'tourists.'" The Ho-Ho & Ha-Ha Railroad story gives a homey touch to the unique mountain railroad operation that should attract a lot more "goofers" to ride the quaint trains. The article also should help make new readers for *Colliers,* this issue being the third bi-weekly edition of the famous weekly magazine. The circulation for this issue is nearly double the previous issue, and is out to make a comeback."

Speaking of the Cog Railroad: "Mountain Musing continues: A report today *(8/20)* states the owner Dartmouth college, and the manager, Col. Arthur Teague, would gladly have settled for a 1953 as good as last year - but it has been considerably better. In fact, one employee termed business as being "fabulous."

- Littleton Courier - Thu, Aug 20, 1953 p.g 4

August 27th

A Christian Science Poem:

Mount Washington: Cog Railway

The slow ascent up to the towering peak
Leads on and up past jagged timberline,
Where Arctic plants cling to the flinty rock
And other peaks surmount dark growth of pine.

The Presidential Range points to the north,
Madison, Adams, Jefferson are here,
Lakes of the Clouds and Tuckerman's Ravine;
Beyond, the ocean and its coast appear

The wondrous panorama at the top
Is awesome in its grandeur now unrolled,
Forest and sea and crag beneath our gaze,
A skytop world of vistas wide and bold.

- Louise Darcy

- From Christian Science Monitor reprinted Paterson (NJ) Morning Call - Thu, Aug 27, 1953 pg. 23

September 4th

New Hampshire to Exhibit MWR No.1: "The world's first mountain-climbing locomotive, *Old Peppersass*, will hold the featured spot in the New Hampshire exhibit at the Eastern States Exposition, Set. 20-27. A spokesman for the State Planning and Development Commission, the agency arranging the Granite State's program at Springfield, Mass., said the eight-ton locomotive will be moved on two trucks. Col. Arthur Teague, president of the Mt. Washington Cog Railway Co., accepted the P&D's invitation to put the original locomotive, used in building the famed line nearly 90 years ago on display. At the present time the engine is on a pedestal at Marshfield Station of the Cog Railway."

- Portsmouth (NH) Herald - Fri, Sep 4, 1953 pg. 7

September 13th

High Masonic Degree: "Masonic history was made on Mt. Washington Sunday *(9/13)* afternoon as the Master Mason degree was worked on the summit of the 6,288-foot peak. It was the "highest" degree work ever carried out in the northeast and possibly in the nation. The unique ceremony was carried out by the White Mountain lodge, No. 86, of Whitefield. A member of that lodge, Arthur S. Teague, president of the Mt. Washington Cog Railway company, was host. Some 140 Masons from 27 lodges in this state and Massachusetts, Maine, Connecticut, New York and New Jersey, crowded into the Summit House to watch the candidate, Lester H. Dexter of Lancaster, receive his third degree. Masons rode to the summit on the cog railway through heavy clouds which hid everything until afternoon. Then came a break with 45-mile visibility for a few minutes."

- Littleton Courier - Thu, Sep 17, 1963 pg. 16

September 17th

Peppersass at The Big E: "In all the preparations necessary before opening the New Hampshire building on the Eastern States Exposition grounds at Springfield, Mass., the State Planning an Development commission has to buy only one item outside the state - the badges to be worn by the 30-odd attendants who will be in charge of booths and displays in the building. When the fair opens Sept. 20 for the week, state representatives will sport lapel badges with a cow-bell pendant. A girl employee tried one out the other day. She pinned the badge to the front of her blouse and walked around with it. She found her normal walking gate generated enough motion to make the little bell jingle merrily. Not so the men who have tried them out. A big attraction is expected to be *Old Pepperssass*, the original locomotive used on the Mount Washington Cog railway. With its upright boiler and special equipment, this engine was used during the construction of the railway in 1866 and for years afterward hauled passengers and freight to the summit. The old locomotive, weighing eight tons, was hauled *(previous page)* to the Springfield fairgrounds by truck. It is billed as the first locomotive in the world to climb a mountain." *- Littleton Courier - Thu, Sep 17, 1953*



Peppersass loaded and ready to roll to the Eastern States Exposition (1953)
- Margery Bargar Collection

September 19th

Press Junket Described: The editor of the *Vermont Standard* Benton Dryden told readers about a press junket he and his wife went on in his Editor's Chair feature the very next Thursday: "The Drydens returned last Sunday *(9/20)* from a week-end spent in the White Mountains of new Hampshire as guests of the New Hampshire Weekly Publishers' association and the State of New Hampshire. We use the word "guest" advisedly. The occasion was the annual fall outing of the New England Weekly Press association - and each delegate paid his own expenses. But the cordial and gracious attitude of our hosts from across the Connecticut began with special reduced rates offered by the Crawford House at Crawford Notch. The entire hostelry was at the disposal of publishers and their parties. this included not only comfortable rooms and excellent meals (yep, we still rise to the appeal of food) but golf, swimming and boating (we saw nobody swimming) and all the other facilities. New Hampshire came through nobly bu issuing each group identification which gave them free entrances to all state parks and various other places of interest. Manufacturers in the state provided several hundred dollars worth of merchandises which served as door prizes. These varied all the way from boxes of Christmas cards to a sterling silver milk jug given as grand prize by the Guernsey Cattle Club which has national headquarters in Peter borough. Outstanding even for us was a trip up Mt. Washington on the cog railroad. Roughly 96 intrepid press representatives were on hand at the base station (depot) Saturday *(9/19)* morning for the trip. With our Best Girl, we were on hand for Train No. 1 *(Mt. Washington)* when it chuffed into the station. The 48 seats in the little coach were filled with publishers, publisher's wives, reporters, advertising salesmen and photographers. In case you are interested this load represented $192 worth of revenue at the regular round-trip price of $4 each - all given to us for free.

With a plump of steam shooting out of the engine's safety valve and black smoke pouring out of her stack, the combination conductor-brakeman, signaled the engineer. With a jar and a jerk, we started up the mountain, the little engine pushing the coach. Being a railroad bug with particular fondness for steamers, we spent more time watching the engine than we did viewing the scenery. The little locomotive has the boiler mounted on the frame with a decided downward slope toward the front end so that the boiler will be more nearly level as the train grinds up the steep track. About a third of the way up, we came to the first stop - a water tank and a siding. Up ahead, we could see a work train coming down. We stopped for water and, with train No. 2 *(Ammonoosuc)* right on our heels, pulled into the siding to let the work train pass. Poking around the engine, we met the engineer who is George Trask of Lowell, Mass. His mother is Mrs. Nellie Trask, postmistress at Rochester, Vt. George runs a cog road engine summers and works for the Boston and Maine the rest of the year. From him, we learned that the coach has hand operated brakes similar to those you see on any freight car. The engine uses air in its steam cylinders similar to compression on a car going down hill plus huge lined brake drums. They also work steam against the cylinders just like us old Model T drivers used to use the reverse peddle for braking. About 1,000 gallons of water are used on each round trip. the round trip is about six miles and it takes approximately one hour each way. With two steam cylinders on each side, power is transmitted through a



George Thompson sign displayed in Marshfield in 1989. Price indicates it was used pre-1954 when ticket price was $4.60 (1989)
- Woody Thompson Collection

set of fears to the big cog wheel which engages the cog rail in the center of the track. After learning the first stop, we started up some of the steepest part of the route. The track along this area was built on high trestles clinging to the side of the mountain. Since we were riding on the downhill side, scared glances out the window showed us nothing much but space for hundreds of feet down. Above the timber line, we made our final water stop. Then the "old girl" belched steam and smoke as she pushed us up the last terrific grade to the hotel at the summit.

We are forced to admit that relatively level ground seemed pretty good as we stepped from our coach into the 30-degree air. The summit is considerably above 6,000 feet and a sharp wind was blowing. White, fleecy clouds floated along below us. It was a fairly clear day sos the view was grand. For about 30 minutes, we all had an opportunity to enjoy the view, see the weather department and Air Force installations (they land helicopters on the mountain top), buy souvenir postcards and refresh ourselves with hot coffee and doughnuts. Then the bell rang, we climbed aboard and started down. One stop was made on the return trip while we "went in the hole" to permit the passenger trains climbing the mountain to pass. A buffet lunch at the Crawford house beach club - on solid, level ground - was a welcome relief after the cog road trip. We extend a hearty thanks to the New Hampshire weeklies, the state and all the various groups and organizations which treated the New England weekly publishers to such an enjoyable week-end. Space is up - see you next week."

- Vermont Standard - Thu, Sep 24, 1953 pg. 2

October 22nd

B&M Action Detrimental: "Editor: I was amazed recently to read of your *(Laconia Citizen)* great sympathy for the Boston and Maine railroad. I am... now putting in writing some of my personal feelings in this matter of wrecking or destroying a part of the original Concord and Montreal railroad, the reasons for doing it, and effect it will have on Central New Hampshire as I see it. For several years the (B&M) railroad succeeded in showing a substantial loss in the operation of the steamer Mt. Washington. The railroad was given permission to sell the boar, and ownership of the boat, wharves and all appurtenances was conveyed to the late Captain Leander Lavallee for $5,000. Captain Lavallee was so successful in the operation of the boat that he replaced it

with the present boat. (Another) item the railroad felt compelled to unload because of annual loss was the Mount Washington railroad. This property was sold... to Colonel Teague. With the installation of a switch and spur track at a point one-third of the distance from the base to the summit, and the novel idea of having two trains stop and exchange passengers at the two-thirds point, it has been possible to operate three trains continuously at the same time. The railroad method of operation had been for two or more trains to chase each other up the mountain with all tub the last train roosting at the summit and at the Base station while the last train made the trip. Time interval between train departures has been reduced and the volume of business and revenue has been increased with the same track, rolling stock and motive power while the railroad owned. Difference is in the will to succeed and to serve the public on one hand, and the satisfied operation with an annual loss with the same service as was operated 50 years ago, on the other hand. Now we are faced with a request by the railroad to be allowed to abandon and remove almost one half of the entire track between Concord and Woodsville. What does this mean to citizens of Central New Hampshire North of Concord? (U)nless some organized effort is made by a unified organization composed of interested citizens in every town between Concord and Plymouth to combat this proposed removal of track we all probably will find ourselves pushed back further into the wood than we have been since our railroads were built. This is not the time to wait for some one else to do it...

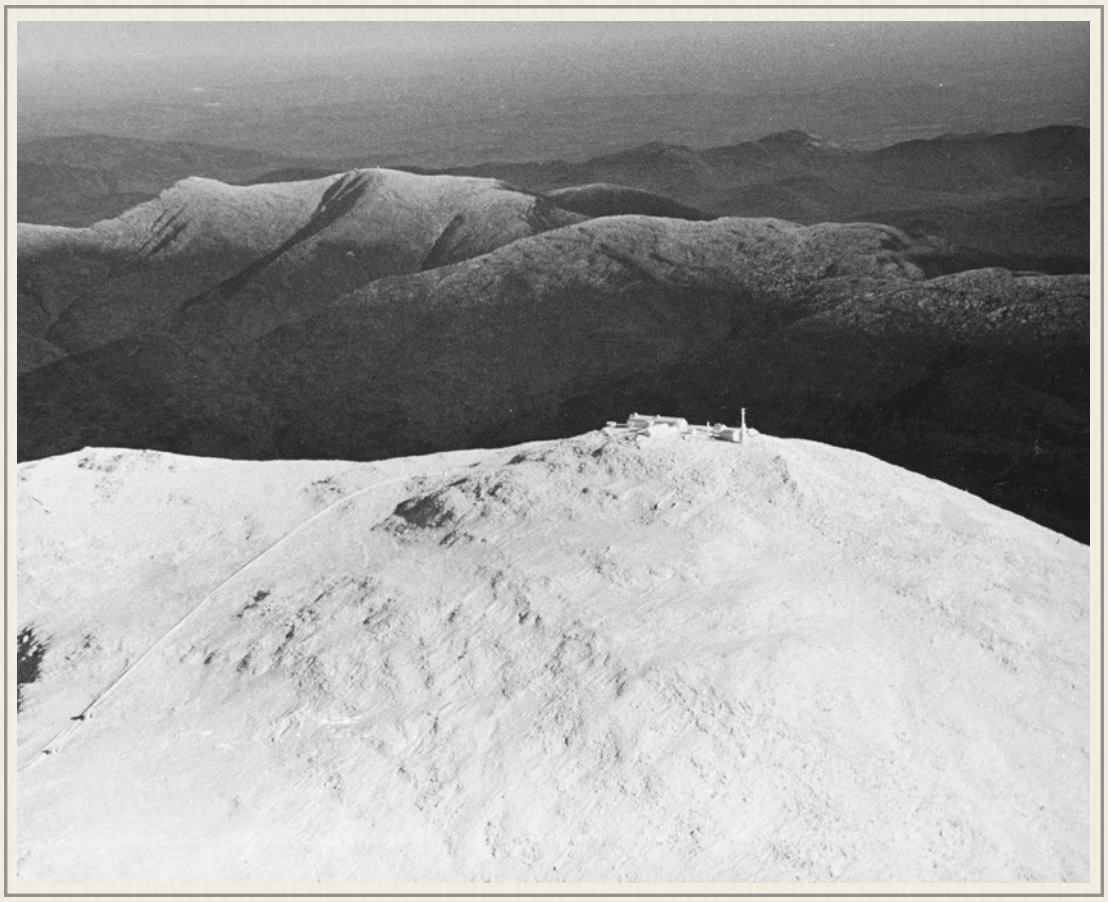
- L. K. Perley, Laconia"

- Letter to Laconia Citizen reprinted in The (Woodsville, NH) River News & Twin State News-Times - Thu, Oct 22, 1953 pg. 1

November 26th

For the People or For the Military?: "The peak of Mt. Washington has long been a public resource of great value to New Hampshire, as well as to the private owners of the 20-rod circle around the summit still remaining in private hands - until the United States government moved in. The serious encroachment of federal land-taking, with a strong possibility that a security fence six feet high, topped with barbed wire, will be erected around the new fuel storage areas on the summit, is disturbing to those who have watched the process. Questions that come to mind include: Should the state assume proprietorship of the summit or will it remain in the hands of Dartmouth college, beneficiary of the will of the late Col. Henry N. Teague? Will federal military authorities move in, with the power of eminent domain, and shove the public off the peak? Where does the situation leave the million-dollar plans for Mount Washington TV? Red tape tied up in a legal tangle threatens the whole future status of the top of Mt. Washington. This scenic area is no place for barbed wire entanglements and "Keep Out" barriers." *- Editorial comment - Littleton Courier - Thu, Nov 26, 1953 pg. 12*

Better Check Now... : "Everybody in business in this Eastern Slope Region becomes so tied up in trying to make a living that some details of great importance to the future welfare of all concerned go by unnoticed. When the legislature shuts down many go to sleep and fail to be alert to the in-between session activities of some who get their schemes ready to project the next time the lawmakers get together in Concord. There are many rumors which are louder than whispers that much concentration of effort is under way for a proposal that the State acquire and develop the Tuckerman Ravine region and this includes the Mt. Washington Railroad, the hotel and the development known as Glen House. It is a known fact that in the original bill for the new lifts at Cannon mt., now being installed, there was a fund included to survey this Tuckerman area which at least shows that somebody's eyes were turned in that direction. As it now appears, there are those who seem to delight in continuing to develop new ski areas to be operated by the State of New Hampshire in di-



rect competition with some who already have a substantial investment of private capital in similar operations. The threat of competition at Cannon to our Eastern Slope Region looks keen on paper but the "rock pile" up there will not be very enticing to the beginner an novice skier as compared with the carefully prepared and well-kept slopes around this area. However, if there is a movement being kept quietly under cover to spring a deal to take over the Tuckerman area which then will put a state-operated ski development in our back yard, it is time that a delegation from this Eastern Slope Region looked into the matter and they had ...Better Check Now."

- Editorial comment - North Conway Reporter via Littleton Courier - Thu, Nov 26, 1953 pg. 12

December 24th

Dartmouth Will Retain Summit - Cog? Eh..: "Dartmouth college plans to retain title to the summit of Mt. Washington when the property is turned over to it, according to Robert S. Monahan, manager of College Outing Properties. Monahan, who is a member of the study committee, told Chairman Russell Tobey of the Governor's Mt. Washington Study committee that he and college officials believed it would be helpful to the operation of the committee to have on the record the college's intentions with regard to the summit property and the cog railway. Both were left to Dartmouth as the residuary legatee of the estate of the late Henry N. Teague, '00. "The property," Monahan pointed out, "is still under the administration of the executors of the Teague estate. Disposition of the Mt. Washington Cog Railway, also included in the Teague estate remains unsettled, although consideration is being given offers by qualified operators with proposals for long-term lease or outright purchase" He said that to dispose of the summit property would violate the moral obligation due by the college to its benefactor, "who clearly intended ownership by the college of this parcel in his estate" The college cannot legally, as has been suggested in the public press, gratuitously donate any of these properties to the state of New Hampshire, said Monahan. About nine acres of the Summit tract are occupied under a long-term lease made during Col. Henry N. Teague's lifetime and will not be subject to the college's control while this lease is in effect. In retaining title to the summit of Mt. Washington, the college intends to keep the public interest consistently in mind. "The college is not unmindful of the many present and contemplated uses of various types for which the Mount Washington summit tract is peculiarly adapted. It is supporting the work of the Mt. Washington Study committee appointed by Governor Gregg in the hope that the committee's work will result in protecting the in-



Brutal weather atop New Hampshire's Mount Washington (1953)
- Peter Stackpole image / Time & Life Pictures

terest of the general public, and of New Hampshire in particular, as well as that of Dartmouth college from detrimental uses of the summit area," said Monahan. Concentration of the Defense Department research activities on National Forest land adjacent to the college property should help to reduce the present congestion on the actual summit. New projects will be carefully considered on the basis of educational, scientific and recreational benefits. In particular, Dartmouth college is anxious to further the use of the summit for television broadcasting. Faculty and students have found on Mt. Washington many opportunities for high-altitude research at this unique outdoor laboratory. A group of faculty members recently prepared a list of possible projects that could be undertaken advantageously on the summit property. Use of this tract figures prominently in the development of the college's Northern Studies program."

- Littleton Courier - Thu, Dec 24, 1953 pg. 1



January 21st

Monahan on "Lawyer's Mountain": Dartmouth college forester and manager of College Outing Properties speaks to the Appalachian Mountain Club in Boston. The *Littleton Courier* reprints his speech. "The summit of Mount Washington is occupied for the 22nd winter by the Mount Washington Observatory, a private enterprise in which the Club has shown a financial and otherwise a very real interest since its outset. We find the Yankee Network building occupied by employees of a civilian contractor responsible for housing, feeding and transporting the research engineers of the Air Force. We also find the jet engines of the Navy demonstrating the effect of ice and rime upon their delicate parts. And we still miss Camden Cottage, long a haven for winter climbers but now an annex of the Summit House. On Homestretch Flat we note the start of a substantial development by the Air Force known as the Mount Washington Climatic Project Laboratory, also a concrete slab for testing helicopters while anchored to stout eyebolts sunk into the rugged apron. There are pipe lines, fuel storage tanks, and towers scattered about the high slopes. In fact, it looks like a small, alpine edition of the Thule Base in northern Greenland.

"All this is probably as it should be. After all, one of the objectives of this Club is "to explore the mountains of New England for scientific purposes." And anyone who has had anything to do with the establishment and operation of the Mount Washington Observatory, created incidentally, when no federal agency offered a dime to support its early activities, should feel pleased that his government now recognizes the unique location of Mount Washington for testing and developing all kinds of essential equipment and material. Yet, last summer a group of those who, like us all, have developed a truly personal interest in the high places, wondered whether some of these military activities might jeopardize the public interest unless some steps were taken to assure a degree of harmony. Governor Gregg of New Hampshire called together on July 30 top representatives of all major New England interests on Mount Washington, including the president of this Club. They agreed that "something should be done" and suggested that the Governor appoint a smaller so-called Study Committee that would seek to learn what is going on atop this mountain of ours and at the Governor's own suggestion would extend their study area to the entire Presidential Range. We organized on the summit in September and we have discussed current problems. A better understanding of the problem has already been reached but it is still too early to report substantial progress. One fact is already sure; there should be room on the 60-acre summit track owned by the Mount Washington Summit House Co. and adjacent fringes of the White Mt. National Forest for all major activities but without careful planning and a genuine cooperative attitude by the various interests involved, the appearance of our highest mountain will leave much to be desired. There are the inevitable conflicts - many have already developed of a rather serious nature, but as compromises are suggested and alternatives discuss the committee has already agreed that the public interest is paramount.

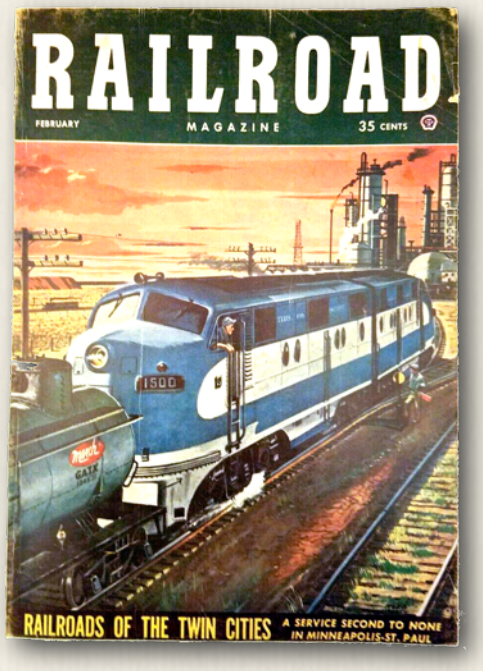
"One of the several complications is the delay in clearing the eventual title of the summit tract to Dartmouth college as a result of litigation arising from leases entered into by the late Col. Henry Teague. Subsequent land-takings by both the Air Force and the Navy have not helped to clarify the situation. In fact, there is one piece of valuable property (the Transmitter building) where the land is owned by the Teague Estate, the building by a second party (General Teleradio), which has leased the structure to a third party (Smith, Hinchman & Grylls) with a fourth party (Mount Washington TV) knocking at the door. All this (and more, too) is included in a U.S. government condemnation suit filed last June in the U.S. District Court at Concord for a lease-hold interest. No wonder Mount Washington has become known as a "lawyer's mountain" and no wonder the public interest is apt to be lost in the shuffle."

- Littleton Courier - Thu, Jan 21, 1954 pg. 3

February 4th

Mountain Goat: "Mountain Musing: The Feb. issue of *Railroad Magazine* includes a full-page photo of the Mt. Washington Cog Railroad, with the title, "Mountain Goat... Littleton tilted-boiler steamer pushes sightseeing car up stiff grade on Mount Washington (N.H.) Incline railway. These miniature engines are probably the smallest 4-cylinder locomotives in the world."

- Littleton Courier - Thu, Feb 4, 1954 pg. 4



1954

May 27th

Memorial Day Weekend Start: "Starting Sunday, May 30, trains of the Mt. Washington Cog Railway will again travel to the top of New England's highest peak, the probable schedule being 10 a.m. and 2 p.m. on the holiday weekend. Beginning June 17 there will be two trains daily, 11 a.m. and 2:15 p.m. with a more complete schedule starting July 3 for the summer months. The unique railway was opened in 1868 and has been in continuous operation except for one year during the first World War and three years during the last war. Residents of the region find the early season trips to the summit convenient and more realizing than trips taken during the busy summertime."

- Littleton Courier - Thu, May 27, 1954 pg. 1

May 30th

Mountain Climb Cost: The "Mount Washington Cog Railway starts from the base station near Bretton Woods. The scenic ride to the summit of Mount Washington requires about three hours round trip and costs $4.60 per person. Summit House, on the top, offers comfortable accommodations, lunchroom and gift shop."

- Democrat and Chronicle (Rochester, N.Y.) - Sun, May 30, 1954 pg. 14

Special "snow train" operated for the Nashua Ski Club brings skiers up to the top to ski in Tuckerman's Ravine - picture of ski train *(right)* dated ***Memorial Day*** 1954

- I Conquered My Mountain by Ellen Crawford Teague



May 31st

Freak Occurrence: "A freak accident Monday *(5/31)* afternoon derailed the engine of a Mt. Washington Cog Railway train returning to the base with about 25 skiers aboard. The accident occurred at about the halfway mark when a steam line on the engine's boiler gave out and an elbow of the line was thrown into a cog, raising the engine from the track. The train was immediately braked and another engine with repairmen ascended. After reviewing the situation, officials of the railroad decided not to move the train until repairs could be effected today *(6/1)*. Meanwhile, about three-quarters of the ski crowd hiked to the base and the rest eventually rode down in the cab of the engine and aboard the coal tender. Skiing on the snow fields near the summit was reported excellent by the holiday skiers."

- Manchester (NH) Union Leader - Tue, Jun 1, 1954 pg. 1 & Littleton Courier - Thu, Jun 3, 1954 pg. 4

June 1st

What Goes Up...?: "Everything that goes up must come down, but not necessarily the same day. A train on the Mt. Washington, N.H., cog railway stalled on the slope yesterday *(5/31)* with a load of skiers and repairmen didn't get it down until today."

- Boston Traveler - Tue, Jun 1, 1954 pg. 43

June 15th

The ***Jitney's move into Mike's cottage*** with their first child. Jitney is on the mountain when Barb headed to Lancaster in late July 1953 to deliver Tim after a harrowing escape from the second floor of Honeymoon Cottage as the sawmill burned next door.

- Louie Carey to Jitney Jr. - See her entry in Roster

June 20th

Info Booth Tour: "Vactionists who stop at the state's 30 information booths will get first-hand information from any of the booth attendants. this summer. A group of the attendants is currently on a four-day tour of the state's vacation areas and tourist attractions under the sponsorship of the state Planning and Development Commission and the various regional and community associations. The group left Concord at 10 a.m. Sunday *(6/20)* morning and will return to the State House at 4 p.m. Wednesday afternoon. Today's *(6/22)* schedule in-

cludes stops at Pasqaney Inn, Newfound Lake, Plymouth, Belknap Mountain Recreation area. Following lunch they are scheduled to to to North Conway, ride the Skimobile to the top of Cranmore Mountain, stop at Crawford Notch State Park and put up for the night at the Twin Mountain House. Wednesday the will visit te base station of the Mt. Washington Cog railway, have coffee and sandwiches at Mt. Washington hotel at Bretton Woods, ride to the top of Cannon Mountain in Franconia Notch and return to Concord via Lincoln, Plymouth and Franklin. Purpose of the tour is to enable the booth attendants to answer the question of visiting vacationists more effectively by giving them first-hand knowledge of the whole state. Similar tours were arranged by the commission from 1946 to 1949." *- Manchester (NH) Union Leader - Tue, Jun 22, 1954 pg. 4*

July 8th

Connecticut Winners: "New Hampshire has two additional boosters today as a result of a letter submitted in a contest on the subject "Why I should like to vacation in New Hampshire." Mr. and Mrs. William Sprague of Newington, Ct., have just completed an eight-day tour of New Hampshire which was a prize they won last winter during the time of the Hartford (Ct.) Travel Show when they submitted an entry in the vacation travel contest. Their tour included a trip up the Cog Railway on Mt. Washington and a night sleeping above the clouds and a ride on the aerial tramway."

- Littleton Courier - Thu, July 8, 1954 pg. 1

August 20th

Governor's Study Committee: From the minutes of the afternoon meeting of the committee at the Observatory: "Mr. (Bob) Varney advised Committee that all toilets at the Base Station area empty into septic tanks with no raw sewage dumped into river. He added that some eleven train loads of debris had been removed from the summit this season but that this represented only a start. Unfavorable weather and need to use Summit House and Railway crew for more pressing jobs was advanced as reason for no further headway in general clean-up and construction of loop trail, as discussed at previous meetings." The committee's secretary, Robert S. Monahan noted at the end of the minutes that he had "spent the night following this session at the summit and became more convinced than ever that the various interests operating at the summit are not doing 'right' by the public, although some improvements were noted."

August 21st

Cog Motorcyclist Crashes: "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."

- Littleton Courier - Thu, Sep 2, 1954 pg. 13



Mountaintop Marital Vows Taken

—Photo Courtesy Mt. Forist Studio, Ber.

BRUCE MONFETTE, 23, formerly of Lisbon, and Nancy Schott, 21, of D Moines, Iowa, are shown being united in marriage in a ceremony he atop Mt. Washington Monday evening. Rev. Hollis Hastings of Lisbo performed the service, believed to be the first "above the clouds" cere mony in some 25 years. The marriage culminated a summer-long r mance which began at the Base. Making arrangements for the affair w Col. Arthur S. Teague of the Cog Railway, who saw to it that a specia train carried guests to the summit and back down again Wednesda morning, the return delayed by the storm. The couple will make the home in Los Angeles, Calif., where he will attend college. Sunday after noon Justice of the Peace Walter N. Heald of Littleton performed wedding ceremony on top of Cannon Mt., uniting in marriage Miss Mi dred Nicoline Halvorsen and Ulysses S. Massoth of Schenectady, N. Y It had been her ambition to be married atop a high mountain.

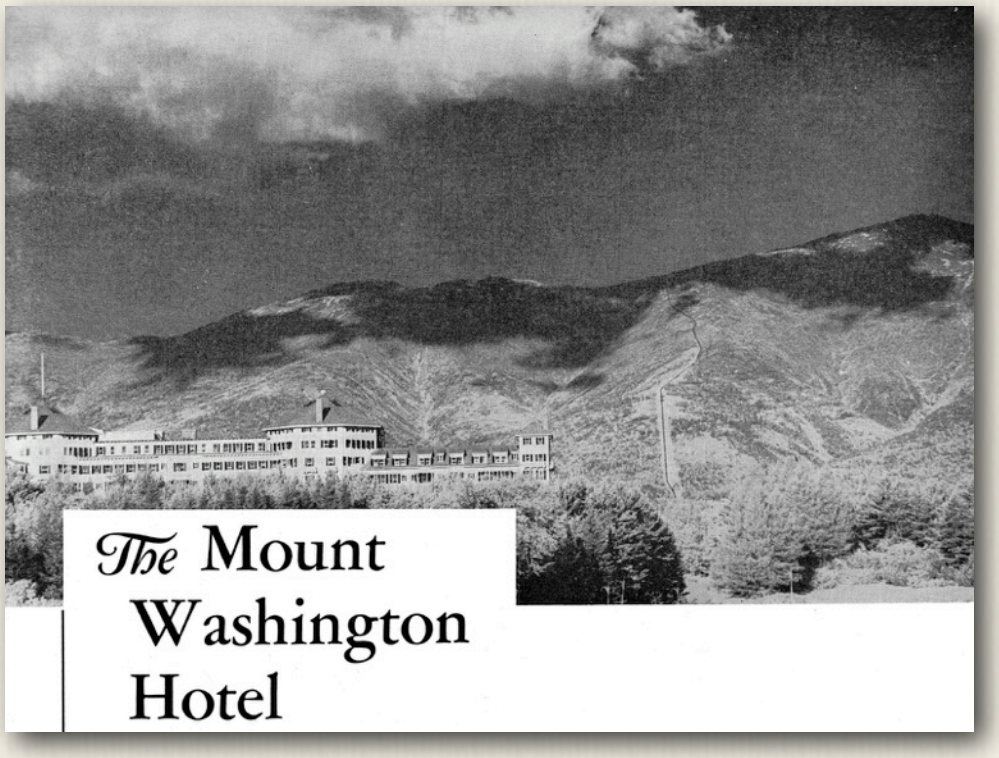
The Littleton Courier issued a correction that this August 30th ceremony was not the first wedding at Summit (1954)
- Littleton Courier - Thu, Sep 2, 1954 pg. 1

August 30th

Mt. Washington Wedding: "Marine Veteran Bruce Monfette, 23, Los Angeles, and Miss Nancy Schott, 21, Des Moines, were married Monday *(8/30)* night atop this 6,288-foot mountain, with the aid of the famous cog railway, which carried them and the wedding party of 25 to the peak. The couple met this summer while working at a hotel near the mountain's base. The ceremony was performed by the Rev. Hollis Hastings of Lisbon, N.H. The newlyweds plan to visit the bride's family in Des Moines before continuing to Los Angeles, where the groom will attend college."

- Council Bluffs (IA) Daily Nonpareil - Thu, Sep 2, 1954 pg. 4

Crowded, Dirty and Neglected: "There is news here on "Misery Hill Summit," news that things have taken a turn for the better. At long last. It is still fact that the "Top of New England" is in many ways a disgrace to New Hampshire. It is still true that



Display Advertisement (1954)
- White Mountains Remembered

the top isn't worth the effort to reach it. It continues to be a fact that this is a crowded, dirty, neglected area, with a haphazard, unattractive agglomeration of buildings, where, in the main, the public is ignored. But there is good reason to expect that the situation will not continue indefinitely, thanks to work of the Mount Washington committee, created last year by Governor Gregg. Almost a year old, that official body is about to make its first report. It can point with pride to a few accomplishments. But its major chore will be to outline the jobs yet ahead. For there is work to be done up here and decisions to make. Such as these: Who is going to clean up the unsanitary mess now spilling from the former Yankee Network building, now occupied – and we mean this word literally – by Air Force and Navy scientists? The overflow from septic tanks serving the building is creating a health hazard to everyone who uses the Crawford AMC path, one of the most heavily traveled hiking trails in the White Mountains. Who is going to tackle the Herculean job of cleaning up the top of the mountain? Cog railway crews have already lugged five or six trainloads of garbage and/or waste from the summit. And Bob Varney of the railway staff estimates it may take as many as 35 more loads to clean up the general summit area. But who can spare the help to pick it up? Who ought to own the very top? A 50-rod circular area on top is in the estate of the late Col. Henry Teague, operator of the railway and one of New Hampshire's most colorful characters. Dartmouth college is the beneficiary, but legal tangles to the estate have delayed settlement. The rest of the mountain, as well as the Presidential range, is in the National Forest.) Meanwhile, whenever the federal authorities – specifically the Air Force and/or Navy – have wanted, they have muscled in via federal condemnation and grabbed off sites and buildings as they saw fit up here. They effective barred Mount Washington TV from the former Yankee Network building which TV had leased. The military is using it to house research crews while the new huge scientific laboratory grows upon the home stretch. So TV is completing its own home – and what happens to the quarter million dollar Yankee building when the military pulls out? It is a beautifully built structure. But one winter without heat would likely ruin it. Some time ago Dartmouth went to the pains of making a public statement which said that it planned to maintain ownership of the summit lands, once the Teague estate is settled. But there is some thinking on the committee that – in the long run – public (that is, state) ownership may be best. The point is argued that this is an area of public interest, to which people are entitled to access. There ought to be, the thinking is, some better accommodations for the visitor such as an enclosed observation area – like on Cannon Mountain, for example – and a kibitzing station for the public at the TV transmitter. Aa one who visited the place not long ago put after a hike to Lakes of the Clouds hut: "Who wants to climb a mountain to visit a dingy old railway station."

- Manchester (NH) Union Leader – Mon, Aug 30, 1954 pg. 4



Rainy day in the cab - stacked up at the Shop (1950s)
- Lewis Family Collection

August 31st

'54 Hurricane: "The White Mountains area was a mighty attractive place to be in this week when the terrifying hurricane Tuesday *(8/31)* wreaked havoc over a wide section of New England, even causing damage to varying degrees in the southern and central part of New Hampshire, to within 6-miles of Littleton. Lancaster reported $10,000 dam-



Focusing on sales in the Ticket Office (1950s)
- Lewis Family Collection

age, with the loss of a bridge, and drinking water is being boiled. In this vicinity damage was for the most part confined to road washouts and loss due to rains beating into homes and buildings. Trees were blown down in scattered areas. A velocity of about 145 mph was recorded by the wind gauge atop Mt. Washington before the instrument was blown away. The Mt. Washington Cog Railroad reported no serious ill effects from the storm, although trains did not operate Tuesday. Power and water facilities remained in operation. The Summit House reported the loss of a few panes of glass and some water damage. Trains resumed their regular hourly schedule yesterday."

- Littleton Courier - Thu, Sep 2, 1954 pg. 1

Carol Comes Calling: Entry in Mount Washington Railway financial ledger for 1954 indicates "No Trains - Hurricane Carol."





September 2nd Images: *Peppersass on its display while No. 6 Great Gulf takes on water at the Marshfield platform (left) / Engineer Leo Boucher moves the No. 3 Base Station over the Ammonoosuc trestle (right) as part of a double header the Thursday before the Labor Day weekend.(1954)*
- Jim's Games-N-More/eBay

September 2nd

Summit House Closing End of Month: "The latest word from Arthur Teague, major domo on the Cog Railway and at the Summit House, assures late-season adventurers that the Summit House will be open to the public until at least September 30, with the possibility of holding the fort until October 12, if early fall temperatures don't start freezing the indispensable water pipes serving the mountain-top establishment. Last year the Summit House had to be closed on October 4 because of freezing weather."

- Littleton Courier - Thu, Sep 2, 1954 pg. 12

September 11th

Rainy Day: Entry in Mount Washington Railway financial ledger for 1954 indicates "No Revenue - Rain All Day."

September 16th

Squirrels !!!: "A colony of red squirrels, attracted by the high living at the "top of New Hampshire" has invaded the cold, windy alpine zone of the summit of Mt. Washington this summer. According to Bob Young of the New Hampshire Fish & Game Department, formerly of the Mt. Washington Observatory, the squirrels appear to have abandoned their usual timbered haunts in a gentler climate for an easy life among the larders of man. In spite of the fact that they have moved in to more "civilized" surroundings, they have remained as wild





September 3rd Images: *No. 6 Great Gulf coming down into Marshfield platform (left) / The No. 4 Summit, still with dual sidestacks, begins a run up the mountain with a loaded oil car to make sure Summit House tanks can can warm Labor Day weekend visitors on Friday. (1954)*
- Jim's Games-N-More/eBay

as their stay-at-home cousins. When frightened they dash beneath the jumble of rocks that constitutes the "cone" of the mountain. Unlike ground squirrels or chipmunks, they remain below ground for only a few moments and scurry about from place to place. Young further cites a report that a flying squirrel has joined the invasion. This critter, discovered in residence at the Summit House by one of the hotel crew was described as "small and gray, with a flattish tail, and webs between its fore and hind feet." Precedent was set for man attracting animals to Washington's summit as early as 1871. At that time the first expedition to spend the winter on the top of the mountain reported that a sable, ordinarily an extremely wary animal, denned up beneath the building they were occupying." *- Nashua (NH) Telegraph - Thu, Sep 16, 1954 pg. 25*

September 17th

Rain - Rain - Go...!: Entry in Mount Washington Railway financial ledger for 1954 indicates "No Revenue - Rain - No Trains"

September 18th

N.H. Hotelmen Ride: "The 30th annual fall meeting of the New Hampshire Hotel association was held on September 17 and 18 at the Crawford House Club, Crawford notch, with its theme, "How to Increase Hotel Business in New Hampshire." Being a legislative year, ma suggestions vital to the industry were made, and reports from the various committees indicated that immediate action should be taken. Arthur Teague offered free transportation over the cog railway to Mt. Washington summit for members and their guests."
- Littleton Courier - Thu, Sep 23, 1954 pg. 1

September 25th

Mount Washington TV erects a transmitting station at Summit and Ch. 8 ***begins broadcasting*** airing Dumont programming for the first year *(Wikipedia: Sept 25, 1954 / Ellen Teague says 1955 in her book)*. Wikihistory continues: "The station's transmitter tower on Mount Washington had been originally designed in 1940 by Edwin Armstrong for one of the first FM radio stations in the country. WMTW built a new tower there in the 1960s but Armstrong's tower remained as a standby. Mount Washington Television sold the station to former Tonight Show host Jack Paar in 1963. Initially barred from appearing on WMTW due to contractual obligations with NBC, (Paar) later



Broadcast antennas cluster around the observatory Col. Henry Teague built (1962)
- Ellen Crawford Teague Collection

hosted several programs on the station including a Thursday night movie feature. In 1967, Paar sold WMTW to Mid New York Broadcasting which changed its name to Harron Communications a decade later. WMTW had to leave Mount Washington in Feb 5, 2002 due to the Federal Communications Commission's digital television mandate. Two FM stations continue to occupy separate broadcast facilities on the top of the mountain." Mt. Washington TV, New England's newest television station with the world's largest coverage, has begun commercial telecasting. Using the call letters, WMTW, Mt. Washington TV operates on VHF channel 8 and carries network program of CBS, ABC, and Dumont. As the "on the air" sign flashed for the first time, thousands of viewers in Maine, New Hampshire, Vermont, part of Canada including Montreal and sections of upper New York state saw the baseball game of the week between the American League Champion Cleveland Indians and the Detroit Tigers. *- Boston Daily Globe - Sun Sep 26, 1954 pg. 30*



No. 3 Base Station taking on water at Waumbek Tank (Oct. 13, 1954)
- Margery Bargar Collection

November 4th

Base Road Improvements: "State Highway crews are at work on the road leading to the Base of Mt. Washington, removing curves near the Base Station for a distance of .6 of a mile, and improving the highway near the hotel for a distance of half a mile."

- Littleton Courier - Thu, Nov 4, 1954 pg. 1

November 18th

Lisbon Man to Machine Spare Parts: "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."

- Littleton Courier - Thu, Nov 18, 1954 pg. 6

1955

January 4th

Governor's Study Committee Report Submitted: "A special committee to study the possibilities of public benefits from Mt. Washington's scenic, scientific and recreational potentials, today submitted its report, saying the study was "overdue." The five-man committee, appointed by Gov. Hugh Gregg 18 months ago, recommended a new continuing committee be named." The group said the Armed Forces should be "commended for utilizing Mt. Washington and the Presidential Range, 'provided a minimum of disturbance to normal public use and enjoyment of the area is assured." They suggest future structures and facilities have a more "harmonious appearance." Specifically, they asked the Air Force to provide an adequate display room in its Climatic Project Laboratory and build a new route for the Gulfside Trail to its upper terminus in the summer of 1955. They suggested the Mt. Washington Summit House Co. construct a loop foot-trail with a comfortable circuit of the peak for all visitors, with a convenient observation platform and a public winter refuge. They suggested any obstacle or unused structure be removed by whomever owns it. They asked the New Hampshire Highway department to "keep clear more scenic views from vantage points along the base of the (Presidential) range."

- Portsmouth (N.H.) Herald - Tue, Jan 4, 1955 pg. 1 & Littleton Courier - Thu, Jan 6, 1955 pg. 10

January 6th

Helicopters & Steam: "Mountain Musing: The weather everybody talks about will get a thorough going over in a building atop N.H.'s Mt. Washington. It's a laboratory for climatic projects which Army Engineers are putting up for the Air Force Research and Development Command. The weather itself hoisted storm warnings early to end construction work for this year. By completion date, set for 1955, it will have taken three hit-and-run summer attacks to get through the $1.3-million job. Says the N.E. Council publication, "The scene then will blend the old and new in transport - helicopters landing on the apron adjacent to the building, and the cog railway chuffing up the steep climb for its 87th year!" *- Littleton Courier - Thu, Jan 6, 1955 pg. 4*

January 13th

Golden Anniversary: "The year 1955 marks the Golden Anniversary of the U. S. Forest Service. Highlights of the Service over the 50-year span are noted in the following article written by Forest Ranger Carl Burgtorf of the Ammonoosuc District office headquarters in Littleton: Starting from the frugal existence of the first forest rangers, who kept their office in a saddle bag, many lives have been devoted to the furtherance of forest Service tradition and progress. It is possible that the Rural Free Delivery mailman and the U.S. Forest Ranger, starting their public service at the turn of the century, may be obsolete in the Atomic age to come. Each drove horses because cars cost about $3,000, and regardless of cost, auto roads didn't exist where these men had to travel. At least one ranger hitched a fide on the Mount Washington Cog Railway which was running in 1905."

- Littleton Courier - Thu, Jan 13, 1955 pg. 16

February 24th

Charles Arthur Teague born to Ellen and Arthur Teague

- I Conquered My Mountain by Ellen Crawford Teague

April 8th

Female Trackwalker?: "The (NH) Planning & Development Commission recently received another request for information, and one it was unable to answer. A letter asking if there is a record of any woman, now living, who walked down the track of the Mt. Washington Cog Railway prior to the year 1885." *(Ed note: See Feb 24, 1874 entry this Volume)*

- Manchester Union Leader - Fri, Apr 8, 1955 pg. 2

April 24th

Teague Tonsils: "Margaret Teague, 9, and her sister, Anne, 6, try out toy nursing set *(right)* with Nurse Janet Wallace at the Children's Hospital of Philadelphia. The girls, daughters of Mr. and Mrs. Arthur S. Teague, of 201 Rex Ave., were the first patients admitted on the hospital's 100th birthday. They'll have tonsils removed."

- Philadelphia Inquirer - Thu, Nov 24, 1955 pg. 35



April 28th

Operation Overseed: "*Littleton Courier* editorial: That rain-making project atop Mt. Washington, which is being called "Operation Overseed," is causing no little concern to residents of the region, particularly the recreational operators who stand on the threshold of a banner summer season. "Operation Overseed" calls for the scattering of silver iodide to see if "icing" on plane wings can be prevented and even lightning reduced. It will be part of the Navy's de-icing experiments which have been going on atop New England's highest peak for some time. Mt. Washington looms over one of the country's best-known resort areas, the White Mountains. After last summer, when the sun hardly ever broke through the storm clouds, resort interests as well as everyone else have been hopefully anticipating a better break from the Weather Man this summer. It is disconcerting, to say the least, to think that rain-making experiments atop Mt. Washington might easily affect the whole weather pictures in this area - and certainly for the worse. Until official information to the contrary is forthcoming from qualified sources, the worst will be expected. It is hoped that the navy can promise no disturbing results from its tampering with Nature. The experiments on Mt. Washington's summit are important in many aspects - but so is the recreational business of the White Mt. area. Let's have any experiments of a doubtful nature occur at a time when they will have the least damaging effect on the surrounding countryside... And if these experiments should rob us of any of the meager allotment of Old Sol's rays we now have, watch out!"

- Littleton Courier - Thu, Apr 28, 1955 pg. 14

May 15th

Boston & Maine Summer release time: Pliney Granger, Machinist, Billerica Shops, On Leave To Mt. Washington Cog RR, May-Jun., 1955, p.23

- B&M Employees Magazine

May 23rd

Further Study Urged: "A further study has been recommended on whether the state should participate in development of tourist and recreational facilities atop Mt. Washington, Gov. Dwinell said today *(5/23)*. "The main concern, " the Governor said in a statement, "is not so much the operation of the development, but rather the influence the state could exert in the coordination of the various elements on the mountain that they may serve the greatest public benefit." Maximum public use of the congested area atop the 6,288-foot mountain has been the main subject of preliminary discussions of the Governor's Mt. Washington Advisory Committee. They group includes representatives of Dartmouth College, several private operations at the summit, and the State Recreation Division. The committee was created by former Gov. Hugh Gregg after the death of Col. Henry Teague, for many years operator of the Summit House. In his will, Colonel Teague left some 60 acres of the summit, a Cog Railway and its base station to Dartmouth, from which he was a graduate. College officials have said "when it accepts its legacy from the Teague Estate, it will have a legal and moral obligation either to retain control of the properties and realize their value of dispose of them." The college cannot legally donate any of these properties to the state of New Hampshire, Dwinell said. The governor has permitted the recreation agency to include a request for funds for cooperative studies in his current capital budget. The study would be made in conjunction with appropriate Dartmouth officials. Commenting on the proposed study, the Recreations Division's direct, Russell B. Tobey, said: "We are hopeful that the proposed study will result in recommendations for development of facilities and operating policies that will obtain and sustain the highest values of public benefit that can be derived" from Mt. Washington."

- Portsmouth (NH) Herald - Mon, May 23, 1955 pg. 2

May 27th

Cog Slope Snowless: "Trains will climb this peak (Mt. Washington) Saturday, Sunday and Monday - but skiers might as well leave their slats at home, so far as skiing on the cone is concerned. Col. Arthur Teague, manager of the Mt. Washington Cog Railway, said that he made an inspection of the Summit Thursday *(5/26)* and found that the warm weather and rains this week had all but removed all snow from the cone. The big snowfield, usually still skiable on the east side this time of year, is "poor," he said. Skiing in Tuckerman's Ravine, however, reached from the Pinkham Notch side of the mountain, is still excellent, other reports indicated. Teague said that trains would run on a 11 and 2:15 o'clock schedule. The Summit house is not yet open, however. That is due to open June 20. The regular summer train schedule starts June 17, Teague added."

- Manchester (NH) Union Leader Fri, May 27, 1955 pg. 1 & 6



Engine No. 2 Ammonoosuc begins ascent from Base (July 1955)
- Doug Wiswall photo / Wiswall Family Collection

June 1st

NH Senate on The Mountain: "State House Journal item: The State Senate, which by itself is not much larger than any on of the standing committees of the House, piled into a National Guard bus Wednesday *(6/1)* morning for 250-mile round trip into the North Country. The senators were to inspect the summit installations on Mt. Washington, and continue on to Berlin for a visit at the Brown company in that city. The Senate's visit to Mt. Washington was appropriate, in connection with the pending study of state control of the summit and its facilities. Dartmouth college owns 60 acres of the mountain, peak, the Cog Railway and the Base Station, under the bequest of the late Col. Henry N. Teague, Class of 1900. But the college wants no part of the job operating a resort and scenic center. The State Recreation division has been informed by college officials they have "neither the resources nor the desire to operate hotel facilities at the summit as they should be operated for the benefit of the public.... The summit is basically a natural resource of New Hampshire, which can best be developed under auspices... for these reasons, the college would be interested in a long-term lease arrangement with the state under which the summit could be advantageously developed and operated. Gov. Dwinell has authorized the Forestry and Recreation commission to investigate the possibility of leasing the summit, and operating it as a state park, similar to the installations at Mt. Sunapee and Franconia notch." *- Littleton Courier - Thu, Jun 2, 1955 pg. 13*

June 13th

A Hut Huddle: "The Governor's Mt. Washington committee held an all-day meeting at the Base of Mt. Washington Monday *(6/13)*, convening at the home of Arthur Teague, president of the Mt. Washington Cog Railway. Discussed at length were matters relative to the future development of the Summit. The sum of $5,000 is to be made available to the N.H. Forestry and Recreation Division for planning purposes, looking to long-range development of public facilities. Mt. Washington has long been an attraction for folks from all walks of life. In 1839 travel routes were listed showing six different ways to reach Crawford's Notch where accommodations provided for travel by saddle horse for six miles, with a hike of three miles to the top of Mt. Washington. Russel Tobey, director of the Forestry and Recreation Division, is chairman and presided at Monday's conference. Among those attending were Mr. Teague, David S. Cassedy of the White Mountains Region, Supervisor G. S. Wheeler and Rangers Herbert Adams, Joseph Griffith and Carl Burgtorf of the White Mountain National Forest, Captain Hitchcock, representing the Air Force, Mr. Paterson, representing the contracting agency for the Air Force, Robert S. Monahan, secretary, and Dartmouth college forester, and Joseph Dodge, representing the



Cog Railway locomotive No. 6 "Great Gulf" brings passenger cars up Mount Washington in New Hampshire on July 9, 1955.
- Jim Shaughnessy photo / Shaughnessy Ctr for RR Photography & Art

Appalachian Mountain Club."

- Littleton Courier - Thu, Jun 16 1955 pg. 1

June 16th

"55 Visits" by Whitefield Class of '55: "The Whitefield High school graduation program tonight *(6/16)* will feature "55 Visits the White Mountains," written by the Class of '55. The program follows: Scene III, Mt. Washington Cog Railway - Guide, Robert Nutter; First Tourist, Bruce Gonthier; Second Tourist, Barbara Baker; Third Tourist, Marilyn Ramsdell; Fourth Tourist, Roger Aldrich."

- Littleton Courier - Thu, Jun 16, 1955 pg. 10

July 23rd

Alpine Garden Tour: "Members and friends of the Littleton Garden club have been invited by Arthur Teague, manager of the Mount Washington Cog Railway, to be his guests on a trip to see the alpine flowers on Mt. Washington this Saturday, July 23, weather permitting. Anyone interested in going on the trip should call Mrs. Galen D. Whiting. Franconia and Sugar Hill people who wish to join the group should call Mrs. Herbert Tulk. Littleton people will leave the Community House at 8 a.m., wearing warm clothing, rubber-soled low shoes, and a cap or scarf. Each person should take a light lunch. The group should be back in Littleton by 6 p.m. / The top of Mt. Washington was warm and friendly Saturday when members of the Littleton Garden club and guests hiked into the Alpine Gardens to see the famous rock plants and meadow flowers that grow there. Arthur Teague, manager of the Cog railroad, arranged for the club to be his guests on his unique mountain-climbing train, and for them to be disembarked at a point near the crest of the mountain where the Gulf Trail cuts in close to the railroad on its way to the Carriage Road. It was a short walk down the road to the seven-mile post where the club took the Huntington Ravine trail over the steep side of the mountain to the level plateau known as the Alpine Gardens. The club walked up to the Summit House where they had a hot lunch. Before boarding the train, short visits were made to the weather observatory and to the Mt. Washington TV station." *- Littleton Courier - Thu, Jul 21, 1955 pg. 1 & Thu, Jul 28, 1955 pg. 15*

August

The ***Teagues buy*** 110-acre ***farm in Guildhall***, Vermont (the former Clyde Keysar farm) - it has 10 acres on the Connecticut River - For the next 12 years Carroll Reed runs the farm.

- I Conquered My Mountain by Ellen Crawford Teague

August 2nd

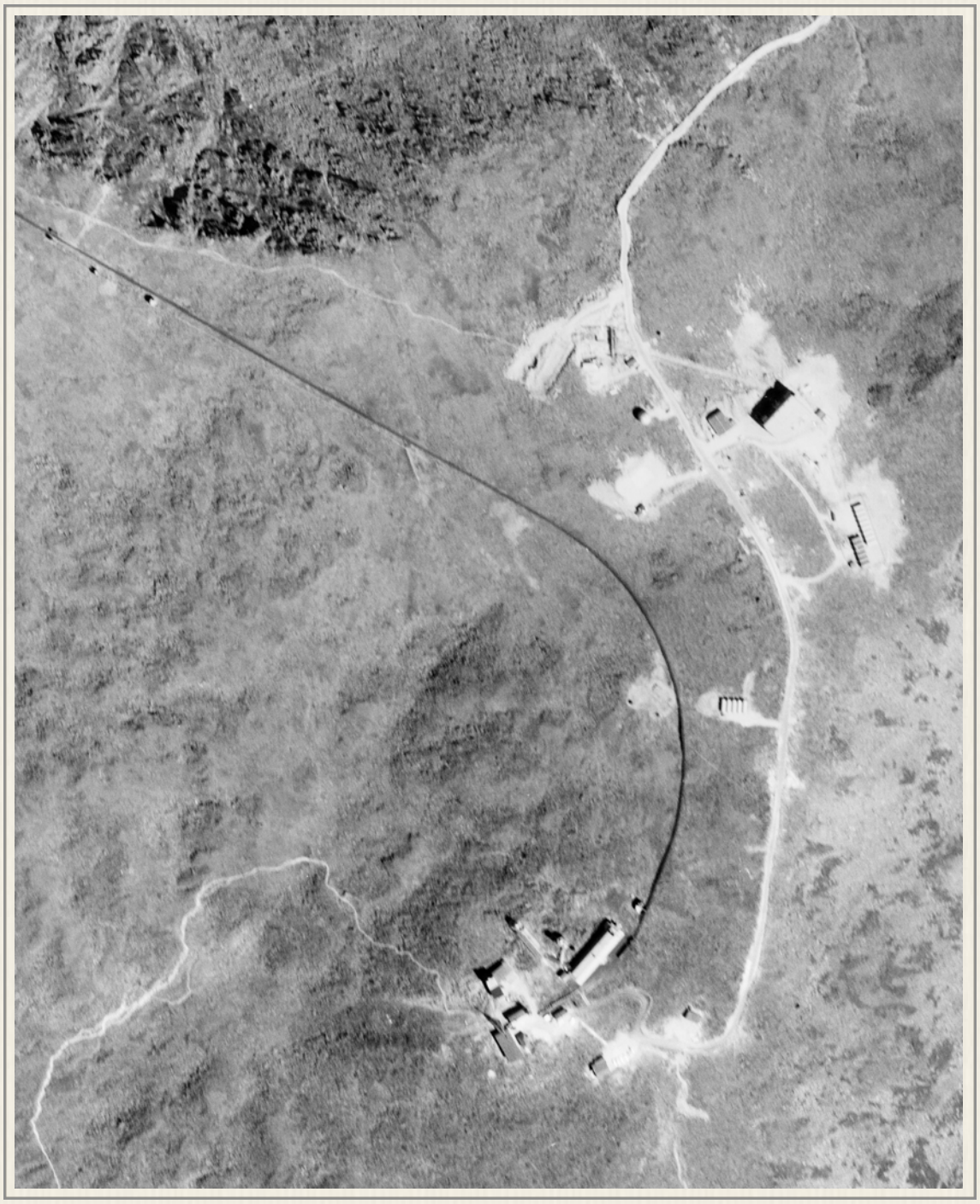
Fire on the Mountain: "The first forest fire of the season in this area was reported on Mt. Washington this week. Quick action by personnel of the cog railroad prevented the blaze from gaining serious proportions. Ranger Carl Burgtorf, who was on the scene until 3 a.m. Wednesday *(8/3)*, when he was relived by his assistant, Louis Derosia, said that the fire burned over only a half acre near the halfway shelter of the cog railroad. Manager Arthur Teague immediately put his crews to work fighting the flames that burned alpine fir and spruce, and porous soil Within an hour after the fire was first observed about 3 p.m. it was under control, thanks to plentiful water supply pumped from six locomotives. A wind that blew in gusts of 60 mph made the fire a particularly hazardous one. The light of a full moon assisted the men who remained on the scene all night. Rooting out of the burning undergrowth continued yesterday. Some 100 people were refunded their ticket price as travel on the railroad was interrupted as personnel attacked the flames." *- Littleton Courier - Thu, Aug 4, 1955 pg. 1*

August 4th

USDA conducting ***aerial photography of Coös County***, New Hampshire overflies Summit *(next page)*

August 11th

Report to the Legislature: "(*Courier* editor's note: The following information is contained in a Report to the Legislature on the "Present Status and Future Possibilities of Sports Activities in the Mount Washington, Pinkham Notch and Crawford Notch Areas of the White Mountains," by the N.H. Forestry and Recreation commission.) In brief, the *(Governor's study)* committee urged minimum obstruction to the free movement of visitors on the summit, consideration of esthetic features in the design and construction of any additional buildings, higher standards of clean-up and sanitation, public admission to those government and private activities of non-security nature, and the construction of a public refuge to take the place of Camden Cottage during those periods when neither the Summit House nor the Stage Office is open. The facilities presently available for sum-



mer visitors on the summit are obviously inadequate to serve the heavy volume of transient and potential overnight guests. Passenger car travel to the summit could be materially increased by the construction of a modern highway - the route now followed is exactly the same as that located for the original Carriage Road nearly 100 years ago. The Cog Railway would provide a more enjoyable ride to the summit if converted from steam to diesel and equipped with modern cars. It is recognized that renovate of summit accommodations and modernization of both the Summit road and the Cog Railway involve substantial capital expenditures but unless such improvements are provided, Mount Washington's reputation as a tourist attraction may deteriorate." *- Littleton Courier - Thu, Aug 11, 1955 pg. 1*

September 1st

Cloud Seeding Starts in October: "A task force of the President's Advisory Committee on Weather Control Visited the Mt. Washington area Wednesday *(8/31)* and Thursday *(9/1)* of last week. *(The chairman of the task force)* issued the following statement on the Advisory Committee's outdoor project now being carried out in the vicinity of Mt. Washington: Mt. Washington has been chosen for a scientific test by the Committee on Weather Control. The project has been called 'Operation Overseed' for convenient reference. The procedure will be to release, from time to time and for short intervals, varying amounts of silver iodide smoke, the usual cloud seeding agent. Mt. Washington is a particularly good site for the experiment because its summit is usually right up in the cloud where snow is forming. The Observatory can thus determine by direct observation the numbers and sizes of crystals forming when silver iodide smoke is present. The first experiment in cloud seeding carried out from the ground was performed at Mt. Washington Observatory in December, 1946. At that time Dr. Wallace E. Howell and Victor Clark, released dry ice in a cold cloud of liquid droplets and converted these droplets into snow. These comments about Operation Overseed may be of interest to the people in the Mt. Washington area - 1) No cloud seeding of any consequence will be done before October 1 of this year; 2) Cloud seeding in the winter will stop short of an attempt to modify weather; 3) There will be no 'rain-making,' Our project people will not operate any generators unless temperatures are below 25 degrees Fahrenheit at the Summit; 4) the entire project will be carefully controlled. The staff considers it a virtual certainty that seeding in the Mt. Washington area will produce no undesirable effects in the surrounding areas. Certain features of the Mt. Washington area will make possible a higher degree of scientific control than projects in the West - hence Mt. Washington was chosen as a site for Operation Overseed; 5) All persons are welcome to inspect the equipment and conduct of Operation Overseed. The work is being carried out by a public agency in the best interests of the nation. We expect that it will provide us with much valuable scientific information."

- Littleton Courier - Thu, Sep 8, 1955 pg. 1

Heard on TV From Summit



THE BRETTON WOODS BOY SINGERS SANG "OLD MAN OF THE MOUNTAINS" from the summit of Mt. Washington when Channel 8 signed off the air on August 30 at 11:20 p. m. The young vocalists went up the cog railroad to sing for the guests and staff on the summit. Harry Bird, manager of the mountaintop hotel, arranged with the staff of WHTW-TV to have the choir sing for the sign-off. Frank R. Hancock, who has directed the choir since its inception 45 years ago, enjoyed the evening's festivities with the Singers. Above photo was taken by Elvira R. Murdock, portrait photographer at the Mount Washington hotel and wife of Richard F. Murdock, campmaster and tenor of the Boy Singers organization. She made the best of the situation, having only her Rollieflex camera without flash attachment, and used only the available artificial light to make this picture. The Bretton Woods Boy Singers concluded the season with an appearance at the Eagle Mt. House in Jackson Sunday evening.

- Littleton Courier - Thu, Sep 8, 1955 pg. 16

September 10th

Wedded on the Railroad: "Mountain Musing: The first wedding ever held on the Mt. Washington Cog railroad will take place on Saturday *(9/10)*, when Cora M. Carter and Alton O. Weagle of Keene exchange vows on a "Honeymoon Special." Says Weagle, "It will be my first ride on the train - but I have hiked up Mt. Washington 531 times - nine times in record-breaking runs. I was the first person to climb Washington three times between daylight and dark." / "The first wedding ever to take place on the Mt. Washington Cog railroad, Saturday *(9/10)* afternoon united in marriage Alton O. Weagle and Cora Carter, both of Keene. Mr. Weagle is a native of Stark and formerly resided in Groveton. The unusual setting was a "Honeymoon Special" train appropriately identified with a large sign. cooperating fully with the wishes of the principals, the railroad management had the train stop in the middle of Jacob's Ladder, and turned off the steam to add to the solemnity of the occasion. While the wedding party stood at a 37-degree angle to compensate for the pitch of the trestle, Rev. Maurice Porter of Lancaster pronounced the couple man and wife in single-ring ceremony. Col. Arthur Teague, manager of the railway, was best man. Thirty-eight people, including a few passengers not connected with the party, witnessed the unique service. The newlyweds were overnight guests of the railroad at a cottage at the Base. Because the summit of Mt. Washington was shrouded in clouds Saturday, the couple returned to the top Tuesday to enjoy the view before going on to Keene. Incidentally, Mr. Weagle request that the "Honeymoon Special" be stopped at a precise spot on Jacob's Ladder that corresponds with a favorite scene that appears on postcards and other publicity material issued by the railroad. He thus had a ready-made photo of the scene as it occurred Saturday. Mr. Weagle for several years worked for the Groveton Papers company, during which time he acquired a reputation as a mountain guide. He said he would take parties to the Base Station for the mountain ride, pocket the cash for his fare, and walk up and down the track beside the train carrying his party. Mr. Weagle drives for the Cheshire Beef company in Keene and has his own orchestra, "The Canadians," in which he plays drums and calls square dances. Invited to be members of Saturday's wedding party were Mr. and Mrs. James Main of Groveton, who a number of years ago *(1941)* were the first couple to be married at the summit." *- Littleton Courier - Thu, Sep 8, 1955 pg. 4 & Thu, Sep 15, 1955 pg. 1 / Concord*



Alton O. Weagle & fiancee Cora M. Carter with their wedding train (1955) - Barbara Weagle Collection

1955

(NH) Monitor - Thu, Sep 22, 1955 pg. 4



Engineer Jitney captures a picture from the cab of Gov. Dwinell on the crowded Marshfield Platform (1955)
- Lewis Family Collection

September 12th

Dwinell's News Conference: "Gov. Lane Dwinell made his first trip up the 86-year old Mt. Washington Cog railroad Monday *(9/12)* for his second visit to the summit (his first visit was via the auto road). Monday's occasion was a press conference and luncheon at the Summit House. The Chief Executive told newsmen, who accompanied him to the "top of New England" for the unique press-radio news conference, that it could be "assumed" that an incumbent governor would try for a second term, "unless he makes some statement to the contrary." It was a special occasion for the official party's hosts, too, inasmuch as it was the first "live" telecast staged at the summit of the mountain where the transmitting facilities of WMTW-TV, Poland Spring, Me., are located. Television officials, along with the operators of the cog railroad and the Summit House were in the welcoming group for the governor and newsmen." / "(Gov) Dwinell said that Arthur Teague, operator of the railway, had offered to run a special train to the summit for the governor and his party... The press-radio conference is scheduled for 11:30, and will be televised by Channel 8, for broadcast the same evening." / "Nearly a dozen newsmen accompanied Gov. Dwinell on the 100-mile motor trip from Concord to Mt Washington for the press parley, which, as usual lasted half an hour. The mountains were draped in heavy clouds upon their arrival late in the morning, but when the entourage reached the top of the peak by cog railway, the sun broke out. Near-freezing temperatures and near-gale winds gave the press-radio party a "thrill" as it spent nearly three hours on the mountain top." / "The news meeting was held in the tiny living room of the small quarters of the crew of the million-dollar installation of the Mt. Washington TV station, Channel 8, with Atty. John W. guider of Littleton, company president, as host. There weren't even enough chairs to go around so we utilized a divan to help out. Arthur Teague, boss of the cog railway, also was here, there and everywhere, helping to make everyone in the press-radio party comfortable and happy. Teague later put on a roast beef affairs, with all the trimmings, in the Summit House, which was in keeping with the immensity of everything else the peak has to offer."

- Littleton Courier - Thu, Sep 15, 1955 pg. 1 / Concord (NH) Monitor - Thu, Sep 8, 1955 pg. 24; Tue. Sep 13, 1955 pgs. 4 & 12

September 26th

Federal Injury Lawsuit: "The fall term of U.S. District Court opened in the Federal building in Littleton Tuesday *(9/19)*. Following indictments returned by the grand jury, court adjourned until next Monday *(9/26)* at 2 p.m. At that time a jury trial is scheduled, Mary Paradise vs. Mount Washington Railway Company, Inc., in an injury suit. Judge Aloysius J. Connor is president at the term."

- Littleton Courier - Thu, Sep 22, 1955 pg. 1

November 17th

Matrimonial Fact Check: "Nothing new under the sun - Back in September *(9/10)* Mrs. Cora M. Carter and Alton O. Weagle, both of Keene, were married on the Mount Washington cog railway. At that time, in newspaper accounts of the event, it was noted that Mr. and Mrs. James Main of Littleton had been the first to married on the summit, in 1941. Aria Roberts of Plymouth, writer for *The Laconia (NH) Citizen* and Boston papers, has called it to my attention that the first wedding on the peak took place 20 years earlier, on Sept. 1, 1920. Mrs. Margaret Burleigh Titus was married on that date to Ralph Morton, New York tenor. Mrs. Morton, daughter of the late Atty. Alvin Burleigh, and now a widow, still resides in Plymouth." (*Editor's note: There was a*

wedding that pre-dates the 1920 Titus-Morton nuptials. On September 11, 1915, Mr. Harry Blanchard and Miss Mildred M. Tibbetts, both of Sandwich, N. H.)

- Concord (NH) Monitor - Thu, Nov 17, 1955 pg. 4



Last Trip Down (1956)
- Image from Alan Wiswell collection / Shared by Doug Wiswell on Facebook

1956

June

Bob Kent begins working at Cog Railway - fires for one year for Jitney and then became an engineer in 1957. *- Kent letter to PUC 1.3.74*

June 9th

Skiing still available: "A dozen acres of perfect spring "corn" snow lie on the east side of this summit (of Mt. Washington) accessible both from the Cog Railway and the Auto Road. The Cog Railway, first of its kind in the world, will start to shake, rattle and roll passengers to the summit Sunday *(6/10)*. It is proud of never having lost a passenger in nearly a century of chugging up and down the 6,288-foot mountain. Col. Arthur St. Teague, a southern gentleman in Yankeeland, has had crews digging his cog railway from winter hibernation for several weeks. Only 12 days ago there was an eight-inch snowfall and the cold weather makes this the latest opening date in years. Unlike the tycoons of ordinary railroads, President Teague, a native of Columbia, S.C., says: "I haven't diesel-ized a single one of my seven old-fashioned locomotives. The public likes us to stick with steam." Although the summit snow field is not expected to last more than two weeks, skiing in (Tuckerman's) Ravine should hold up until Fourth of July thanks to an 80-foot winter accumulation. Because it is a summer operation, the Cog Railway has always attracted a working crew of college boys, teachers and even professors. David Saunders, a Harvard freshman, is the fourth Saunders brother to work on the railroad. The passenger is always right on this railroad, so the management thought it best to tilt the platform a bit to make the transition to level ground less abrupt. However, they also posted "This Platform Is Not Level" signs because some passengers thought they had suddenly developed legs of unequal length."



Engineer Gordon Chase of Lincoln puts aboard a pair of skiis before chugging up to the 6,288 foot Summit. At right is fireman Kenneth Hicks of Whitefield. (1956)
- Associated Press photo - Laconia Evening News - Fri, Jun 8, 1956 pg. 1

- Bennington Banner - Sat Jun 9, 1956 pg. 5

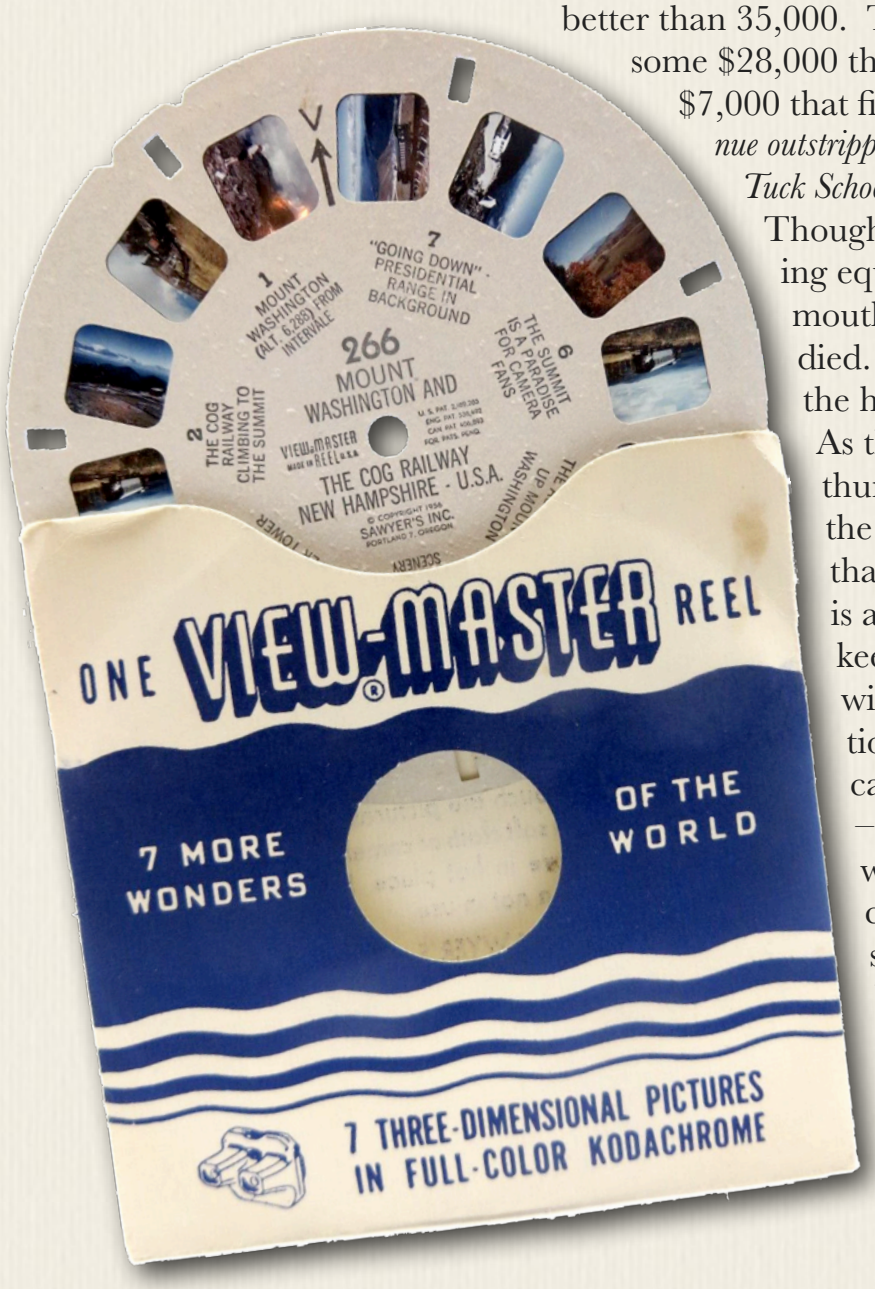
Mt. Washington Committee Eyes Future: "Will the state of New Hampshire be urged to acquire the top of this problem-bedeviled peak? Could the state "make it pay?" Or is that necessary, considering the 75,000 or more visitors – the vast majority from out of state – drawn each year by this 6,288-foot summit? Feeling out this peak's problems at first hand – clouds persisted the whole two-day trip, hiding everything beyond 10 feet – members of the Mount Washington Study committee this weekend discovered: That scientific, commercial and military interests have all but taken over the top; that there is almost no place for the casual visitor. True, the Summit House will be opened this weekend *(6/16)*, but even that ancient railroad station's best friends will agree it ought to be ripped down. Face is, the committee discovered, the Arctic summit of this rockpile is about as attractive as freight yard, which it resembles. And no one is unhappier about the grim conditions than Col. Arthur Teague, the literally indispensable young man whose faith, engineering ingenuity, and experience are sorely taxed to keep the cog railroad steam line running. To some of the committee, the worn-out accommodations, the competition between civil and military interests, the legal tangles of ownership and yet the immense possibilities for future development, offer a challenge. It obviously offers a tremendous modernization and cleanup chore, committee people learned. But first, this peak needs a decision by somebody on its best future. It is this committee's assignment to talk it over, think about it, see the mountain two or three more times, and then make a report to the 1957 General Court. Dartmouth College is the present owner, under the will of Col. Henry Teague – Dartmouth, class of '00, and a famed North Country "character" – but there are complications of Air Force property seizure, and the hard fact that the college property needs modernization and or replacement. The college has already publicly stated that it "is not in the hotel business," and the committee has been informed that it would sell or lease the cog railway and the summit property itself. The committee visited both side of the mountain, started Saturday *(6/9)* morning by riding up the carriage road as guests of the

Mt. Washington Carriage Road company in station wagons. It visited the Mt. Washington Observatory, where the crew headed by "Whitey" Honkala of Salisbury served lunch. It called at the Mt. Washington TV station, WMTW, and it was guest of the Air Force both at its living quarters in the old Yankee Network building and its new $1,500,000 steel and cement icing research structure on the Home Stretch. Sunday, the committee drove around the mountain through scenic Jefferson notch and rode the first train of the cog railroad's 90th year up just beyond "Jacob's Ladder," steepest portion of the line. There was no point in going further because the train had been in clouds most of the way, as was the summit. State Recreation Director Russell Tobey of Concord, as committee secretary, arranged the tour."

- Manchester (NH) Union Leader – Tue, Jun 12, 1956 pg. 22

June 10th

Reporter Details Sunday Cog Trip: "Sitting in a cog railway car 4,600 feet up the western slope of this rugged peak, fog so thick outside the incline track vanishes 90 feet away, is one way to appreciate some of the problems here. So members of the Mt. Washington Study committee discovered this weekend when they held a briefing session near "Jacob's Ladder" with Col. Arthur Teague, railway president. Actually, this was the first train up the line this season, which officially opens Sunday, June 17, with two scheduled roundtrips daily, and others when the demand warrants it. While the wind tugged at the clouds, occasionally ripping away fog so glimpses could be had to steep canyons dropping off the side of the track, Arthur described his battle to keep this far-famed railway going. Trouble is, there isn't enough capital available to make possible a modernization program which would, in his view, double or even triple the line's business. He figures, he told the committee, that three diesel engines – each probably costing $90,000 – would make a 30-minute trip possible to the summit. Today's seven steam locomotives take an hour and half for the three and half mile haul. He figures he loses passengers who do not want to take three hours for the round trip. Back in '31, when the Boston and Maine Railroad gratefully sold the line to the late Col. Henry Teague – leaving 10,000 in the till on which to operate, and taking his note for the sale price – the line hauled a few hundred passengers all summer. *(Ed note: Henry carried 15,124 passengers that first summer nearly 3,800 more than B&M had in 1930).* Last year *(1955)* it carried better than 35,000. The B&M had been steadily losing on the road, dropped some $28,000 the year before sale. But the doughty colonel lost only $7,000 that first year, and $3,000 the next. *(Ed note: Henry reported revenue outstripped expenses by $3,197.49 in 1931, however keeping track of the Tuck School graduate's public financial pronouncements can be vexing.)*



Though the line began to show black ink, the difficulty of keeping equipment going led to a financial arrangement with Dartmouth college, which still held a mortgage on it when Henry died. Under his will, the college inherited the line – including the headaches – which it has said it does not want to operate. As the committee listened to the present railroad prexy – Arthur was protégé, close friend and operating manager under the late colonel, but no relative – the committee discovered that behind the beat up appearance of the line's equipment is a smart, up to date, scientific maintenance program which keeps it running, and maintaining a high safety record. And with the fast disappearance of steam engines from the nation's railroads, Teague has been getting more and more calls to keep his steam equipment. He agrees there is merit – and probably dollars – in the idea, because many folks would come here to ride steam cars for the novelty. If he could speed up regular traffic with diesels and operate a steam train now and then, he figures the line could be in business a long, long time. And with New Hampshire hitched to the "recreation dollar" he believes that would be a good thing."

- Reg Abbot for Manchester (NH) Union Leader - – Wed, Jun 13, 1956 pg. 33

1956

June 14th

Cog Needs Capital - A Local Repurposing: "Mountain Musing: Sufficient capital to make possible a modernization program is a crying need on the famous Mt. Washington Cog railway, Col. Arthur Teague, president, told the Mt. Washington Study committee over the weekend. If he could speed up the regular traffic with diesel engines and operate a steam train now and then for its nostalgic value, he figures the mountain line could be in business "a long, long time." While the committee held a briefing session near "Jacob's Ladder" on the first train up the line this season (it official opens Sunday, with two scheduled round trips daily and others when demand warrants it), Teague said that three diesel engines, each probably costing $90,000, would make a 30-minute trip possible to the summit. Today's seven steam locomotives take an hour and a half for the 3.5-mile haul. Teague figures he loses passengers who do not want to take three hours for the round trip. Dartmouth college, which held a mortgage on the line, on the death of Col. Henry Teague inherited the enterprise and its headaches which it has said it does not want to operate. The cog railroad is one of the White Mts. most famous attractions - last year it carried better than 35,000 passengers." *- Littleton Courier - Thu, Jun 14, 1956 pg. 4*



Cousin Doris pictured in front of Peppersass in October (1956)
- Paul King Collection



July

"Steep but Slow" article by S.S. Wothen - *TRAINS Magazine pgs 38-42*

September 9th

White Mountain Riding Club: "Through the generosity of Col. Arthur Teague, the White Mountain Riding club enjoyed one of the highlights of the year's activities, a trip to the top of Mt. Washington on the Cog Railway for the monthly meeting and a day's outing on Sunday, September 9. Fifty-seven members made the trip. Col. Teague conducted a guided tour of the buildings and facilities of the Mt. Washington weather observatory and the WMTW-TV facilities. Weather was perfect, visibility being exceptional at times. A delicious buffet was served, including lobster, turkey, ham, assorted salads, fresh peas, hot biscuits, soda pop, hot chocolate, coffee and strawberry shortcake. The occasion will long be remembered by the club members who appreciated Col. Teague's courtesy."
- Littleton Courier - Thu, Sep 13, 1956 pg. 8

September 14th

Bob Kent Comes Home: "Robert L. Kent came home Friday *(9/14)* from Fabyan, N.H., where he has been employed on the Mt. Washington Cog railroad this summer." "Miss Shirley Jenks of Essex Junction was a weekend guest at the home of Mr. and Mrs. W. O. Kent." *- Burlington Free Press - Thu, Sep 20, 1956 pg. 7*

September 20th

Ten Percent Behind: "Mountain Musing: Running about 10% behind last year's business, the Mt. Washington Cog railroad looks to a busy fall season ending Oct. 14. With spitting snow on



the mountaintop Sept. 9 and the threat of frozen pipes imminent, the Summit House has been closed; however, for the balance of the season a snack bar will be operated in the old Tip top House, said to be the oldest structure perched on a mountain - built in 1853 and still having the same rugged stone walls. This accommodation, with its heated facilities, an innovation, will be appreciated by hikers, auto road patrons and railroad passengers." *- Littleton Courier - Thu, Sep 20, 1956 pg. 4*

September 25-26th

Mt. Washington Study Committee testimony - Seven of the eleven members of the Committee gather at the Base Station and are taken to the summit by special train. Dr. Vincent Schaefer outlined the history and operations of the Mt. Washington Observatory. Asked about the future of Cog Railway, Dr. Schaefer said he "personally would not like to tee the old steam engines disappear because they are one of the basic attractions of the mountain. He said he would hate to see diesel engines take over" but would like winter transport to the summit "with the same sort of facility." Mt. Washington TV president John Guider told the panel "the Cog Railway and Auto Road both operate on a starvation basis, putting in as little as they can and taking out as much as they can, and sometimes they break even."

October 23rd

Dunc's Black Bears: "Many black bear have been seen along the cog railway track recently, according to Duncan Green, chief engineer on the railroad. On a recent trip between Marshfield and the Waumbek tank he saw several of them crossing the cleared area along the railroad right of way and saw others in the trees. What is bringing them into the open now is unknown since the berry season is over."

- Manchester (NH) Union Leader - – Tue, Oct 23, 1956 pg. 18

December 1st

Mt. Washington Tourist Survey released - results show high negatives to Cog operations - suggests "replacing Cog Railroad with a faster, more modern device with more comfort at a lower cost."

- http://www.nhstateparks.org/uploads/pdf/MountWashingtonSurvey-Dec1956.pdf



1957



Chumley, the Colonel & ?? in Philadelphia (1957)
- Philadelphia Inquirer photo

January 5th

Arthur NH Equestrian Officer: "Ray Marvin of Bethlehem was elected president of the White Mt. Riding club at its annual dinner meeting held at Thayers hotel in Littleton Saturday evening, January 5. Other officers include: Directors Arthur Teague, Fabyan and Esther White, Lancaster. This was the sixth annual meeting of the White Mt. Riding club which has more than 110 members throughout the North Country region. Its yearly program includes 12 monthly meetings, spring and fall horse shows, and two trail rides for the membership. The club is presently promoting a project to eventually have its own club quarters. The treasurer's report showed a balance of $1,031.68 as of January 1."

- Littleton Courier - Thu, Jan 10, 1957 pg. 7

April 11th

Mountain Lights?: "Mountain Musing: Speaking recently before the Whitefield Rotary club, Judge Harold L. Keir of Whitefield declared that a tourist-attracting light on the summit of Mt. Washington would help promote growth of this region in further "selling" the majestic beauty of N.H.'s North Country to outsiders. He noted that promotional schemes are fabulous, especially in Florida, adding, "We here in the North Country are inclined to be more or less dormant - like a tree that breaks out in the spring full of life, we coast along during the summer months and then curl up for the winter." We concur in Mr. Keir's sentiments that a greater appreciation of a flair for promotion would pay dividends. How much the majestic beauty of the Old Man of the Mountain would be enhanced if it could be viewed in a setting of nighttime illumination? Church spires lighted up at night present an unforgettable picture."

- Littleton Courier - Thu, Apr 11, 1957 pg. 4

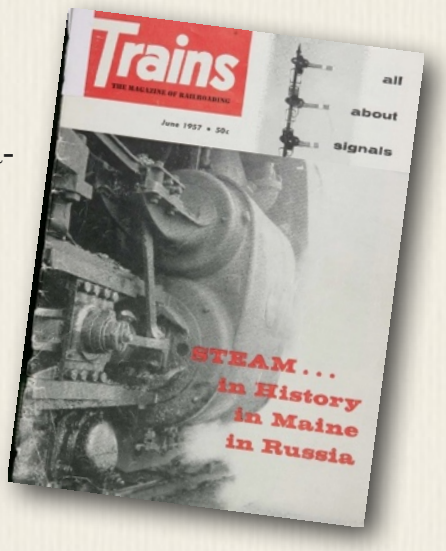
May 9th

Peppersass Model in Boston Bank: "Mountain Musing: A reader tells us that the Home Savings Bank, 73 Tremont St., Boston, has pictures and a model of *Old Peppersass,* the original Mt. Washington cog railway locomotive in its window, along with copies of the now extinct summit daily newspaper called *Among the Clouds*. Alan Frazer in his column in the *Boston Advertiser* said the other day, "Oldtimers will remember that when they rode to the summit in the old days, their names would be printed in *Among the Clouds*, which would then be ready for them to take down the mountain as a delightful souvenir of their visit."

- Littleton Courier - Thu, May 9, 1957 pg. 4

June

"Steam at Sea Level and 6288 Feet Up" article by David P. Morgan - TRAINS Magazine *(right)* pgs 22-26



June 2nd

Railway head, postmaster and house builder: "Arthur S. Teague, of Chestnut Hill, is a practitioner of the full life. A colonel in the Army Reserve, he also is head of the cog railway at Mt. Washington, N.H. He is a postmaster and a house builder. He has six children, four horses, one pony, two dogs, a cat and a bird, and finds time to romp with them all. Teague has lived in Chestnut Hill since 1950. He built his own house and enjoyed the experience so much that now he is building homes for others. Teague *(above)* and his wife, Ellen, and their five daughters - Jane, 13; Margie, 10; Fannie, 9; Anne, 7, and Lucy, 3 - and son, Charles, 2, enjoy horseback riding. That is, all ride horseback except Charles. He rides the pony."

- Philadelphia Inquirer - Sun, Jun 2, 1957 pg. 174

July 14th

OWLS & Mr. Sullivan?: "Some 45 members of the OWLS (Order of Women Legislators) enjoyed a trip to the summit of Mt. Washington and other attractions this week. The group was taken to the summit by bus Monday *(7/14)*, and conducted on a tour of the area which was in the clouds, with temperature at 39 and the wind blowing at 41 mph. Sen. Lamontagne of Berlin and Mr. Sullivan of the Summit House entertained the group." *- Littleton Courier - Thu, Jul 17, 1959*



Busy day at the Base Station (1957)
- Whitney Family Collection

July 27th

Spur Line Mogul No. 494 : "*Old 494*, as sparkling bright as when it was built in 1892, was enshrined today *(7/27)* in this famous, and still active, railroad junction. U.S. Sen. Ralph E. Flanders, himself an old railroad fan, made the dedication speech. *Old 494*, a crack locomotive in the gay '90s on the Boston-Portland run, was enshrined on the grounds of the Hartford Municipal Building *(in White River Junction)*, the birthplace of Vermont's first railroad. The junction is a part of Hartford. *Old 494* was built in Manchester, N.H., in 1892. After serving on the Portland-Boston run "he" was relegated to Boston commuter service. As age advanced Old 494 was bumped by junior engines to such tasks as hauling coal to the base of the Mount Washington cog railway. In 1938 the old engine was retired to a Portsmouth, N.H., siding and added soot and dirt to his already tarnished parts. There he was spotted by the enthusiasts who renovated the engine and placed him on exhibition at the New York World's Fair. After those days of glory *Old 494* appeared headed for the scrapheap until the Enthusiasts again came to the rescue."

- Boston Globe - Sun, Jul 28, 1957 pg. 28

August 17th

Philbrook Paine's 1st Ride: ""Simultaneously this week, I became an honorary conductor on the world's first mountain-climbing locomotive and made the three and one-quarter mile ascent of Mt. Washington in one of the New Hampshire's oldest, most unique, nosiest and most preposterous contraptions ever conceived of by a native son. I refer, of course, to the Mt. Washington Cog Railway. As an honorary conductor I am entitled to ride on *Old Peppersass*, an historic vehicle that has been put permanently on display here as a monument to Granite State genius, and unquestionably will never move again. I am satisfied, nevertheless. Of the several hundred passengers who made the rewarding trip one day this week, this *Sunday News* reporter was the lone representative of a state that spawned a man so visionary, so impractical, so foolhardy that his idea has been copied all over the world. A pioneer, moreover, whose fantastic reams are still carrying 35,000 happy vacationists to the top of the highest mountain in the northeast every summer. It required nearly half a century before I got u enough steam to try out Sylvester Marsh's invention, and there may be others in the state who have been just neglectful. In



"This photo was taken around 1957. Irene Scanlon and her husband Louis from Meriden, Connecticut are spending their honeymoon in the White Mountains. They took this photo before they took a cog ride."
- Irene Scanlon Collection via Robert J. Girouard / NH Then & Now



George Skrzpek, Paul Saunders & Gordie Chase with the No. 1 on the Base Switch (1957)
- Paul Saunders photo / Kent Family Collection

a moment we are going to climb aboard one of these incredible monsters and make the ascent of Mt. Washington in the most intelligent way…. By purchasing a ticket at the base station here, and one can view living history at first hand. The last new engine was built in 1908, and the single coaches, carrying 48 passengers appear to be of the same vintage. However, according to President Arthur Teague, some of the locomotives have been so completely rebuilt that the only original part still remaining is their numbers. The trains leave on the hour throughout the day from the base station here, and when traffic is heavy two sections are run. As many as six trains may be on the mountain at one time, and if the air is clear their relative positions may be ascertained at any time. I got a seat on a coach that was completely filled for the 10 a.m. run and counted myself lucky. Approximately 500 out-of-state cars were already parked at the base station, and hundreds of people were anxious to get aboard. The youthful crew climbed on, and without further ceremony Mr. Marsh's invention took off in a cloud of smoke, steam, rattles and passenger exclamations. To describe the sensation of riding on the world's first cog railway, the best comparison is the feeling of an automobile jumping its hind wheels on a steep, sandy hill. During the first few minutes, you are very conscious of this, but then you forget about it. Immediately after leaving the base station, the trains start up a 25 percent grade, and the tiny engines with the slated boilers puff and blow like an old-time 18-wheeler on the Great Divide. There is a good reason for this. Each locomotive has two separate engine with four cylinders, driving two cog wheels. These mesh into a continuous strip of metal teeth all the way to the top. Under President Teague, some sections of the track are currently being modified slightly to cope with snow, but otherwise the roadbed is the same as it was at the beginning. In addition to the peculiar rake of the boiler, the seats in the coaches are slated so that passengers sit level at all times. After a few minutes, this becomes deceptive, and a cigarette, for example, that is dropped on the floor rolls to the back end before it can be stamped out. After passing over the first drastic pitch, the track levels off slight before assaulting an unbelievable incline. "Very tame," one passenger commented, getting his color back. After 20 minutes, the train stopped beside a wooden tank and took on water. It was during this interval that the conductor – brakeman, Danny Hourihan, a high school senior from Wells river, gave his prepared spiel. With a fresh supply of water, old No. 2 wheezed on with renewed vigor. By 10:30, the trees began to thin out, and scrub took over. At this point, 600 feet above from the base station, the windows began to fog up, and 48 people simultaneously predicted that the top of the mountain would be covered with clouds. They were all correct. After 45 minutes, the scrub peters out entirely, and is replaced by a short, tough grass and granite boulders. At the end of approximately an hour, the train pulled up short at the Summit House and everybody got off. Roofs were covered with ice from the freezing temperatures of the night before. It was then we met the engineer, Robert Kent, a school teacher from Essex Junction, Vt., and the fireman, Dave Saunders, a Harvard junior. Another Harvardman, Peter Lund, manages the Summit House, and I questioned President Teague about this when we got back. Despite the fact that the railway is owned by Dartmouth College, not many Hanover undergraduates apply for summer jobs on the railroad. Most of the operating personnel come from high schools, colleges and the teaching professions. Apprentices start at $150 per month with board and rooms, while seasoned engineers earn from $1,500 to $2,500 per season. Including the maintenance crew at the base, the road employs 51 persons, breaks even, and is regulated by the N.H. Public Service Commission. Since its first owner, Mr. Marsh, it has only had three other proprietors. These included a group of large railroads,



—Presby Photos

SOME OF THE WINNERS IN THE SILVER ANNIVERSARY SUGAR HILL HORSE SHOW held Sunday are shown above. Top, Miss Margaret Teague, 11, of Mt. Washington Base is shown receiving a replica of the Schulhofer Memorial trophy from Mrs. Max Schulhofer, for winning the Junior Equitation division, her second annual victory. The Schulhofer trophy was given in memory of the late Mr. Schulhofer by devoted friends. The replica was given by Mr. and Mrs. Bernard Fischer of Forest Hills hotel and Rydal, Pa. Also in photo is Robert Hayward, assistant ring steward. Second panel, winner of first prize in the Colonial Parade feature, Mr. and Mrs. Harold Davis and family of Jefferson, their "Sightseeing in the White Mts. Before 1910" entry including a matched pair of buckskin driving horses and a surrey. Bottom picture, Arthur Titus of Littleton, riding "Miller's Admiral" owned by Mrs. Woodland Kahler of Littleton, winner of the Open Morgan performance class, receives the award from Adj. Gen. Francis McSwiney of the N. H. National Guard, officiating at the presentation ceremonies in the absence of Sen. Styles Bridges, who was prevented by illness from attending the show. Miller's Admiral is a get of Upway Ben Don.

- Littleton Courier - Aug 15, 1957 pg. 9

Col. Henry Teague who took over in 1931 (a distant relative of the current president) and Dartmouth College which held the mortgage on it. After a wait of half an hour at the Summit House, during which time passengers mailed postcards from "New England's highest Post Office," drank coffee and ate sandwiches, No. 2 started the descent and passed out of the clouds within five minutes of leaving the top. The trip down requires about an hour, but the ride is more gentle, the smoke less, and views into the valleys far below superb. Envious hikers watched our descent all along the roadbed. At the bottom, several hundred more passengers were waiting to go up, and the train crew hastily took on water, procured lunches in paper bags, and started back. President Teague was waiting to show me a newly-designed coach made of aluminum and special steel that will carry more passengers for the same weight. It is being constructed, like all the rolling stock, in the base station shops. However, despite its singular progress, President Teague believes that there will still be many passengers who will prefer the old coaches. He may be right. Base on my own experience, the Mt. Washington Cog Railway is living history, and no amount of cinders, smoke, rattles and pandemonium is going to detract from the sound of the past in those four roaring steam cylinders and the ancient hardwood of the coaches."

- New Hampshire Sunday News – Sun, Aug 18, 1957 pg. 9 & 36

September 1st

Breakdown strands 30 or 35 for three hours at Jacob's Ladder during the ascent. George Wilmot was running the front end of the double-header. Jitney followed in the Six that broke down just below Jacob's. Jitney used a ratchet-lifter he invented to move the Six forward just enough to begin a safe descent. Wilmot didn't like the idea because he "had a wife and kids" Jitney got a $25 bonus because the lifter worked and the train went down without having another come up to rescue. *Boston Globe* newspaper article talks about a "broke binder on a main bearing." Col Arthur Teague said "the train could still have gone up or down but it's our policy never to let them run without full facilities. They just had to wait there until the work train got up." "I gave 150 people their money back and told them to go out and have a steak dinner," Col Teague said after all were safely down."

- Bridgeport Post - Newspapers.com / Boston Daily Globe, Sept 3, 1957 pg. 1

Repairs Made on Sunday: "Repairs were made to a crankshaft on a Mount Washington Cog Railway locomotive Sunday *(9/1)* afternoon while the train was located on Jacob's Ladder, the steepest part of the mountain line. The mechanical difficulty developed about 4:30 p.m. All 30 passengers remained calm aboard while the repairs were made, and, together with 70 more who were on the mountaintop at the time, were returned to the Base Station by 7:45 p.m. All tickets were refunded because of the incident. Col. Arthur Teague estimating the cost to be about $1,000. The safety of the passenger son the disabled train came first in the decision to have them remain aboard while the repairs were made by a crew that came to the scene on a work train. It is the management's policy not to let its trains operate without full fa-

cilities, although each is provide with numerous safety devices."

- Littleton Courier - Thu, Sep 5, 1957 pg. 1

September 7th

Not Third Highest: Letter to the Editor: "A Page 1 news story in your paper *(Union Leader)* relative to train breakdown on the Mt. Washington Railway states that Mt. Washington is third highest peak in easter United States. Wrong! Officially it is the fourth highest. Mt. Mitchell at 6,648 is the apex of the East, followed by Kingman's Dome in Tennessee at 6,644. Third place goes to Mt. Leconte, also in Tennessee, at 6,429. Mt. Washington ranks fourth at 6,2888. Incidentally, there are six other unnamed summits or knobs in the Breat Smokies that exceed Mt. Washington in height. Really, Mt. Washington rates only 10th place east of the Mississippi. signed: *C. F. Berry*, D.C. - Manchester."

- Manchester (NH) Union Leader - Sat, Sep 7, 1957 pg. 7

September 10th

White Mountains Region Legislation: "The White Mountains Region association held its 20th annual meeting Tuesday *(9/10)* night at the Crawford House. Guest speaker at the dinner meeting ws Charles Crangle, new planning director of the State Planning & Development commission, whose address was entitled, "The Next 20 Years in the White Mountains." Mr. Monahan's report on legislation affecting the Region is as follows: Recreation developments in the Lakes, Monadnock and Seacoast Regions received substantial consideration in both houses of the General Court, but the recreation needs in the White Mountains Region were not overlooked: Mount Washington - SJR 10 Study Committee appointed by Governor in 1955 authorized to continue its investigation of State participation in some form in operation of Cog Railway and Summit House and $2,000 appropriated to finance the study."

- Littleton Courier - Thu, Sep 12, 1957 pg. 1 & 12

September 14th

Packard Urges Private Sale: "State Sen. Norman A. Packard said yesterday *(9/14)* the state should step aside and pave the way for "private interests" to buy the cog railway and other Mt. Washington property from Dartmouth college. Packard charged last week that Dartmouth was seeking to "unload" the property on the state for more than a quarter of a million, even though it might bring relatively little in the open market. College have since confirmed the state has been given a price of $274,000 for the picturesque cog railway, the Summit hotel and some acreage on the summit of the mountain. John Meck, vice president and treasurer at Dartmouth told the Sunday News the college's financial investment in the property is limited to the $100,000 mortgage it held at the time of the death of Col. Henry Teague, who bequeathed it to the Hanover institution. But Meck said college officials feel it is their duty and "legal responsibility" to get full value for what was left to Dartmouth, and that $275,000 would represent what the property is worth. He added the college had received "several nibbles" for the property from private interests but wanted to give the state "first refusal." "I think the state should decline the privilege," Packard said, "and pave the way for private interests to buy it." He gave two reasons: "First, purchase by an interest other than the state would assure that the taxpayers wouldn't get stuck to a tune of more than a quarter of a million dollar," Packard said. "Secondly, operation of the cog railway by a private interest would set up a comparison that would serve as a very good yardstick to measure the efficiency of the state Recreation Department's operation of the tramway at Cannon mountain and other facilities." Packard declared that the Recreation Department's "paper profit" in the operation of the tramway at Cannon Mountain is "misleading" because there is no capital



Air Force dorm under construction at Climatic Lab (1957)
-Conrad Ekstrom Jr. Collection

investment involved. "The same would be true at Mt. Washington if the state bought the Dartmouth college property," Packard said. "The Recreation Department would no doubt show an operating profit once the property was turned over to it." Packard said the purchase and operation of the cog railway and other Dartmouth property by a private interest would benefit the state without any risk to the taxpayers. He reiterated that he will lead a fight in the Senate to block any appropriation for the purchase of the Dartmouth property by the state. Failing that, he said, he will push for an independent valuation of the property "before the state lays out as much as one penny for it."

- New Hampshire Sunday News – Sun, Sep 15, 1957 pg. 22

September 19th

Base Road Construction Budgeted: "Funds were included in Governor Dwinell's highway budget for improving short sections of substandard secondary or farm-to-market roads. Projects totaling $150,000 on the secondary highways in Division 2 have either commenced or are in the planning stage and it is hoped that wether conditions will permit the completion of all before winter. A list of the projects follows: Mount Washington Base road - Correct poor alignment near Bretton Woods Choir Camp."

- Littleton Courier - Thu, Sep 19, 1957 pg. 1

October 7th

Alpine Trim: Reg Abbott column – "Add this to your color chart: "Mt. Washington Green." It seems the governor's Advisory Committee on the mountain had been asked, among many other things, to select a color which would harmonize with the peak's Alpine surroundings, for interior trim in the climatic project lab. So, according to data from Bob Monahan, Dartmouth forester who keeps an eye on the college holdings up there, the selection was a gray-green blend resembling the characteristic color of the lichen-encrusted boulders above timberline. Plans are afoot, Bob says, to paint other summit structures with the color – including at least one of the cog railway cars." *- New Hampshire Sunday News – Sun, Oct 7, 1957 pg. 15*

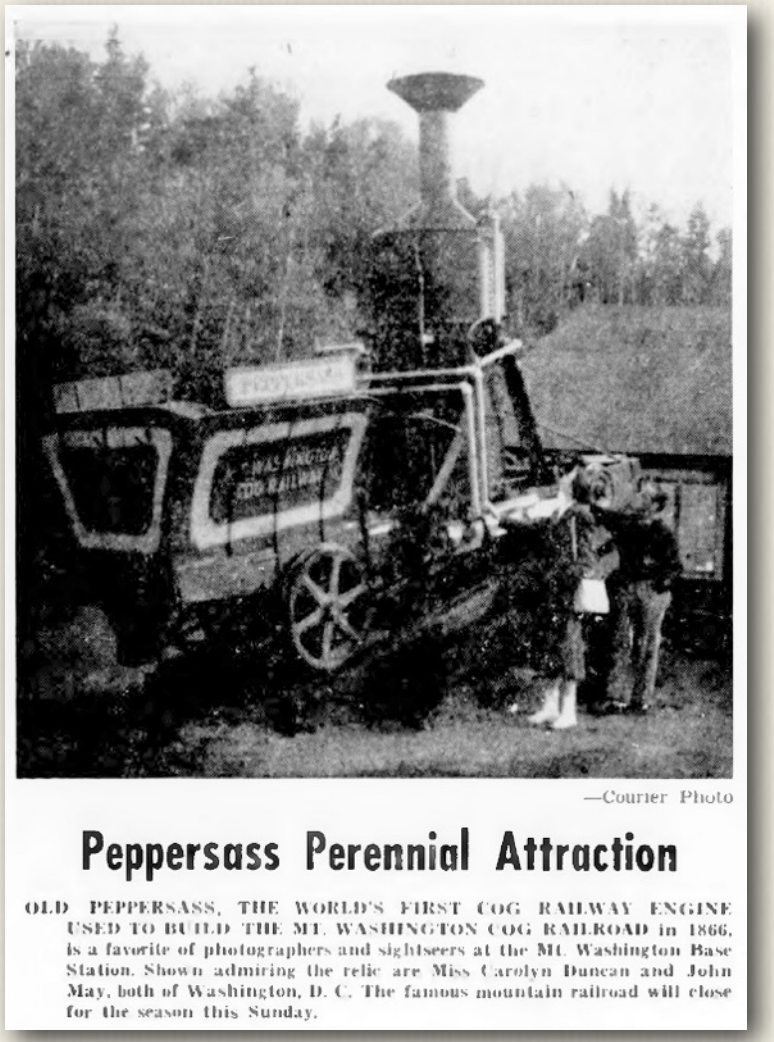


This exclusive Courier photo shows the Mt. Washington Cog Railroad's new aluminum and steel passenger car as it made a brief appearance outside the car shops this week. Still under construction, the car will be placed in use next season, the first of several the line expects to construct which will eventually replace the wooden cars now in use on the famous mountain ride. Its trim lines can be compared with that the conventional wooden car on the train ahead (Oct 1957) - Photo by Presby

October 10th

Preview of New Cog Railroad Coach: "Cleaner, faster, smoother, quieter. Those are features that passengers on the famous Mr. Washington Cog railroad will be able to enjoy when an aluminum and steel passenger car is placed in service on the mountain line next season. The result of three years of research, the car which is still under construction was designed by Edward L. Chumley of Springfield, MO., a retired welding engineer, and Mgr. Arthur S. Teague. It was brought out of the car shops for a brief period this week and sightseers who happened to be at the Base at the time were impressed by its trim lines. The cog railway operates six wooden cars, the last of which was constructed in 1938. It is planned that eventually these all will be replaced by new

ones. "The public has indicated a preference for steam trains and they'll remain as long as they are wanted. There has been a demand for improvements in the passenger cars and our planning for the future will meet this demand," Mr. Teague said today. He said that the new-type car has been worked on and tested for the past two years, "with a little of Laurence Whittemore's Yankee ingenuity." The labor that has gone into the construction has been supplied when the mechanics' time was not necessary for other operational demands. The new car has the modern look, with large Aerolite safety-glass windows, the same glass as is used in airplanes, and offering three times as much glass area as the old cars. The windows set in rubber will be stationary so that coal soot will not enter the car in all directions. Two side door windows and one front window will open, and will be in control of the brakeman. Ventilation will be provided by exhaust fans in the roof. The car has roller bearings with a thin rubber mounting to cut down on vibration and noises. The main frame is of high tensile strength steel on which is construction of the car of aluminum extrusions and sheets. The axles are of hard and tough steel with the same specifications as used in airplane crankshafts. Two cog gears are newly designed of cast steel so that the car can be operated in six to 12 inches of snow with a self-clearing feature in the throat of the cog tooth. The coach will accommodated 56 passengers instead of the 48-capacity of the wooden vehicles, and the bumper by which the engine will push the car up the mountain is made of rubber rather than wood and steel. The brake drums will be smaller in diameter so they will not drag in light snow at the switches, and they will be twice as wide as the old ones to provide additional power. The brake shoes will be lined with heavy molded truck-type friction brake lining. The brake drums and shoes are products of the Thompson Mfg. Co. of Lancaster. The coach has been designed with a lower silhouette so that high winds won't force operation curtailment as quickly as is now necessary. It is estimated the coach will weigh 1,000 pounds less than the old cars, with an eight-passenger additional load. The passengers' comfort will be assured with foam rubber cushions, seats and backs. The new car will be steam heated. The car will be in service July Fourth of next year, Mr. Teague told *The Courier* today. The cog railroad will close Sunday after a successful season that has seen some 38,000 passengers carried to the top of New England - about 10% ahead of last summer." *- The Littleton Courier - Thu, Oct 10, 1957 pg. 1 & 4*



—Courier Photo

Peppersass Perennial Attraction

OLD PEPPERSASS, THE WORLD'S FIRST COG RAILWAY ENGINE USED TO BUILD THE MT. WASHINGTON COG RAILROAD in 1866, is a favorite of photographers and sightseers at the Mt. Washington Base Station. Shown admiring the relic are Miss Carolyn Duncan and John May, both of Washington, D. C. The famous mountain railroad will close for the season this Sunday.

- Littleton Courier - Thu, Oct 10, 1957 pg. 7

October 13th

New Hampshire ***Profiles magazine conducts poll*** as to whether Cog Railway is "out of date" and should be replaced by a monorail for $1.2-million

- New York Times - Oct 13, 1957 / Modernization Poll N.H. Profiles

October 14th

Regional Promotion Considered: "A significant meeting was held Monday *(10/14)* at Barker Brook Lodge on the Littleton-Bethlehem road, when the attractions operators of the White Mountain area sat down together for the first time to discuss the possible formation of an association for the joint promotion of their various business interests. This initial session was held under the auspices of the White Mountains Region association whose executive secretary. David S. Cassedy of Woodsville acted as temporary chairman. It was decided to appoint a special committee to Investigate various forms of cooperative action that might be taken this winter and report to a second meeting of the group within 30 days. During the afternoon meeting it was pointed out that regional groups of this kind are being formed all over the country as attraction operators come to realize the advantages of pooling their resources to compete for the tourist dollar in a rapidly changing economy. These attending included: Arthur S. Teague, Mt. Washington Cog Railway."

- Littleton Courier - Thu, Oct 17, 1957 pg. 1

November 24th

"Soot and Cinders Win Out" ***modernizing is vetoed*** by public opinion poll however new aluminum passenger car is on the way and a new steam boiler has been ordered

- New York Times - Nov 24, 1957 / Poll results

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1957 Season*** - Operating Revenues: $142,322 - Operating Expenses: $128,419 - Railway Tax: $10.420 - Net Income: $5,918 - *(Does not include Marshfield and Summit House operations.)*



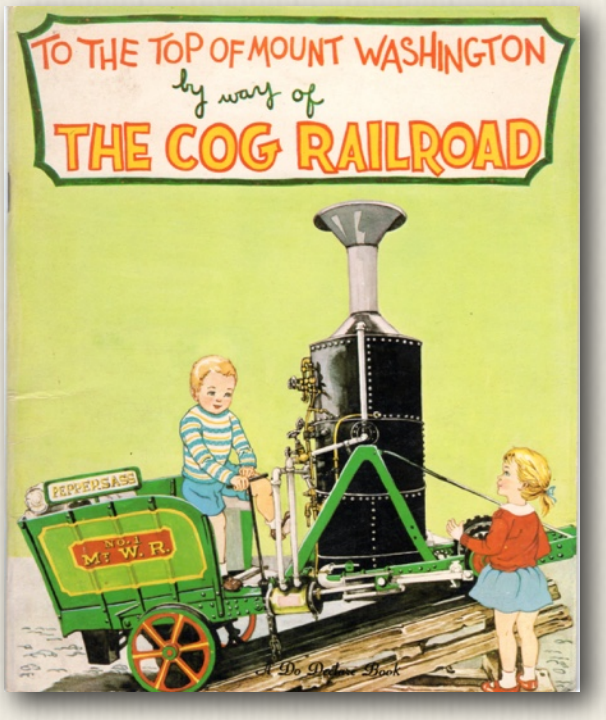


Mrs. Jitney's younger brother visited the mountain in 1957 and captured these two images. Train arriving at the Summit (above) with a hut boy & fresh laundry for overnight guests and an early evening view (right) of the Mountain from the end of the Jitney's driveway. (1957)

- Paul Whitney photos / Lewis Family Collection

1958

A 28-page children's book, *To The Top of Mountain Washington by way of The Cog Railroad* by Lula A. Shaver - Illustrated by Topsy Samuelson - A Do Declare Book *(righ)* is published by Prior King Press, Inc. Middletown, New York *- Jitney collection*



April 3rd

Recalling Dad's Flatcar Ride: "Mountain Musing: Eugene Snow of Littleton recalls how his father, Fayette Snow of Littleton in company with five other teen age youths rode to the Summit of Mt. Washington on a load of lumber on a flatcar the day the road was finished - Saturday, July 3, 1869, returning to the Base on foot. On the next day - the Fourth - the elder Snow recalled that there was an excursion to the Summit which evidently was the beginning of paid passenger service over the Cog road, although Mr. Snow paid his fare the day before for his "lumber ride" to the top - which, by the way, was also the first time he had ever ridden on any railroad. He died October 5, 1932." *- Littleton Courier - Thu, Apr 3, 1958 pg. 4*

April 27th

Good Summer Expected: "Resort people in New Hampshire's vacation country say it's going to be a great summer. They say so with confidence and optimist. Last year they saw the best warm-weather vacation seasons yet in a state that can trace its history of providing good hospitality back more than 150 years. Furthermore, mountain resort places which stay open for the cold weather season are still enjoying the best winter on record since skiing became a major excuse for taking a vacation. New turnpikes between New Hampshire and metropolitan areas take credit for part of the increased interest in the Scenic State's lake, mountain, seacoast and rural countryside. Most of the credit, however, goes to the fact that New Hampshire gets an extremely high volume of repeat business.... In general, the state is a checkerboard of active vacation colonies separated by comparatively undeveloped areas... Some of the tourist attractions are small and of interest to people who have certain interests. Others have wide appeal to young and old alike. In the latter category is the new 6800-foot gondola tramway at Wildcat Mountain, Pinkham Notch... Other up-mountain devices which support New Hampshire's boast of having the most accessible summits in the U.S., include the Mt. Washington Cog Railway... Mt. Washington and several other peaks also have motor roads to their summits, yet so well is New Hampshire supplied with mountains that there are hundreds of miles of wilderness trails to reote crests for the hiker who prefers solitude." *- Boston Sunday Herald - Sun, Apr 27, 1958 pg. 101*

May

First aluminum passenger coach *"Chumley"* ***built*** at the Cog shops is dedicated. Work began in 1955 by Edward Chumley and Ellen Teague's nephew, David Morgan.

- I Conquered My Mountain by Ellen Crawford Teague

May 10th

Judge Keir Remains Hot on Lights: "Letter to the *Courier* Editor: I read with very much interest your editorial, "Let There Be Light On The Old Man." I thoroughly believe that the State of New Hampshire and more particularly we here in the North Country are dormant to the assets in scenic beauty that are ours to enjoy and which should be enhanced so as to attract out-of-state tourists, making all of our natural assets known all over the country. After covering much of the United State and Canada the past year, I have been impressed by the use of illumination of interesting projects such as the night lights in five colors lighting up Grand Coulee Dam, which cost thousands of dollars - made possible by a Congressional appropriation for a tourist attraction. Of course we have had the lights at Niagara Falls for many years, making the Falls more beautiful at night than in the day. Thousands of tourists view the Old Man every year, but he can be seen only in the daytime. Some time ago I had occasion to speak about installing perpetual lights on the summit of Mt. Washington. There again, some revolving light that would be seen hundreds of miles from the four points of the compass would be an asset to the whole White Mountain region. It would also be a beacon and act as a safety factor to aviation, likened to a lighthouse on our coastline as an aid to ships at sea. Now is the time to be fully aware of our assets

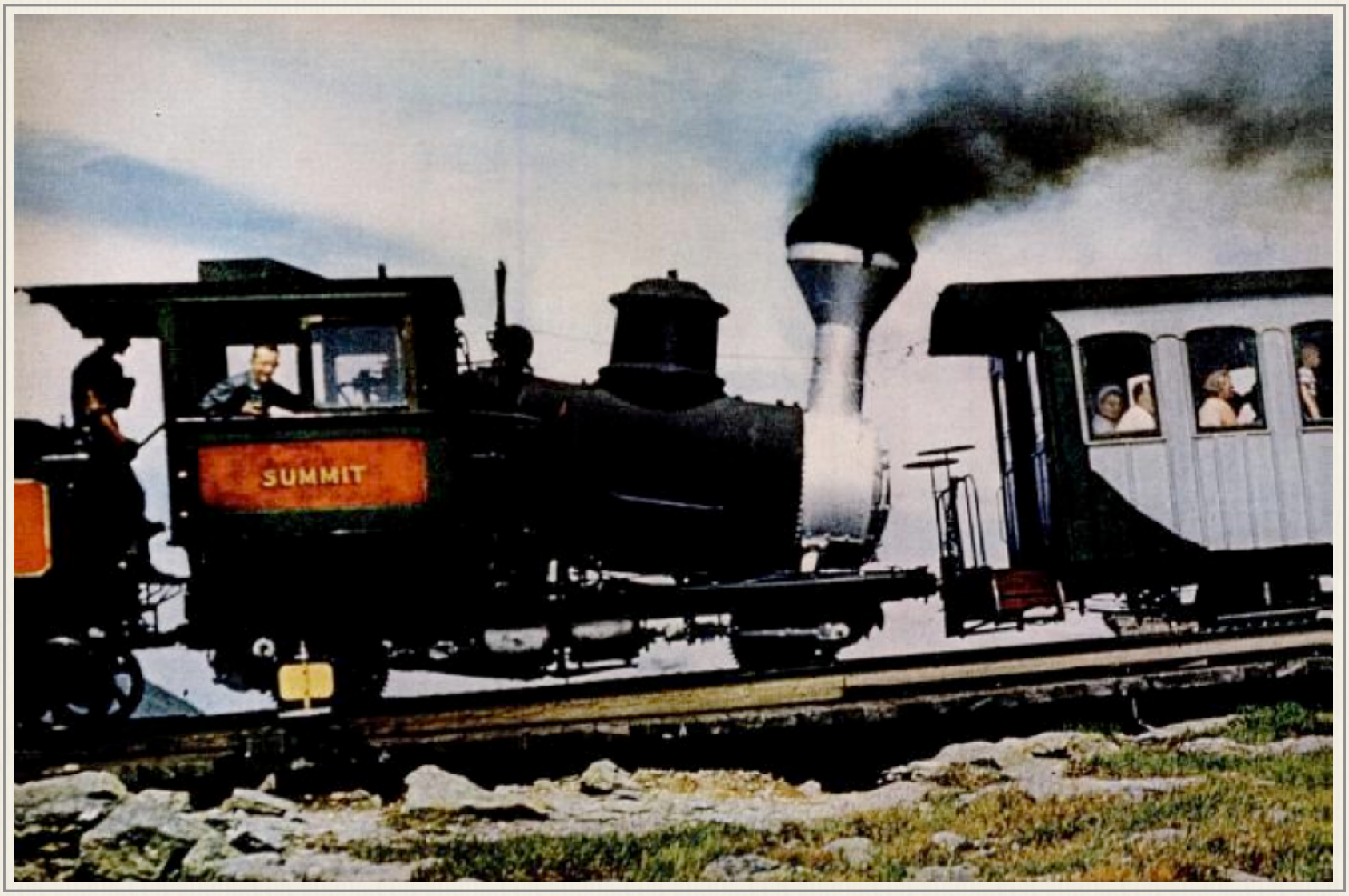
and awake from the dormant state that we have been in for so many years. We should go out after those tourist dollars by doing something occasionally to improve and make a change in what we offer. We must be aware that other sections of the country are spending thousands of dollars to attract vacationists. - H. L. Keir, Whitefield, N.H."

- Littleton Courier - Thu, May 15, 1958 pg. 18

May 22nd

Teague Back in Town - The Buck Stops Here?: "Mountain Musing: Just arriving back in the White Mts. to direct maintenance work at the Mt. Washington Cog Railroad, Col. Arthur Teague was given a shocking welcome this week by a good-sized deer that jumped in front of his car on the Twin Mt.-Whitefield highway. He managed to get to Whitefield with his car crippled by $150 worth of damage."

- Littleton Courier - Thu, May 22, 1958 pg. 4



May 26th

Cog Railway LIFE Magazine cover featuring No. 6 *Great Gulf* is ***bumped*** when Vice President Richard Nixon is attacked in Caracas, Venezuela - Photo shoot conducted summer of 1957 for a New England Tour feature in the spring 1958 issue. Interior photo of No. 4 *Summit* pushing through Skyline Switch *(above)* as part of a double-header remains in the magazine.

- *https://books.google.com/books?id=vVMEAAAAMBAJ&lpg=PP1&pg=PP1#v=onepage&q&f=false*

May 30th

Season Starts: "Nearly a score of New Hampshire's most popular tourist attractions have told the State Planning and Development commission that they will start the season's operation during the Memorial Day weekend. The list includes: Mt. Washington Cog Railway, Fabyan (weather permitting).

June 26th

Eyes Wide Open: "The recent tour through the mountain attractions for information personnel resulted in quite a bit of "eye-opening," according to tour director D. S. Cassedy, of the White Mountains Region association, Woodsville. Starting on Wednesday, June 26, the group visited the Base Station of the Mt. Washington

Cog Railway, where Col. Arthur Teague was host. From there, they went on to Storyland at Glen, to tour that place. Overnight stop was the Cranmore Inn at North Conway. The results of the tour, according to Cassedy, were all that was hoped for. Many of those taking part knew of the nature of these Region attractions only from folder and word-of-mouth information, the latter often erroneous. Having viewed them in person in many cases resulted in radical revision of opinion, and all will not be able to provide more accurate impressions to the visiting tourists whose expenditures so heavily support the economy of the White Mountains and New Hampshire"

- Littleton Courier - Thu, Jul 17, 1958 pg. 20



Faye Emerson Goodwill Ambassador

THE MT. WASHINGTON COG R.R. AND SEVERAL OTHER WHITE MTS. ATTRACTIONS received nation-wide publicity through a special New England section in "Life Magazine." Life emphasized the importance of New England in the vacation travel field, by sending actress Faye Emerson as a goodwill ambassador to call on each of the six New England governors and other "key" members of the vacation travel field. During her visit to Concord, Miss Emerson paused in front of the statue of Daniel Webster on the State House lawn to pose for this picture. Shown, left to right, are John Morton, commissioner, Dept. of Public Works and highways; Miss Emerson, Angelo Arata of Concord, representing the Granite State Restaurant association; Governor Dwinell, Douglas Scammon, Speaker of the House; Mrs. Dwinell and David Cassedy, executive secretary of the White Mts. Region association. The little girl in the foreground is Miss Cavanaugh, who presented flowers to Miss Emerson and Mrs. Dwinell.

- Littleton Courier - Thu, Jun 12, 1958 pg. 18

July 3rd

Jersey Girl Scouts: "Forty Girl Scouts from south Jersey and their leaders returned recently to the White Mountains by bus for their annual trip, making Hilltop cabins at Twin Mountain their headquarters. The group is sponsored by the Owens-Illinois glass company of Bridgeton, N.J. At Mount Washington, the girls were welcomed by Arthur S. Teague, and enjoyed a trip up the cog railway." *- Littleton Courier - Thu, Jul 3, 1958 pg. 4*

Mountain Climbing Beaver: "The Observatory on top of Mount Washington recently telephone Conservation Officer Paul Doherty of Gorham to tell him they had a beaver closeted in the their cellar. It seems one day during the high winds (which reached 100 miles an hour one day on the top of the mountain) the beaver was seen wandering around on top of the mountain, apparently in a very confused state. The mountain was covered with snow and ice and it was necessary for Doherty to use a four-wheel drive Jeep to reach the Observatory. Paul transported the two-year old beaver to the valley below and released it. When set free it moved as though stiff in all its joints and its feet and tail were red and raw from wandering over the rocks. Doherty speculated that the beaver - which has a natural instinct to follow one watershed to another - had probably followed a trickle of water and when this had petered out, the animal just continued to climb higher. A similar incident occurred on Mount Washington about 10 years ago, but at that time the men at the Observatory did not catch the beaver. They set a pan of water out and the beaver soaked its feet in it for short time and then continued on its way."

- Littleton Courier - Thu, Jul 3, 1958 pg. 6



Paul Martin Zanet
Brilliant Student

July 19th

Couple Die on Mountain: Paul Zanet *(left)*, 24, Dorchester, MA and Judy March *(right)*, 17, Dorchester, MA died from hypothermia in the Presidential Range. The mountain was in clouds. They had tennis shoes and shorts on and were not dressed for conditions above the tree line. Barbara Whitney Lewis (Mrs. Jitney) tried to talk them out of hiking to the summit as they perused items in the Marshfield gift shop. Jitney was at the Summit as the bodies were brought over to be taken down the Auto Road - the young woman's body was reportedly still warm.

- MWOBS death page plus Jitney's recollection



Betty Judith March (1957)
- Cambridge Academy yearbook

Young People Lose Lives: "Death from exposure and exhaustion was the medical referee's verdict in the tragic death on Mt. Washington Sunday of two youthful mountain climbers. The victims were identified as Miss Judy March, 17, of Dorchester, Mass., and Paul Zanet, 25, of Clifton, N.J., and Brookline, Mass., a student at MIT. The bodies were found Sunday afternoon by another hiker, John Zimmer of Westerville, Ont. The pair, dressed in light clothing, were reported to have left their car at the base station and to have begun hiking up the mountain Saturday afternoon. they were reported missing that evening and a search was instigated by AMC officials. The bodies were found huddled under a ledge, off the Crawford Pass trail, about a quarter of a mile from the summit. Temperatures were reported as low as 39 degrees late Saturday night and winds raced across the mountain at 70 mph." *- Littleton Courier - Thu, Jul 24, 1958 pg.1*

Death on Mt. Washington: "The Lakes of the Clouds Hut on Mt. Washington clings to barren rocks just above 5,000 feet on Mt. Washington. On Sunday the 20th of July in 1958, two of us, I, Chuck Kellogg and Greg Prentiss, who were on the AMC crew working at the hut, contemplated another stormy day, but one that called for another pack trip to the summit of Mt. Washington. Food and gas supplies were required for anticipated crowds in the coming weeks. There was no opportunity for a day off from packing in late July. The wind was high and yesterday's pleasant weather had given way to roiling fog, not an unusual circumstance on the Presidential Range of New Hampshire. Chuck and Greg thought an enjoyable break from the routine of climbing up the Crawford Path in that weather on the summit would be to descend the Ammonoosuc Ravine Trail (3.1 miles) to Marshfield where the base station of the Cog Railway was located. There they could catch the cog to the summit and avoid the same monotonous pack trip climb in the wind. The descent was steep and marred by slippery rocks. Greg's Vibram soles were slipping unpredictably while Chuck's new Limmers with edge nails and hob nails were not much better, but were more predictable. This slowed their progress but they got down with no bad falls. They were lucky to get an ascending cog ride, filled with hopeful paying passengers who thought the summit just might be above the clouds!

On arriving at the Mt. Washington Observatory near the Tip Top House, where Lakes supplies were stored pending their being packed down over the treacherous, wind -swept rocks between the summit cone and the hut on the southwest flank of the mountain, they heard that two young hikers from Dorchester, MA were overdue and feared lost. This was serious as it was reported they had started up an exposed trail northwest of the Cog Tracks, the Jewell Trail *(5.1 miles)*, and had not been seen since the previous day. Those who had seen them at the base station did not think they were properly dressed for climbing above tree line and they did not appear to have back packs or protective gear, let alone water or food. *(Ed note: Mrs. Fitney was one of those people who had encountered the couple in the Marshfield Gift Shop. She told them specifically that they should not attempt to climb to the summit in their current state of dress.)* However, the weather had seemed comfortable at that point so, as with many parties, they seemed to have started off to enjoy a little walk in the mountains, not realizing what they might encounter up higher and little later in the day. We pondered the dilemma. Where to start? What strategy might work? Why aren't we better dressed for a rescue attempt? Where can we find others to help? The summit was bereft of people as hardly anyone had chosen an unpleasant Sunday to visit the peak. So, not many willing volunteers were in sight, none in the Summit House or parking lot could be seen! Of course, the terrible visibility contributed to that and the wind was keeping people inside their respective buildings where they plied their trade, such as TV broadcasting, checking weather or testing jet engines.

Eventually, we settled on heading towards Lakes alone as we reasoned that anyone who reached the upper mountain and was looking for shelter would think that the hut might represent a relatively safe haven, at least compared with the top of Mount Washington, the details of which they may not have had any idea about. Given their other choices on Saturday, it was hard to imagine what other things they had decided to do. Might they have followed the cog tracks that they might have encountered on their way up? Might they have taken the Westside trail towards the hut and avoided the big final climb? Could they have met someone who suggested going back down the Jewell Trail, or encouraged them to go over to the auto road where they might encounter a warm automobile or truck? Greg and I decided to stick together and go down the Crawford Path towards the hut and search the original pathway, not just the part that was commonly used by hikers who took the direct descent over sliding rocks that was shorter while damaging the steeper slopes by shifting the loose rocks and vegetation. I was on the western edge, not even aware of where Greg was because the wind noise and rain/fog was between us. In one deep channel where the trail was hidden below a jumble of boulders, I found the two forms, both still but not all that close together as if they had been trying to keep each other warm. Their clothing, or

lack thereof, was most peculiar. While they both had long pants, their garments were cotton! She had a gray sweatshirt, also cotton and he wore a light tan long sleeve shirt. Needless to say, everything they were wearing was saturated and their lifeless expressions confirmed that resuscitation would be hopeless. They might have remained there for an additional day or two, due to the fact that no one used this part of the old trail. Possibly they'd not have been discovered until the weather cleared days hence.

Realizing what the situation was, Greg and I set off back up the cone to the Observatory where we made known our findings and assumptions. We speculated that Paul Zanet and Judy March had quite possibly passed within a quarter a mile of safety near one of the old corrals near the summit. We figured that they felt going down was safer, so they probably went right or south onto the Crawford Path rather than risk climbing higher, even though the summit was quite close at that point. At the summit, after some intense searching and persuading, we were able to round up a group of 11 or so willing soles who could break away from their tasks and help us retrieve the two bodies from the rain-washed slopes. Two Stokes litters we commandeered, and this motley crew headed off into the raging gale. Progress was very tedious as there is no wide path allowing people to negotiate the oversized metamorphic boulders where the litter was forcing everyone off onto challenging gaps between the ancient geology. What might ordinarily take ten minutes took over 40 minutes and several scrapes and bruises. Arriving where they had expired brought the vivid realization that we had just accomplished the easy part of the mission. Loading them into the litters was hard enough but carrying them up the steep grade and negotiating the route we'd come down was something else altogether. Some in the group thought that administering artificial respiration would help, not thinking about how long they had probably been there in this condition. While the two victims did appear young, there would have been no way they could have survived the previous afternoon, night and next morning under those conditions, dressed as they were and without any food or other protection.

Finally, we reached the basement of the Observatory and met the medical professionals who had driven up the auto road to add their support to the rescue and recovery efforts. More people wanted to revive them, but Greg and I mourned the stupidity of climbing up into the clouds and wind with no plan, no protection and no sense. This was a sad and sobering realization of how easy it was for two young people to make multiple poor decisions during a whole day of heavy exertion on an otherwise beautiful mountain. There must be strong reasons that common sense and good judgment escapes some people at the most crucial moments. These deaths could well have been averted.

- Memory put to paper by Chuck Kellogg, Oct. 18, 2014 and printed in The OH Association's The Resuscitator – Spring 2015

July 21st

Cog RR Softball: "The Littleton Recreational Softball team won its second game *(on Monday, July 21st)* by defeating the Cog Railway Softball Team by a score of 11-6. Littleton got off to a fast start when Richard Enderson hit a 2-run home run followed by a 3-run home run by Chris Dauton. Robert Clark later homered for the winners. The Cog R.R. team fought back to score 2 in the second and third, but held to one run the remainder of the game. Red Thompson limited the losers to only a few scattered hits, giving up one home run to Bob Kent. Bob Campbell was the losing pitcher. A return match has been schedule for Monday, August 4." *- Littleton Courier - Thu, Jul 24, 1958 pg. 8*

July 22nd

Chase Barn Players: "*Anniversary Waltz*, a sophisticated comedy of modern life, opened Tuesday *(7/22)* night at Chase Barn Playhouse in Whitefield. This up-to-the-minute production makes light of the



—Photo By Trask

In Mountaintop Personal Appearances

CHASE BARN ACTORS POSE AT THE BASE STATION WITH "OLD PEPPERSASS" of the Mt. Washington Cog Railway. Front row, left to right, William Mason, Rita Callan, Elizabeth Birbari, Gene Crow, Marion Mackey; second row, James Burr, Jane Nottage, Barry Hoffman; top row, James J. Cordes and James Manning. In making their "personal appearances" atop New England, the troupe was entertained by Col. Arthur Teague of the Cog Railway.

- Littleton Courier - Thu, Jul 31, 1958 pg. 7

in-law problem, the television age and parent-teenager relations. Next week Chase Barn Playhouse will present *Anastasia*, the absorbing, almost-true story of a plot to restore the youngest daughter of Czar Nicholas II of Russia to her rightful position. Col. Arthur Teague played host to members of the Chase Barn company when they visited the famous Mt. Washington cog railroad Tuesday and made personal appearances at the Summit."

- Littleton Courier - Thu, Jul 25, 1958 pg. 16

July 31st

Base Road Work Complete: "A state Highway crew has just completed the reconstruction of .65 miles of the Base Road leading to Mt. Washington, in the vicinity of Camp Duncan. The road was relocated from Ammonoosuc Falls to the camp. The cost was $20,000." *- Littleton Courier - Thu, Jul 31, 1958 pg. 18*

August 4th

Cog RR Softball Rematch: "On Monday *(8/4)* night of this week the Littleton (Recreational Softball) team unleashed a massive 16-hit attack to score 20 runs in a 20-12 victory over the Cog R.R. softball team. Littleton scored in every inning except the last, with Bert Perry, Dick Enderson, Ron Melanson and Jim Southard leading the attack. Red Thompson held the losers in check for five innings allowing only four runs on five hits. The Cog R.R. fought back to score four in each of the sixth and seventh innings off reliever Bert Perry, game up only four hits and was the victim of various misplays afield." *- Littleton Courier - Thu, Aug 7, 1958 pg. 6*

August 8th

Breakdown?: "Whitefield Notes: Mrs. Bert Bringhurst (of Whitefield), Mr. and Mrs. Wendell Campbell and Mrs. Emily Merrill of Bath took the train ride to the summit of Mt. Washington on Friday *(8/8)*. On the trip down, just above Jacob's Ladder, the train jumped the track, so was delayed in making the descent." *(Ed note: "jumping" the track would have been more catastrophic - likely a mechanical breakdown of some sort. Did not appear in any other place in the newspaper)*

- Littleton Courier - Thu, Aug 14, 1958 pg. 8



—Photo by Presby

Governor Rides New Cog R.R. Car

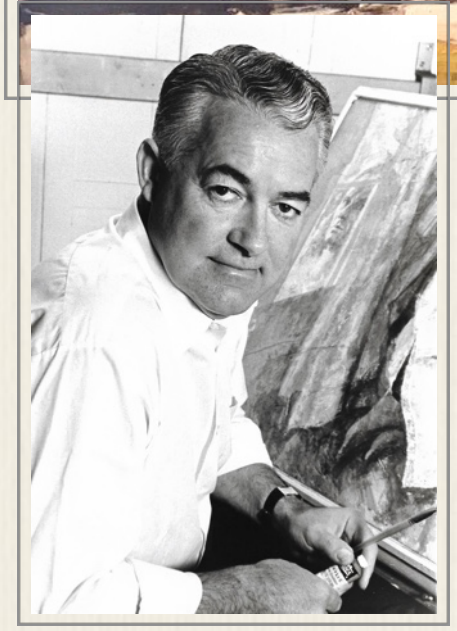
TOP PHOTO SHOWS GOVERNOR LANE DWINELL (second on right) as he enjoyed a ride up Mt. Washington Thursday of last week in the Cog Railroad's new aluminum and steel passenger car, placed in operation last weekend. Others in photo are: on left, Mr. and Mrs. Edward L. Chumley of Springfield, Mo., Mrs. Arthur S. Teague, and a state trooper who accompanied the Governor; on right, Railroad Mgr. Teague and the Governor's nephew, John Newman, 17, Hanover, Mr. Chumley, a retired welding engineer, and Col. Teague designed the new car built in the railroad's workshop at the Base Station. In bottom picture, Gov. Dwinell, with Mr. Chumley looking on, presents to Col. Teague a copy of "Life" magazine that never hit the newsstands. Bearing a cover photo of the Cog Railroad, the issue was revamped before distribution several months ago when the attack on Vice President Nixon in South America necessitated a last-minute change in the cover.

- Littleton Courier - Thu, Aug 21, 1958 pg. 7

August 13th

Governor Overnights at Summit: "Mountain Musing: Gov. Lane Dwinell and his nephew saw one of nature's wonders, a sunrise from the top of N.E., this morning *(8/14)*, having spent the night on the summit of Mt. Washington. The two were guests of Col. Arthur Teague on a ride up the Cog Railroad yesterday *(8/13)* afternoon in the new aluminum passenger car making its maiden voyage with public passengers (the 56-passenger car, adding a new look to the famed mountain line, will be put into regular operation this weekend). Earlier yesterday the Governor rode to the top of Cannon Mt. on the tramway and then hiked 1½ miles down to the Old Man of the Mts. to personally inspect repair work underway on the Great Stone Face. he returned to the valley aboard the helicopter which has been air-lifting supplies for the weatherproofing job. Arriving later at the Base Station of the Cog Railroad, Governor Dwinell *(left)* presented to Col.





Artistic License: *"A distant relative of famed author Willa Cather, Myers B. "Bud" Cather (left) apparently channeled Willa, and used the photo in the May LIFE magazine issue to create this fictional view of the No. 4 Summit passenger train (above). Bud Cather studied art and played on the Cornhusker football team while a student at Nebraska in the 1930s. He was a decorated pilot and squadron commander in the Army Air Corps and the U.S. Air Force during World War II and the Korean War. He later became an advertising executive for the Detroit automobile industry and served as vice president of Bristol-Myers Product Division in New York City. Cather died Dec. 24, 2013, at age 96. The painting was offered for sale for $250 on eBay in September 2022. (1958)*
- photo University of Nebraska-Lincoln / painting via eBay

Teague a copy of LIFE magazine that never was published - it shows a cover picture of a train puffing over a trestle of the Mt. Washington line, and was to have been on the newsstands several months ago, but was sidetracked when the attack on Vice President Nixon during his South American tour necessitated a last-minute change in the cover use." *- Littleton Courier - Thu, Aug 14, 1958 p4*

September 21st

Autumn's Glorious Best: *"*Autumn - when New England is at her glorious best - will give the vacationist a holiday filled with the color and gayety of county fairs and harvest festivals, the pleasant warmth of open fires at quiet country inns, and the invigorating air of crisp fall days. In new Hampshire, the Mt. Washington Cog Railway will continue to scale New England's highest peak until Columbus day, as will the Cranmore Mt. Skimobile at North Conway and the Belknap Mt. chair lift at Gilford. The Aerial Tramway up Cannon Mountain at Franconia Notch will operate until the end of October." - *Toledo (OH) Sunday Blade - Sun, Sep 21, 1958 pg. 75*

October 10th

State Control or Purchase of Summit Pushed: *"*The publisher of the *Laconia Evening Citizen* said today *(10/10)* he believes the state should "acquire or control" the summit of Mt. Washington. Edward J. Gallagher spoke out in an address prepared for the 57th annual meeting of the Society for the Protection of New Hampshire forests. He said a special 13-member committee, which has been studying "potential public benefits" from New England's highest peak for more than three years, will submit its final report to Gov. Lane Dwinell "in the near future." Gallagher, a member of the committee, did not say whether it will recommend that the state purchase the top of the 6,288-foot mountain. If it does, a legislative battle appears certain. Dartmouth college owns the 60-acre summit and the famed Mt. Washington Cog Railway. The college last year offered the state "first refusal" rights in buying the property. "An educational institution should not be mixed up in running a tourist attraction," said Dartmouth Treasurer John Meck. State Sen. Norman A. Packard (R-Manchester) promptly charged that Dartmouth was trying to "unload" the property on the state for $275,000. "I think the state should decline the privilege and pave the way for private interests to buy it," said Packard. Packard served notice he will lead a Senate fight to block any appropriation for the purchase…. Gallagher said the study committee, original created by the 1955 State Legislature and renewed by the 1957 General Court, has held 12

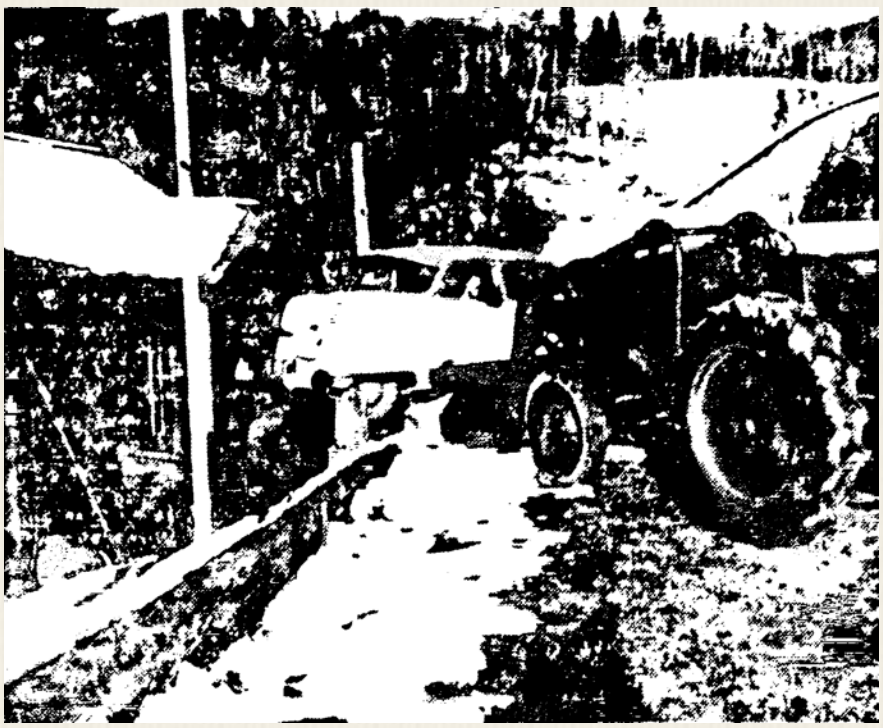
meetings and interviewed many persons. The publisher and former Laconia mayor quated the committee chairman, Judge Peter Woodbury, as saying "Perhaps the mountain's recreation use is of the most immediate and direct interest to the people of New Hampshire." Gallagher said the late Clifford L. Graham, supervisor of the white Mountain National Forest, told him on several occasions he believed the state should own the summit. "I think Mr. Graham was right…," added Gallagher.

- Concord (NH) Monitor – Fri, Oct 10, 1958 pg. 1 & 12

October 16th

Report of the Governor's Mount Washington Study Committee ***recommends State of New Hampshire purchase*** the summit, the carriage road and the cog railway. Currently the five interests representing a reported investment of $15-million have the use of the Summit: Recreation, Education, Military, Scientific Research and Commercial (TV) - Col. Arthur Teague suggests the rails be double-tracked from Waumbek to Halfway House for $50-60,000 and would eliminate delays of meeting trains at switch. The Col. says Monorail, Inc. estimates it would cost $3-million to install a single rail device. Five Year Operating Experience (1953-1957) Cog Railway: $705,400 income/$640,200 expenses/$65,200 profit - Summit House: $712,800 income/$704,900 expenses/$7,900 profit. Report includes details of Dartmouth College sale/lease to state offer. Sale price is $275,000 and Dartmouth keeps 8.2 acres under Yankee Broadcasting (and lease monies) and Observatory building and 10,000 square feet of land northwest of Tip-Top House and adjacent to northeast side of Yankee Broadcast with rights of way.

- http://www.nhstateparks.org/uploads/pdf/GovernorsMtWashingtonStudyCommitteeReport-Oct1958.pdf



CAR LEFT IN OVERDRIVE caused this mishap Sunday at the base station of Mt. Washington cog railway. Chagrined Maine operator is shown at wheel, as base station personnel raise front end of machine with railway ties. Heavy equipment then pulled auto free. Neither the vehicle nor the cabin appeared seriously damaged. (Earl O. Anderson Photo.) *- Manchester (NH) Union Leader - Tue, Nov 4, 1958 pg. 11*

November 13th

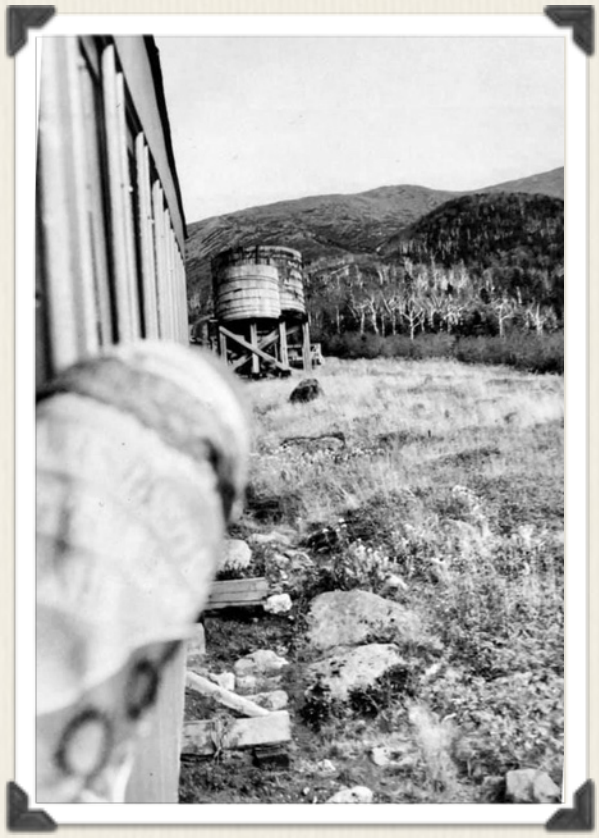
Committee Member Gallagher's View: The *Littleton Courier* publishes a report presented at the annual conference of the Society for the Protection of New Hampshire Forests by Edward J. Gallagher, publisher of the *Laconia Evening Citizen*, in which he describes the work of Governor Dwinell's Mt. Washington Study committee of which he is a member and more specifically his interaction with the Mountain and its characters. "I made numerous trips to the summit (of Mt. Washington), all but one on the railroad. In 1923, I drove a Marmon touring car up the carriage road and had luncheon with Henry Teague. The view from that point, with the Atlantic visible off the Maine coast a pale, azure mist, is among the most breathtaking of my experiences. Incidentally, I spent the night at the Mount Washington hotel where a friend who was then unknown to fame, Joseph P. Kennedy, was sojourning with his entire family. Among them were two small boys, one of whom is now Senator from Massachusetts with a chance of becoming President." Mr. Jackson touched on Henry Teague's colorful personality, writing: "...he was unconventional... in thought, expression, habits and appearance. He was my classmate at Dartmouth. He was a native of Maine, and of a class number 165 he was one of three who were avowed Democrats. Henry enlisted in the Spanish American war in the spring of 1898. He returned in the late fall a living skeleton. Henry was a big fellow weighing more than 185 pounds when in good health. He once told me that he had weighted less than 100 pounds after his illness contract in the service. He was the first graduate of the Tuck School of Business Administration which was founded in our senior year at Dartmouth. Henry was of a kindly nature but at times impulsive in his dislikes. to these he gave violent and often picturesque expression. He possessed a violent temper which he did not always keep under control, but he was among the most generous of men, especially to those who had the fewest friends. In

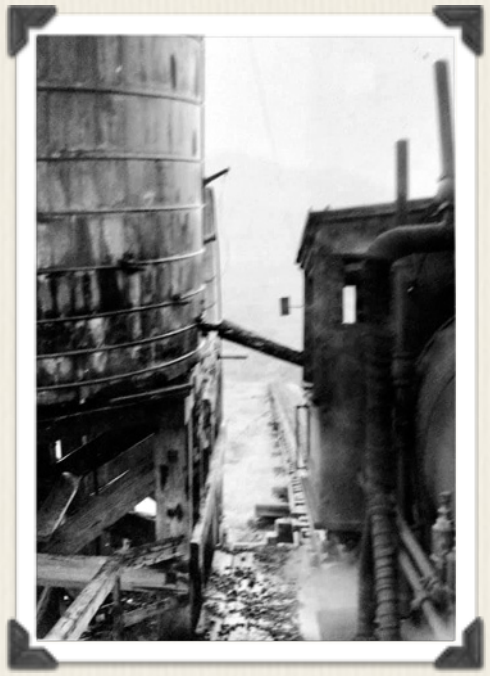


E. J. Gallagher (1969)

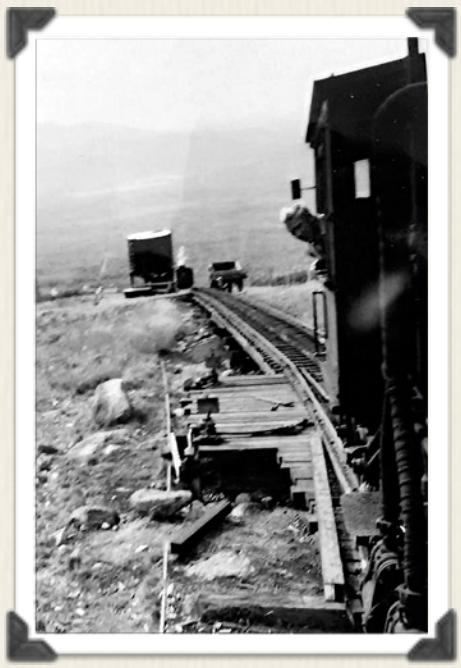
Vaughan Family Trip
October 1958







Pictures were taken by Sam Vaughan and posted by son, Henry to the Railway to the Moon Facebook page on August 27, 2021.









What's That? - Henry Vaughan: *"For a speed-o-meter, or RPM's I don't know."* ***Brett Hall:*** *"It may have been a mechanism to lift the ratchet over a certain speed to help reduce noise in the coach and save wear on the ratchet. It could have also been for a small generator for lights in the coach but the engines had stream turbine generators on them at that time."* ***David Huber:*** *"This device would lift the safety device known as a ratchet. It is a flat bar that rests on top of a tooth shaped gear. It clangs as the bar drops over each tooth. If the coach stops forward motion and begins down mountain motion, the bar locks into the tooth an prevents/stops the coach from moving down mountain. When going down mountain, the brakeman will throw a lever that lifts the bar up until the lever is returned to the original position. The device in this picture turns an automatic mechanical lifter thru centrifugal force created by enough forward up mountain speed."* ***Hall:*** *David - by the 80s most of the coaches had flyball governors lifted the ratchet. I don't recall how they were driven but I don't remember how they were driven nor do I remember this arrangement."* ***Huber:*** *Brett - when I started in 72, the only coach to have one, was Thelma the aluminum coach. (2021)*

- MWCR: We Worked There Facebook page

1949 I spent some time with Henry Teague developing a story for my newspaper about the Cog Railway which was then having its 80th anniversary. Henry's enthusiasm for the railway knew no bounds. He was a great promoter, and believed in bringing tourists to New Hampshire by advertising. On his annual journeys to Florida he made man stops, would leave folders in hotel dining rooms, on desks and shelves. And so that there would be no mistaking who he was, or where he came from, or the Cog Railway that he was extolling, it was not unusual for him to present a $20 tip as he entered the dining room of one of the best hotels. The ensuing excitement was something to behold. Shortly, about everybody in the room would get into the act, guests, waiters and bus boys would have the Cog Railway literature in their hands, their pockets, on their tables and trays. No one could more mileage out of twenty dollar bill than Col. Teague."

- Littleton Courier - Thu, Nov 6 & Nov 13, 1958 pg 14.



December 6th

Dartmouth's White Elephant: *New Hampshire Sunday News* reporter James Stack proudly scores a page one scoop about the proposed sale of the Cog: "A good-sized monkey wrench appeared last night *(12/6)* to have been thrown into the machinery through which Dartmouth College hopes to sell its Mt. Washington holdings to the state for upwards of $250,000. The property Dartmouth wants to get rid of includes the picturesque cog railway that runs to the top of Mt. Washington, the Summit House and some acreage on the mountain top. A 13-man study committee appointed three years ago and headed by federal Judge Peter Woodbury, is expected shortly to recommend that the state take over the resort facility and run it. The *Sunday News*, in a story more than 15 months ago, first revealed Dartmouth's plan to interest the state in the property - and raised the question whether the property would be a "white elephant." ***Against Deal:*** The man who has managed the quaint, but antiquated, cog railway for 25 years and knows more about it than any other living individual, said last night the state should not take it over. He is Col. Arthur Teague, the much-decorated, wounded hero of World War II, who has managed the resort facility since 1933. "If I had $250,000," Col. Teague said, "I certainly wouldn't use it to buy the cog railway and I don't think any practical businessman would spend any such amount of money to buy it, either." This was Teague's answer to the question whether the property is worth $250,000 - which, according to state officials, would be the "minimum amount" the state would have to pay for the holdings. Teague's frank statement he would not pay $250,000 for the cog railway - and what goes with it - serves as his authoritative answer to the question of what the holdings would bring on the open market. State Sen. Norman A. Packard charged, in 1957, that Dartmouth was attempting to "unload a white elephant" on the state and served notice he would lead a fight against the state's taking it over - unless it could be proved to him a private interest would pay as much for it. ***Hot Issue:*** State Rep. Robert Monahan, Dartmouth College forester, restored the controversy to life recently when he stated publicly the proposal that the state take over the property would be a red-hot issue in the upcoming session of the Legislature. On the basis of what Col. Teague had to say to a Sunday News reporter last night, Monahan's prediction was a safe one. Teague said that, to begin with, he is a proponent of private enterprise and would personally be against the state's taking over the resort strictly as a matter of principle. "I don't like to see the government taking over businesses," Teague said. "After all, this country was built on private industry - and the farther you get away from that, the closer you get toward socialism and communism." Aside from the ideals, however, Teague said he believed no hard-headed businessman would buy the resort facility for any price greater than warranted



by the property's earning potential. The cog railway, according to Teague, accommodates just about capacity - 40,000 tourists - each summer, is run efficiently and earns between $5,000 and $15,000 a year in the process. ***Fair Return:*** Though Teague would not say what he considered the property worth to a private interest, he said most investors would be require at least a 10 per cent return on the purchase price. That would place between $50,000 and $150,000 at the most the price Dartmouth could hope to get from a private concern. "It would require a vast capital outlay," Teague said, "to increase the capacity of the cog railway to set up greater profit. You'd have to double the track - and that would cost plenty." The colonel added that, in determining a purchase price, a private investor would have to consider liability insurance cost. "I think Lloyd's of London is the only concern that would insure it," Teague said. "And, to the best of my memory, the last time we looked into it, we learned it would run about $18,0000 a year, even for a $100,000 deductible policy. You can see what a drain that would be on profits in the eyes of a hard-headed businessman." Teague said private interests including the Endicott Shoe concern, have considered buying the property in the past, but "cooled off" because of the insurance angle, and for other reasons. In short, Teague said, the price of the property would have to be "pretty low" to make it attractive to a private investor. Would he buy it? "I might," he said, "but I certainly wouldn't pay $250,000 for it and I don't believe any practical business man would, either." ***Monorail:*** Teague was asked about reports that a group of White Mountain innkeepers would like to see the state take it over and install a monorail facility that could zip untold thousands of tourists up and down the mountain. "Number one," he said, "I recall that when we checked the possibility of installing a monorail, we found out it would run around $3,000,000. That would be out of the question. "Number two," Teague said, "I think it's the quaint, steam engine railway that attracts the tourists and, if it were removed in favor of a monorail, the customers would decrease. It takes u three hours to get up and down the mountain," he said, "and we carry more people than the coach road does. So figure it out. If people just want to get to the top of the mountain, they can drive up in automobiles." Dartmouth officials have talked about unloading the property on the state for $250,000 in tones suggesting its sale would be practically philanthropic, on their part. Rep. Monahan, the college forester, told a reporter yesterday the college's main fear was that a private interest might "drain" profit from the facility, run it into the ground, then abandon it. "I don't say this would happen," Monahan said. "But it must be recognized that it could happen. That is our reason for wanting to give the state 'first refusal' on the property." If Col. Teague's income figures are correct - $5,000 to $15,000 a year - a private investor could "drain" all the profit without beginning to get anything approaching a fair return on an outlay of $250,000. There is no certainty, of course, that the study committee named by Gov. Lane Dwinell will recommend a $250,000 purchase price. But, according to Alan Evans, assistant state director of recreation, that figure is the "minimum" the college would take. Evans made that statement in September of 1957. Dartmouth acquired the property as holder of a $100,000 mortgage on it at the death of Col. Henry N. Teague in 1951. The elder Teague borrowed the money from Dartmouth, according to college officials, to repair extensive damage to the facility in the hurricane of 1938."



Sketch of proposed Cog monorail (1957) - NH Then & Now

- New Hampshire Sunday News - Sun, Dec 7, 1958 pg. 1

December 10th

"***There Is Only One Mt. Washington":*** "An interesting discussion of some of his activities as Dartmouth college forester and manager of Dartmouth Outing Properties by Robert S. "Bob" Monahan of Hanover featured the regular luncheon meeting of the Littleton rotary club at Thayers hotel on Wednesday (12/10) of last week. Mr. Monahan, who has been re-elected as a representative from Hanover to General Court, also (served)... as secretary of the Governor's six-man Mt. Washington Advisory committee, and as the guiding hand of Dartmouth's development of the summit of the Northeast's highest mountain, Mr. Monahan briefly reviewed studies that have been made on Mt. Washington. "It needs considerable new capital to develop facilities, and Dartmouth college has decided that it should not be in the business of running the railroad. It it had the development capital, it should go into the Hanover plant," Mr. Monahan said. Dartmouth acquired the stock of the railroad and summit property through the will of the late Col. Henry N. Teague. "It may be that the Legislature will reject the offer of the college to sell. We should keep in mind, however, that there is only one Mt. Washington. It would be unfortunate for the state, and particularly this region, if the mountain under a certain type of free enterprise ownership, were be operated for profit motive only, Mr. Monahan said. The old steam engines will stay on Mt. Washington, he said, because of their popular appeal. Winter operation of the mountain railroad is not practical because of the cog-wheel setup." *- Littleton Courier - Thu, Dec 18, 1958 pg. 12*

December 23rd

New Life for the Cog Urged: "Addressed to William Loeb: The poor old Mt. Washington Cog Railway that has played an important part in the resort and recreational history of America, and the whole world for that matter, is still making the headlines but unfortunately in a less complimentary manner than in former days. Its history makes one of the first great American success stories. But indifference, neglect and constant financial milking by various ownerships have resulted in its present lowly estate. Its forbidding aspect and deterioration has caused it to reach the state that requires expert attention to keep it from falling apart. Col. Arthur Teague has accomplished this difficult chore during the last 25 years notwithstanding the fact that on unrecorded occasions narrow escapes from tragic catastrophes have been miraculously averted. The Mt. Washington Cog Railway was the first of its kind in the world and the projector of this enterprise and the inventor of the famous cog safety device was Mr. Sylvester Marsh, a native son of New Hampshire. After years of disappointment and frustration this courageous genius finally secured financing that enabled him to operate the first passenger train to the summit on July 1, 1869. It has since given thrills and enjoyment to thousands including the world's most distinguished personalities and for years was regarded the eighth wonder of the world. In the present controversy about state or private ownership it is only necessary to consider the magnificent job the state is doing with the various installations in the Franconia Notch and compare the same with what private ownership is and has been doing with the facilities at Mt. Washington and I am sure the verdict would be overwhelmingly in favor of state operation or at least supervision. Colonel Teague has privately stated that about 300,000 sightseers and tourists visit the Base Station every summer, but the records show that only about 30 to 35,000 are able to reach the mountain top via the Cog Railway. This enormous unsatisfied potential bears witness to the need for the rehabilitation and modernization of a much-wanted facility. Obviously those 300,000 visitors have a reason and obviously that reason is desire to reach the summit of Mt. Washington, one of the highest points east of the Rocky Mountains. But the poor old worn-out and neglected Cog Railway can only accommodate about 1 in 10 and thus a tremendous potential at $4.75 per person for the round trip is lost. That hardly sounds like old-fashioned Yankee business sagacity. And an equal and possible greater loss is the visitor disappointment. This whole question is just the difference between the builder-uppers and the tearer-downers. Monorail, in many respects, would be an ideal substitute for the present Cog Railway, but an engineering study discloses that it would be impractical because of the 25 per cent overall grade. However, a well-known and prominent consulting engineer has expressed the opinion that there is a type of locomotion that can solve the Mt. Washington problem and that the ingenious cog safety device could still be retained. He refrained from making any further statement about what he has in mind until an exhaustive examination and study of all related factors have been considered. Let us not overlook the fact that 98 per cent of the White Mountain area, including practically all mountain tops, is owned by the federal government or is State Reserve. Therefore, why all of the frenzied opposition to one or the other acquiring the property from Dartmouth College at a value arrived at by competent and unprejudiced appraisers. That part of the property usable for tourist patronage could and probably would be leased to responsible persons or concerns to be operated in a manner consistent with present day standards. If there is any provision in the state constitution prohibiting the state from owning railroad property, that part of

the whole could be sold separately to established reliable and experienced transportation people or concerns. There is no like area in the United States where the Creator has placed such an abundance of His choicest gifts and Mt. Washington and the Presidential Range are the greatest of all. Neglect to capitalize this fabulous attraction by improvements to present day standards would earmark the people of New Hampshire as a backward race. And yet there are apparently those who would relegate the state back to the living standards of the kerosene lamp days. The railroads are already oriented in that direction as is that little group who are opposed to air service of a standard commensurate with that reaching all other resort sections of the country. Let us hope that these opposition groups are not actuated by avarice or selfish motives. – George Nichols, Twin Mountain, NH" *- Manchester (NH) Union Leader – Tue, Dec 23, 1958 pg. 13*

Cog Sale to Teague Likely: "A complete reorganization of state departments appears as a distinct probability during the Powell administration, the *(Laconia)* Chamber of Commerce was told here Tuesday *(12/23)* morning by a candidate for the Senate presidency. Too much "overlapping" among existing agencies has apparently convinced Gov.-elect Wesley Powell of the wisdom of such an overhauling, asserted State Sen. Norman A. Packard of Manchester. A surprise note on the Mt. Washington cog railway question was sprung by former Laconia Mayor Edward J. Gallagher, after Packard had touched lightly on this subject. "All indications point to sale of the railway to Arthur Teague (present operator) and a group of associates," disclosed Gallagher, chairman of a state commission which has been investigating the matter and recommended acquisition of the property by the state. The Manchester senator reiterated his strong opposition to the state engaging in any kind of business. He would favor state acquisition of the cog railway, Packard stated, as the only alternative, if private enterprise "cannot of will not" take it over. Gallagher expressed his personal belief that the state could secure a 99-year lease to the property for $1 annually." *- Manchester (NH) Union Leader - Wed, Dec 24, 1958 pg. 3*

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1958 Season*** - Operating Revenues: $144,345 - Operating Expenses: $134,626 - Railway Tax: $8,868 - Net Income: $2,784 *- (Does not include Marshfield and Summit House operations.)*





Summit House Crew photo: *Front Row (L-R): Joseph L Bradley, Peter B. F. Lund, Richard H. Saudek, David L. Knowlton, Sarah P. Foster, John Alan Galbraith & John Walsh. Middle Row (L-R): Deborah Kinsella, Charles E. "Chas" Bickel, Chef Tom Williams, Thomas A. Kreilkamp, Frederic K. Kinsella, Donald J. Fitzmaurice & Gail Forsythe. Back Row (L-R): Larry T. Boston(?), David M. Nevins(?), Richard N. Cummings Jr., Lorraine Gelpy, Richard E. Stephen, Maria Kreilkamp(?), Cedric J. "Jimmie" Liberty Jr. & Thomas F. Walsh. (1959)*
- Joe Bradley photo / Chas Bickel Collection

1959

January 4th

Grave Risk to Rejecting Purchase Recommendation: "The state would subject itself to "grave risks" by rejecting the proposal of a special study committee that it purchase from Dartmouth College the summit of Mt. Washington and other holdings, according to federal Judge Peter Woodbury. The properties include the picturesque Cog Railway that runs up and down the mountain, about 50 acres of land on the summit, the Summit House, a number of smaller structures and the base station. Woodbury, chairman of the committee proposing the public purchase, cited the possibility that, if the state rejects Dartmouth's offer to sell the property, a private interest could come along, buy it in the open market and set up a "honky-ton" or "Coney Island." He said he favors, instead, acquisition and improvement of the recreational facilities – at substantial cost – to attract economy-expanding tourist trade to the Mt. Washington area. Meanwhile, Col. Arthur S. Teague recalled last night (1/3) he once offered Dartmouth $125,000 for the picturesque Cog Railway itself. Colonel Teague, a winter resident of Philadelphia, has for 25 years managed the Cog Railway, a major property in the group of holdings the college is reported ready to sell to the state for an overall price of $275,000. Early last month, prior to official announcement of the price tag Dartmouth hung on the properties. Teague told the Sunday News he did not consider the Cog Railway worth $250,000, at that time the reported asking price for it and the several properties that go with it. But yesterday, Teague in a written communication to the Sunday News, recalled his offer to purchase the Cog Railway alone for $125,000, if the state bought the other summit properties involved. Teague, in his letter, said his "attention had been called" to the $250,000 figure used in the earlier article and that this was "incorrect." Recently the state has issued a report containing a breakdown of Dartmouth's offer to sell the state all of its Mt. Washington holdings with specific exceptions, for $275,000. The breakdown also indicated the price, under a plan not including the Cog Railway would be $150,000. Meanwhile, the distinct possibility arose that any offer such as Teague's to buy the Cog Railway and run it as a business on a free enterprise basis, will be rejected. For at about the same time Teague was penning his letter to the Sunday News, disclosing

his offer, Judge Woodbury insisted to a reporter it would be "senseless" for the state to acquire the Dartmouth properties unless the deal included the cog railway. Judge Woodbury said further he felt the state would expose itself to "grave risks" if it decided not to go through with the purchase. These "grave risks" fears were based, Judge Woodbury said, on the possibility that, if the state turned down the Dartmouth offer, some private interest might come along, offer a half million for the property and turn the top of Mt. Washington into a "honky-tonk" or a "Coney Island. Judge Woodbury said he also favors: (!) The purchase of the coach road, only access to the summit beside the cog railway, by the state. The road is owned by the Glen House and it is not known what price tag would be placed on it. (2) Whatever expenditures may be necessary to improve the coach road, the cog railway, the Summit House and other facilities at Mt. Washington – all with a view to attracting enough additional tourists to expand the area's economy (would be worth it). The judge conceded he has no idea of what these expenditures – above and beyond the $275,000 acquisition price asked by Dartmouth – would amount to, but said he felt they would not be excessive. A fair indication of the vast outlays that would be necessary has been advanced by John O. Morton, state commissioner of Public Works and Highways. Morton has estimated the cost of replacing the coach road – which isn't even in the package but would have to be purchased separately – would run to about $850,000. It would cost between $250,000 and $300,000, Morton estimated, to pave, improve and strengthen the present road. The judge said that, although he was not prepared to estimate what desirable improvements would cost, since his committee made no study of this aspect, he did not feel capital outlays would be excessive when compared with the impact they would have on the general economy."

- New Hampshire Sunday News – Sun, Jan 4, 1959 pg. 1 & 19

Grave Risk to Accepting Purchase Recommendation: Col. Arthur S. Teague, veteran president and general manager of the Mount Washington Cog Railway, has addressed the following letter to the Sunday News. In a note accompanying his communication Col. Teague declares: "I have been a great admirer of Thomas Jefferson. In connection with the recent New York newspaper strike I read the following Jefferson quotation: 'If it were left for me to decide whether we should have government with no newspapers, or newspapers with no government, I wouldn't hesitate to choose the latter.'" We are happy to publish below Col. Teague's letter in full: It has been called to my attention that in your *New Hampshire Sunday News* editorial of December 21



"entitled cog railway" and your earlier article reporting on my telephone conversation with Mr. Stack that the $250,000 figure is incorrect. The true facts are that shortly after the trustees of Dartmouth College voted to dispose of the cog railway that the state requested an option to buy or lease the Mt. Washington properties on four different plans. (1) A plan to sell the summit properties which consist of 59 acres, the Summit and Tip Top houses with exceptions of the Yankee network lease and a small area for the college scientific work, this left approximately 50 acres. The asking price for this $150,000. (2) Another plan was to sell the above summit proper-

ties plus the cog railway and base station properties for about 35 acres. The asking price for this $275,000. (3) and (4) plans were leasing plans of the above properties. The state did not request a plan for the cog railway and base station only. I was present at the time these offers were drawn up and I made this statement, "That if the state bought the summit properties that I would buy the cog railway at $125,000 and keep it going." I arrived at this figure by simple subtraction. In my judgement $125,000 is a reasonable price for the cog railway and base station properties. The summit properties have a value fay beyond recreational commercial value. What the future value the summit will bring will depend upon scientific research. I really don't feel that I can set a true value on the summit properties to the State of New Hampshire. Twenty-five years ago, when I joined the cog railway, there was a dirt road from Bretton Woods to the base station. The base station consisted of the engine and car barns, which very few of the public now see. Several of the locomotives were inoperative and business was poor. No one wanted Mt. Washington or the Cog Railway because it had lost so much money. Henry Teague, a Dartmouth graduate and a great promoter, was persuaded to buy these properties with money left in the treasury by just singing a note. Private promotion was set up to advertise Mt. Washington and the Cog Railway. Large numbers of college salesmen were used to greet each automobile that arrived at the base station with the idea of selling them a "trip up the mountain." In less than ten years business had tripled and the State Recreational and Forestry Department showed interest in wanting Mt. Washington. When the state requested that Dartmouth give them an option to buy it came as no surprise to me. For many years I have been stating to cabin owners and hotel people that Mt. Washington and the Cog Railway were New Hampshire's greatest tourist attractions. After seeing the many thousands of dollars spent on "publicizing" Mt. Washington, it was great satisfaction for me to have the governor's Mt. Washington study committee report – "Mt Washington is New Hampshire's best known and most important tourist attraction." I still feel this country was built on free enterprise and the farther you get away from that the closer you get to socialism and communism. – sig: Arthur S. Teague – Philadelphia *- New Hampshire Sunday News – Sun, Jan 4, 1959 pg. 19*

February 13th

Mountain Trip: "Addressed to William Loeb: Your page of letters is a great thing, I would like to add a letter to it. George Nichols of Twin Mountain has written many letters about various subjects. In one, he referred to the inadequate installations on Mt. Washington. I have climbed and guided up and down the entire White Mountains for 20 years and have stayed at all the AMC huts (they make hiking a pleasure in N.H.) and have been to the Tip-Top House many times. I have yet to see or meet any group more courteous than the employees of the cog railway and Mt. Washington auto road. If you go up the mountain either by railroad or auto you don't have to ask what this is or what that is. The drivers or the brakemen will tell you all about it and its history; they will also tell you less important things, such as: What town is that? They will fully explain and won't have to look the information up in a folder or book that is perhaps five or six years old. And they will be courteous all through. The cabins and grounds are kept clean and neat at the base station. The quality of food is as you will find anywhere in the White Mountains." - Alton O. Weagle – Keene"

- Manchester (NH) Union Leader – Fri, Feb 13, 1959 pg. 14

March 3rd

Questions & Answers Features Railway: Beginning on March 3rd, the Mount Washington Railway is featured in a newspaper feature called "Questions and Answers." The segment will appear in at least seventeen newspapers across the country. "Q - What is the oldest mountain-climbing railroad in the United States? A - The Mt. Washington Railway in New Hampshire is not only the oldest mountain-climbing railroad in this country, but it is also the oldest cog railroad in the world."

- De Kalb, Illinois Daily Chronicle - Tue, Mar 3, 1959 pg. 4



May 17th

Base Road Moose: "Mountain Musing: A yearling estimated to weigh between 400 and 500 pounds was seen Sunday May 17 on the Base of Mt. Washington road. The animal ran out to the edge of the road and stood for several minutes looking over the cars on the road. When one occupant left his car to get a picture, the moose trotted off to the edge of the woods and at this distance turned to continue his survey of traffic. Among those who

witnessed the scene were Mrs. Hazel McGee and W. D. Boynton of Twin Mt."
- Littleton Courier - Thu, May 28, 1959 pg. 4

May 28th

Prep for 93rd Year Underway: "A crew of mechanics is at work on a maintenance program at the Base of Mt. Washington, as the Mt. Washington Cog Railroad looks to its 93rd year. The full crew of some 35 men will report for work on June 2, Arthur Teague, manager, announced this week. Mr. Teague arrived last week from his home in Philadelphia, Pa. Mr. Teague said that the cog railroad will open for the season on Sunday, June 14, and will operated daily through October 13. The severed winter failed to produce any damaging effects on the mountain line. Last fall wind damaged a portion of the roof of the Summit House, which was repaired at that time. "From inquiries made to date, it appears that a better-than-average season can be expected," Mr. Teague commented. The Mt. Washington Cog Railway averages some 40,000 passengers a summer." *- Littleton Courier - Thu, May 28, 1959 pg. 1*

June 17th

June snowstorm: "Why buck the New England weather? I'm in the snow train business now," said Col. Arthur S. Teague of the Mt. Washington Cog Railway. Col. Teague reported that a dozen men had still not been able to dig their way through snow drifts blocking the way to the 6,288-foot summit. Workmen have shoveled to Skyline Trestle, about two-thirds of the way up the three-mile railroad. It isn't possible to use plows on the steeply pitched slope. "I tried telling sightseers we couldn't reach the summit but they wanted to go up anyway to watch the digging-out," Teague said. He says his trains had passengers from 10 states yesterday morning (6/17). "This was the hottest spring followed by the worst June snowstorm I ever experienced," sighed Teague, a veteran observer of the New England weather. He said only about six inches of snow fell in the long weekend storm but high winds drifted it three feet deep over the railroad tracks to the treeline." *- Worcester (MA) Telegram - Thu, Jun 18, 1959 pg. 1 / North Adams Transcript - Thu, Jun 18, 1959 pg. 4*



July

"Strange Case of the Celebration Train That Got Out of Gear" article by George W. Pettengill Jr. *- TRAINS Magazine pgs 46-51"*

July 7th

July snow: "Mountain Musing: The White Mts. are teeming with summer visitors, and it looks like the weekend will start with nice weather - snow was reported Tuesday *(7/7)* by Cog Railway passengers on Mt. Washington."
- Littleton Courier - Thu, Jul 9, 1959 pg. 4

July 9th

Cooling Off Period: Notes from the Statehouse in Concord – "Mill Street of Sharon, the athletic assistant clerk of the House, has a novel way of "cooling off" on hot summer nights. After Tuesday's *(7/7)* session he headed up to Bretton Woods, took the cog railway trip up to the top of Mt. Washington and spent the night at the summit. It was "real cool." Because he had to be back



—Photo by Presby

Travel Agents Have Weekend In White Mts.

TRAVEL AGENTS OF THE NEW YORK AREA SPENT THE WEEKEND AS GUESTS AT THE CRAWFORD HOUSE, Crawford Notch. Above photo shows the group at the Base Station of the Mt. Washington Cog Railway before enjoying a trip to the "Top of New England" in the mountain line's new passenger car, as guests of Gen. Mgr. Arthur Teague. The agents were afforded the opportunity of seeing some of the region's attractions first-hand while guests of the Crawford House.

- Littleton Courier - Thu, Jul 2, 1959 pg. 18

Tourist Wes Johnson's Cog Trip

Summer 1959















Memorable Trip: *Wes Johnson from Angola, Indiana says, "I rode up and down the mountain" in 1959. In 2020, the retired U.S. Army Sergeant & Ingersoll Rand employee posted his Cog snapshots he developed in August 1959 on The White Mountains of NH Facebook page. It looks like Griff Harris was waiting for his upbound train at Skyline & his loco was No. 1 Mt. Washington.*



at the State house for the opening of the Wednesday *(7/8)* session. Street was up at 5 a.m., and hiked down the mountain on the cog railway track. "That was the quickest way," was his explanation. There must be an easier way of cooling off!" *- Manchester (NH) Union Leader - Thu, Jul 9, 1959 pg. 19*

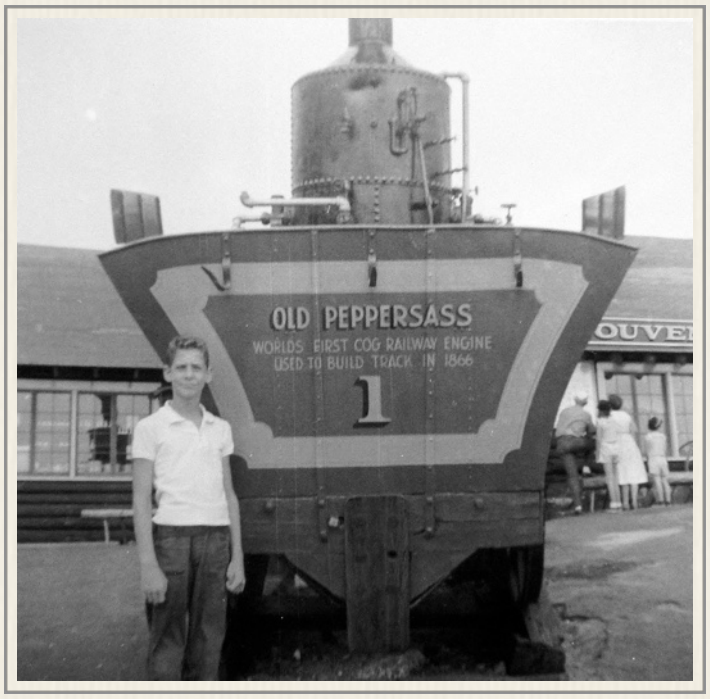
July 23rd

1954 Prices: "Mountain Musing: It may be unusual to find prices today the same as they were five years ago. Such is the case with specials on the bill of fare at the Grill at the Base of Mt. Washington: chicken in the basket, $1.50; fried scallops, $1.50; Grilled ham steak dinner, $1.90; chopped sirloin steak dinner, $1.50.

July 26th

New Hampshire State Employment Office sends 45-year old Gilbert H. Gonyer of Lancaster, New Hampshire to work at the Cog three weeks after his release from the Maine State Prison having served his time on theft charges. Gonyer had also done time in Connecticut and New Hampshire for forgery. Mr. and Mrs. Eli Gendron of North Woodstock, New Hampshire had stopped for Sunday picnic on the Base Road. Gonyer who knew the Gendron's slightly happened along - shared lunch, then took out a gun and forced them to drive down the Clinton Road to the old railroad crossing and shot Mr. Gendron. A bloody shirt was found in a boardinghouse closet and Gonyer got a double life sentence.

- I Conquered My Mountain by Ellen Crawford Teague / Boston Daily Globe, July 29, 1959 pg. 3



Mass. Tourist: *12-year old Bob Todd (Aug 1959)*
- Ancestry.com

July 27th

Manhunt Underway: "A widespread manhunt was under way today *(7/27)* for the man who killed a pulp mill worker after sharing a picnic lunch with him and his wife at the White Mountains. Eli Gendron, 51, of North Woodstock, was shot in the chest yesterday *(7/26)* as his wife, Retta, 49, looked on. Another shot glanced off Gendron's artificial left arm. The gunman



Tourist Edna June Adams on the Marshfield platform (Aug 1959)
- Ancestry.com

then forced Mrs. Gendron to leave the car in which the shooting took place and stole a wallet from the victim's body. Police said the wallent contained between $175 an $200 in vacation pay. Gendron's wife said she and her husband were parked in a picnic area hear the base station of the Mt. Washington cog railway when the man approached them. He said he had been sent by the Woodstock police chief to inform Gendron that his mother was dying. The news did not shcok Gendren as his mother has been seriously ill for some time. The Gendrons decided to finish their lunch and invited the well-dressed stranger to join them. He accepted. After lunch the man volunteered to take the couple to a relay station in the woods where they could use a telephone. The trip drove four or five miles along Route 302. The stranger headed into the wood with Gendron. When they returned Gendron got into the car "white as a sheet" and started the car in reverse. The man shot Gendron as the car veered into the woods. Mrs. Gendron, who said her husband apparently was frightened as he entered the car, quoted the gunman as saying to her: "Get out of her or I'll kill you too" Mrs Gendron jumped from the car and ran into the woods where she met three fishermen. They went to the car and found Gendron dead."

- Portsmouth (NH) Herald - Mon, Jul 27, 1959 pg. 1



LUCY TEAGUE ATOP "GAY FLIRTATION" IN THE 11th ANNUAL HORSE SHOW AT THE MOUNT WASHINGTON HOTEL Sunday. Her father, Col. Arthur Teague, is shown with her. "Gay Flirtation" was a blue ribbon winner in the 3-Gaited Saddle Horse event. The Teague children won several awards, Jane taking the Equitation Champion event. (Photo by Sid Mason)

Jane Teague Takes Top Honors At Horse Show At Bretton Woods

- Littleton Courier - Thu, Aug 4, 1959 pg. 6

July 28th

Gonyer Charged in Picnic Killing: "Ex-convict Gilbert H. Gonyer, 45, today *(7/28)* was charged with the murder in the shooting death of a vacationer. Asst. Atty. Gen. Elmer Bourque said last night Gonyer admitted he killed Eli Gendron, 51, and robbed him of $150. Gen-

dron, a North Woodstock pulp mill worker, was vacationing with his wife, Retta, 49, in the White Mountains when Gonyer approached them. Gonyer was quoted as telling the Gendrons that he brought news of the serious illness of Gendron's mother. Gendron knew his mother was seriously ill and he and his wife decided to continue with their picnic lunch near Mt. Washington. They invited Gonyer to join them. After lunch Gonyer volunteered to lead Gendron to a telephone so he could call his mother. It was then Gendron was shot in the chest. Gonyer is employed on the historic Mt. Washington cog railway. He has served time in Maine, Connecticut and New Hampshire prisons for forgery and thefts, Bourque said. A relative who wished to remain anonymous said Gonyer has been "stealing all his life," beginning with theft of rabbits as a boy. Gonyer was said to be divorced and the father of a daughter."

- Newport (RI) Daily News - Tue, Jul 28, 1959 pg. 9



CHARGED WITH PICNIC SLAYING — Gilbert H. Gonyer, 45, employe of Mt. Washington Cog Railway, is shown in custody of State Police Cpl. Lloyd Sherman. Assistant Atty. Gen. Elmer Bourque says Gonyer admits slaying Eli Gendron in roadside picnic area at Crawford Notch

July 30th

Gonyer's Job Interview Recalled: "Mountain Musing: When confessed killer Gilbert Gonyer applied for a job at the Mt. Washington Cog Railroad earlier this month, he was asked by Manager Arthur Teague about his former employment. "I have cooked for two years at a state institution" was his reply, neglecting to add that the state institution" was a State Prison."

- Littleton Courier - Thu, Jul 30, 1959 pg. 4



Clerk Alan Galbraith behind the Summit gift counter (1959)
- Chas Bickel Collection

October 1st

Peppersass Book Coming Soon: "Mountain Musing: Within the next few weeks Dodd, Mead Co. will publish a book titled *Old Peppersass*, which will have Littleton as its locale. The 250-page volume is authored by Leonard Stevens, formerly of Lisbon, and is written for the particular interest of boys 10 to 14 years of age. The fictional story is based on the development of the Mt. Washington Cog Railroad and *Old Peppersass*, the famous steam engine designed to haul the trains to the summit. This is the fourth literary effort by Mr. Stevens with Mt. Washington as the theme, others being "The Ho-Ho and Ha-Ha Railroad," published in *Colliers* magazine in 1954, and stories on Mt. Washington weather and the Observatory which were published by *Argosy* and *American Weekly* magazines. Mr. Stevens, a free-lance writer who now resides with his wife and two children in New Milford, Ct., was co-author of a book titled, *Are You Listening?* which was published by McGraw, Hill in 1957 and had to do with listening improvement in schools. It is expected that *Old Peppersass* will have most of its sale to school libraries. Mr. and Mrs. Stevens and children spent last week visiting friends in Lisbon."

- Littleton Courier - Thu, Oct 1, 1959 pg. 4

November 5th

Base Road Repairs Underway: "The heavy rains of two weeks ago did considerable damage to the state highway leading to the Base of Mt. Washington. The entire roadway,

reconstructed two years ago, was washed out for about a quarter of a mile, with an estimated 10,000 cubic yards of fill being required to complete repairs now underway. Another 1,000 yards will be needed to make repairs to the Jefferson Notch road from the Base road to Jefferson. Considerable damage was reported at the Base Station, but details were not known at press time." *- Littleton Courier - Thu, Nov 5, 1959 pg. 4*



Father and Son Join in Hobby
Otto Rueggeberg Jr., left, and his son Otto 3rd, cog railroad which is model of Mt. Washington Railway, Bretton-Woods, New Hampshire.

November 22nd

Pennsylvania Miniature Models: "In a few days, parents in York County will go into the storage areas and bring out the miniature trains for display around the Christmas tree. At least this action will be repeated in a large number of homes. For members of the Miniature Railroad Club of York, the engines, cars and allied equipment are never stored away. They are kept running most of the year. The club - organized in 1943 - now owns a building at 381 Wheatfield St., York PA. It includes more than 60 railroad hobbyists. On Nov. 28, the 15th annual public exhibit of the club's vast collection of engines, cars, and other equipment will be opened. The membership began with six men. Three are still active. The club takes trips over railroads with unusual or historic background. It is one of two model railroad organization in the United States which owns a building. Members do all the work on the display, including construction of the models, installation of tracks and the landscaping."

- Harrisburg (PA) Sunday Patriot-News - Sun, Nov 22, 1959 pg. 3 / http://www.mrrcy.org/ https://www.facebook.com/mrrcy/

November 26th

Base Station Damage Report: "Damage estimated at between $5,000 and $6,000 was sustained by the Mt. Washington Cog Railroad in the flood of October 24025, Gene. Mgr. Arthur Teague told *The Courier* last weekend while enroute to his home in Philadelphia. Two dams were swept away, one on the Ammonoosuc river allowing trees to move a 75-foot trestle on the railroad at the rear of the Marshfield building. Water to depth of 12 inches washed through the building, leaving four to five inches of dirt and debris in its wake. Souvenirs had been stored on the main floor for the winter. Some underpinning of the building was damaged. The trestle has been salvaged and put back into place, additional repair work to be completed in the spring. The drinking water reservoir on Monroe brook filled up and the dam there also washed out. A landslide below the dam destroyed some 200 feet of six-inch pipeline, leaving the railroad without water. As its electricity is generated by water turbine, it was without power for two weeks until repairs could be made. Some 250 feet of the highway about a mile below the Base was washed out to a depth of seven feet, cutting off all vehicular travel until the State Highway Dept. could rush repairs. The highway sustained numerous other washouts over the six-mile length. The Mt. Washington Cog Railroad closed for the season October 12. It handled about 40,000 passengers during the summer, comparable to a year ago despite very poor wether conditions that created a serious deficit early in the season." *(Ed note: This is likely the storm that caused the hillside across the Ammonoosuc from the Marshfield platform to suffer a slide that cut-off the so-called Trackside Trail up the mountain. The Jitneys (Mrs., Miss & Jr) now had to scramble across the slash to get to a prime blueberry picking site on the first knoll to the left of the track leaving the Base Station. This was the same hill that Sylvester Marsh used to test Peppersass, and ninety years worth of ash and cinder made soil conditions good for blueberry production.)* *- Littleton Courier - Thu, Nov 26, 1959 pg. 18*





Cog charm pendant (above) & Cog lapel pin (right) - eBay

November 30th

Gonyer Pleads Guilty: "Gilbert Gonyer, 45, of Lancaster, today pleaded guilty to a murder charge, and was sentenced to life imprisonment. When he was arraigned in Superior Court Nov. 16, Gonyer pleaded innocent to the slaying of Eli Gendron, 51 of North Wood-

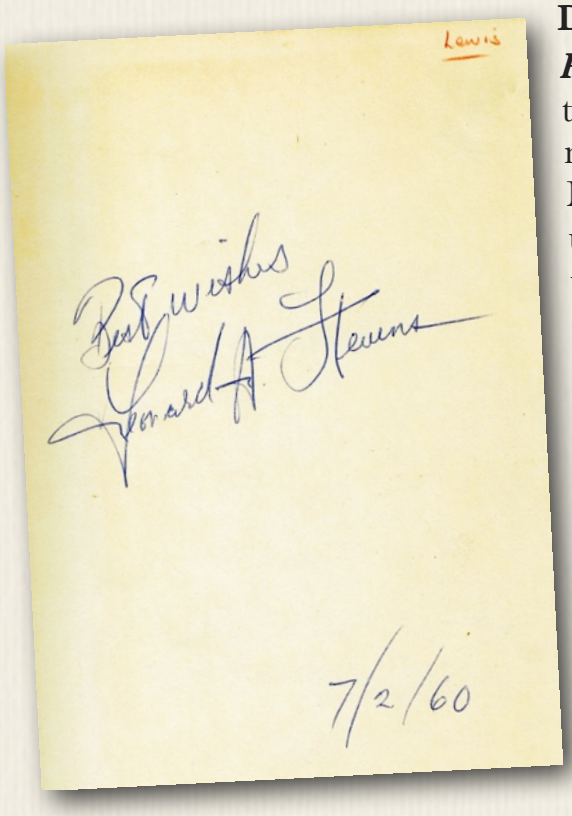
stock." *- Portsmouth (NH) Herald - Mon, Nov 30, 1959 pg. 1*

December 1st

Dartmouth Withdraws Sales Offer: "At a meeting of the New Hampshire Natural Resources Council, held at Concord, December 1, Robert S. Monahan of Hanover reviewed the natural resource legislation of the last session of the General Court. Mr. Monahan also mentioned that since no action had been taken by the Administration or the Legislature regarding the recommendations of the Mt. Washington Study Committee, the offer of Dartmouth college to sell the Summit properties and the Cog Railway to the state had been withdrawn." *- Littleton Courier - Thu, Dec 10, 1959 pg. 10*

December 16th

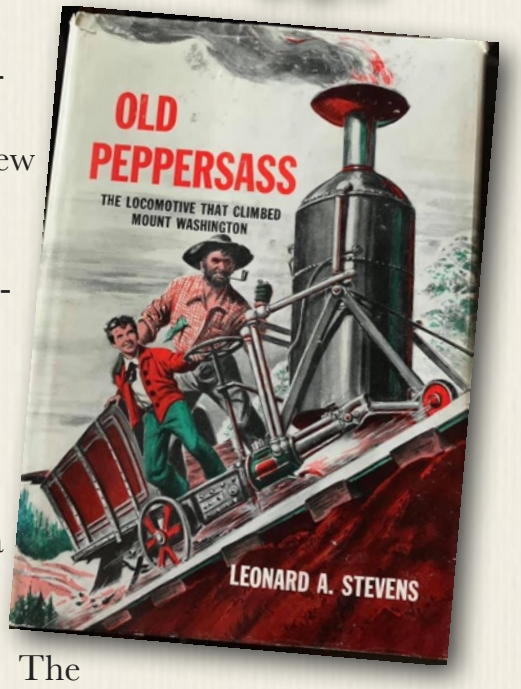
Chester Rotary Listens to Jitney: "(The Chester Rotary Club's) regular meeting was held at 6:30 p.m. on Wednesday *(12/16)* evening at the Grange Hall… We had Norm Lewis as the speaker of the evening. Norm is our Principal of the Elementary School. Mr. Lewis for the past 10 years has been an engineer each summer on the Mount Washington Cog Railway. He told us some interesting and funny tales about the mountain and few stories, which were not very true tales, but still interesting. The railway is now owned by Dartmouth College and has been in operation since 1869. There were only two occasions when it did not operate, one year during World War I, and two years during World War II. The railway has seven engines, six of which are kept in constant use and one held in reserve. The company has its own repair shops at the base of the mountain. The railway cannot normally carry all the people who want to use it. Snow can be expected any day of the year at the top and frequently occurs during the summer. Mr. Lewis then showed us colored slides taken of and from the Cog Railway. Many of these slides were exceptionally good *(Ed. Note: All found in the Jitney Years manuscript)*. Thanks, Norm, for an interesting evening and an instructive one." *- Springfield (VT) Reporter – Wed, Dec 23, 1959 pg. 27*



December 17th

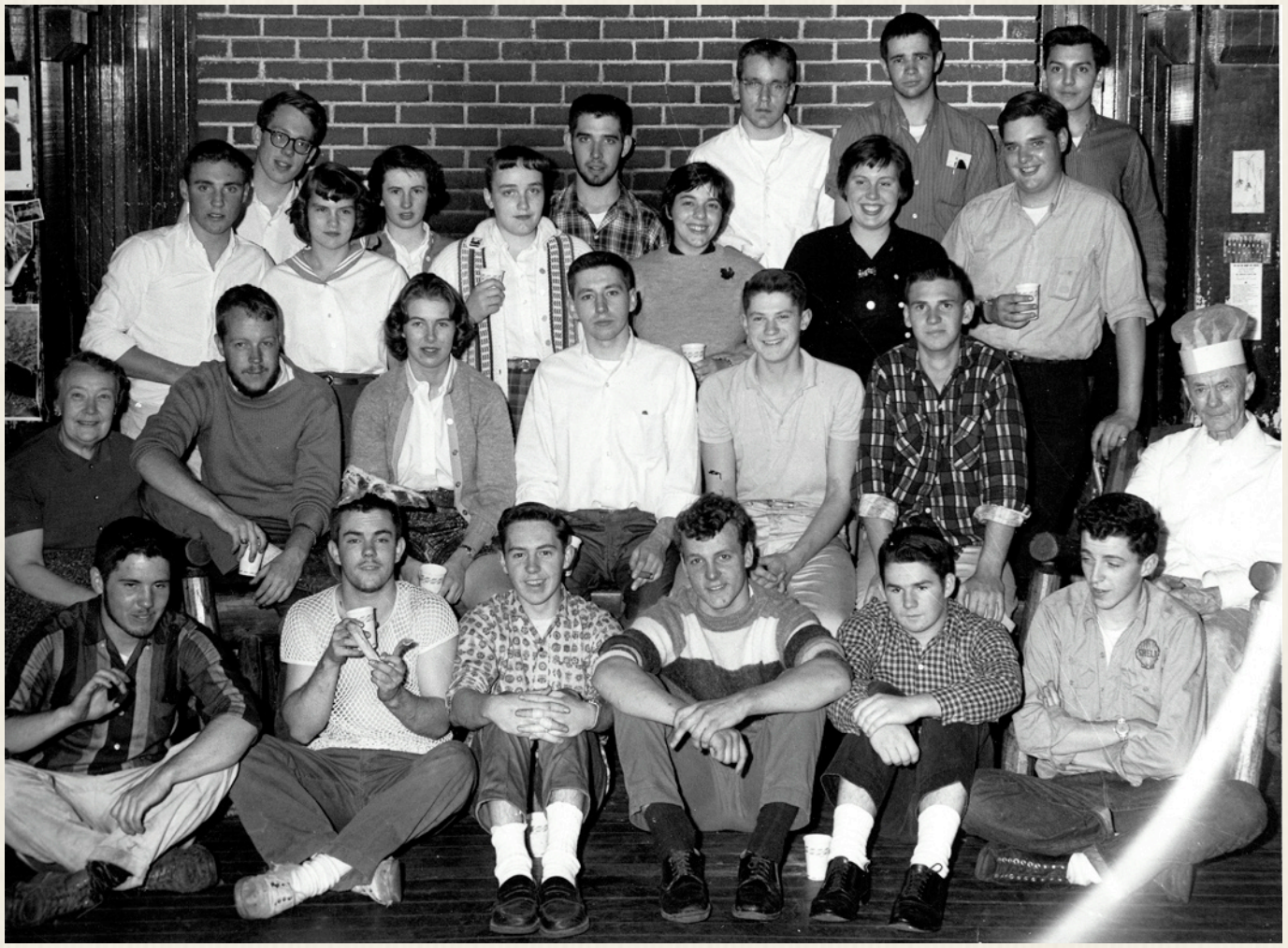
Peppersass Book Cover Quotes: "Mountain Musing: A few weeks ago we told of a new book written by Leonard Stevens of New Milford, Ct., formerly of Lisbon. The volume of particular interest to boys everywhere but certainly of wide local appeal because of its subject, is titled *Old Peppersass, The Locomotive That Climbed Mount Washington*. A copy has just arrived on our desk and has also been on the market. A back-cover reference to the author quotes Mr. Stevens as follows: "A few years ago I did a Collier's piece on the railroad up Mount Washington, New Hampshire, which I have known ever since I was a youngster." The paragraph continues by saying tat Mr. Stevens' first book is the story of the historic locomotive that first climbed that soaring mountain. It is an interesting novel based on real events - the building of the first mountain-climbing engine in the world, in 1869. Lisbon and Littleton are prominently identified with the story of "The Railroad to the Moon" - "the phrase created after some strange actions taken by New Hampshire's State Legislature."

- Littleton Courier - Dec 17, 1959 pg. 4



Birthday Present: *Jitney Jr. received an autographed copy of Stevens' book for his 7th birthday. Jr. was bothered by some of the artistic license taken in both text and graphics found in the book. He liked the real story and knew how the railroad worked. (i.e. - Peppersass did not pull cars up the mountain!) (1959)*
- Lewis Family Collection

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1959 Season*** - Operating Revenues: $141,241 - Operating Expenses: $128,590 - Railway Tax: $9,553 - Net Income: $5,001 - *(Does not include Marshfield and Summit House operations.)*



Summit House Crew photo: *FRONT ROW (L-R): Joseph L Bradley, Charles E. "Chas" Bickel, Stephen Boyd(?), male (???), Peter Thomas Liberty (?) & David L. Knowlton. MIDDLE ROW (L-R): Manager Edna Bird, Charles Gailis(?), Gail Forsythe (?), Frederic K. Kinsella, male (???), male (???) & Chef Tom Williams. ALMOST BACK ROW (L-R): Richard E. Stephen, Jacqueline "Jackie" Bellefeville(?), Anne Vincent, Angela Kuttner, Maria Kreilkamp(?) & Stephen Boyd (?). UP AGAINST THE WALL ROW (L-R): Thomas A. Kreilkamp, Deborah Kinsella(?), Warren Dutton, Philip Goutell Jr, Charles Sampson & Ronald Stewart. (1960)*
- Joe Bradley photo / Chas Bickel Collection

1960

January 7th

A New England First for July: "Mountain Musing: A "New England Firsts" calendar issued by the Tileston & Hollingsworth Co. of Boston, papermakers since 1801, features for the month of July a splendid color photo by F. F. Zimmerman of a train puffing up Mt. Washington, with the caption: "The FIRST Cog Railroad in the WORLD was the Mount Washington Cog Railway which runs to the summit of Mount Washington, New Hampshire. The railway was invented by Sylvester Marsh of Littleton, New Hampshire. Work was begun in May, 1866 and the first public demonstration was made at the base on August 29, 1866, on a half-mile section. The railway was completed in July, 1869, at a cost of $139,500."

- Littleton Courier - Jan 7, 1960 pg. 4

March 3rd

State officials make a welfare check on 70-year old Cog Railway caretaker James Webb. They find him alive and well.

- Nashua Telegraph - Thu, Mar 3, 1960 pg. 2

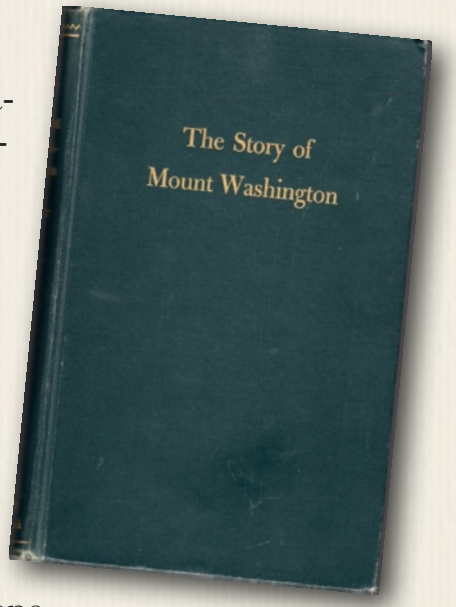
Jimmy Found Alive & Well: ""I just heard on the radio you fellows were looking for me!" was the greeting a rescue party on a Sno-Cat received at the desolate Base of Mt. Washington from the man they feared had met with misfortune. The man was James "Jimmy" Webb, 77, caretaker for the Mt. Washington Cog Railroad, and he was sure glad to see the unexpected visitors - the first people he had seen since November 15. It was real nice to have company. And the "rescue party" sure was glad to see Jimmy alive and well, even if the 14-mile round trip on the Sno-Cat was a false alarm. It seems that personnel on the summit of Mt. Washington had reported concern over the old man, because they had not seen smoke curling up from the chimney of his Base quarters for a week. Acting in the believe that Jimmy had been taken ill, alone in the vast wilderness of the Base

area buried under some four feet of snow, a rescue crew was gotten together and Thursday *(3/3)* morning of last week set off to investigate. A Sno-Cat of the Aerial Tramway was pressed into use to reach the Base some seven miles from Highway 302 in Bretton Woods. Besides the driver, on board were Ranger Charles Hutchinson, the Coös county medical referee, and Trooper Morse, chief GAge and Conservation Officer Weeden, the latter three of Whitefield. Officer Weeden had earlier flown over the Base area and reported no signs of life. They reached their destination shortly after noontime, and were elated to find Jimmy well and happy. What about the absence of smoke from his chimney? Jimmy had recently converted from soft to hard coal, thus almost eliminating the tell-tale plume with which summit personnel had become familiar. Why hadn't he heard the plane and made himself known? Jimmy is quite deaf and didn't hear the motor. Jimmy leads a hermit's existence during his lonely winter vigil at the Base. There are no communications and he never makes the effort to hike seven miles through the snow to civilization. The railroad manager, Col. Arthur Teague, was notified at his home in Philadelphia of the fears held for Mr. Webb's safety and of the rescue plans. The good news was flashed to him when the party returned from their mission Thursday afternoon."

- Littleton Courier - Thu, Mar 10, 1960 pg. 1

May

The Story of Mount Washington Published: "Off Main Street by Bob Monahan: To F. Allen Burt came this month the realization of a lifetime dream of substantial scope. His *Story of Mount Washington* finally appeared in print with the help of a timely assist by Dartmouth Publications and the Spaulding Trust. The voluminous manuscript has come a long way since we agreed to work it over several years ago. The late William McCarter left his mark and Ray Nash jumped into the breach to help assure a creditable volume. At long last, *The Story of Mount Washington* is available to all those who wish to learn more about that fascinating peak. In typed form, the original manuscript was rather slow reading, especially to those not personally interested in the subject. In printed format *The Story* is quite different, thanks to helpful editing and many historic photographs chiefly provided by Harold Orne of Melrose, who ranks with Guy Shorey of Gorham and Winston Pote of Lancaster as the top photographer of the White Mountains in our time. Burt's opus is the encyclopedia that will proved the answers for years to come on questions regarding Mount Washington. We also hope it will help to identify the family name with the mountain. A few years ago the author of the *The Story of Mount Washington* decided to take his daughter up the mountain via the Cog Railway to show her the landmarks established by her ancestors. The Railway runs up a long ridge between Burt Ravine to the north and the Ammonoosuc Ravine to the south. As the full extent of Burt Ravine came into view, the brakeman, pinch-hitting as a spieler, announced to the passengers that the great basin on their left was named "Birch Ravine," because of the many birth trees growing on its slopes. Grandson Burt knew better and in his monumental book he has done a magnificent job assuring that fact rather than fancy will dominate the lore of Mount Washington."



- Littleton Courier - Thu, May 26, 1960 pg. 14 &15 / downloadable at https://archive.org/details/storyofmountwash00burt



Frame grabs from White Mountains promotional film (1959)
- Teague Family Collection

May 26th

White Mts. Recreation Assn. Active First Year: "Accomplishments were reviewed and officer were elected Thursday, May 26, at the second annual meeting of the White Mountains Recreation Association, Inc., held at the Easter Slopes Inn at North Conway. The association, whose membership includes operators of tourist attractions in the White Mountains region, has compiled a unique record of cooperative promotion of the summer vacation advantages of the area, through close liaison between the members themselves and various regional and state organization and departments. All promotion efforts are based on the idea that if vacationists can be enticed into New Hampshire all individual operators will get their share of the additional tourist dollars that result. The association stresses the White Mountains, and its unique Presidential Ranges and Old Man of the Mountains, as a compact



vacationland that offers a wealth of scenic and man-made attractions for the summer visitor. A 14-minutes sound color movie on the White Mountains was produced last year, and during a 12-month period in which 24 color prints for group showings and 18 black and white prints for television have been in circulation through a New York distributor, the film has been seen by an estimated 56,000 people in groups and by 6,555,000 TV viewers all over the country. On June 22-24 the association will sponsor its third bus tour of the White Mountains region for information booth attendants, during which people who are employed to assist the summer traveling public with information are given a first-hand view of the various tourist attractions available in the area. The association has produced scores of large framed maps that are placed strategically around the area, and small replicas of this map, with additional information, have been placed in hotel and motel rooms."

- Littleton Courier - Thu, Jun 2, 1960 pg. 18

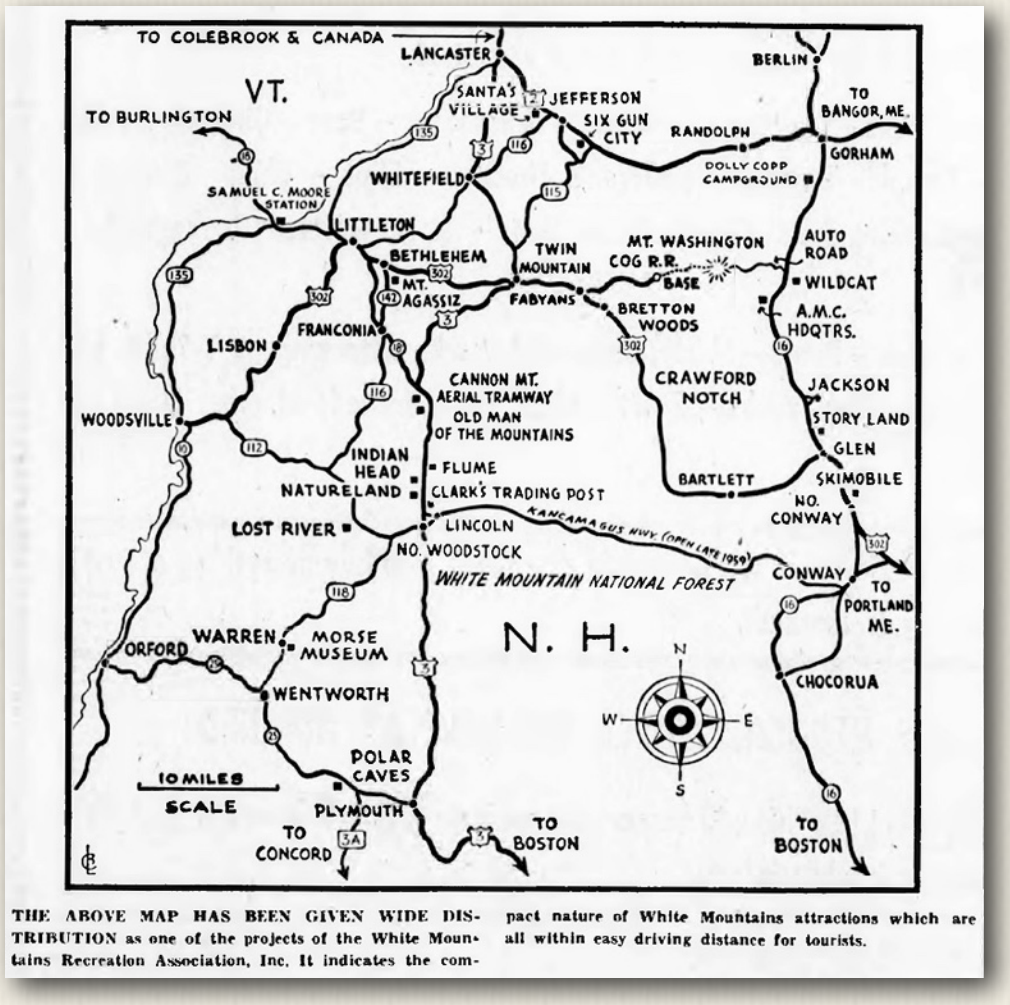
June 12th

First Train / 94th Season Opens: "The Mount Washington Cog Railroad operated Sunday *(6/12)* for the first time this year, and opened for the 94th season today *(6/16)*. The full crew of some 35 men reported for work June 2, Arthur Teague announced. Mr. Teague has been associated with the mountain railway for some 25 years and has been manager for 23 years. The railroad will operate daily through October 12. Last fall's flood caused damage estimated between $7,000 and $8,000, sweeping away both the dam on Franklin brook and the dam on the Ammonoosuc river. Flood water swirled through the Marshfield building at the Base, and the trestle over the Ammonoosuc river at the Base was broken and had to be replaced. A repair crew remained on the scene until Thanksgiving. "From inquiries made to date. It appears that a better-than-average season can be expected," Mr. Teague told *The Courier*. The Mt. Washington Cog Railroad averages some 40,000 passengers a summer."

- Littleton Courier - Thu, Jun 16, 1960 pg. 1

June 10th

Chester School Patrol to the Mountain: "Members of the Chester (VT) School Patrol were treated to a trip to Mt. Washington last week-end. They were Norma Kenworthy, Diana Eagan, David Avila, Patty Fowler, Richard Rose, Dorothy Spafford, Elaine Rounds, Nancy Sweet, Susan Vigneault. They were accompanied by Mr. and Mrs. Paige, Susan Paige, Rev. Fowler and Mr. and Mrs. Norman *(Jitney)* Lewis. The group left Friday *(6/10)* morning and arrived at Mt. Washington in time to eat lunch at the base station. They went to the Summit on the Cog Train that afternoon. After dinner they attended a drive-in movie at Twin Mountain. On Saturday the patrol and their supervisors toured Franconia Notch and saw many interesting and famous sights including the Upper Falls, Old Man of the Mountain, Landslide, Flume, Aerial



THE ABOVE MAP HAS BEEN GIVEN WIDE DISTRIBUTION as one of the projects of the White Mountains Recreation Association, Inc. It indicates the compact nature of White Mountains attractions which are all within easy driving distance for tourists.

Tramway, swimming in Echo lake, Warren Museum, Indian Head, Fish Hatchery, and Clark's Trained Bears. They drove home Saturday *(6/11)* afternoon, arriving in Chester about 7 p.m. after a thoroughly enjoyable and beautiful visit."

- Springfield (VT) Reporter - Wed, Jun 15, 1960 pg. 20



July 2nd

Literary Summit Party: "A party unique in the history of book publishing will bring together F. Allen Burt, author of the new book *The Story of Mount Washington,* and the mountain itself this Saturday, July 2, when a literary luncheon and autographing party will be held on the summit of Mt. Washington at noon. The book is regarded as one of the better publications dealing with Mt. Washington and has won favorable comments among book reviewers and mountaineers familiar with the Presidential Range. As a special feature of the party on July 2, the Stinehour Press will publish a limited edition of the newspaper *Among the Clouds* to be distributed for the occasion. The book has been published appropriately enough by Dartmouth college, present owner of the Mt. Washington summit." / "About 100 people gathered in the Summit House of Mt. Washington Saturday for a luncheon and autographing party to celebrate publication of *The Story of Mount Washington* by F. Allen Burt. "*The Story of Mount Washington*, as far as I am concerned, started when I was six months old and was carried up the cog railway. My grandfather, Henry F. Burt, started a summer newspaper on the summit," Burt declared. From his father, who carried on the newspaper, Burt inherited historical material gathered as the basis for a history. He took on the project and wrote a book. Those attending the luncheon, in addition to the author and his wife, included Col. Arthur Teague, manager of the cog railway; Roderick Stinehour, head of the Stinehour Press; Professor Ray Nash, head of Dartmouth Publications; and Joe Dodge, noted mountain man who has been a member of dozens of rescue parties on the slopes of Mt. Washington."



AMONG THE CLOUDS were these four men on Saturday when they took part in an author's luncheon on the summit of 6,288-foot high Mt. Washington. They are, left to right, Robert S. Monahan, who runs Dartmouth Outing Club properties, Albert Teague, manager of the Mt. Washington Cog Railway; F. Allen Burt, author of "The Story of Mount Washington," honored guest at the luncheon; and Daniel A. O'Brien, of Lancaster, member of the Governor's Executive Council.

(Nancy Harris Photo)

- Littleton Courier - Thu, Jun 30, 1960 pg. 5 & Thu, Jul 7, 1960 pg. 6

Lofty Luncheon: "A unique author's luncheon took place atop this lofty mountain peak Saturday *(7/2)* to mark the publication of a book about this mountain. The author was F. Allen Burt of Boston whose book is entitled, The Story of Mount Washington. Published by Dartmouth Publications, it went on sale to the public for the first time at the luncheon and Burt wa busy autographing copies for the 100 or mor persons who took part in the affair. During a brief address, Burt told the gathering that most of the credit for the book should go to his father and to his grandfather. Both men were closely associated with the mountain for most of their adult lives and edited the only mountaintop newspaper in the nation – Among the Clouds. In tribute to the author, a special edition of Among the Clouds was published for this occasion and distributed yesterday *(7/3)* by Roderick Stinehour, president of Stinehour Press of

Lunenburg, Vt., printers of the new book. Stinehour was host for the luncheon. The luncheon group meet at the base station of the cog railway, rode to the summit on a special train and returned late in the afternoon."

- Manchester (NH) Union Leader – Mon, Jul 4, 1960 pg. 5

July 3rd

The Story of Mount Washington Reviewed: The *New York Times* review written by Raymond Holden of the book by F. Allen Burt concludes by saying, "Mount Washington, as Frank Burt's book makes plain, is not just a mountain. It is a personality." *- New York Times reviews Burt's book - Jul 3, 1960*

August 4th

Record Day: "Mountain Musing: The Mt. Washington Cog Railroad enjoyed its best day of the summer Thursday *(8/4)*, carrying just under 900 passengers to the Top of New England in the 10-hour day, two trains leaving the base every hour. At noon the picturesque mountain line was sold out for the balance of the day."

- Littleton Courier - Thu, Aug 11, 1960 pg. 4

August 24th

Record Day: "A new record for passengers taken to the summit of New Hampshire's highest peak by Cog Railway was set on Aug. 24, according to Col. Arthur Teague, operator of the Mt. Washington Cog Railroad. On that day, trains transported 840 "full fares" to the summit. The previous high was 820 in 1958. To get this crowd to the summit and back to the base without delay, 21 trains were used. The 4 p.m. train was in a triple section. All rolling stock for the railroad was placed in service."

- Manchester (NH) Union Leader – Thu, Sep 1, 1960 pg. 2

October 7th

Moving Days: "The Air Force aeronautic ice and research lab on top of Mt. Washington has been closed down by the Air Force and all the housing and lab equipment is being storied in Bartlett until it is re-distributed. Three New England trucking firms submitted bids on a cost plus basis. The job was awarded to the Albee Trucking firm of Wolfeboro (NH). Everett Albee said that the government was also interested in each company's previous record of quality work on government contracts and whether the companies had the equipment and personnel to place on the mountain job. The Albee company qualified in all three categories. In charge of a ten man crew since September 26 is Dick Cushman of Wolfeboro. The other Wolfeboro man on the crew is Peter Farrin. The moving foreman, Dick Cushing, said that the ten man crew and the four van trucks are getting plenty of winter weather experience on the mountain. The men are wearing their winter coats, mittens, etc. and the trucks are fully winterized and equipped with tire chains. Peter Farrin said that last week the wind was blowing at 50 mph, it was foggy, and the temperature was 18 above zero. On each trip up the mountain the trucks became coated with a sheet of ice from the freezing fog and looked like vehicles from another world when they reached the mild temperature at the base of the mountain. Everett Albee said that the job was started on September 26 and would would take five or six more weeks to complete. he estimates that there will be a total of 75 to 80 van loads of equipment to move, which includes everything from household equipment to heavy, expensive material like the two U2 engines which have been tested on the mountain."

- Granite State News - Fri, Oct 7, 1960

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1960 Season*** - Operating Revenues: $150,863 - Operating Expenses: $136,704 - Railway Tax: $10,436 - Net Income: $5,767 - *(Railway only)*

1961

May 25th

Observatory Construction Recalled: "In 1937 the late Col. Henry N. Teague, president of the Mt. Washington Cog Railway, built the present Observatory building - known as "the strongest frame building in the United States." "If the building blows away, it will take a piece of the top of the mountain with it," said the late Col. Teague, as the workmen sank the rods into the concrete beds. The Mt. Washington Observatory is so located that it gives a picture of storm conditions developing for the northeastern areas of the United States. The Mt. Washington Observatory is now the outstanding mountain top meteorological and research station in the nation."

- Littleton Courier - Thu, May 25, 1961 pg. 26

June 15th

Cog Railway opens for 1961 season with an 11am train

- Cincinnati Enquirer, Sunday July 9, 1961 pg. 5-F

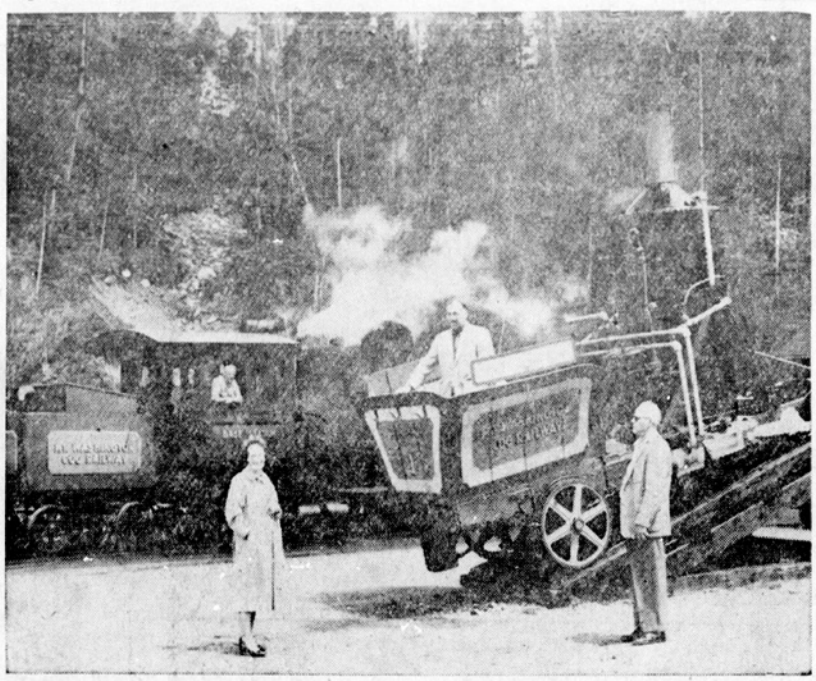
June 20th

The Real Opening?: "Specially built locomotives with horizontal boilers, lower in front so that they are level while on the mountain, push cars seating 48 to56 persons up Mt. Washington on the Cog Railway. The season starts June 20. The base station is reached over a paved road of six miles from Fabyan on Route 302 in New Hampshire. The Mt. Washington Summit House is a unique resort hotel on the summit of Mt. Washington, highest peak in northeastern United States. The house is 6,293 feet above sea level and there are rooms with comfortable beds, hot and cold running water, but no private baths, and a restaurant. At the base station there is a restaurant, souvenir shop and overnight cottages. There is also an ample free parking space for those who wish to spend a night at the Summit House."

- Littleton Courier - Thu, Jun 15, 1961 pg. 20



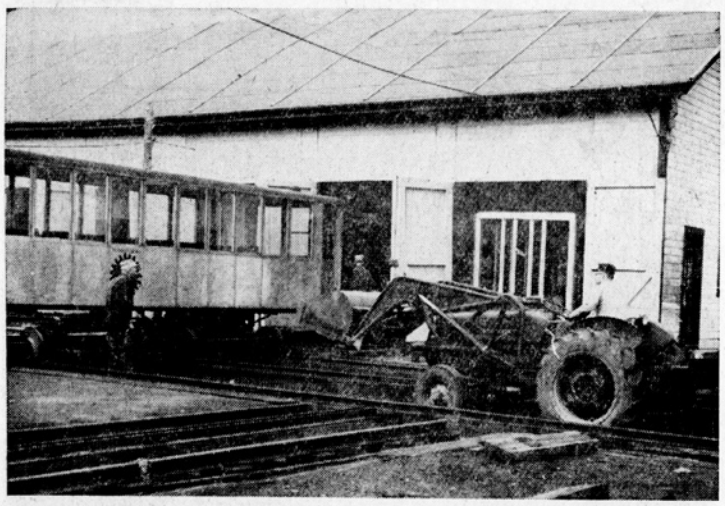
Waiting for a ride at the Base platform (1961)
- Elvira Murdock photo - Teague Family Collection



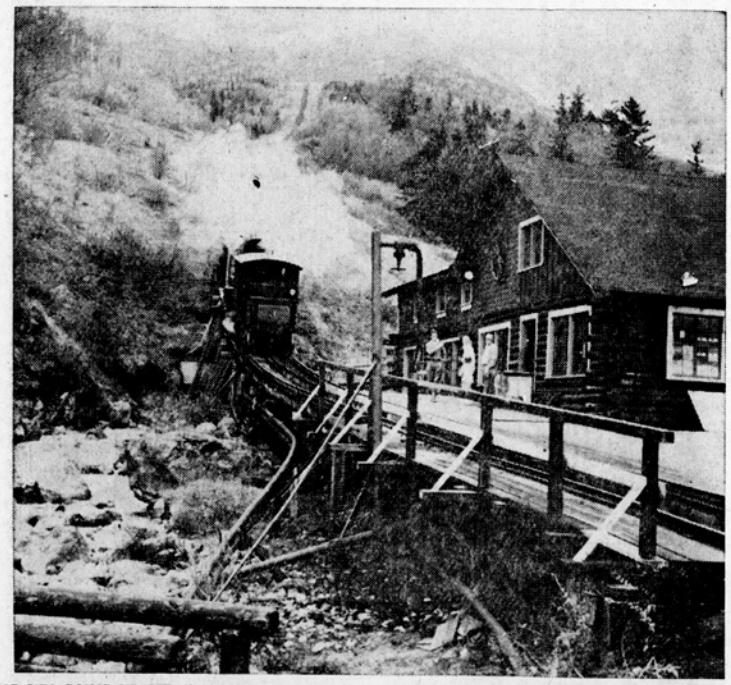
OLD PEPPERSASS, VETERAN LOCOMOTIVE OF MT. WASHINGTON COG RAILWAY—First locomotive of the unique transportation line to the summit of the highest peak in northeastern United States is retired now but can be seen at the base station of the railway "To The Moon" in New Hampshire. Standing on the engine is Col. Arthur S. Teague, who has been general manager of the Mt. Washington Cog Railway since 1935. Old Peppersass pushed the first train to the summit, 6,288 feet above sea level, on July 3, 1869. More than 40,000 persons are passengers each season on the Mt. Washington Cog Railway; tourists viewing Old Peppersass above are Mr. and Mrs. LeRoy J. Harnois of Lynn, Mass. (N. H. State Planning and Development Commission Photo)

June 22nd

Cog Railway - A World Wonder: "They were in error when they stopped counting... otherwise there would be more than just "Seven Wonders of the World" and the Mt. Washington Cog Railway would have been among the first dozen, at least. Now the Mt. Washington Cog Railway has launched its 92nd annual season. Between July 1 and Sept. 10 there will be ten trains daily, according to Col. Arthur S. Teague, general manager of the Cog Railway, starting at 9 a.m. and thereafter nearly as possible on the hour. Col. Teague adds that on and after July 1 there will be a 6 p.m. Sunset Special daily, returning to the base in the moonlight, if there is a moon. During the busy season, Col. Teague assures vacationers that there will be more trains as the traffic demands, even as many as 25 between sunup and sundown. It is the first cog railway in the world. Soon it will be the only steam rail-



UNIQUE ENGINEHOUSE OF THE MT. WASHINGTON COG RAILWAY—Seen above is a part of the engine-house and machine shop of the only mountain transportation system of its kind in the world. Due to the inability to get parts for the engines and passenger cars on this line "To The Moon" in New Hampshire, personnel of the railway build and rebuild the locomotives and cars. School teachers and businessmen work as mechanics at the Cog Railway, a pleasant way of spending a summer in the White Mountains on a happy budget. (N. H. State Planning and Development Commission Photo)



GOING UP! GOING UP MT. WASHINGTON ON THE UNIQUE COG RAILWAY—Behind puffs of white steam, one of the engines on the Cog Railway "To The Moon" in New Hampshire is seen above leaving the base station for the 3½ mile trip to the summit, 6,288 feet above sea level. On one round trip, these engines burn one ton of coal and "gulp up" 1,000 gallons of water. (N. H. State Planning and Development Commission Photo)

- Littleton Courier - Thu, Jun 22,1961 pg. 26

road in the world - and Col. Teague vows that he will never convert to diesel or electric power. "Part of the attractiveness of our mountain railroad are the white steam puffs from the stacks of our oddly shaped locomotives," says Col. Teague. "And I mean to keep it that way." Firemen on this Mt. Washington Cog Railway are probably the only firemen left in America who shovel coal. In fact, they shovel one ton of coal on a complete round trip. This railroad is the only one in the world that uses steam locomotives with horizontal boilers, lower in front so as to make them level while on the mountain. They are also the only locomotives with double cylinders both on front and back driving wheels.

"This railroad is the only one in the world that operates as a unit with a Summit House that is 6,293 feet above sea level, with most all modern comforts except private baths. Since it is now impossible to buy parts for these unique engines and cars, this railway is the only one in the world that builds, rebuilds and maintains both locomotives and cars. Col. Teague and force of more than 100 men operate their own engine house and machine shop in a valley near the Base Station. The railroad operates, as far as possible, on a strict timetable except when one of the famous Mt. Washington storms strikes and then the little locomotives quit when the wind hits 70 MPH. Col. Teague was once caught on his own work train on the side of the mountain when the wind started belting him and the train at 110 MPH. He reached the base safely, but still talks about that day! There is a variation of 20 degrees between the temperature at the base of the Cog Railway and summit station. In fact, it is so cool throughout the summer on the peak that Col. Teague maintains steam heat in the Summit House on each and every day and night during June, July, August and September! The Mt. Washington Cog Railway is probably the only railroad in American that can boast that in more than 90 years of operation there has never been a passenger fatality. It is also the only railroad that never connects locomotives with passenger cars. The engines ease up to bumpers on the cars and push on the way up. On the way down the engine is in front of the car and also there is a brakeman at the front end of the car operating a special brake. Each season the Mt. Washington Cog Railway averages 40,000 passengers and in 1960 the mountain railroad realized its most lucrative season in more than 90 years, according to Col. Teague, who has been head of this unique outfit since 1935.

"Col. Teague runs quite an operation here. In addition to the railroad, the engine house and machine shops, the hotel on the summit, a restaurant and cottages at the base, the railway generates power for lights, heat and its own telephone system. The company pumps water to the peak for the hotel and Mt. Washington Observatory, and operates a post-office on the summit that cancels an average of 150,000 postcards and letters annually. Men who work as mechanics and engineers on the Mt. Washington Cog Railway in the Summer may look the part in their overalls and dungarees, but they are actually teachers and businessmen spending a summer in the cool White Mountains on happy budgets. Men have fought, maneuvered and connived to push each other in and out of control of this unique railway project. Sylvester Marsh, the man who started it all, was eventually shoved right out of the picture - and he was bitter about it. But storms, high winds, Arctic temperatures, snow, sleet and ice - the most beastly weather this side of the equator - have never succeeded in shoving the Cog

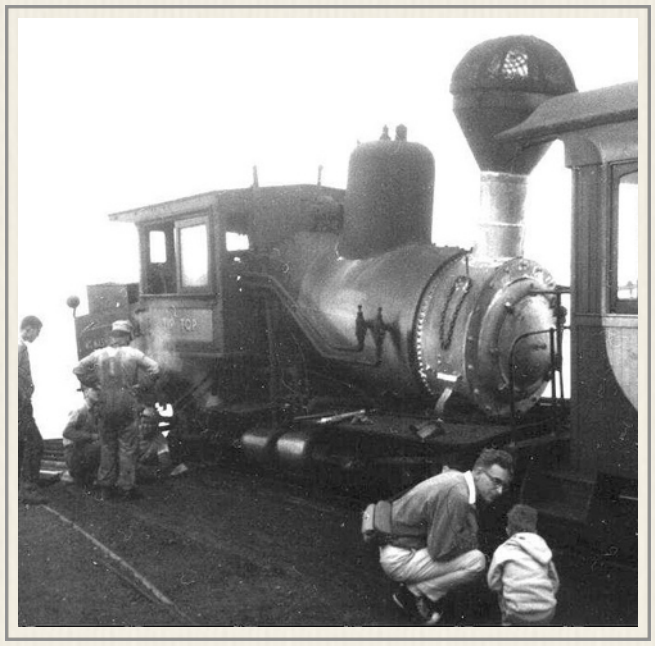
Railway off Mt. Washington."

- Littleton Courier - Thu, Jun 22, 1961

June 28th

Cog Railway favorite among tourist surveys - Col Teague "vows that he will never convert to diesel or electric power. 'Part of the attractiveness of our mountain railroad are the white steam puffs from the stacks of our oddly shaped locomotives,' says Col. Teague. 'And I mean to keep it that way." Article mentions Norm Lewis - principal of the Chester, Vermont Junior High school, Robert Kent - teacher at Essex Junction, Vermont and Edward Bird, who works rebuilding locomotives and teaches school in Hampton, New Hampshire

- Nashua Telegraph - Wed, Jun 28, 1961 pg. 13



As tourists look at front cog, Jitney joins No. 8 crew looking at rear gear at the summit (1961)
- NERail.org

June 29th

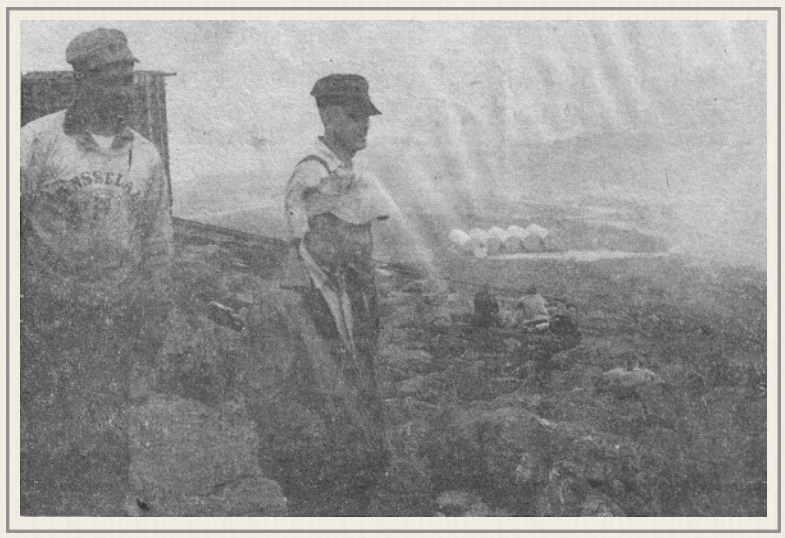
Historic Photos Surface: "Jerome H. Farwell of Wells River, Vt., has brought to the *Courier* Office an interesting photographic relic of another era in the White Mountains. It is three pictures, framed, the center one showing the former Mount Pleasant House in the foreground and today's Mount Washington Hotel in the rear with the Presidential Range as a backdrop. The two outside pictures show distinguished throngs enroute by railway from Bretton Woods to the Base of Mt. Washington, the B&M cars being of observation type with side curtains rolled up as it obviously was fair weather. From the clothing the men and women are wearing it is believed the pictures were taken in the fall of 1900. It is not known just when the Railroad from Bretton Woods to the Base was given up *(Ed. Note: 1931)*, but it was still in operation in the summer of 1929 when *Old Peppersass* made an ill-fated exhibition run on the Cog Railway. The picture has been turned over to the Mt. Washington Centennial Committee for its use in connection with the many events this summer to celebrate the 100th anniversary of the building of the Carriage Road up Mt. Washington, after which it will be returned to Mr. Farwell."

- Littleton Courier - Thu, Jun 29, 1961 pg. 10

Circuit Ride Recalled: "Charles E. Sullivan, manager of the Mt. Washington Carriage Road, started driving horses and wagons on the "Road To The Clouds" in 1905. Sullivan likes to tell about the famous "Circuit Ride" of long ago at Mt. Washington - and the "Circuit Ride" of olden times might still be a good idea today in connection with modern transportation! This project included a ride up the west side of Mt. Washington on the Cog Railway, then down the east side in the wagons of the Carriage Road followed by a clockwise tour of Pinkham, Crawford and, sometimes, Franconia Notches. "In those days," recalls Sullivan, "you might be staying at a hotel in Franconia Notch. You'd be driven by tallyho to the Cog Railway station, ride to the top on the west side, enjoy an hour on the summit, then a trip down the Carriage Road to the Glen for dinner. This would be followed by a climb to the top of a tallyo again for a 15-mile dash behind fresh horses through Pinkham Notch to the Glen Station. From there a train ride would be enjoyed through Crawford Notch - and all for $10. Those were the good old days." *- Littleton Courier - Thu, Jun 29, 1961 pg. 26*

July 9th

Auto Race Watch: "It was estimated between 4,000 and 5,000 spectators were on hand for Sunday's *(7/9)* "Race to the Clouds" up the Carriage Road to the summit of Mt. Washington. Many of these walked up the road to vantage points, others were passengers on the famed Cog Railroad up the opposite side of the mountain, while still others were hikers who chanced to be on the mountain at the right time to witness the special attraction. In the photo *(right)*, the train crew uses the 60-minute layover to watch the action themselves. Left to right: Pliney Granger, me-



chanic, of Mechanicville, N.Y., third generation of a family identified with the Cog Railroad, and all with the same name (his grandfather, formerly of Lisbon, was boss in the shop for some 20 years; his father was track superintendent, and although retiring from full-time work nine years ago, still is on the job some during his summer vacations: Kevin McKinney, brakeman, of Philadelphia, and Robert Kent, engineer, a teacher in the school system of Essex Junction, Vt."

- Littleton Courier - Thu, Jul 13,1961

August 11th

Railroad Property Deals Probed:

"The N.H. Public Utilities Commission today *(8/11)* an exhaustive probe into the financial status of all railroads in the state and the expenses of their executive officers. The commission's action was initiated by a resolution introduced by State Sen. Nathan T. Battles (R - Kingston) and passed by the Legislature during the final hours of its recent sessions. The PUC today said it would place particular emphasis on "All real estate transactions" and would "inquire into and ascertain in detail the expenses of all administrative officers." It also will investigate "expenditures for upkeep, maintenance and repair." The PUC ordered that the "type, scope and extent" of the investigation will be determined by the commission. There are six railroads operating in New Hampshire: the Boston & Maine, Berlin Mills railway, Canadian National, Maine Central, Claremont and Concord and the Mt. Washington Cog Railway. This new probe comes hard on the heels of PUC approval yesterday *(8/10)* of two petitions paving the way for a sweeping investigation into all Boston & Maine Railroad real estate negotiations made int eh state in the last six years. The petitions requested by Asst. Atty. Gen. Frederic T. Greenhalge, ordered the B&M to make available for his investigation all operating and non-operating real estate belonging to the railroad in this state as of Jan. 1, 1955. It also ordered the railroad to provide information on all parcels or tracts of real estate sold or transferred by the state during this time, including a description of the property and the "amount of consideration" received for each grant or transfer. A hearing on the railroad's request to discontinue passenger service on the Berlin and Conway branch lines was continue until Oct. 17. It was to be held Monday *(8/14)*. The B&M says it is losing some $90,000 a year on these lines. In triggering the probe that was launched today, Sen. Battles told the Senate last June 30 that "with rumors flying... that the president of the company, Mr. *(Patrick)* McGinnis' expense account runs close to half



Wartime Associates Reunion: *During World War II, Col. Arthur S. Teague, President and General Manager of the Mount Washington Railway Co, and Gen. John F. Ruggles served three years together in the 4th Infantry Division. General Ruggles has just served a two-year foreign tour of duty in Asia and is no on leave. He will report back to Fort Riley, Kan., where he will assume command of the 1st Infantry Division as post commander. He has been visiting an uncle in Lyndonville, Vt., where the general was born and received his education through high school He then received an appointment to West Point, graduating from the Military Academy in the Class of 1932. Gen. Ruggles and Col. Teague recently had a reunion at the Base Station of the Mt. Washington Cog railroad, where above photo was taken. Left to right: Richard Ruggles, Gen. Ruggles, Mrs. Ruggles, John Jr., Mrs. Teague and Col. Teague.* *(Ed note: Photo was taken July 25 by Elvira Murdock and appeared in the Littleton Courier on August 3, 1961 on pg. 24)*



Joanie & Henry Vaughn in Peppersass tender before trip up (1961)
- photo by Sam Vaughan Jr. / Vaughan Family Collection



Sam Vaughan's family rode the Cog on August 13, 1961 wearing shorts. They found Summit temps between 32° and 37°. They also observed engineer Frank Thompson greasing his engine before heading back down to the Base (1961)
- photo by Sam Vaughan Jr. / Vaughan Family Collection

a million dollars, and the operating expenses of this company in question, with exposes in the Boston papers regarding dubious real state transactions - where profit was made by friends of Mt. McGinnis in the amount of 10 times the original investment, I suggest that this resolution properly in order." Battles also said "Mr. McGinnis... has threatened the Public Utilities commission, and threatened the state in general with the absolute abolishment of all passenger service... I suggest.... that the operation of the Boston & Maine railroad comes the closest to malfeasance of management that we in New England have seen in a long time." -

- Manchester (NH) Union Leader - Fri, Aug 11, 1961 pg. 1 & 8

August 13th

Uncle Jed from Jersey: A Countryman's Diary: "After church we took off for Crawford's Notch and the Cog Railway up Mt. Washington. On the way the rain stopped and the sun actually came out for a few minutes. A Crawford's Notch the scenery was wonderful and we stopped and parked the car and looked a fine exhibit of live wild animals at the Crawford Notch State Park. They showed in large cages and mostly in their natural habitat porcupines, beavers, bear, foxes, raccoons, martens, great horned owls, skunks, groundhogs, etc. They also had a deer park filled with White Tailed Deer including a fawn that was only a few days old. It seemed to be clearing up so we started for the Cog Railway. Somehow or other at a cross road we took the wrong road and got lost. (We found out later that we had driven through Jefferson Notch on Mt. Jefferson.) It took the best part of the afternoon to get back down to civilization again. After we finally got back on Route 16, we had a sandwich and a cup of coffee and decided to call it a day. MONDAY: the weather seemed a little better today and the sun actually did come out for a time. We packed leisurely and took off for Vermont *(from North Conway)*. After passing through Bretton Woods, we made one final try for the Cog Railway, taking the other road this time and finally made it. Samantha took a picture of me standing alongside the original "locomotive," *Old Peppersass*, which they have parked there as an historic relic, to prove it. Once again, it was wet and cloudy and foggy at the base, and we did not make the trip up as we could not see the point of paying $5.00 apiece to go up into a bank of clouds. There were a lot of other people at the base, milling around who seemed to have similar ideas. They say the ride is perfectly safe, but the equipment and some of the trestles look pretty old and rickety. After a bit we retraced our steps a little and continued on our way west..."

- Bernardsville (NJ) News - Thu, Aug 17, 1961 pg. 4



Col. Arthur & Ellen Teague (L) with Gov. Wesleu & Beverly Powell (1961)
- photo by Elvira Murdock / Margery Bargar Collection

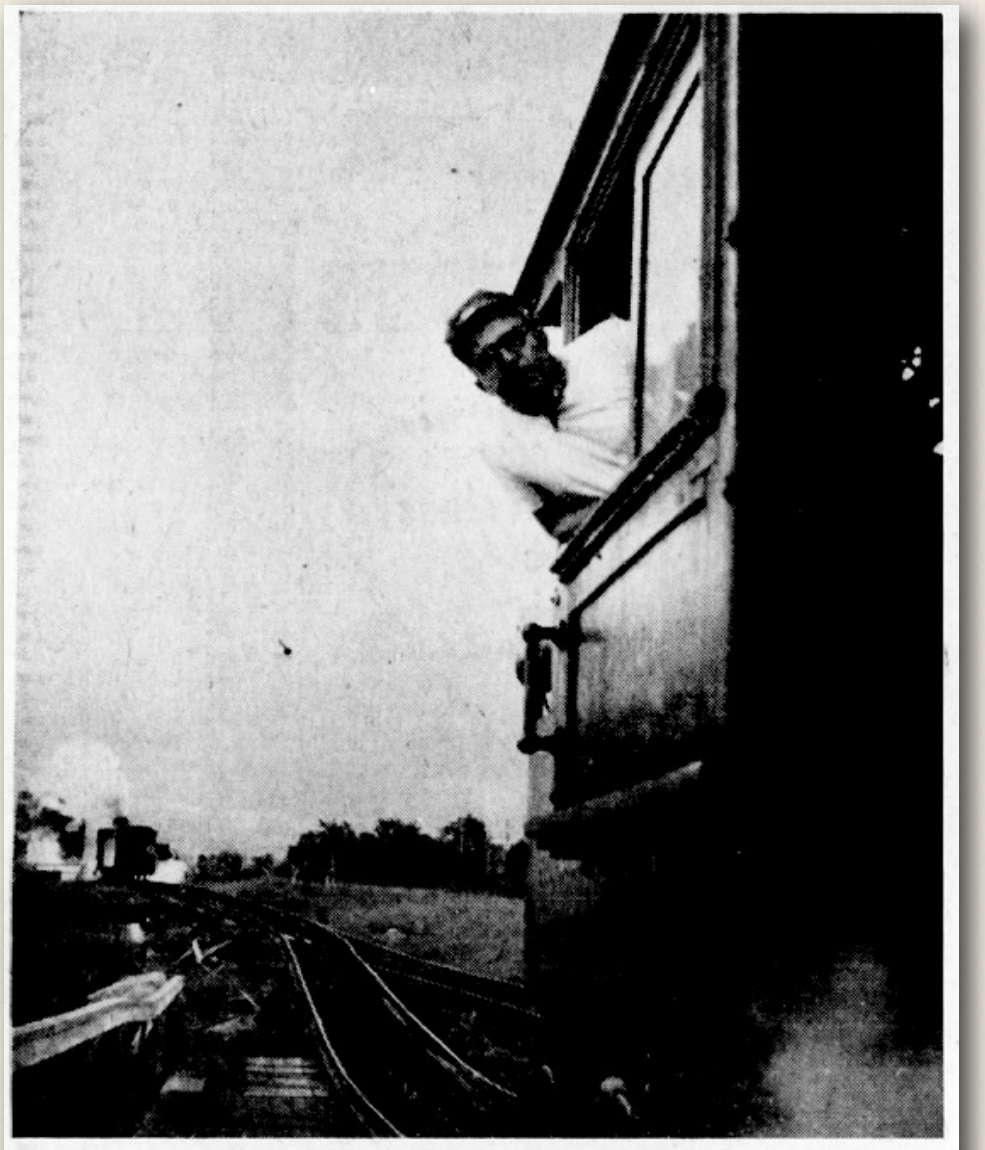
August 15th

Gov, Council on Summit: "The business of the state government of New Hampshire was carried on Tuesday *(8/15)* at the top of Mt. Washington by Governor Wesley Powell and his Executive Council. The unusual setting was in the Summit House and the meeting was part of the year-long celebration of the 100th anniversary of the famed carriage road up New England's highest peak. The last time a Governor and Council met at the summit was nearly two decades ago in the term of Gov. John G. Winant. Favored by excellent weather, the group arrived at the top by mid-morning and went into a business session in the lobby of the Summit House while curious tourists looked on. At noon Governor Powell's party, members of the sponsoring Mt. Washington Carriage road Centennial committee, and representative of the press and radio were guests of Col. And Mrs. Arthur Teague, of the Mt. Washington Cog Railway, at a steak luncheon. This was followed by a tour of the summit area, a radio broadcast, and a telecast from the nearby facilities of Mt. Washington TV. The descent was made via the Cog Railway."

- Littleton Courier - Thu, Aug 17, 1961 pg 1 & 6

August 17th

Cog is Busy: "The Mt. Washington Cog Railroad, one of the top recreation attractions of the country, is enjoying one of its best seasons. In fact, this summer may establish a new record for the unique mountain line. A new one-day record was set Tuesday, August 1, when 23 trains were required to carry 889 paying passengers. The old record was 849 on August 24, 1960. The new record was established between 9 a.m. and 7 p.m. departures from the Base Station. Other previous one-day records were: July 28, 1953, 784; August 6, 1953, 822; August 7, 1957, 832. As of last Sunday the railroad had carried some 22,000 passengers, about 1,500 paying passengers ahead of a year ago. Last year's total of 38,247 for the season should be exceeded, Col. Arthur Teague, general manager, told *The Courier* this week. Several thousand potential passengers have to be turned away each season, indicating the growth of the busi-



GRIFFIN HARRIS OF LITTLETON IS SHOWN AT THE CONTROLS OF ONE OF THE UNIQUE MT. WASHINGTON COG RAILROAD ENGINES. In his fourth season of employment for the major attraction, "Griff" alternates between engineer and fireman, making three trips daily to the Summit. He returns this fall to Chelsea, Vt., where he is a teacher of language arts and sciences in the junior high school.



SHOWN ABOVE IS A VIEW OF THE BASE STATION OF THE MT. WASHINGTON COG RAILROAD, taken Sunday when a typically large crowd of people was waiting for the scenic ride to the top of New England.

- Photos in Littleton Courier - Thu, Aug 17, 1961 pg 26

ness over the past 10 to 15 years. Col. Teague said ways are now being considered, such as running a double track part of the way, to boost the capacity to more nearly accommodate the peak demand in the future."

- Littleton Courier - Thu, Aug 17, 1961 pg. 26

August 24th

In Your Own Backyard: "The famous scenic attractions of the White Mountains area are enjoying a busy season, setting new records in many cases. People from far-distant areas each year flock to the region to visit these points of interest. Each day's throng includes families from throughout New England and the easter region of the U.S. in particular... Interestingly enough, these crowds include only a small percentage of New Hampshire people who have these spectacular tourist operations right in their own backyard, so to speak. As a matter of interest, we list below a few of the well-known attractions, and request that you check those that you and your family

	YES	NO
OLD MAN OF THE MOUNTAINS	☐	☐
THE FLUME	☐	☐
LOST RIVER RESERVATION	☐	☐
CANNON MT. AERIAL TRAMWAY	☐	☐
MT. WASHINGTON COG RAILROAD	☐	☐
MT. WASHINGTON CARRIAGE ROAD	☐	☐
MT. AGASSIZ MAGIC MOUNTAIN EXPRESS	☐	☐



ALL ABOARD! New Hampshire's Gov. Wesley Powell "hams it up" for the camera corps as the state's official family prepares to descend 6,288-foot Mt. Washington on the famed Cog Railway after Tuesday's meeting of the Gov. and Council. Below the locomotive cab are, left to right, Col. Arthur S. Teague, manager of the Cog Railway; Councilors James H. Hayes of Concord, Roger E. Brassard of Manchester, Harold Weeks of Hinsdale, Philip A. Robertson of North Conway and Andrew Jarvis of Portsmouth. (St. Louis Photo)

- Manchester (NH) Union Leader - Thu, Aug 17, 1961 pg. 28



Oldtime Railroad Associates Meet

RECENTLY TWO FORMER FELLOW EMPLOYES OF THE MT. WASHINGTON COG RAILROAD RODE THE TRAIN TO THE SUMMIT of the line on which they worked together 51 years ago. J. Alfred Seymour (right) of Twin Mountain was an engineer in 1910 when Dennis P. Maloney of New Britain, Conn., was a fireman. Mr. Seymour, native of Fabyan and owner of the White Mountain House there that was destroyed by a fire in 1929, took his first job with the Cog Railroad in 1897 when he was only 16. He served in nine sessions of the N. H. Legislature as a representative from Carroll and was a delegate from the state to three Democratic National Conventions. He attended Littleton High school in his youth. He now lives summers at Elmwood Hall, Twin Mountain, and winters at Somerville, Mass. Mr. Maloney is an engineer with the New Haven Railroad from which he will retire this year. The two men were guests of Col. Arthur Teague as they revisited the unique Cog Railroad.

- Littleton Courier - Thu, Aug 31, 1961 pg. 10

have visited. Then please clip out this editorial and return to *The Courier*, so that a compilation can be made. If you and your family have never visited these and the many other attractions our region has to offer, of it your last visit was several years ago, why not plan now to join the many people who travel great distances to enjoy them? You will find a Sunday or a weekend thus spent, will be pleasurable, and an entertaining and educational experience for everyone."

- Littleton Courier editorial - Thu, Aug 24, 1961

September 13th

I'd Sooner Lipton: "Mountain Musing: Members of the White Mountains Recreation Association, and their wives, were guests of Mr. and Mrs. Arthur Teague at the Summit House on Mt. Washington, Wednesday *(9/13)* night of last week, making the ascent at 5:30 p.m. via the Cog Railway. The association, made up of operators of summer vacation attractions held its regular monthly meeting Thursday *(9/14)* morning and returned to the base at 2 p.m., favored by excellent weather. On the descent the party noticed a sizable crew of

Picture Book of New Hampshire *by Bernadine Bailey published by Albert Whitman & Company - simultaneously in Canada by George J. McLeod, Ltd. in 1961. Once in the library of Public School 68 in the Bronx, the book was purchased by a Lebanon, NH Rotary Club after Jitney Jr's talk in January 2019 and passed along by Cogger and Rotary president Steve Christy who notes, "it looks like the No. 9 on the cover. Interesting that the Cog made the cover, but apparently no mention of it on the inside of the book."*

- Lewis Family Collection



Colorized B&W image of engineer Leo Boucher savoring a mug of Lipton Tea for the television cameras. (1961)
- Joan Toothaker Collection / Colorized by Robt Howard

cameramen and technicians along the cog track, busy taking movies of one of the railway engineers *(Leo Boucher)*. Their work will be produced as a nationwide television commercial advertising a popular brand of tea and a cigarette brand."

- Littleton Courier - Thu, Sep 21, 1961 pg. 4

September 13th

Exploiting Tourist Trade: "Former Ambassador to Mexico Robert C. Hill of Littleton told members of the N.H. Hotel Association last night (8/12) that they should "ask your government to do something about boosting tourist trade in New Hampshire. Hill, representative to the state Legislature, said that even though New Hampshire is one of the country's most beautiful states, "we have not scratched the surface as far as tourist business is concerned." Counseling the hotel owners, the former ambassador said, "To make money, you have to spend money. You must convince those at concord that you cannot compete with other tourist areas in the United States unless you go after the business with advertising." He spoke at the 47th fall meeting of the association in the Mt. Washington Hotel (in Bretton Woods). The Mt. Washington Cog Railway provided rides to the summit." *- Manchester (NH) Union Leader - Wed, Sep 13, 1961 pg. 21*



Children's Center Wishing Well On Summit

WISHING WELL ON SUMMIT OF MT. WASHINGTON has been established for the benefit of Children's Center at the Crotched Mountain Rehabilitation Center at Greenfield. Through the cooperation of Col. Arthur S. Teague, director of the Mt. Washington Cog Railway, and Douglas Philbrook, executive director of the Mt. Washington Carriage Road Centennial committee, a wishing well has been placed in the Summit House, 6,288 feet above sea level. Seen above are (left) John W. Dunn of Concord, manager of the Summit House, and Miss Martha Perkins of Pittsfield, a member of the teaching staff of the Crotched Mountain Rehabilitation Center. Dunn is placing a check, first donation, into the wishing well. During the past nine months, the Crotched Mountain Rehabilitation Center gave more than 10,000 treatments to handicapped children from 22 states and four foreign countries. A wishing well for Crotched Mountain's handicapped children at Story Land, famous tourist attraction in Glen, has provided $7,349 for the rehabilitation facility at Greenfield.

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

September 14th

Best in History?: "There is every indication that New Hampshire's 1961 recreation business is better than a year ago. And there is a possibility the Granite State is experiencing its best season in history. A post check of nearly a score of sources pretty clearly indicates that last summer's recreational business, both as to dollar volume and number of visitors to New Hampshire, has been surpassed, according to John Brenna, promotional director of the State Planning and Development commission. The "business was booming" report was inspired, in part, by the fact that the Carriage Road and Cog Railway on Mt. Washington have flatly reported they have each broken all existing records for some 100 years of operation."

- Littleton Courier - Thu, Sep 14, 1961 pg 1



Double header at Summit (Oct 1961)
- Peter B. Kingman photo / NERAIL Photo Archive

October 19th

Impact of National Geographic Article: "George T. Hamilton, Appalachian Mountain Club Hut System manager, gives below some observations on the impact on the Hut System *(and the Mountain)* of an article which appeared in the August *(1961)* issue of the *National Geographic Magazine*. Written by Justice William O. Douglas of the U.S.



Crew conversation at Summit (Oct 1961)
- Peter B. Kingman photo / NERAIL Photo Archive

Supreme Court, the story was titled, "The Friendly Huts of the White Mountains." The story in the August, 1961, issue about the hut system of the Appalachian Mountain Club was the result of over two years of planning. Various members of the Geographic staff worked on the story, spending considerable time with the cartographic department particularly. Their representative, Lee Peacock, spent over a week in this area checking on the many details involved in making the three-page fold-out map of the Mt. Washington area which accompanied the story. The story was scheduled for August, 1961, and appeared in the hands of subscribers around July 22. Response to the story was immediate. There is little doubt that many families came to the White Mountains, not to hike, but to simply view this scenic area, for the lovely pictures in the *Geographic* magazine convinced many a reader that it is an area worth visiting. Arthur Teague, manager of the famous Mt. Washington Cog Railway, tells of the woman who looked him up at the Base Station to tell him her family was all packed to visit the Rocky Mountains on vacation when the *National Geographic* arrived; Whereby the family immediately changed their plans and headed for New Hampshire. In addition, Mr. Teague tells of seeing many people walking around his area carrying *Geographic* magazines as guides to the area."

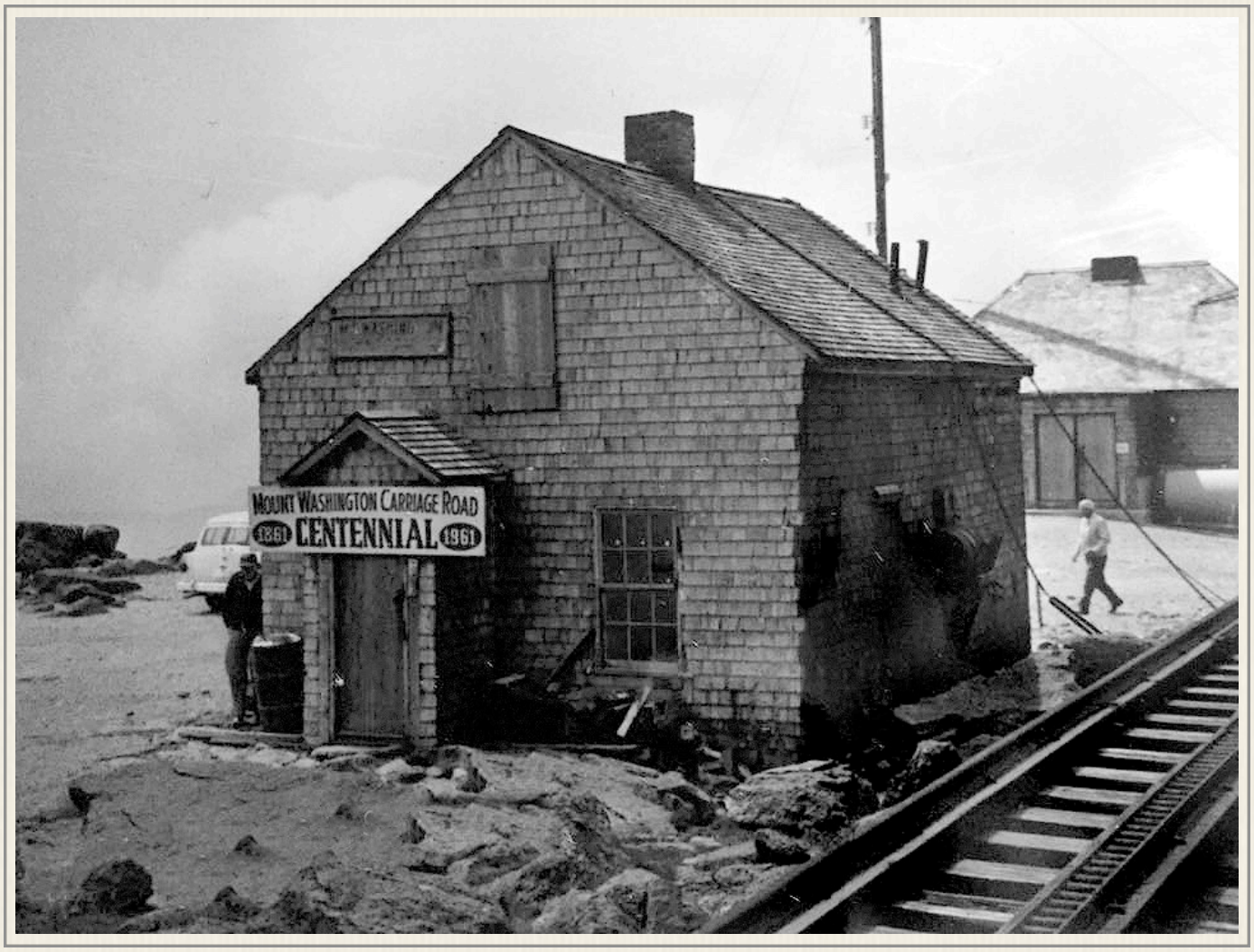
- Littleton Courier - Thu, Oct 19, 1961 pgs. 16 & 17

December 28th

15-million Views "The White Mountains of New Hampshire has found its way to an estimated 15,000,000 TV and movie audiences during the last three years. The film, which is narrated by Lowell Thomas, Jr., shows many of the scenic wonders of the White Mountains: Sandwiched between these natural wonders are things to do while visiting, such as a ride on the Cog Railway or a visit to Storyland. The distributor has noted the film has consistently been booked about 30 percent more often than the average film of this type."

- Littleton Courier - Thu, Dec 28, 1961 pg. 16

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1961 Season*** - Operating Revenues: $167,340 - Operating Expenses: $153,006 - Railway Tax: $10,374 - Net Income: $5,864 - *(Does not include Marshfield and Summit House operations.)*



Stage Office with Centennial Celebration sign (Aug 1961)
- Sam Vaughan Jr. photo

1962

January 11th

Icing Research Project Abandoned: "The annual report of the White Mountain National Forest for the fiscal year 1961 has just been issued. Following are excerpts taken from it: Mount Washington Aeronautical Icing Research Project - The United States Air Force has abandoned their research program conducted by private contractors for several years on the summit of Mt. Washington. The site of this climatic laboratory and dormitory on the White Mountain National Forest, operated under special use permit, is now pending disposition. the three Forest Service buildings at the Bartlett Service Area, in Bartlett, that were used as field offices for the research program, are now back in use as workshop and equipment storage space by the Forest."

- Littleton Courier - Thu, Jan 11, 1962 pg. 6 B

April 21st

Gem Pool Rescue: "A Canadian young woman who fell into Gem Pond while hiking with a party of friends on Mt. Washington Saturday *(4/21)* is recuperating from a cerebral concussion and a basilar skull fracture at the Mary Hitchcock Memorial hospital in Hanover. The condition of Miss Madeline Champagne, 17, of Pierrefonds, P.Q., this week was reported as satisfactory. She reportedly received the injury when she struck her head on a rock in the plunge into the pool. with her escort and a young married couple who reportedly carried with them a 10-months-old baby in a papoose pack, she was headed up Ammonoosuc Raving trail, which leads to the Lake of the Clouds. They got as far as Gem Pool, approximately two miles in from the Cog Railway base station, when the mishap occurred. They were about half-way to their destination. One member of the party stayed with Miss Champagne while the other two hiked back to the railway base station. The caretaker *(Crawford)* there contacted State Police who in turn summoned Dr. Harry McDade of Littleton. Meanwhile, a party comprised of U.S. Forest Service personnel, Conservation Department members, State Police and Bethlehem and Twin Mountain Fire Department members, went in with two snow travelers, a toboggan and litter and took the girl to the base station. She was taken by Bethlehem ambulance to the Littleton hospital, a distance of about 25 miles, where X-rays were made and then the patient was taken to the Hanover hospital. The young lady was unconscious for at least 20 minutes following the mishap, and exposure was a major concern for the rescuers. Fortunately it was a relatively warm day."



- Littleton Courier - Thu, Apr 26, 1962 pg. 4

June 2nd

Armand Falardeau, 42, Danielson, Connecticut dies from hypothermia in the Presidential Range.

- MWOBS death page

June 7th

Twin Mtn Board of Trade: "Twin Mountain notes (deferred from last week): The Twin Mt. Board of Trade met recently at the town hall with 35 attending. Plans were discussed regarding the opening of the Twin Mt. Recreation area and the operation of an information booth. Arthur Teague of the Mt. Washington Cog Railway gave an interesting talk on various advertising mediums. Lewis Roberts was elected chairman of the board of directors. A vote of thanks was given R. E. Lievendag for his services as chairman."

- Littleton Courier - Thu, Jun 7, 1962 pg. 2

June 8th

Chester Eighth Graders to the Mountain: Captain Sarah Vail pens a report on a school trip for the local newspaper: "On Friday morning, June 8, at eight o'clock the *(Chester, Vermont)* eight grade school patrol left for Mt. Washington from the Junior High school. At eleven o'clock we arrived at the Base Station at Mt. Washington and went to Mr. Lewis' cottage, where we left our sleeping bags and suitcases. Then we went to the Upper Falls and ate our picnic lunches and some of the boys also went swimming. After eating we went to Crawford Notch State Park where we visited the wildlife exhibit. From there we went to Franconia Notch and went to see the Old Man of the Mountain. Then we went to the Basin and arrived at the Flume at five o'clock. After going through the Flume we went back to the cottage at the Base Station. Mr. Lewis took the boys out and showed them the machine shop where the cog railway engines are repaired, while the girls got supper ready. After the boys cleaned up the kitchen, Mr. McCormack got out his guitar and we sang songs and entertained each other. The lights were out at eleven o'clock. The next morning we were up at seven o'clock. The boys cooked breakfast and those that didn't have K.P. duty Friday night cleaned the kitchen after breakfast. At nine o'clock we loaded the cars and went to the Base Station gift shop. At quarter of ten we rode the cog railway to the top of Mt. Washington where we visited the Channel 8 television relay facilities. We arrived at the Base Station a quarter of twelve. We left the station and went and had lunch. Then we went to Clark's Trading Post and watched the trained bears and visited the gift shop. Shortly after we visited the Morse Museum in Warren, N.H., from where we left to start on our trip back to Chester where we arrived on Saturday, June 9. We wish to extend our thanks to our chaperones, Mrs. Emily Griffith, Mrs. Elmer Butler, Mrs. Edward Harrington, John McCormack and Norman *(Jitney)* Lewis, who made this trip possible."

- Springfield (VT) Reporter - Wed, Jun 20, 1962 pg. 12



Young wide eyed boy from College Point, New York rides the Mt. Washington Cog to the summit of Mt. Washington around 1962. College Point is in the New York City borough of Queens.

Anne Teague Koop: *"It could almost look like you Timmy."* ***Tim Lewis:*** *"Anne - I never played in Little League, I had this huge, historically accurate train set to play with all summer long."* ***David Huber:*** *"Looks like this guy is worried his Harley might not be in the parking lot when he gets back down off the mountain."*

- Photographer unknown / NH Then & Now FB post

June 26th

N.H. Postmasters Convene: "New Hampshire postmasters will soon be heading for the hills for their state convention to be held at the Crawford House hotel on June 26-28. A full program has been planed by the various committees which will include the annual business sessions. Many postmasters are expected to ascend to the top of Mt. Washington during some part of the convention with Postmaster Arthur Teague as their host. Postmaster "Bob" Holiday, whose office is a summer post office located in the Crawford House, will be host for the annual session." *- Littleton Courier - Thu, Jun 21, 1962 pg. 1 B*



Stage driver Earl Libby at the Summit

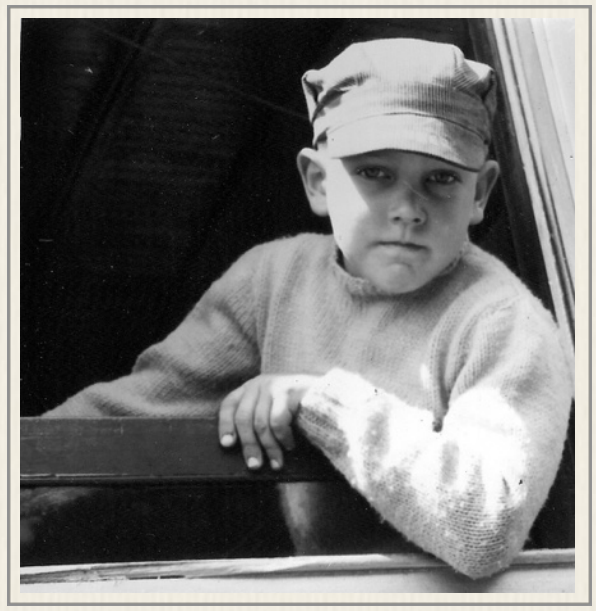
July

Low Gear on High Road: "The July issue of *Ford Times*, published by the Ford Motor Co., includes a feature story titled "Low Gear On the High Road - up the century-old Mount Washington Carriage road rugged station wagons take you to the eerie roof of New England." It is written by Charles Harper, who also executed illustrative paintings, including one on the front cover the publication. The story is reprinted in full in the *Littleton Courier*: "And now you are on the summit, 6,288 feet above the sea, which, on

a clear day, you can see - and truly clear days are few. And if the fog shuts in, you can feel your way to several points of interest in this cloudland community. There are the government testing laboratories, weather observatory, Summit House and Tip Top House with rooms and meals - and roofs chained down; and radio and television transmitters. You will also have a look at one of the strangest contraptions to meet the eye of man, the locomotive and rolling stock of the Mount Washington Cog Railway. The railway is an interesting engineering feat - and so are the Ford station wagons operated by the Mount Washington Stage company. They currently operate six '55 and two '56 Country Sedans with an average mileage of about 40,000 miles all of them in low gear all the way, except when crossing Route 16 at the Summit Road entrance."

- Littleton Courier - Thu, Aug 2, 1962 pg. 4 C





August 2nd

Charlie & Elvira: "Charles S. Teague, seven-year-old son of Col. Arthur S. Teague, manager of the world-famous Mount Washington Cog Railway, and Mrs. Teague, is studying trumpet with Elvira Murdock, former first trumpet player with Ina Ray Hutton and D'Artega and presently official photographer at the Mount Washington Cog Railway. Charles began his lessons this summer and is making excellent progress with his new trumpet. There has been no tug-o-war as in practicing for Charles reports faithfully for his daily morning lesson. It is intended that Charles will combine railway engineering with music, and from all observations, Charles will be a success in both. *(Photos* by Elvira Murdock)"

- Littleton Courier - Thu, Aug 2, 1962 pg. 4 C

August 18th

Cog Party at Marshfield House

August 19th

Arnold Fall Tours: "Arnold Tours of Boston announces a post-labor day and Foliage Motorcoach Tour plan, the first leaving on Tuesday, September 4... On the first day the tour follows the new highways north from Boston, via Portsmouth and alton Bay, along the shores of Lake Winnipesaukee, through Franconia Notch, the old Many of the Mountains and Cannon Mountains to Littleton for overnight. The tour continues through the white Mountains, including Crawford Notch, stopping at the Base Station of the Mt. Washington Cog Railway, with opportunity to ascend if anyone wises."

-Boston Sunday Herald - Sun, Aug 19, 1962 pg. 67



Jane & Margie Teague work the Summit souvenir counter for publicity photo (August 1962)
- Ellen Crawford Teague Collection



Fireman Peter Poltrack & engineer Frank Thompson after a run up to the Summit (Aug 1962)
- Bud Nye photo / Glenn Nye Collection

August 30th

N.H. Summit Purchase Considered: "Possible state acquisition of the top of Mount Washington (was) discussed Thursday, August 30, at a joint meeting of the advisory commission of the State Department of Resources and Economic Development and directors of the White Mountains Region Association. The meeting... was an informal session designed to exchange views on ways to improve the recreational facilities of the North Country. During the discussion, present and future plans of the department were explained and region directors were asked for suggestions. Following the meeting, the commission spent the night at the summit of Mt. Washington, as guests of Arthur Teague. The discussion of the summit of Mt. Washington was highlighted by the disclosure by Arthur Teague, who has been associated with the cog railway and Summit House for more than 30 years, that he is negotiating with Dartmouth college to purchase the railway and to lease the Summit House on a 10-year basis. Formal announcement will come as soon as final details are settled, but in the meantime he reported he has started a program of renovation at the Summit House. Out of the informal discussions on the subject of the future of the summit of New England's highest peak and New Hampshire's most valuable recreational asset, came the sentiment of the directors of the Region that the advisability of the state acquiring the summit, but not the railway or the auto road, be investigated with particular attention to the multiple interests already installed there... The opinion was strongly expressed that if the land should be acquired by the state, private enterprise should be encourage to participate in making the summit suitable to accommodate the increasing thousands of summer vacationists who visit the area each year. It was indicated that Mr. (Russell B.) Tobey's department would conduct talks with interests in the Mt. Washington area, review the findings of the Mt. Washington Study committee whose report was made during the administration of Gov. Lane Dwinell, and determine what the state's interest might be. Mr. Teague reminded the groups that the road from U.S. Route 302 to the Base Station of the Cog Railway, which carries upwards of a half million people annually, was built piecemeal over the years with money from National Forest timber sales and state funds as they could be obtained. He declared that the present highway has become inadequate to handle safely the steadily increasing traffic that uses it during the summer season, and is a prime example of the need for a planned program of maintenance and improvement of present access roads as well as the construction of new ones."

- Littleton Courier - Thu, Sep 20, 1962

A Good Season Underway: "Mountain Musing: The Mt. Washington Cog Railroad is enjoying a busy season, with business running 3-5% ahead of last year's record patronage. At times the popular mountain ride



"Ripley's Believe It or Not" features classic Pat Camden image to illustrate the Devil's Shingle. (1962)
- Lexington MA Herald - Aug 13, 1962 pg 16

has had as many as 400 seats sold ahead - three hours in advance of departure time. There have been more people in the area than we have ever seen before," this week commented Arthur Teague of the Cog railway. The Summit House business is considerably ahead of a year ago, with more overnights there are many more hikers in the mountains this summer? Mr. Teague announced that the second aluminum passenger car for the mountain railroad has been constructed in its shops, waiting for the arrival of plate glass - it was hoped the car would be ready for service by Labor Day, joining the first such modern car built two years ago." -

Littleton Courier - Thu, Aug 30, 1962 pg. 4

September 6th

State Considers Summit Purchase: "Possible state acquisition of the summit of Mt. Washington, New England's loftiest peak, will be discussed at Franconia today *(9/6)* by state and regional officials. A proposal to provide state aid to construct access roads from public highways to private recreational developments also is on the agenda for a joint meeting of the advisory commission of the Department of Resources and Economic Development with directors of the White Mountains Region association. Both groups will consider the present status of Mt. Washington, its significance to the state, and the problem of unused buildings vacated by the U.S. Air Force since the abandonment of its research program on the summit. The session will be a regular monthly meeting of the DED advisory commission and was located in Franconia for the convenience of White Mountains Region directors. Later this afternoon, the DED commission members will travel to the summit of Mt. Washington on the cog railway as guests of Col. Arthur Teague and reconvened their meeting that evening. On the summit, they will inspect the Mt. Washington observatory and transmitting facilities of WMTW, Channel 8." *- Littleton Courier - Thu, Sep 6, 1962 pg. 8*

September 12th

Alfred K. Dickinson, 67, Melrose, Massachusetts died from hypothermia in the Presidential Range

- MWOBS death page

September 13th

Overnight at the Summit: "Members of the White Mountains Recreation association and their wives were overnight guests of Mr. and Mrs. Arthur Teague at the Summit House on Mt. Washington Thursday *(9/13)* of last week. A buffet supper was served during the evening, and there was dancing *(left)* with music furnished by a four-piece orchestra. The excursion was blessed with calm, clear weather and a full moon, the ascent to the summit being made on the Cog Railway, of which Mr. Teague is general manager. Following breakfast Friday, the regular meeting of the association, made up of operators of recreational facilities in the White Mountains summer vacation area, was held after which the party returned to the Base."

- Littleton Courier - Thu, Sep 20, 1962 pg. 1

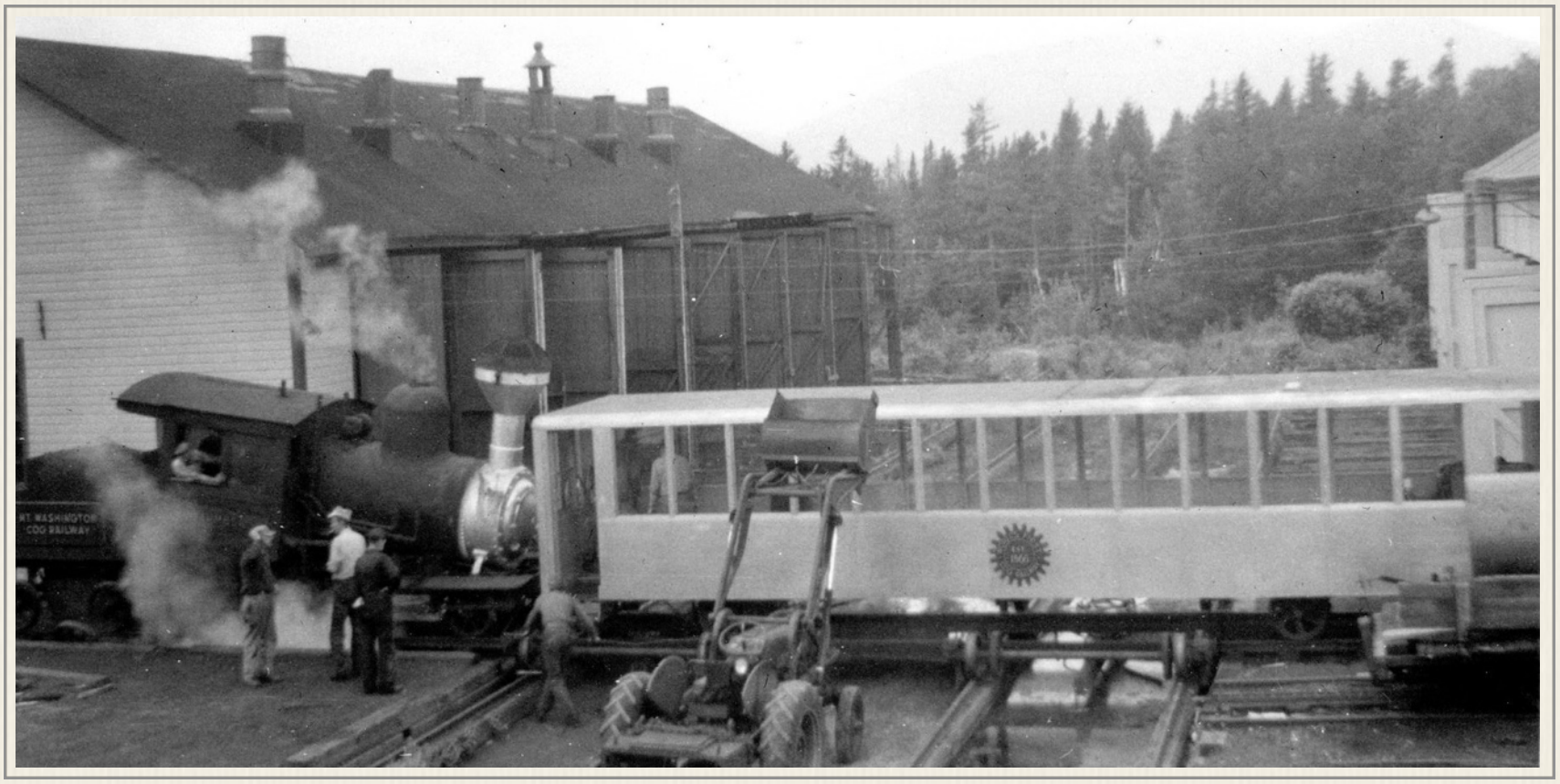


This 1962 White Mountain Association meeting features dancing at the Summit House to Katahdin Mountaineers. Jane Teague dances with her father (center) while Ellen is to Arthur's left

- Ellen Crawford Teague Collection

September 27th

Private Enterprise to the Fore: "*Courier* Editorial: Possible state acquisition of the top of Mt. Washington, new developments in Crawford Notch, and other matters were included in a discussion held at a recent joint meeting of the advisory commission of the State Department of Resources and Economic Development and directors of the White Mountains Region association. The opinion was strongly expressed that if the land on the top of Mt. Washington should be acquired by the state, private enterprise should be encouraged to participate in making the summit suitable to accommodate the increasing thousands of summer vacationists who visit the area each year. The success which private developers and have achieved in Vermont and other areas has bolstered the belief that New Hampshire's future development as a recreational state lies not in the direction of more state operations, but rather in the encouragement of private capital participation. The state has done a commendable job under built-in handicaps. It is time for private enterprise to play a lead role in further en-



Woody Thompson's Brownie captures the roll-out of the second aluminum passenger coach. His dad, sign painter George (second from left) talks to Shop foreman Paul Philbrick (light shirt) as engineer Frank Thompson closely watches the front cog gear engage the transfer. Car builder Doug Taylor says "The Taylor Made Car (Thelma to some) made its test trip on a Saturday morning in mid-Sept of 1962. I had finished installing the glazing at about 9 PM the previous night, collected a nice bonus from Arthur, and was driven back to my folks house in Lyme. At noon on Saturday, as the new coach was making its first revenue trip (with no problems) I was on my way to New Haven, CT to start my studies at Yale School of Drama (1962)
- Thompson Family Collection

hancement of New Hampshire as a major playground region."

- Littleton Courier - Thu, Sep 27, 1962 pg. 2 C

October 12th

Massachusetts Newshawk Returns to Roost: "A newspaper writer, Frank W. Lovering of 3 Lovering road, Medford, Mass., had a date with destiny on Mt. Washington Saturday, July 20, 1929, and went back to the Summit last Friday *(10/12)* to refresh his memory after 33 years. he was accompanied by his grandson, Dean M. Harris. July 20, 1929 was the day *Old Peppersass*, first mountain-climbing locomotive in the world, plunged to her doom from Jacob's Ladder. Mr. Lovering's verification of my "date with destiny" was proved by an incident at the manager's desk in the Summit House last week. The *(Peppersass)* accident was not known until the trains started down. Gov. Charles W. Tobey climbed from the car in which Mr. and Mrs. Lovering were sitting - it was the first down because it was the last up - and in a few minutes the governor was talking with a man who was making his way up through the rocks. The trains went back to the Summit House. It was apparent that the only way down was by automobile. Mr. and Mrs. Lovering decided to stay at the hotel rather than travel over the road at midnight. They had not even toothbrushes, much less nightclothes. "I went to the desk and registered, first of the party to do so, at the top of the right-hand page in the book. The page was later filled with the names of unexpected guests," Mr. Lovering recalled this week. "Last week Friday I told this story to the manager of the Summit House. Neither he nor I nor anybody else in the conversation remembered the date when *Old Peppersass* took her plunge. The manager went to the book counter and brought back *The History of Mt. Washington*. Finding the date, he went to the vault and returned with the register for that year, 1929. I said, 'Just a minute and I'll write my name just as you'll find it there.' The manager turned to the page and there it was, 'Frank W. Lovering and wife, Medford, Mass.' In the next column was the room assigned by the night clerk 33 years ago. 'Take the key and go up,' the manager smiled. A young man on the Summit House staff went to the second floor with my grandson and me. Before the door was unlocked I said, 'If this is the room its windows are above the gable roof of the front porch and there's a bell on the ridgepole.' I rolled up the green curtain - and there were the ridge and the bell! Back in the lobby we talked of this interesting 'reunion' of a newspaperman who had reported the tragedy of *Old Peppersass* as one among the outstanding events of his active yesterdays. Everybody who was in on the conversation was fascinated. I thought, 'This evidence would hold in any

court before any judge and jury - even after 33 years!'"

- Littleton Courier - Thu, Oct 18, 1962 pg. 3

October 10th

"The Mt. Washington ***Cog Railway*** reported its ***best year ever***, a total of 1,645 full fares ahead of 1961." *- Nashua Telegraph - Newspapers.com*

November 12th

Operating Company Transfers Assets: "Mount Washington Summit House Inc. was dissolved November 12, 1962 by resolution of Board of Directors & stockholders. All assets were distributed to its sole stockholder – Trustees of Dartmouth College." Inventory listed: ***Road & Equipment:*** $115,960.28; ***Locomotives:*** $50,169.92; ***Passenger cars:*** $25,641.47; ***Water stations:*** $11,443.97; ***Misc structures:*** $1,848.13; ***Electric light plant:*** $3,060.40; ***Railway machining:*** $227.02; ***Tel & Tel:*** $843.09; ***Auto:*** $7,312.50; ***Toilet Bldg:*** $1,565.64; ***Note Payable Mt Wash Railway:*** $115,000; ***Mt Wash Railway:*** $80,762.08; ***Coal Inventory:*** $1,475.00; ***Prepaid Insurance:*** $5,580.13 - ***Total:*** $420,889.87. ***Depreciation yields note payable:*** $257,115.72

- Corporate Financial Ledger

November 20th



No. 3 at the Shops: Honeymoon Cottage remains across the tracks (1962)
- John Thompson Collection - Cog Railway: We Were There FB

Cog Railway Sold: "The sale by Dartmouth college of the Mt. Washington Cog Railway, the Railway Base Station and certain related properties to Col. Arthur S. Teague who has headed the Railroad organization since 1951, was announced Tuesday *(11/20)*. The sale was arranged jointly by John F. Meck, vide president and treasurer of Dartmouth college, and Col. Teague. The sale includes the Cog Railroad and its rolling stock, some 20 acres at the base of the mountain, the Base Station restaurant, gift shop, tourist cabins and maintenance buildings and the railroad's right of way up the mountain. A longtime lease of the Summit House to Col. Teague was also negotiated. Dartmouth college, however, is retaining outright ownership of the summit of the mountain. Col. Teague stated that he would continue to operate the Cog Railroad and Summit House as in recent years. Dartmouth college became the owner of the historic railroad and the Summit properties in 1951 by bequest under the will of the late Henry N. Teague, Dartmouth, Class of 1900, and Tuck School, Class of 1901. In commenting on the sale, Mr. Meck stated that during the negotiations with Col. Teague the state of N.H.'s Dept. of Resources and Economic Development had been kept informed of the situation. Colonel Teague was born in Graniteville, S.C., the son of Dr and Mrs. C. A. Teague. He attended the academy of Richmond County in Augusta, Ga., a four-year prep school, and was graduated from Clemson (S.C.) college in 1932. Col. Teague was married in 1942 to Ellen MacLane Crawford of Philadelphia. They have six children. They make their home in Philadelphia winters, but Col. Teague said this week the family is considering moving to this area for year-round residence. Some 100 people are employed during the three-month season, including the Summit and the Base. At the height of the seasons as many as 20 trains are run daily over the 3⅓-mile railroad which has a remarkable record for safety. Mr. Teague said this week that a long-term program of improvements is being considered, but the mountain railroad with its strange-looking engines will continue to be steam operated - "this is what the public wants." Col. Teague is a member of White Mt. lodge of Masons in Whitefield. Over the years the Teague girls have been prominently identified with area horse shows, all being skillful equestrians."

- Littleton Courier - Thu, Nov 22, 1962 pg. 1 & 2

The Deal: Sale Over Time: "FOR VALUE RECEIVED, Mount Washington Railway Company *(Teague company)*, a New Hampshire corporation having its principal place of business at Fabyans, County of Coös, State of New Hampshire, promises to pay to Marshfield, Inc. *(Teague company with a security agreement with Dart-*

mouth College), a New Hampshire corporation having its principal place of business on the summit of Mount Washington in Sargent's Purchase, county of Coös, State of New Hampshire, or order, the sum of Seventy-Seven Thousand Two Hundred Dollars ($77,200.00) in twenty (20) successive annual payments of Eight thousand Four Hundred Ninety-Two Dollars ($8,492.00) each, the first payment to be made on the 20th day of November, 1963, and a like payment to be made on the 20th day of November of every year thereafter, unless sooner paid in accordance with the terms hereof, the balance of principal and interest remaining shall become due and payable, on demand, twenty (20) years from the date hereof." The note was signed by Anthony Poltrack, vice president of Mount Washington Railway Company in the presence of attorney Jack Middleton. Interest being charged is six percent. Value of the sale over twenty years - $169,840.

November 22nd

Dartmouth College sells Cog Railway, Base Station and related properties ***to Arthur Teague.*** Dartmouth retains summit and enters long-term lease of Summit House with Teague

- New York Times - Nov 23, 1962 pg. 31

"The crown of New England can be had for cash. The 6,292-foot summit of Mt. Washington, in fact, has been rented from Dartmouth College by a Southerner, Co. Arthur S. Teague. the college also sold him outright the famed New Hampshire Cog Railway, which since 1869 has transported about a million people to the highest point in the eastern United States. The state declined to buy the summit from Dartmouth for $150,000. A World War II hero, Teague does not take the crown lightly, however. He has in exchange sold his heart to New Hampshire. He did that back in 1933, when another Col. Teague, a distant cousin and then owner of the railway and summit, gave him a job as ticket agent during the darkest days of the Depression. At his death in 1951, Col. Henry N. Teague bequeathed the property to his alma mater, Dartmouth College. The whole business embarrassed Dartmouth, which sold the manager of the railway a few weeks ago for about $125,000 and leased him 53 acres including the Summit House hotel at its skyline terminus."

- Boston Globe Sun Dec 16, 1962 pg. A6

November 26th

New Trade Name: "Be it known that Mount Washington Railway Company is doing business under the name of Mount Washington Cog Railroad at Fabyan, New Hampshire. Signed by: Arthur S. Teague."

November 29th

Cog "In Good Hands": "Courier editorial: The announcement in last week's Courier that Col. Arthur S. Teague ahs purchased the Mt. Washington Cog Railway, the Base Station and certain related properties from



Dartmouth college is good news. The transaction also includes a long-term lease of the Summit House by Col. Teague. Arthur Teague went to work on the Mt. Washington Cog Railroad in 1933 as ticket agent Since those early years he has progressed through the ranks. Mr. Teague is experienced in all facets of the unique mountain railway operation that began in 1869. Mr. Teague has plans for a longterm program of improvements to make the regional asset of continuing and growing importance. We wish him every success as he assumes ownership and full responsibility for the railroad's future. it is in good hands."

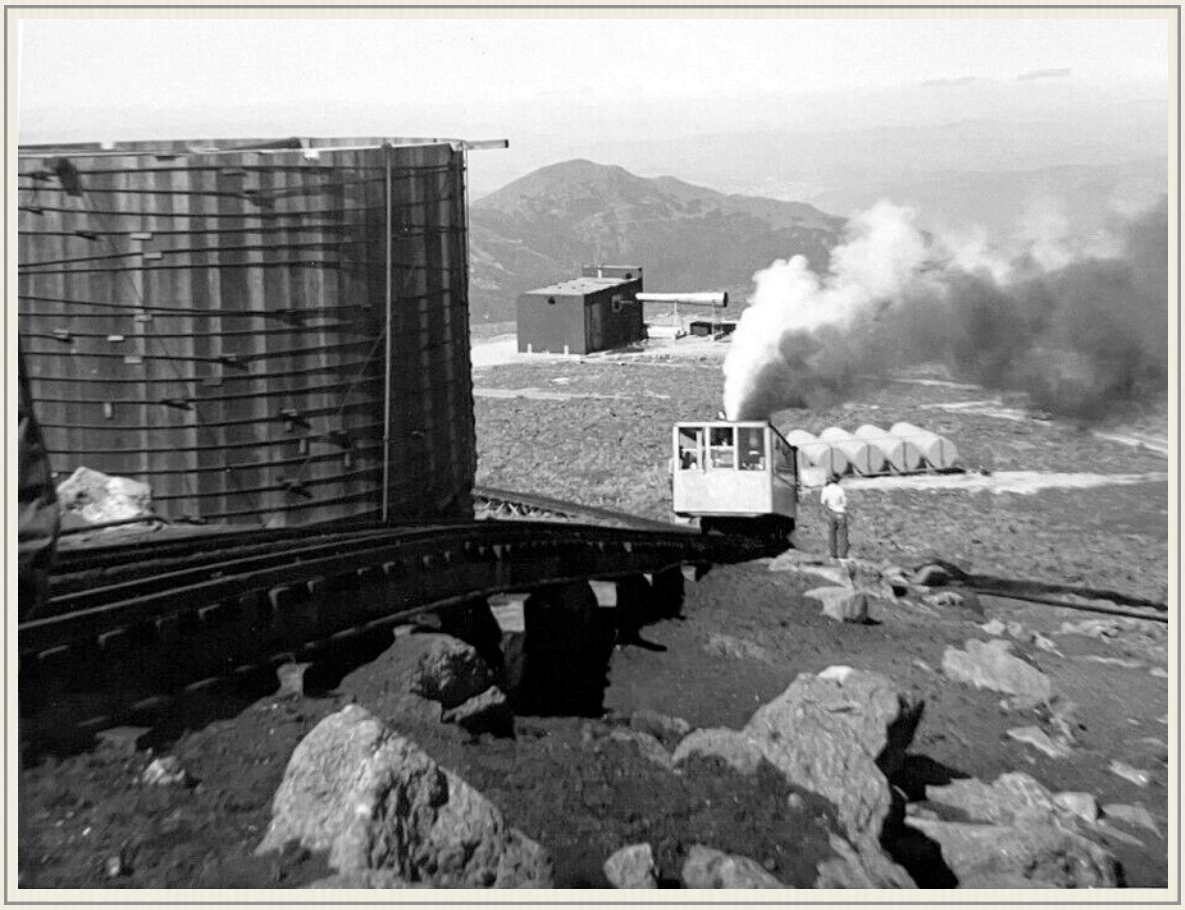
- Littleton Courier - Thu, Nov 29, 1962 pg. 2 B

December 13th

Sixty Scenic Sites: "Clearly New Hampshire men who best know a prime subject for their camera lenses have a soft spot in their hearts for loftiness, water, and a combination of the two. The N.H. Division of Economic Development (DED) reveals that of some three-score most "photoscenic" sites in New Hampshire selected by a quartet of four crack professional photographers, and a trio of state promotional people mountain terrain was involved as the prime or secondary subject for half of them. The "Four S" photographer aces - Eric Sanford of Manchester, Don Sieburg of New London, Dick Smith of North Conway, and Bob Swenson of Concord (listed their) favorite target(s) for their cameras. Working with the widely known and highly regarded photographer quartet have been DED's director, Allan V. Evans, its promotion director, John Brennan, and its assistant director for publicity, Ralph H. Morse. With but few exceptions, all sites selected are relatively easy to get at. Of the three score sites selected to date, a half dozen covered bridges and half as many pretty Granite State villages are included. Only two of the subject matters embrace, other than incidentally, privately-owned objects. One is the celebrated, original Cog Railway and, of course, a mountain - a big one, 6,288-ft. Mt. Washington - is "the reason" for the railroad being so unique. The "Four S's," Director Evans explained, got no formal instructions of any description before being asked to sit down and name their favorite scenic subjects. "Just list," they were told, "what you know, as a professional, makes a truly outstanding site and what experience tells you Mr. and Mrs. John Doe favor, too." They were not asked to name these sites in favored order."

- Littleton Courier - Thu, Dec 13, 1962 pg. 4 C

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1962 Season*** - Operating Revenues: $168,652 - Operating Expenses: $158,875 - Railway Tax: $8,497 - Net Income: $2,498 **-** *(Does not include Marshfield and Summit House operations.)*



New aluminum coach approaches the Summit with Air Force Climate Lab in background (1962)
- RBS Collection via Conrad Ekstrom

Col. Arthur S. Teague 1963-1967



The Taylor-made Thelma car on Skyline Switch (Aug. 3, 1963)
- George Thompson Family Collection

1963

Second aluminum passenger ***coach*** *"Thelma"* ***built*** at the Cog shops by Douglas and Jeff Taylor thus the car was "Taylor Made"

- *http://www.cog-railway.com/03timeline.htm / Jitney collection*

January 22nd

Teague Honored at Officers Club: "Col. Arthur S. Teague, who retired from the U.S. Army Reserves last Tuesday *(1/22)* was honored Tuesday night at a dinner in the officers' club of the Philadelphia Naval Base. Col. Teague, a veteran of 31 years of active and reserve service, was awarded the Croix de Guerre for action in the D-Day invasion. He also holds the British Distinguished Service Order and the U.S. Army's Silver Star. Col. Teague lives at Oak rd. and Northwestern ave." / "A veteran of 31 years of active service and reserve duty, Col. Teague received an inscribed silver bowl fr0m the officers of the 2015th Station Complement, the reserve unit which he founded in 1955 and commanded until his retirement on January 15. Certificates of appreciation from the Department of the Army and Twenty-First U.S. Army Corps were also presented to the colonel. Col. Teague served on active duty from March 1941 until July 1946. In civilian life, Colonel Teague is owner, president, and general manager of the Mount Washington Cog Railway. Col. Teague and his wife, the former Ellen Crawford of Philadelphia have six children: Jane, 19; Margaret, 16; Francis, 15; Anne, 13; Lucy, 9; and Charles, 7."

- Philadelphia Inquirer - Wed, Jan 23, 1963 pg. 17 / Littleton Courier - Thu, Jan 24, 1963 pg. 6

February 6th

Cinerama Mention: "Some 10 years back the Cinerama medium was introduced to movie houses, and has steadily drawn audiences back again and again for each new production. Those of us who have been faithful followers of the superwide screen blended with 3-D sound have often thought back about the most spectacular scenes of the productions. Fairly hard to pick out the fest in this type of production, for the makers have been clever enough to include on ly first quality and strong-effect material in each film. But the new film, "The Best of Cinerama," which opened today *(2/6)* at the Boston Theater, managed to combine some of the best from most previous films, and added enough excellent new footage to make even those who have seen all the previous packages anxious to see this one, too. A preview last night *(2/5)* brought back some of the better impressions. When you do get into town for the new show, remember we especially recommended you closely watch the footage on the train climbing the foothills of the Himalayas at Darjeeling, India - beats taking the Mt. Washington Cog Railway (begging F. Nelson Blount's pardon!) -J. A. G." *(Ed. note: Cogger Pliney Granger ran trains on the Darjeeling line during World War II & F. Nelson Blount was the curator of Steamtown locomotives now in Scranton, PA).*

- Worcester (MA) Evening Gazette - Wed, Feb 6, 1963 pg. 10

February 14th

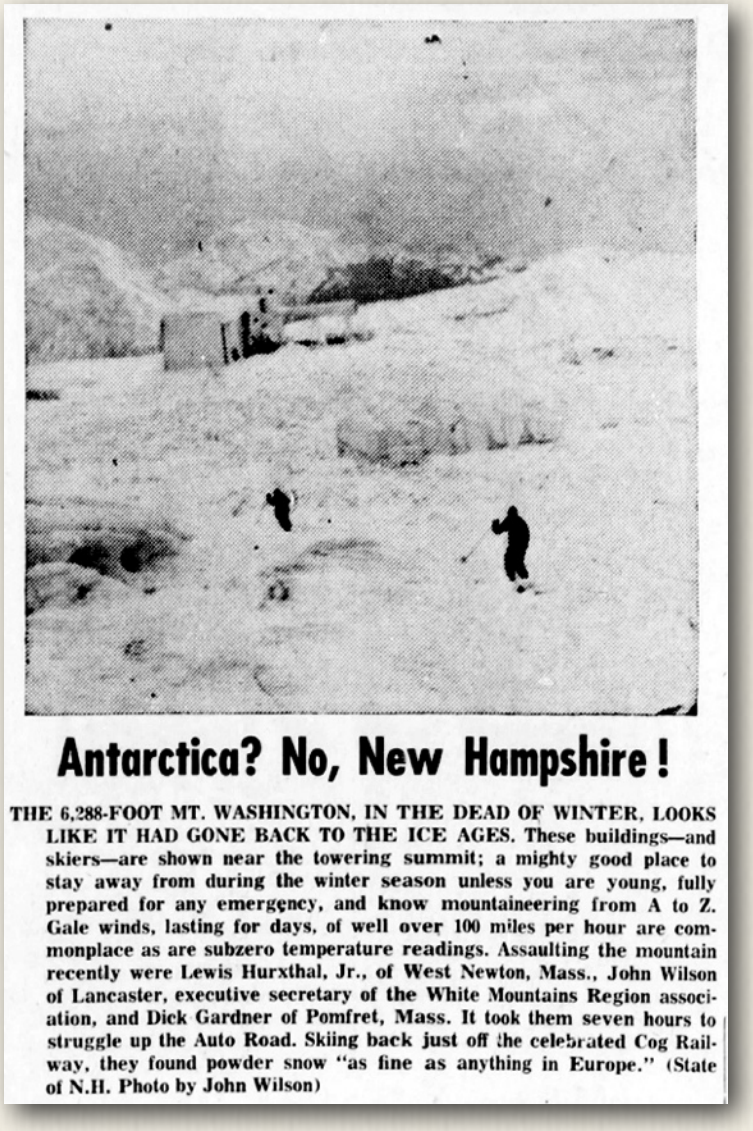
Philbrook Reports Crawford Doing Well: "Mountain Musing: Crawford Hassen, the caretaker of the Base Station property of the Mt. Washington Cog Railway who spends the winter isolated there with his two collie dogs, was reported recently to be standing the winter well as his lonely post. The news was brought back by Paul Philbrick of Mexico, Me., superintendent of the Cog Railway shops during the summer, who snowshoed in from U.S. Route 302. He reported that the snow was about 18' deep on the road to the Base Station,

with about 30" in other places, and that the buildings had come through the winter thus far in generally good condition. On Friday *(2/8)* of last week, Mr. Philbrick left for Cleveland where he will spend the next eight weeks at the Lincoln Electric Welding school. He will study plate, alloy and pipe fabrication electric welding. At the completion of the course he will return to the Base State to prepared for the coming summer season of the Cog Railway."

- Littleton Courier - Thu, Feb 14, 1963 pg. 4

April 11th

White Mtn Film Goes Foreign: "Via a fine color film, entitled "The White Mountains of New Hampshire," the Granite State is making a bid for attention from citizens of foreign countries who envision, sooner or later, a trip the United States. The film, which runs a quarter-of-an-hour, is the product of the White Mountains Recreation association. More than 50 copies of the movie have been seen by well over 50 million Americans and Canadians. The United States Travel Service, which is responsible for the overseas distribution as a part of its "Visit USA" program, has termed it "an excellent film for which we plant to get maximum circulation." Allan V. Evans, Director of the Division of Economic Development (DED) said the WRMA's color film fills a vacuum that would otherwise exist with reference to being able tot supply the overseas market through the U.S. Travel Service, because DED lacks the funds to supply sufficient prints and, additionally, the films it has on hand are not sufficiently up-to-date to compete with those of New Hampshire's competitors." *- Littleton Courier - Thu, Apr 11, 1963 pg. 3B*



Antarctica? No, New Hampshire!

THE 6,288-FOOT MT. WASHINGTON, IN THE DEAD OF WINTER, LOOKS LIKE IT HAD GONE BACK TO THE ICE AGES. These buildings—and skiers—are shown near the towering summit; a mighty good place to stay away from during the winter season unless you are young, fully prepared for any emergency, and know mountaineering from A to Z. Gale winds, lasting for days, of well over 100 miles per hour are commonplace as are subzero temperature readings. Assaulting the mountain recently were Lewis Hurxthal, Jr., of West Newton, Mass., John Wilson of Lancaster, executive secretary of the White Mountains Region association, and Dick Gardner of Pomfret, Mass. It took them seven hours to struggle up the Auto Road. Skiing back just off the celebrated Cog Railway, they found powder snow "as fine as anything in Europe." (State of N.H. Photo by John Wilson)

- Littleton Courier - Thu, Mar 21, 1963 pg. 6A

May 9th

The Summit Needs Attention: "Editorials of the Week: What ever happened to the summit of Mt. Washington? Not that the top of the "rock pile" is missing, but apparently any action on acquisition by the state is. A half dozen years ago a hard-working committee came up with a report for the then-Gov. Lane Dwinell urging that the state purchase the mountain-top so that the conglomeration could be straightened out and the summit could be something of which we all could be proud. The report lay dormant for a number of years. Then shortly before leaving office, Gov. Wesley Powell asked the top men in the Department of Resources and Economic Development to investigate the state's purchasing the summit. Last we heard, they were conferring with officials at Dartmouth College, which owned most of the top. A member of the department told us the other evening that nary a word has been heard since from either Commissioner John Rowe or Recreation Director Russell Tobey. Mt. Washington is one of the two most valuable natural assets, tourist wise, New Hampshire has. The other is the Old Man of the Mountains. Much money has been spent first by private groups, then by the state in preserving the rugged beauty of the Great Stone Face and the area around it. But the summit of Mt. Washington has become a hodgepodge of buildings. The Air Force structures are becoming a blot on the landscape. And last summer, at least, a pile of tin cans and rubbish made the peak look like the slums. Thousands upon thousands of people go up the big hill by car, by railroad and by foot. The ride or climb is breath-taking. What greets thousands upon arrival at the summit is something else again. We'd like to see private enterprise do the job. But it's a tough problem because of the intermixture of leases and rights between various private and government groups. The state seems to be the logical one to help make something of the summit of Mt. Washington." *- Berlin Reporter editorial reprinted Littleton Courier - Thu, May 9, 1963 pg. 4 C*

May 30th

Memorial Day Openings: "Decoration Day is traditional opening date for a substantial number of new Hampshire "attractions," both natural and man-made, and this year is no exception. With those that had



opened earlier, or remain open on a year 'round basis, possibly as many as 95 percent of such operations had opened up as of May 30. A few, such as Portsmouth's famed historic houses and the Mt. Washington Cog RR, have a mid-June starting date but, to reiterate, the great majority are now ready to welcome visitors if not on a seven-days-per-week basis, at least on weekends. Virtually all will be open daily as of June 15." *- Littleton Courier - Thu, May 30, 1963 pg. 8 A*

June 3rd

Cog Railway opens for 1963 Season

- Teague letter to Fitney

June 13th

Cog Opening This Saturday: "A construction gang has been at work at the Base Station since June 3 as the Mount Washington Cog Railway prepares for its 94th season opening this Saturday, June 15. The Summit House will open next Thursday, June 20." *- Littleton Courer - Thu, Jun 13, 1963 pg. 8 C*

July 11th

25th Anniversary Breakdown: "Groveton notes: Mr. and Mrs. James Main celebrated their 25th wedding anniversary last week by going to Newfound lake and then to Mt. Washington for a trip to the top where they exchanged marriage vows 25 years ago. When up a third of the way by the Cog Railway, a main shaft broke in the engine. They were told the cogs would hold. They were taken back to the base by another train." *- Littleton Courier - Thu, Jul 11, 1963 pg. 2A*

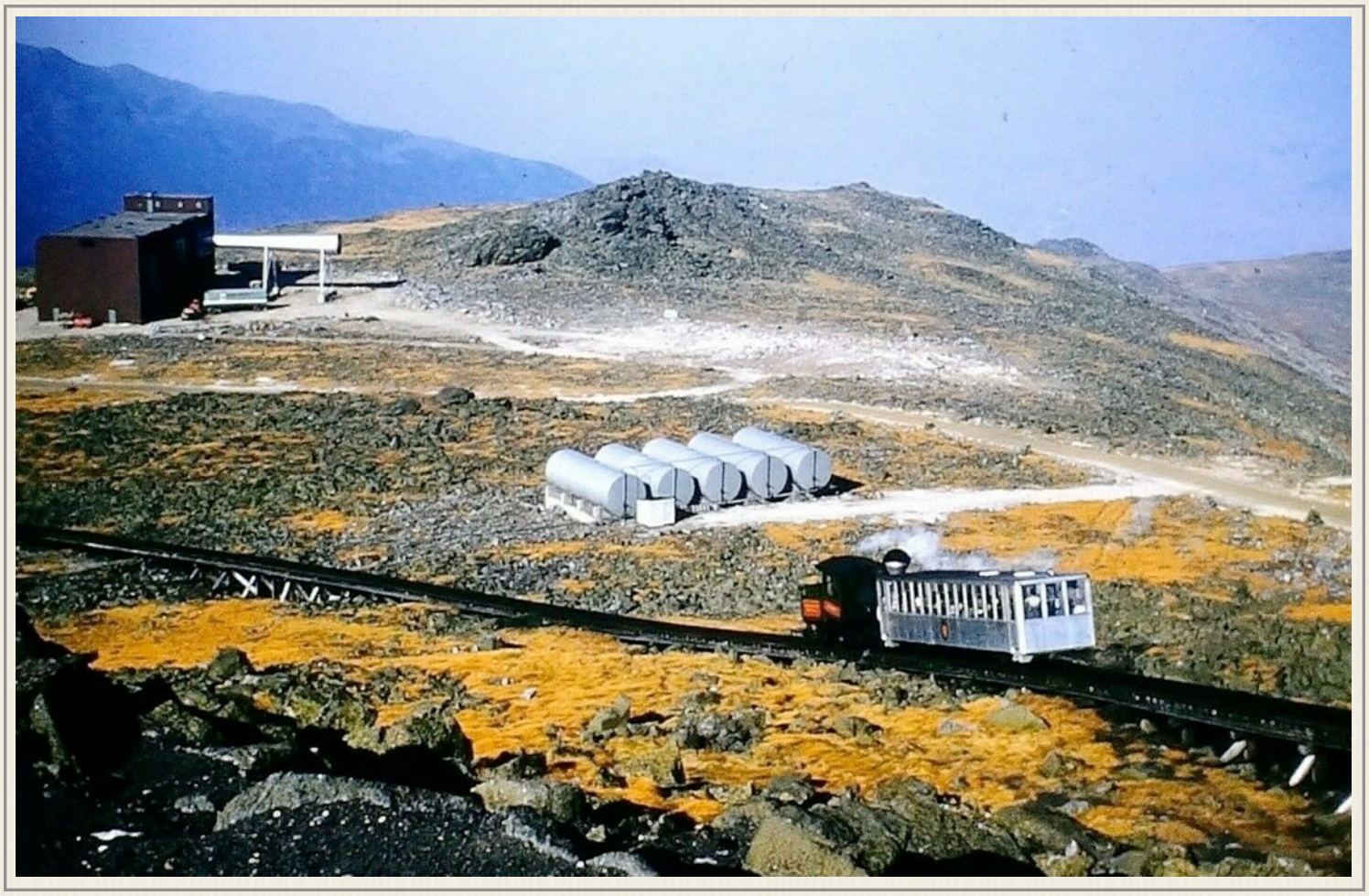
July 31st

Records Broken: "To the Editors: The Mt. Washington Cog Railway broke its old record of Aug. 1, 1961 on July 31, 1963. We carried 1,026 paying passengers plus a few complimentary rides such as to a group from the Xavieran Monastery. Every time hte employees of the company break its last record for a day's business, they receive an extra day's pay as a bonus. Seven little steam trains of the Cog Railway made a total of 22 round trips for the day. At the close of July the Cog railway was 20.52 per cent ahead of 1962 which was a banner year, and if the good weather will hold out it looks like 1963 will be a record year. The present fare is $4.95, while the fare for many years just before the war was $4.50, and back in 1928-29 the fare was $6. In the old days trains were operated twice a day while today they are operated every hour on the hour, and double sections are used when we operate to capacity. - sig: Arthur S. Teague - Mount Washington Railway Co."

- Manchester (NH) Union Leader - Wed, Aug 7, 1963 pg. 24

August 1st

Tourist Diversification Needed: "Dr. J. L. Crampon, dean of the School of Business of the University of Colorado and one of the top recreation experts in the United states, feels that the White Mountains needed more diversified tourist attractions in order to keep up with the rest of the country. Crampon has just completed a two-year study of 24 successful tourist destination areas in the United States for the Area Redevelopment Administration. In New England, these areas included the White Mountains, Bar Harbor, Me., and Cape Cod. Crampon noted that most of the tourist attractions here *(in the White Mountains)* catered to children or featured mountain rides. There is probably a wealth of historic lore which could presented to the public, such as the history of the Cog Railway, the struggle of Ethan Allen Crawford, or the Willley House story. Indian museums and pageants have universal appeal. Scientific attractions are always popular. "In fact, the Smithsonian Institute at Washington, D.C., is the No. 1 tourist attraction in the country," he noted. Crampon also criticized the amount of effort wasted in the production of local promotional folders which are designed to keep everybody happy who pays for them, but have little advertising value upon prospective customers. Someone in New York could care less in known if the town has 10 service stations and three barber shops. Prospective tourist are



interested (1) knowing what there is to do in an area and (2) where to write for reservations."
- Littleton Courier - Thu, Aug 1, 1963 pg. 7 A

August 15th

A Good Tourist Summer: "Barring a protracted spell of exceptionally bad weather - and officials forecast a hotter-than-average August - New Hampshire is clearly destined for a record-smashing volume of summer vacation business. The Division of Economic Development (DED) reports that a wide variety of "yardsticks" used to measure the travel industry, conclusively prove that going into this month, New Hampshire never had it so good. This proof came from traffic counts on both rural routes and turnpikes; from tourist information booths in all areas of the State; Chambers of Commerce; tourist attractions such as up-mountain rides and "villages" for children, State Parks and a variety of other sources. Major White Mountains tourist attractions, which enjoyed a great season last year, are surpassing their records of 1962 for the same period thus far this year Col Arthur S. Teague president of the celebrated Mt. Washington Cog Railway, said business on the road itself is up 20,52 percent over last year's banner. The gift shop, food and Summit House all show increases, too. Last July 28 the unique railroad carried an all-time record 1,026 passengers to Washington's craggy 6,288-foot summit." *- Littleton Courier - Thu, Aug 15, 1963 pg, 1 & 1 B*

August 24th

Cog Party at Marshfield House with the Katahdin Mountaineers
- Jitney collection

August 28th

Breakdown - No. 4 *Summit* breaks rear main shaft as it approaches the Halfway House on the way up
- Jitney collection / See Vol. 1 Ch. 6 Trouble on the Line

Jane Teague Prevails at Plymouth: "Jane Teague, daughter of Col. and Mrs. Arthur Teague who operate the Mt. Washington Cog Railway, won the adult riding championship at the State Fair Horse show (in Plymouth, NH). Stevie Lewis of Bedford had a close call when the horse when was riding threw and then rolled over her. She later competed in other events."
- Manchester (NH) Union Leader - Wed, Aug 28, 1963 pg. 29



September 3rd

Arthur Teague says ***"business*** on the road itself is ***up 20.52%*** over last year's banner. The gift shop, food and Summit House all show increases, too. Last July 28, the unique railroad carried an all-time record 1,026 passengers" to the summit. *- Nashua Telegraph - Newspapers.com*

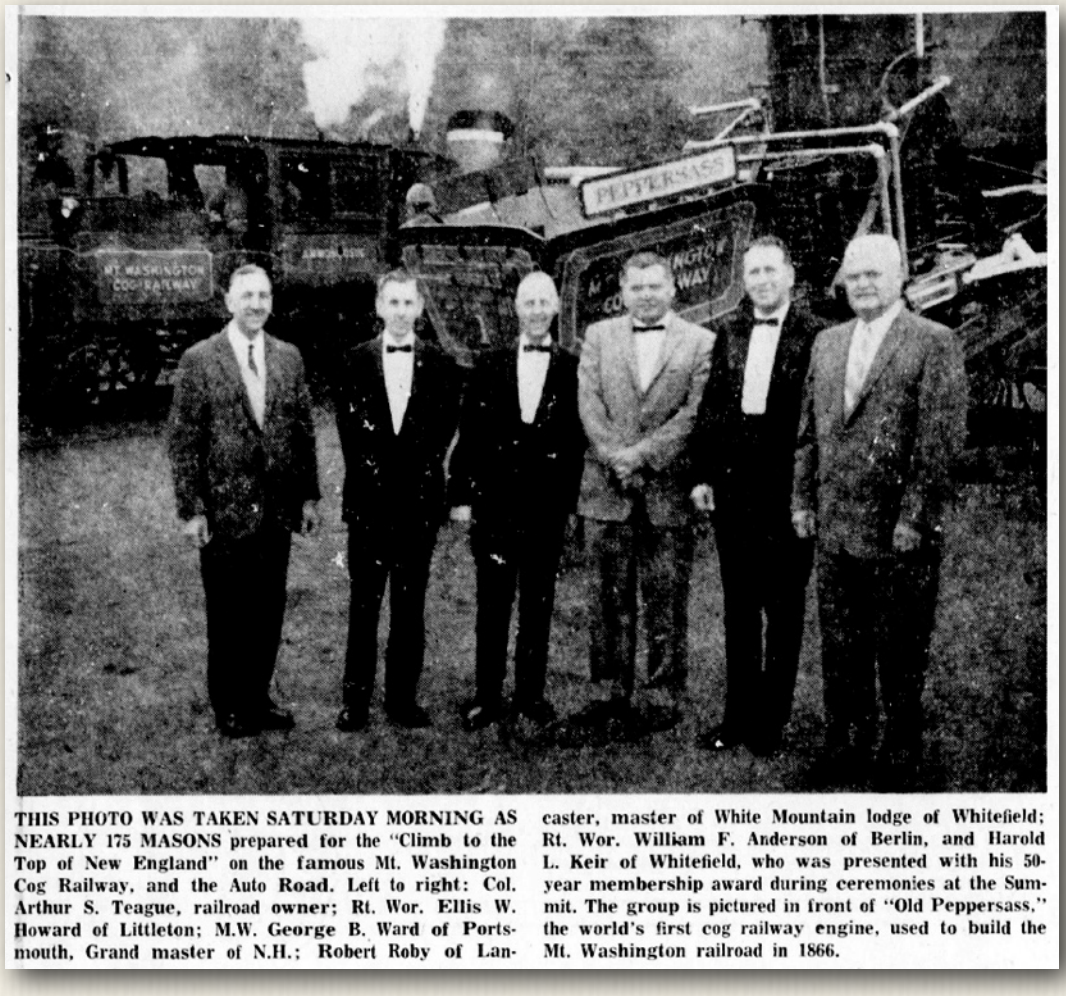
September 17th-18th

Governor & Executive Council Tour: "Gov. John W. King and the Executive Council were scheduled to complete a two-day tour of North Country recreation sites today with a trip to the summit of Mt. Washington. The governor's party was scheduled to make the ascent to the top of the highest peak in the East by Carriage road and return to the base of the mountain by the famous Mt. Washington Cog Railway. Yesterday (9/17) the official party inspected several state parks in the White Mountain including the flue.... They wound p the day's trip with a ride to the summit of Mt. Prospect State Park in Lancaster."

- Manchester (NH) Uniont Leader - Wed, Sep 18, 1963 pg. 1 / Nashua Telegraph - Newspapers.com

Concord Daily Monitor columnist Leon W. Anderson's view of the Governor and Council's ride: "We learned a lot with the Governor and Council's two-day bus tour of the state's expanding recreation facilities in the north country. We got tired, too, from hiking and trudging, in keeping up with Parks Director Russell B. Tobey and his zealous aides. Most exciting part of the trip was riding up the Mt. Washington carriage road, a distance of eight miles to get from an elevation of 3,200 feet at the base, to the 6,288 tip - top level of the peak, and then going down the other side on the famed four-mile Cog Railway. We had been up the railway once before, but never the road. Councilors Emile Simard of Manchester and Fred Fletcher of Milford, along with Gov. King, had never before enjoyed either trip. So it was quite an experience, in itself, seeing that trio react to the treat. Proprietor Arthur Teague and his wife escorted the part of 14 down the railway in one of the new $17,000 home-made aluminum cars built personally by





THIS PHOTO WAS TAKEN SATURDAY MORNING AS NEARLY 175 MASONS prepared for the "Climb to the Top of New England" on the famous Mt. Washington Cog Railway, and the Auto Road. Left to right: Col. Arthur S. Teague, railroad owner; Rt. Wor. Ellis W. Howard of Littleton; M.W. George B. Ward of Portsmouth, Grand master of N.H.; Robert Roby of Lancaster, master of White Mountain lodge of Whitefield; Rt. Wor. William F. Anderson of Berlin, and Harold L. Keir of Whitefield, who was presented with his 50-year membership award during ceremonies at the Summit. The group is pictured in front of "Old Peppersass," the world's first cog railway engine, used to build the Mt. Washington railroad in 1866.

Teague. And that was a story in itself. With their ever-alert considerations for the welfare of their patrons, they dwelt at length for the first-timers on the multiple safety gadgets they have on the funny-looking locomotive, and each car, as well. Halfway down the mountain a sudden clang in the center of our car brought everyone alert. Col. Teague, in particular, spun to attention. With our customary bravery, we gulped in sudden consternation and our thoughts flitted to angels and Gabriel, and related whatnots. We silently slumped back into our pretended nonchalance when Teague picked up a flashlight contraption belonging to a cameraman, which had skidded off a seat onto the floor. We beamed around upon our less stout-hearted associates and grinned what we hoped looked like sophisticated boredom, but still felt more like a cracked mirror. Some members of the party - without mentioning names - failed to even mention the next meal for almost a full hour. Which goes to show what fraidycats some folks are! We mention all this as part of the two-day junket, and not to get anyone kittens about giving the Teagues a lift by buying a ticket to ride up and down this most unusual lift. The railway actually is much safer than most highways and heap more thrilling. Some 40,000 folks have already set what Teague said is an all-time record by cogging up to the summit this 1963 season, with several weeks to go. It takes 90-minutes for the ascent and 50 minutes for the descent. The Good Lord was good to Gov. King and his party, and all the hundreds of others we saw on the peak the afternoon we visited up there. For we were told the 55 degree temperature, minus any wind, and a crystal-clear sky, made the occasion one of the best in the 50 years that Council John P. Bowler of Hanover has been going up the railway on every possible occasion." *- Concord Daily Monitor - Fri, Sep 20, 1963*



"MR. MASON OF NEW HAMPSHIRE," SHERMAN D. PARSONS OF WOLFEBORO, 101 YEARS YOUNG. The world's second oldest Mason in years of membership, Mr. Parsons thoroughly enjoyed his first ride on the Cog Railway up Mt. Washington Saturday. On November 18 he will celebrate his 78th year as a Master Mason. His 102nd birthday will occur in January.

September 21st

Masons Return to the Mountain: "With every state in New England represented, as well as New Jersey, Virginia and Forth Worth, Tex., 150 Masons celebrated the 175th anniversary of the Grand Lodge of N.H. on Saturday, Sept. 21 when the White Mountain lodge sponsored a meeting on the Summit of Mt. Washington and exemplified the Master Mason degree. Four trainloads of men with a great many officers and member of the grande lodge, and photographers connected with the various newspapers and TV channels,

were taken to the summit by the famous Cog Railway. After a colorful trip a delicious buffet luncheon was served prepared by the chef of the restaurant on the summit, consisting of shrimp cocktail, stuffed eggs, tossed salad, meat loaf, baked beans, baked ham, roast turkey, relishes, rolls, ice cream, cake and coffee. After a social hour, the third degree was exemplified by officers of the White Mountain lodge, making Stanley Glines of Twin Mt. a Master Mason. Probably the greatest thrill to all present was the attendance of Sherman D. Parsons of Wolfeboro *(previous page)*. Mr. Parsons, better known as "Mr Mason of New Hampshire," will celebrate his 102nd birthday in January and on November 18, 1963 will observe his 78th year as a Master Mason. He is the second oldest, in years of membership, living Mason in the world. While riding up in the train he commented, "This is the first time I have been to the top of Mt. Washington. I'd better make it now because I'll never be any younger." White Mt. lodge of Whitefield the host lodge, and Col. Arthur Teague, owner of the cog Railway, were responsible for the complete planning and success of this meeting. It was the 10th anniversary of a similar conclave held *(on the mountain)* in 1953. As a souvenir of this unusual meeting, all those present received a metal letter opener with the Cog Railway and train engraved on the handle. Twelve officers of White Mountain lodge who remained for the last train were served a steak dinner, compliments of Col. Teague."

- Littleton Courier - Thu, Sep 26, 1963 pg. 1 & 3



- Photo by Elvira Murdock / Teague Family Collection

September 23rd

Triple-A Tourist Bureau Types: "Some 30 tourist bureau specialists *(* from American Automobile Assn. offices from as far distant as Washington, D.C., will be given a four-day tour on the threshold of the fall foliage season to better acquaint them with New Hampshire. On Monday, the 23rd, the group *(left)* ascends Wildcat via the gondolas; Mt. Washington, over the century-old Auto Road, and comes down Northeastern North America's loftiest peak on the unique Cog Railway."

- Littleton Courier - Thu, Sep 19, 1963 pg. 4

September 26th

Time to Make a Deal: "Mountain Musing: Gov. King, after a recent visit with his executive council to the top of Mt. Washington, said that the state should waste no further time in acquiring the Summit, and added that he will submit a plan for acquisition of the 60 acres at the top - now owned by Dartmouth college - at the next meeting of the college trustees. Acquisition by the state of the Summit area



Mt. Washington Cog Railway Enjoying Better - Than - Ever Season

THESE SCENES WERE TAKEN SATURDAY MORNING as White Mountain lodge of Masons of Whitefield, with guests from throughout the state, boarded the unique trains for the ride to the Summit and special degree work in commemoration of the 175th anniversary of the Grand Lodge of New Hampshire. Col. Arthur Teague, owner, said that the Cog Railway is enjoying its best-ever season, exceeding the record-breaker of a year ago, carrying more than 40,000 passengers and expecting many more before closing date of October 13. June and July were the big months for the popular White Mountains attraction. Recently something of a record was established when the Summit enjoyed clear visibility for six consecutive days–the last in the sequence being September 12 when Gov. John W. King and his Executive Council visited the mountaintop. Snow dusted the Summit during August. Brilliant fall foliage has been attracting throngs to the Cog Railway.

- Litttleton Courier - Thu, Sep 26, 1963 pg . 8B

was originally proposed by a special committee in a report made during the Dwinell Administration."

- Littleton Courier - Thu, Sep 26, 1963 pg. 4

October 10th



Buys the Station & Local Color!: "Jack Paar, controversial television personality, yesterday *(10/10)* signed a contract to purchase the Mount Washington television station WMTW-TV which covers northern New England and comes into the Montreal area on Channel 8M. Included in the deal, which is rumored to be in the four million dollar vicinity, is the affiliated FM radio station WMTW-FM. "The agreement must be approved by the stockholders of Mount Washington Television Inc., and a meeting to consider the question will be held on Wednesday, October 16," according to a statement issued yesterday afternoon. The statement from WMTW-TV further declared that "if the contract is approved by the stockholders it must then be submitted for approval to the Federal Communications Commission, a procedure which normally requires several months." Negotiations for the purchase of the powerful American station, located in Poland Spring, Maine, have been in progress for approximately a month. It is expected that the stockholders will approve the sale to Mr. Paar because they previously authorized John W. Guider, president and general manager of Mount Washington Television Inc., to proceed with negotiations. "No change in the management or staff of Channel 8M is contemplated in the transfer of ownership," according to yesterday's statement. At 7.15 p.m. tonight WMTW-TV will present statements by Mr. Paar and Mr. Guider giving information on the significance of the agreement to the viewers of Channel 8M. WMTW-TV is a member of the ABC Network and therefore Mr. Paar will be unable to appear in entertainment programs on the station as his contract with the National Broadcasting Company TV Network forbids it. At the same time WMTW-TV announced the scheduling of 35 hours of local color television transmission starting on Sunday, Oct. 13. This increase will be in feature movie presentations and with the ABC Network color programs will bring the color log up to 40 hours a week." *- Montreal Gazette - Fri, Oct 11, 1963 pg. 6*

October 24th

Base Road Closed: "Div. Eng. J. Beattie Richardson, N.H. Dept. of Public Works and Highways, Littleton announces that Jefferson Notch, Mt. Washington Base and Mt. Clinton roads have been closed to unnecessary travel during the period of fire danger. The scenic Kancamagus Highway is being patrolled daily."

- Littleton Courier - Thu, Oct 24, 1963 pg. 1 & 4

October 31st

Buy the Summit!: *Union Leader* reporter Jay Hanlon wrote: "More than a score of persons urged Gov. John W. King and his Executive Council yesterday *(10/31)* to go ahead with the state acquisition of New Hampshire's highest piece of real estate - the 6,288-foot summit of Mt. Washington. They were among more than 100 persons who attended a public hearing in Representatives Hall in the State House (in Concord) on the Mt. Washington summit question. A total of four person registered opposition to the purchase, all by letter or telegram to Gov. King. After the hearing, King said he planned to go ahead with negotiations with Dartmouth College, owner of the 60-acre mountain summit. No price has been announced publicly but it is rumored to be in the vicinity of $150,000. Dartmouth Vice President and Treasurer John F. Meck told the group the college cannot by law give the property to the state because of the terms of the will of the late Col. Henry Teague which bequeathed the summit to the college. The college, said Meck, held a mortgage on the summit and the famous cog railway against a loan of $135,000 to Teague to help him repair and rebuild the unique railroad after the 1938 hurricane. The proceeds of the sale, the college official said, would be placed in a fund to help college students. "We have taken no official action on this, and we will not take any official action today," said the governor. He went on to say that in his opinion the summit of Mt. Washington "is one of the greatest God-given wonders that any state could possess." He said the state should purchase the summit and (1) lease to private enterprise the commercial aspects and opportunities on the summit; (2) promote its recreational uses; (3) coordinate and forward the educational and scientific possibilities to their greatest value; and (4) develop physical plans to

accommodate these uses. Support for King's purchase plans came from a wide variety of sources, most of them persons active in the tourist and vacation sector of the state's economy and leaders of groups with a primary interest in New Hampshire's mountains. In general, the (four) opponents held that the state already controlled enough lands and suggested the mountain summit would be better left in private ownership. King at the conclusion of the meeting said these communications were the only opposition he has heard in recent months over the proposed summit purchase."

- Manchester Union Leader - Fri, Nov 1, 1963

Yes, Buy the Summit!: *"Peterborough Transcript* editorial: We strongly support state ownership of this top-of-New Hampshire real estate. There is probably no land, other than the cliff from which hangs the Old Man of the Mountains, which is any more synonymous with New Hampshire than the top of Mt. Washington. It is the highest peak in the northeast, and it is a valuable pinnacle for much research work in arctic survival and other weather subjects. It is likewise a mecca for hikers and tourists. The state proposes to own only the top of the mountain, not the Cog Railway or Auto Road, which are now in private hands, and well operated. If these properties, however, should eventually go bidding, we would support their purchase by the state too. We have opposed in the past many projects involving state control, but this is one area where we can find no argument over the advisability of who should own the land. The idea to buy the summit has been recommended countless times by conservation and recreation agencies, although until Gov. King showed a personal interest a few weeks ago, little headway has been made. Gov. King is acting in the public interest in calling a hearing on this question He has our support." *- reprinted in Littleton Courier - Thu, Oct 31, 1963 pg. 3B*

November 7th

Hearing Consensus - But It!: "Seldom in the history of the state parks has a hearing concerning a major acquisition been so much in accord as in Concord recently, when Governor John W. King called for a hearing on the state's acquisition of the summit of Mt. Washington. Approximately 100 people from all over the state were in attendance and approximately 20 spoke in favor of the proposal, with no one speaking against it. the only opposition came from four letters or telegrams from individuals which the governor read. "These four communications are the only expressions of opposition I have heard," Governor King state. Interest in the project came not only from the local resort communities surrounding the mountain and the city of Berlin, but from all recreationally-oriented parts of the state. Dartmouth Treasurer John Meck stated, "Dartmouth is fully prepared to discuss with the state the sale of the summit property.. If the state is not interested in acquiring the property, the college will explore other ways to dispose of it, as we feel that the ownership of the summit is not in harmony with the educational responsibility of the college." At present, Dartmouth owns most of the summit property which it leases to various organizations, such as WMTW-TV."

- Littleton Courier - Thu, Nov 7, 1963 pg. 1A

December 5th

Base Road Straightening Begins: "Clearing has begun on reconstruction of a mile and a half of the highway leading from Route 302 to the Base Station of the Mt. Washington Cog Railway. A Dept. of Public Works and Highways crew has been at work on the project since the first of October. Three-quarters of a mile in length, the new section will eliminate a series of dangerous curves and dips. The first 1,500 feet of the job follows the old highway, with the remainder on new location. The photo *(left)* was taken at the scene of a fatal crash this summer, the daughter of the mayor of Newburyport, Mass., succumbing to injuries she received when the car in which she was riding overturned on one of the sharp curves. Employed in the construction have been four bulldozers, two shovels, 6-8 trucks, a backhoe and air compressor. Foreman is Albert Blaney. The betterment project will begin near the Bretton Woods Boy Singers Camp and continue to the Four-Corners (so-called) being the final project of improvement of the some six-mile road to the base. The project, to cost about $49,000 will be completed in the spring." *- Newspaper Clipping - Ellen Crawford Teague Collection / Littleton Courier - Thu, Dec 5, 1963 pg. 6C*



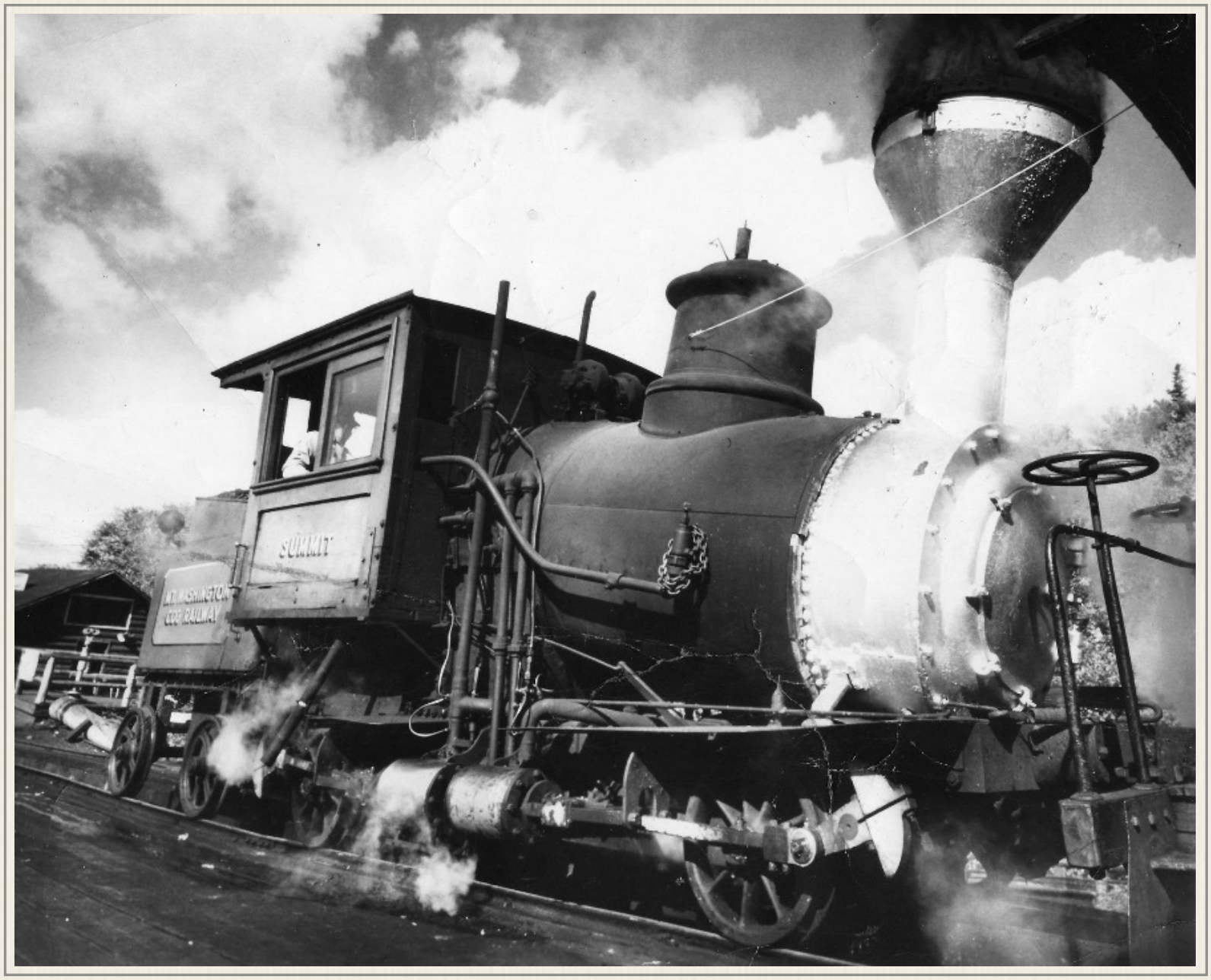
1963

December 17th

First Load of Cog Coal Recalled: "Dear Editor: I read the recent article about the history of Mt. Washington and the Cog Railway and found it very interesting, and if I may I would like to add more to it. What I am about to relate was told to me by my father, Solomon J. Hutchins, who was born in Benton October 13, 1849. In the spring of 1869 at the age of 19½ years, he hired out to drive a six-horse team for his cousin, Charles Wilson, who then lived at Bethlehem Hollow and who may still be remembered by some of Bethlehem's older citizens. Mr. Wilson owned two six-horse teams, one of which he drove himself. Their main work that summer was hauling sawed lumber from a sawmill located in Zealand a few miles above Twin Mountain to Wing Road Siding between Littleton and Whitefield where it was loaded on freight cars. One special job they did that summer was to haul from a freight car set-off at Wing Road Siding to the base of Mt. Washington the first carload of coal that ever went in to the base station for the Cog Railway. Driving a six-horse team was no minor job. It meant getting up an an early hour in the morning to get the team fed and ready for the day ahead. At night when the trip was over, there were six horses to groom, feed, water and bed down for the night. Altogether it involved 16 or more hours a day. The highways at that time were all dirt roads with maybe some gravel carted into the worst places. Getting stuck in the mud spring and fall with their heavy-loaded wagons was a common and tedious experience, a far cry from the trucks and paved highways of today. - Floyd J. Hutchins, Littleton, N.H."

- Littleton Courier - Thu, Dec 19, 1963 pg. 1A

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1963 Season*** - Operating Revenues: $206,182 - Operating Expenses: $177,443 - Railway Tax: $13,584 - Net Income: $15,396 - *(Does not include Marshfield and Summit House operations.)*



1964



Mount Washington Cog Railway pamphlet *(left)* published by Cog Railway Co. 56 pages - Courier Printing Company, Littleton, N.H.

- Jitney collection

March 30th

Funds Voted: New Hampshire Gov. John W. King and the Executive Council agreed to buy some 50 acres of land on the summit (of Mt. Washington). New Hampshire has wanted to buy the mountaintop for nearly a decade. The state hopes to develop it into a bigger tourist lure.

- Nashua Telegraph - Tue, Mar 31, 1964 pg. 1

To Buy Summit: "The Governor and Council voted this week to purchase the summit of Mt. Washington from Dartmouth college for $150,000. When final papers are passed, the state will own about 50 acres of the 60-acre summit of the 6,288-foot peak. This will include ownership of the Summit House, now under lease to Arthur Teague and theCog Railway, the Tip-Top House and the Mt. Washington Observatory. The railroad and the Carriage Road will remain under private ownership. About 12% of the summit area will continue to be owned by Dartmouth, this parcel being under lease to the Yankee Network, Inc., until the year 2010." *- Littleton Courier - Thu, Apr 2, 1964 pg. 1*

April 11th

Trestles in the Air: Sumner Kean of Adams, MA writes: "Why does a man climb a mountain? He says he climbs it because it is there. Oddly enough, the same motive urges a man to build a mechanical gadget to scale the heights. The sale this past week of the top of Mt. Washington to the State of New Hampshire for $150,000, reveals that it, as well as Mt. Greylock, has had its traction problems, and that like the local hillock has additional ones staring it in the eye. Seems that Dartmouth College, in conveying the mountaintop property to the home state, put few or no restraints on ultimate usage, make it as loose an agreement as the one whereby the Mt. Greylock Reservation Commission leased half of the 3,000 acres in its control to the Mt. Greylock Tramway Authority. Just as two names, Adams and Dragone, figure large in the doings on Greylock, so two names, Field and Marsh, loom mightily in the recorded history of the New Hampshire mountain. Darby field was the first white man to scale the 6,288-foot height. Sylvester Marsh, later one of the founders of Chicago, built the mountain' famed cogged railway during, and immediately after, the Civil War.

Col. Henry N. Teague, Dartmouth 1900, famed operator of big hotels in New England, went direct to Mt. Washington from Williamstown, where he was the only man to make a real success of the Mansion House – Greylock Inn – later Greylock Hall of Williams College, and recently demolished. He left the college town (Williamstown) during the '20s and bought the New Hampshire property. *(Ed note: actually going bankrupt in 1929 and recruited by the B&M to take over the Cog in 1931)* (Teague) made extensive repairs to both the cog railway and the Summit House, both rated financial flops. On his death a few years ago, he left the entire mountain property to his alma mater. Teague was a born promoter and advertiser. Wherever he went, he brought a large clientele with him, for he kept a good hotel and served excellent meals. He set p the hotel business in Williamstown and he duplicated this feat on Mt. Washington. Nevertheless, it took all his determination and barrel of money to set the venture on its feet after a series of failures. Dartmouth has operated the venture since his death but the sale to the state was a handy "out" for the Big Green.

Under terms of the sale consummated this past week, the state owns the top 50 acres, the hotel and the cog railroad, comprising about 84 percent of the highest area. *(Ed note: Dartmouth sold the Cog Railway to Arthur S. Teague in 1962. The State of NH has never owned the railroad.)* Dartmouth hangs onto 12 per cent – eight acres which it leases to the Yankee Network, Inc. The sale provides that the state must allow full access to the railroad as well a the carriage road and all other facilities. It's a good deal for everyone, especially Dartmouth. Now take Greylock. Although it is this state's highest mountain, it is little more than half as tall as Mt. Washington. The commission vested with (Greylock's) preservation witlessly granted that gosh-awful lease to what it thought was just a bunch of boys out to have fun before it learned that the boys were a determined bunch of entrepreneurs. Trouble is, the lease is still binding. This I believed to be what induced the recreation planners in a recent survey to

suggest blending the commission and tramway – can't fight with yourself, can you? According to legal experts, this just ain't possible, so the plaster remains on the property, gunpowder in the air and fire in the eye of every Adams (MA) resident." *- Pittsfield (MA) Berkshire Eagle – Sat, Apr 11, 1964 pg. 17*

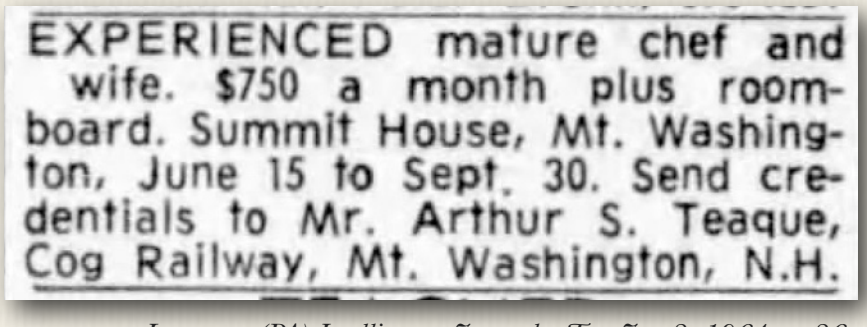
April 21st

State of ***New Hampshire purchases 59.09 acres of Summit from Dartmouth College*** for $150,000 including the Summit House, Tip-Top and Observatory, but does not buy the Cog nor Auto Road. The *Nashua Telegraph* reported "The transaction occurred in Gov. John W. King's office, where John F. Meck, the Dartmouth treasurer, was handed a $150,000 check to complete the sale." Witnesses included "Attorney Jack Middleton of Manchester, counsel for Dartmouth College. The Executive Council recently joined with King in approving the purchase, with funds from the $9 million state recreation development bond issue. The state will immediately continue a lease on the peak's buildings, with Arthur Teague, owner of the Mt. Washington Cog Railway." The *New Hampshire Sunday News* story did not go quite that far saying, "The Summit House will be leased, *probably* to Col. Arthur Teague, who has been operating it for the past few years, and who recently purchased the Cog Railway from Dartmouth College." *- 1971 Mt. Washington Master Plan & NH Sunday News - Sun, Dec 27, 1964*

May 14th

NH Tourist Railroads: "New Hampshire can honestly lay claim to far more than her just share of "different" railroad rides. In point of mileage, the Steamtown, U.S.A. line, with headquarters at North Walpole is the standout. Its grand old steam locomotives and coaches have an excursion run of 26 miles, roundtrip, to Chester, Vt. Enroute passengers see three authentic covered, or "kissing" bridges, and there's a century-old depot as its terminus. Steamtown has acquired 10 additional locomotives since last year and now claims the largest old "iron horse" collection in the nation. Certainly the most spectacular rail line east of the rockies is the celebrated Cog Railway at Bretton Woods, which runs from the base of Massive Mt. Washington to its Alpine summit. The first mountain climbing railway in the world, the Mt. Washington one is very close to celebrating its 100th birthday. The half-dozen specially built steam locomotives, sort of kissing mechanical cousins of mountain burros, push a single passenger car each; each car seating roughly a half-hundred persons. A third line, which also generates its power via steam, is a comparative "shortie" at Clarke's Trading Post in Lincoln. Being reconstructed on the line is an authentic railroad covered bridge which the Clarks rescued from Vermont. All three of the above lines operate on a daily basis once the vacation season officially gets underway, and weekends only quite a bit earlier. For schedules write the railroad of your choice."

- Littleton Courier - Thu, May 14, 1964 pg 1


EXPERIENCED mature chef and wife. $750 a month plus room-board. Summit House, Mt. Washington, June 15 to Sept. 30. Send credentials to Mr. Arthur S. Teaque, Cog Railway, Mt. Washington, N.H.

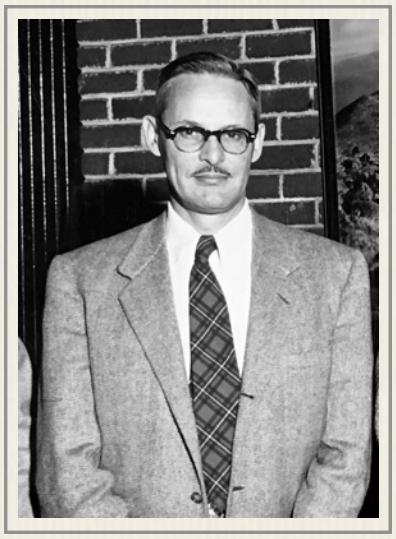
- Lancaster (PA) Intelligencer Journal - Tue, Jun 2, 1964 pg. 26

June 8th

Cog Railway opens for 1964 season that will run until October 18th *- Teague letter to Jitney*

June 11th

See New Hampshire First: "Mountain Musing: Thousands of New Hampshire citizens have passed up and never seen a host of attractions that have brought residents of other states hundreds and sometimes thousands of miles to enjoy. For as rewarding a vacation as you ever had, try a visit to as many of our beautiful State Parks as you can - go up the Mt. Washington Cog Railroad and down the Auto Road - ride via the tram car well above the trees and massive cliffs to the summit of Cannon Mt. Because of its rugged terrains, the Granite State doubtless offers the greatest variety in up-mountain rides west of the Alps." *- Littleton Courier - Thu, Jun 11, 1964 pg. 4*



Russell B. Tobey (1954)
- Doug Taylor Collection

June 25th

New Route for Cog Railway?: Gordon A. Glover of the *Associated Press* reports "If state Parks Director Russell B. Tobey *(right)* has his way, there will be no Cog Railway, automobiles, parking lots and claptrap buildings to clutter the summit of Mt. Washington. Instead the state's newest piece of real estate will be made into "a place



Huffin' and Puffin' 6,000 feet up in New Hampshire *- This almost once-in-a-lifetime shot of some of the rolling stock (a triple-header and double-header meet at Skyline) of the Mt. Washington Cog Railway was taken well above timberline on New Hampshire's 6,2888-foot Goliath of the White Mountains range. During the summer these trains make seeral trips per day to the top of all Northeastern North America. This most unusual railroad will mark its 100th anniversary in 1969. The season opened this week. (State of New Hampshire Photo by Dick Smith) - Littleton Courier - Thu, Jun 18, 1964 pg. 4B*

for people - not cars, huffing trains, and dirty, dingy railroad stations." New Hampshire early this year purchased the summit of Mt. Washington Dartmouth College for $150,000. Tobey and Gov. John W. King see a tremendous opportunity to develop the Northeast's highest peak - 6,288 feet - into an even more powerful tourist lure than it already is. Plans are strictly in the talking stage, but for the moment, Tobey takes an unkind view of summit facilities that accommodate automobiles and the Cog Railway. The railway's picturesque pot-boiler locomotives have been hauling sightseers up Mt. Washington since before the turn of the century. "The summit covers but a small area, and we should remove the clutter," Tobey says. "We're thinking in terms of having a large parking lot at the bottom of the Carriage Road, and then taking people to the summit by bus. Possibly, the Cog Railway can be re-routed away from the summit, and the passengers taken the rest of the way by bus to the top of the mountain." Tobey noted that from May to November, the mountain peak is socked in with clouds and stormy weather three out of five days. "So we want to appropriate buildings, including one that will house exhibits of the mountain's geologic attractions and nature life," Tobey said. "If the weather is bad, and people can't see the flowers, birds and bugs on the mountain, we'll show them in our exhibit building. We're also thinking about setting up a large relief map, about 20 square feet in area, so people can look it over and get oriented." Tobey emphasized that he was speaking in terms of a "guiding philosophy," and that no hard plans have been set. "We're open to ideas from the Audubon Society, the White Mountain foresters, the Appalachian Mountain Club, and all other interested people," he said. "We want to talk this thing over and decide how best to take advantage of one of our state's most unique attractions." He noted that one of the aims of the state's $9 million recreational bond issue approved by the 1961 legislature is to preserve "historic, recreational and scenic attractions. And if that's not Mt. Washington, then what is it?" Tobey declared."

- Portsmouth (NH) Herald - Thu, Jun 25, 1964 pgs. 1 & 3

July 18th

Fire Disrupts Cog Service: "For the first time in the 95-year history of the mountain line, it was said, a fire disrupted passenger business on the celebrated Mt. Washington Cog Railroad last Saturday *(7/18)* morning. It was believe that a live ember from one of the unique coal-burning mountain locomotives ignited grease-saturated boards, setting fire to the platform at the Waumbek Tank a third of the way up the mountain. A couple of employees working a quarter mile away quickly reached the scene and opened a Forest Service fire emergency box to obtain Indian pumps and other tools. A water line feeding the tank was disconnected to obtain water, but the efforts of the pair were unsuccessful in stopping the spread of the hot fire. The blaze occurred after the 9 a.m. train had paused at the tank and then continued its up-mountain run. When the 10 a.m. down train reached the scene, it was possible to notify the Base by engine telephone of what was happening and shortly a work train with a crew of about 40 men reached the fire and brought it under control. The platform and some 60 feet of track in the vicinity were destroyed and some 30 ties had to be replaced. The platform was rebuilt four years ago of yellow pine that had been specially treated with salt for fire protection, but the treatment proved of no value. Temporary repairs were rushed to permit the 5 p.m. train to proceed over the damaged section. Passengers at the Summit were earlier brought down to the site of the fire and then walked around it a distance of about 150 feet to board another train on the other end. Arthur N. Teague, proprietor, said this week that seven trains were cancelled because of the fire, affecting 500 potential passengers. He estimated loss by fire at about $3,000, with fire insurance on the property. He expected it would require another week to return the damaged section to original condition *(next page)*. There have been other instances in the past



Jitney jokes with tourists on the Base platform. *"This picture was taken by my (Rick Guest's) maternal grandfather on July 3, 1964. His name was Elwood Canning Barras. He was a manufacturing jeweler and photographer in Philadelphia, PA. He lived on the outskirts of Philadelphia in Jenkintown. He and my grandmother often took driving vacations and traveled around the US. A lot of his traveling was in New England. I obtained all his photographs some time after his passing around the mid-Nineties." (1964)*
- Photo by Elwood Barras - Rick Guest Collection





Larry Watkins Birthday Trip: *"My sister and i ready to work on the railroad. (left) Boy those glasses the girls wore in the early 60" were hideous she quickly switched to contacts."* ***Waumbek Switch:*** *"Heading up Mt.Washington on my ninth birthday (7/21) in 1964. Since i hiked it three times and a eight pound camcorder makes a difference. (right): (1964)*
- Photo by Larry Watkins - NERail.org

of fire along the spectacular mountain railroad line but the line itself escaped damage that necessitated a disruption of schedules.

- Littleton Courier - Thu, Jul 23, 1964 pg. 1

July 28th

Jitney Jr. fires complete trip up the Mountain in the *Great Gulf* on his 11th birthday

July 31st

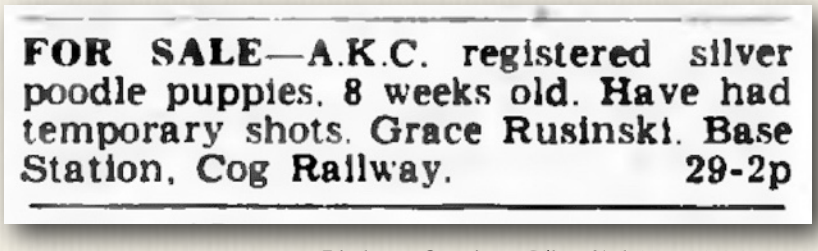
Boys Choir Rides: "Mountain Musing: The Bretton Woods Boy Singers, that distinctively White Mountains summertime attraction, traveled to the summit of Mt. Washington last Friday *(7/31)*, the boys and their adult companions being guest of Mgr. Arthur Teague. Later at the Base Station they gave a brief impromptu concert to show their appreciation."

- Littleton Courier - Thu, Aug 6, 1964 pg. 4



New Waumbek Platform*: Brakeman Brad Smith's picture of the No. 9 Waumbek with the Thelma car & brakeman Tim Bemis scanning the tracks moving up from the loco's namesake water tanks was apparently taken after the fire occurred. The signature railings and firebox of the old platform are missing and in the blow-up insert it is clear that new ties and wood have been installed and have yet to be aged with Cog grease and cinders from the passing trains.* ***Morris Root:*** *"I was a gift shop employee. Fire happened and 'available' employees were loaded on to work train to repair damage. Substantially complete repair in afternoon." (1964)*

- Brad Smith Collection



FOR SALE—A.K.C. registered silver poodle puppies, 8 weeks old. Have had temporary shots. Grace Rusinski. Base Station, Cog Railway. 29-2p

- Littleton Courier - Thu, Jul 23, 1964 pg. 6



Pictures appear in Littleton Courier - Thu, Aug 6, 1964 pg. 8B

August 2nd

Johnny Morgan Drops In: "This Saturday *(8/1)* the Lafayette Airmen's association is sponsoring a "fly-In, Drive-In Breakfast at McKenzie Airport in Franconia. In case of rain, the event will be held Sunday, Aug. 2. Highlights of the day's activities are a spot landing contest for those flyers wishing to test their skill in precision approaches and landings. A "Bomb Dropping" contest (flour bombs) for would be bombardiers is planned. A target circle has been laid out for this event. To spark the action, John Morgan, employee of Mt. Washington Cog R.R., and a amateur "sky-diver," will make several delayed opening parachute jumps to a pre-determined target zone. Mr. Morgan is a member of the Parachute Club of America and a highly skilled sky-diver. To please the ladies, the sponsors plan to have an auction of treasures and trash with the theme of "While the men fly, the ladies buy." McKenzie Field is located at the foot of Lafayette and Cannon Mountains (home of the Aerial Tramway). All airmen planning to attend should bring their own tie-down lines and stakes."

- Littleton Courier - Thu, Jul 30, 1964 pg. 1A



SPECIAL ATTRACTIONS OF A "FLY-IN, DRIVE-IN BREAKFAST" held at McKenzie Airport in Franconia Saturday by the Lafayette Airmen's association, were parachute jumps by John Morgan, 19, of St. Paul, Minn., an employe of the Mt. Washington Cog Railway. John is shown in left panel re-packing his chute after completing the first of several jumps from an altitude of some 5,500 feet (right panel). This jump was almost a perfect bullseye, being less than 48 feet from his intended mark (white area on field). John has been jumping for only about a year, and this was his 63rd jump. Throngs thrilled to his exhibition of precision jumping with sport parachute equipment, including free falls before allowing the canopy to open.

August 20th

Cog Party at Marshfield House with the Katahdin Mountaineers

- Jitney collection

September 17th

Bought the Farm: "Guildhall, Vt. notes: Mr. and Mrs. Arthur Teague of Crawford House and Mt. Washington were in town last week *(week of Sep 3 as this column was deferred from the Sep 10 edition)*, having bought the Eleanor Beach home and are in the process of fixing it up."

- Littleton Courier - Thu, Sep 17, 1964 pg. 4B

September 22nd

Look Up A Number: "Delivery of 19,600 North Country telephone directories began Tuesday *(9/22)*. John F. Boyle, New England Telephone Co. manager in Berlin, says that delivery by mail should be completed within a week. Mr. Boyle describes the cover of the 1964 book as picturing the Cog Railway on Mount Washington. The directory contains more than 15,0000 listings compared to 14,700 in last year's edition."

- Littleton Courier - Thu, Sep 24, 1964 pg. 1 & 5C



—Photo by Elvira Murdock

"Among The Clouds" Souvenir Paper

NAMES AND ADDRESSES OF THOSE WHO VISIT the Mt. Washington Cog Railway, and register with Mrs. Helen Merrill of Jefferson, are published in a new summer newspaper bearing the historic name of "Among the Clouds," a unique publication produced at the Summit from 1877 to 1907 by Henry M. Burt and his son, Frank H. Burt. Editor Merrill is registering Coos County Register of Deeds Warren A. Bartlett and son of Lancaster. Copies of the newspaper, published by the Courier Printing Company, Inc., are mailed to the homes of those whose names are on the guest list of the "World's First Cog Railway." The modern "Among the Clouds" is providing a popular souvenir for the many people who come from far and wide to the unique railroad.

-Littleton Courier - Thu, Aug 20, 1964 pg. 8A

October 3rd

High Wind Suspension: "Winds clocked at 85 mph Saturday *(10/3)* prevented the operation of trains on the Mt. Washington Cog railroad until about 4 o'clock in the afternoon. Some 400 prospective passengers had to be turned away as a result. Sunday the mountain attraction was thronged."

- Littleton Courier - Thu, Oct 8, 1964 pg. 1



- Morris Root photo - Sun, Oct 11, 1964

December 28th

Marshfield Inc signs a ***new*** 4.5-year ***lease*** with the State of New Hampshire ***to operate the Summit House*** that contains no assurance against changes on the summit. State Parks Director Russell B. Tobey says at the time of the signing that he's convinced the mountaintop is too cluttered. "Col. Teague was guaranteed a station area when Dartmouth college deeded him a tract 80 by 100 feet about 200 feet down the mountain from the present buildings," Tobey was quoted as saying. "But I've been quoted before and I don't mind being quoted again: The mountaintop is too cluttered. More space is taken up by buildings and cars than by people." But "we are not rushing. We will make haste slowly." Tobey suggested in June that "the mile-high mountaintop should be cleaned off and the Cog Railway terminal moved down the mountain." According to *Manchester Sunday News* coverage "Tobey had several suggested 'possibilities' for changes. One was for a "high rise series of buildings graduating up the slope," and another for "low buildings, perhaps built into the mountain in circular pattern" Tobey said he feels "the 'actual guiding principle' of whatever is done will be based upon what will best withstand conditions on the peak. "It is surprising how well the wooden buildings have lasted," Tobey said, adding that the



Base Switch (Sept 1964)
- Doug Taylor Collection

wooden Summit House is a bout 60 years old. The stone Tip-Top House, he said, is "about 100 years old, and may be kept by the state a museum." A development of a different sort suggested by the Parks Director would create facilities where meteorological students might gain actual experience in the field, 'because of the unusual meteorological conditions existing on the mountain. But I hope the first change will be to provide a spot... where a huge panoramic map in relief will be provided, as well as color slides and projectors so when the mountain is fogged in, which happens frequently, visitors can still see what it is like. As it is now all visitors can do is sit there and watch TV."

- Nashua Telegraph - Mon, Dec 28, 1964 pg, 2 / Manchester Sunday News - Sun, Dec 27, 1964 / Littleton Courier - Thu, Dec 31, 1964 pg. 1

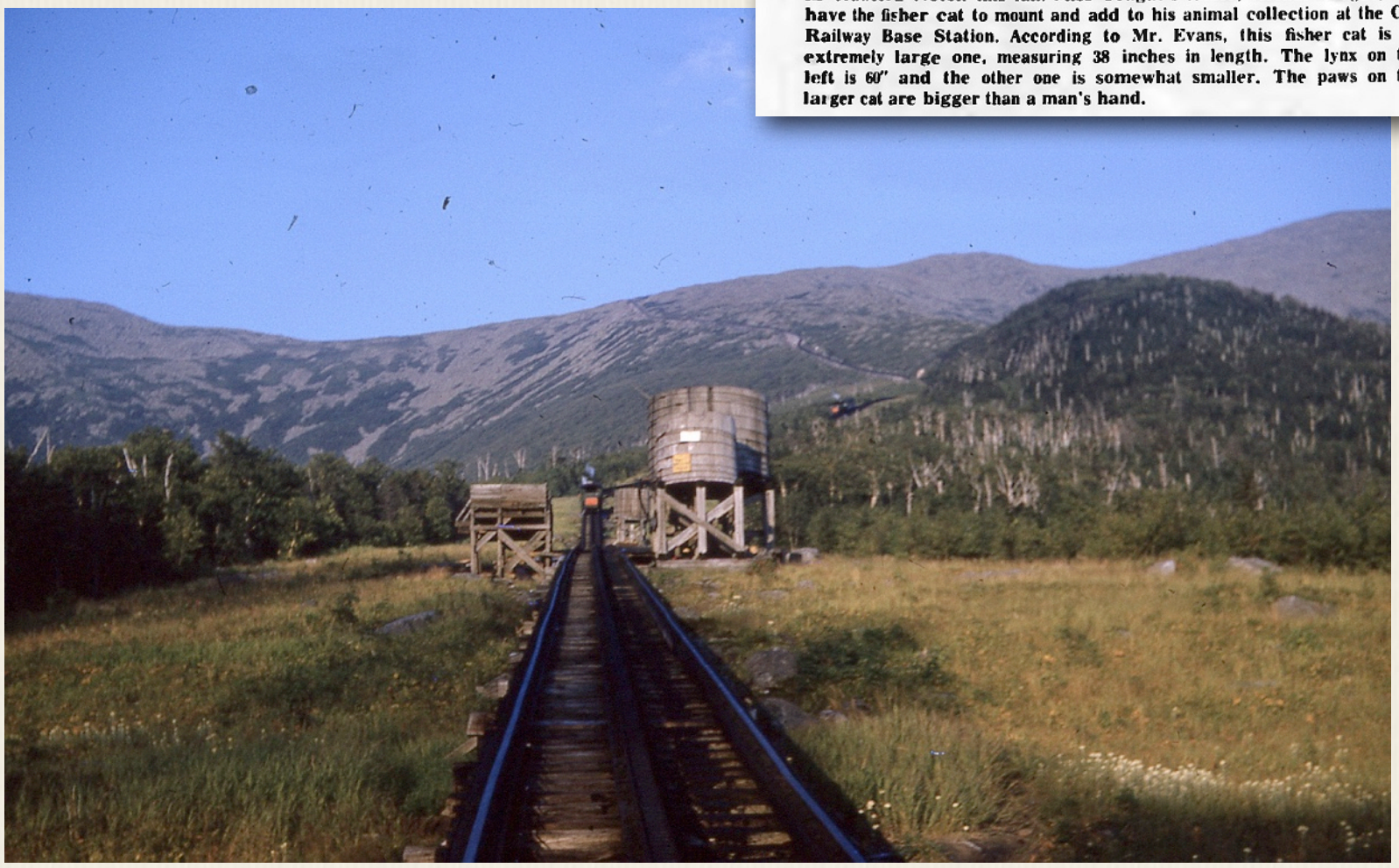
Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1964 Season*** - Operating Revenues: $199,658 - Operating Expenses: $179,826 - Railway Tax: $9,852 - Net Income: $10,312 - *(Does not include Marshfield and Summit House operations.)*



--Photo by Helen Merrill

Notch Trapping Good

SHOWN ABOVE ARE RAY EVANS OF TWIN MOUNTAIN AND MISS MARGARET TEAGUE of Philadelphia (a student at Franconia College) with two lynxes and a fisher cat which Mr. Evans has trapped in Crawford Notch this fall. Miss Teague's father, Arthur Teague, will have the fisher cat to mount and add to his animal collection at the Cog Railway Base Station. According to Mr. Evans, this fisher cat is an extremely large one, measuring 38 inches in length. The lynx on the left is 60" and the other one is somewhat smaller. The paws on the larger cat are bigger than a man's hand.



1964 Waumbek Tank image above - Morris Root Collection / Notch Trapping clipping - Littleton Courier - Thu, Dec 10, 1964 pg. 6A

1965

January 25th

Where in the World?: "Mountain Musing: "Where in the World?", a news feature that appeared in the Jan. 11 issue of the *Boston Globe*, and which is probably syndicated throughout the country, was devoted to the Mt. Washington Cog Railway. A small map showed the location of the line, with the question, "A cog railroad leads to the top of this mountain. Can you name the mountain?" It then gave the answer in an interesting commentary - with one error. It said the railway comprises "an odd little train of one car pulled by an ungainly, powerful engine." Millions who have ridden the mountain line of course know that the car is "pushed" not pulled up New England's highest peak."

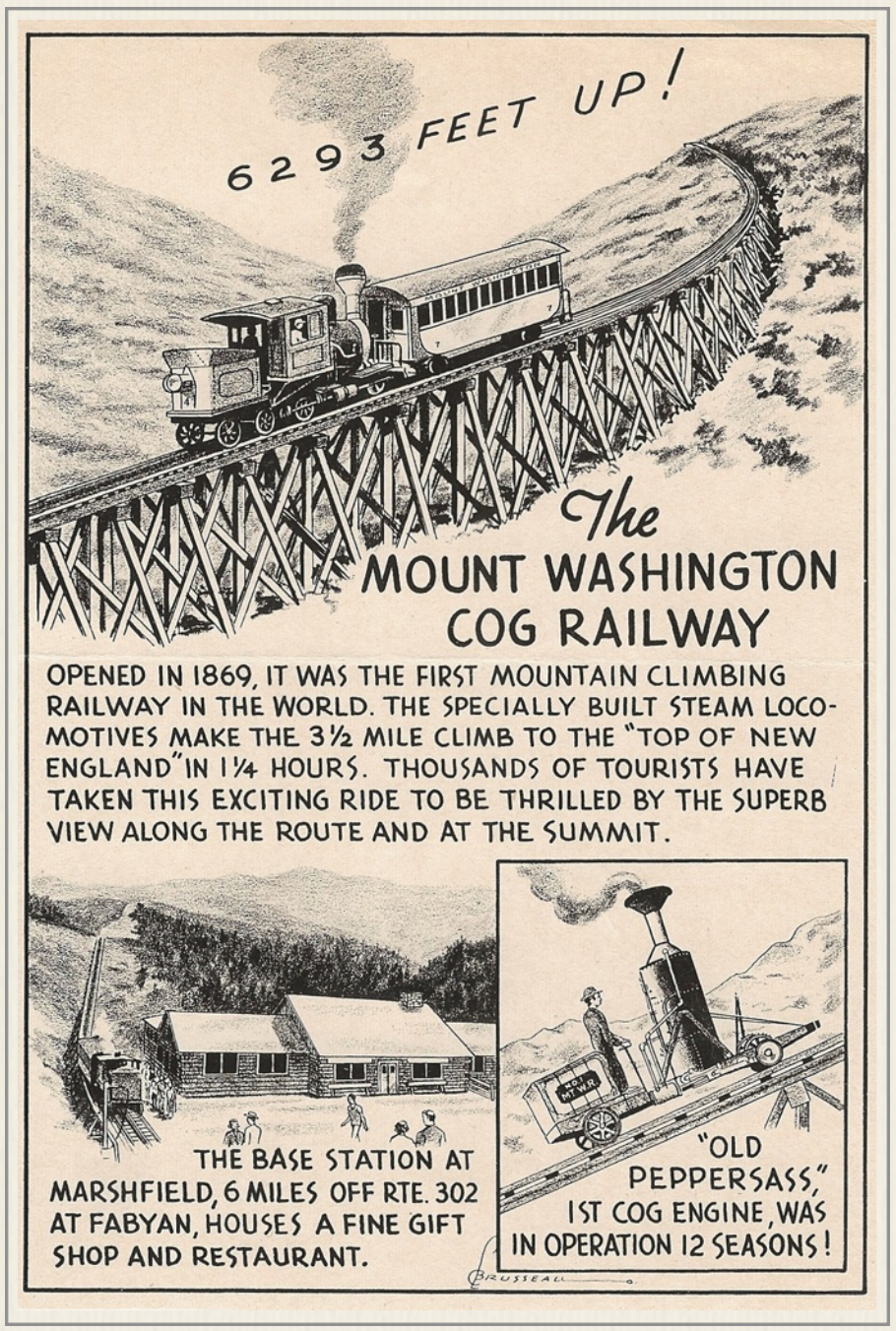
- Littleton Courier - Thu, Jan 25, 1965 pg. 6B

April 22nd

A ***bill is filed*** in the New Hampshire State Senate that would allow the ***Cog railway "to be taxed at the property tax rate established for the town in which it runs.*** The Railway is presently taxed at the same rate as all other railroads in the state - a single, higher rate because the tracks pass through many communities." Senate Majority Leader William R. Johnson of Hanover introduced the measure. He wasn't sure whether the railway would be taxed in Sargent's Purchase where it's located or in an adjoining town. Sargent's Purchase is an unincorporated place with a population of 17.

- Nashua Telegraph - Fri, Apr 23, 1965 pg. 2

Cog Tax Relief : "The little train that chugs up and down Mt. Washington runs on a line that is taxed at the same rate as the rails for a 100-car freight train. It would probably give three happy toots to know that a bill is in the Senate to give it some tax relief, thought it doesn't begin to chug until summertime. Majority Leader William R. Johnson put in a measure yesterday *(4/22)* that would tax the Cog Railway at the rate established for the property tax for the town in which it runs. The bill would exempt it from paying the rate set for other railroads in the state, which, since they cross town borders, are taxed at the average property tax rate throughout the state. The cog railway presumably hasn't crossed many town borders since it started steaming up the 6,288-foot mountain in 1869. It was the first cog line established in the nation. Mt. Washington, incidentally, is in Sargent's Purchase, not a town but an unincorporated place, according to one reference source. Whether the tax will be levied there or in an adjoining town wasn't clear last night. Sargent's Purchase had a population of 17 persons when the last census was taken." *- Manchester Union Leader - Fri, Apr 23, 1965*

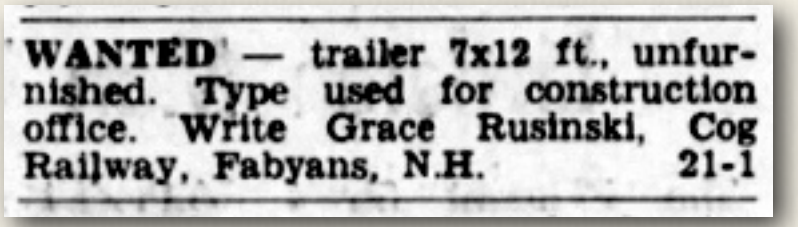


Cog cartoon appearing Thursday, May 13, 1965 on pg. 2C is part of a 15-week series focusing on attractions in the White Mountains in the Littleton Courier. The cartoons drawn by Claude L. Brusseau of Littleton, commercial artist, and were sponsored by the White Mountains Recreation association comprising attraction operators throughout the area. Courier editors wrote: "Through the medium of this cartoon series, we will bring our readers what we believe will be an informative and educational addition to The Courier which will be worth saving as a scrapbook reminders." The series would be re-run in 1969 (1965)

- Teague Family Collection

Spring

"Our Little Railway to the Moon: In an undated clipping from Margery Bargar's Cog Collection was an item by *Philadelphia Bulletin* Society Editor Ruth Seltzer: "The first mountain-climbing cog railway in the world is owned by Col. Arthur S. Teague, of Philadelphia. This railroad, which


WANTED — trailer 7x12 ft., unfurnished. Type used for construction office. Write Grace Rusinski, Cog Railway, Fabyans, N.H. 21-1

- Littleton Courier - Thu, May 27, 1965 pg. 6

next year will celebrate its 100th anniversary, climbs to the top of 6,2888-foot Mount Washington, N.H. Mr. Teague is president of the Mouth Washington Railway Company. His wife, Ellen, is assistant treasurer. "We call it our little railway to the moon," says Mrs. Teague. The engine-pushed train climbs New England's highest peak. Steepest grade is 37.4 percent on Jacob's Ladder, the great trestle. 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. 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. We met railway owner Teague at the Whitemarsh home of Mr. and Mrs. William P. C. Jordan, whose son, Mark, worked for the railroad two summers ago. Col. and Mrs. Teague have debutante daughters, Margaret Ellen Teague and Frances Stratton Teague, who will be honored at the Debutante Assembly of Pennsylvania and Christmas Ball next Dec. 28 in the Academy of Music ballroom. On Dec. 18, Margie and Fanny will be presented at a tea dance to be given by their parents. Duke Ellington and his band will be here for the occasion. Duke hopes to play for the Mount Washington Cog Railway's $25-a-plate dinner on July 4, 1969. The dinner will mark the 100th anniversary of the train's first climb to the summit."

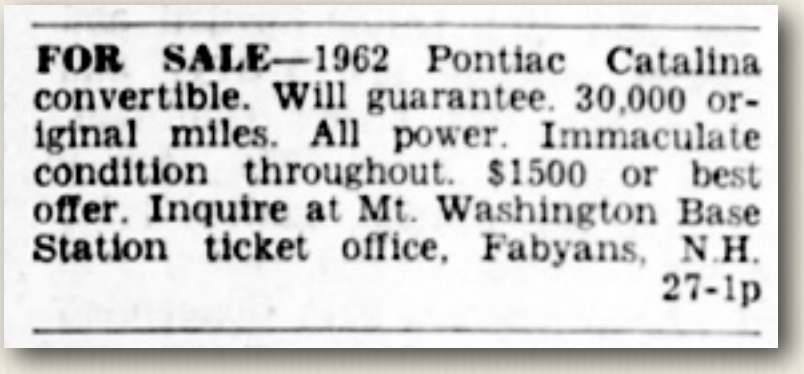
- Philadelphia Scene in Philadelphia Bulletin



Meryweathers at the Mountain: *"In front of cog railway engine are (from left) Miss Juliana Meryweather, Miss Mary W. Meryweather, Miss Deboarah D. Meryweather and Mrs. T. Maxwell Meryweather, of Chestnut Hill." photo illustration for Seltzer column (1965)*
- Margery Bargar Collection

July 8th

A Matched Set: "Two attractive booklets, of interest to both residents and summer vacationers in the White Mountains, have just been issued by the Courier Printing Company, and are being distributed to retail outlets. They are, *Crawford Notch*, by Frances Ann Johnson Hancock of Bethlehem, and *Indians of New Hampshire*, by Eva A. Speare of Plymouth, both 64-page editions full of historical data and pictures. They are similar in design to three other booklets that have come from the Courier presses: *The Story of the Great Stone Face*, by Nathaniel Hawthorne with comments by Mrs. Hancock, *Mt. Washington Carriage Road*, by Mrs. Hancock, and *Mt. Washington Cog Railway*, by F. Allen Burt. The five booklets make up a matching set that contains in concise form good deal of


FOR SALE—1962 Pontiac Catalina convertible. Will guarantee. 30,000 original miles. All power. Immaculate condition throughout. $1500 or best offer. Inquire at Mt. Washington Base Station ticket office, Fabyans, N.H. 27-1p

- Littleton Courier - Thu, Jul 8, 1965 pg. 6



—Photo by Helen Merrill

Falls Provide Swimmers' Delight

THE ICY WATERS OF THE UPPER AMMONOOSUC RIVER ARE A CHALLENGE to many hardy swimmers. Shown here at the Upper Falls on the road to the Base Station of the Cog Railway, are a few of the swimmers who find much enjoyment diving under the falls, riding the falls or diving from the rocky cliffs above. At right in picture is Dwight Merrill, 14, of Jefferson as he dives into one of the deep pools.

- Littleton Courier - Thu, Jul 29, 1965

historical material about the North Country."

- Littleton Courier - Thu, Jul 8, 1965 pg. 8A

August 4th

Two Triple-Headers: "Mountain Musing: Recreation business is humming in the White Mountains. The Mt. Washington Cog Railroad, setting new records, ran 25 trains to the Summit yesterday *(8/4)*, including two triple-headers, and the Base Station Gift Shop did a land-office business. Franconia Notch was teeming yesterday, with 1,957 passengers carried on the Tramway (compared to 1,651 a year ago but under the 2,103 on the same day in 1963. Notch income is running $24,000 above a year ago, although overall Tramway passenger count is less. The skyride, where ride price was boosted this summer, could make substantial gains at any time during the remainder of the season, with the right conditions." *- Littleton Courier - Thu, Aug 5, 1965 pg. 4*

August 5th

Record Season in Offing: "All signs point to a record-breaking summer recreation season in the Granite State. Tourist attractions, both public and privately owned, are enjoying hearing the cash registers ring at an exhilarating rate. Hordes of vacationers are invading New Hampshire. Tourist information booths at major highway toll stations claim the number of inquiries is running anywhere from 10 to 60 percent over 1964. The Lake Winnipesaukee area says business is up 50 to 60 percent over a year ago. Motel, hotel and restaurant owners generally report substantial gains, according to a preliminary survey by the State DRED department. The Mt. Washington Cog Railroad is reported as having a gain of as much as 15 percent over last summer's record business. Doubleheaders are being operate don Mondays and Tuesdays to accommodate the demand for the ride to the Top of New England. Manager William Norton of the Franconia Notch State Park said the fact that the state doubled the price for swimming at Echo lake from 25c to 50, and hiked the fare on the Cannon Mountain Aerial Tramway from $1.50 to $2, seems to have had no effect on patronage. Both are running ahead of a year ago. The Flume, where the admission price was held at 50c, is already some 8.000 people ahead of last summer."

- Littleton Courier - Thu, Aug 5, 1965 pg. 2C

August 6th

Gubernatorial Tour: "Mountain Musing: Featured in this issue of The Courier is pictorial coverage *(next page)* of a tour of state-operated White Mts. attractions last Friday *(8/6)* by Gov. John W. King and his Executive Council. The party, accompanied by members of the press and including several state officials, boarded a Flume bus at Concord and before the day was done had enjoyed a coffee break at the Cannon Mt. Aerial Tramway, visited the Forest Lake State Park, participated in the dedication of the Mt. Prospect State Park now known as "Weeks State Park," rode to the top of Mt. Washington on the Auto Road as guests of the Mount Washington Summit Road Co., saw the unveiling of a plaque at the Summit House attesting to the state's purchase of the Summit as the "Mount Washington State Park" to preserve and develop its unique scenic, scientific, historical and recreational features for public use and enjoyment, and then continued their swing through the region by riding over popular Kancamagus Highway to Lincoln and dinner at the Jack O'Lantern Resort before returning to Concord. On Mt. Washington, the Governor and Council enjoyed a tour of the Summit House and Tip Top House conducted by Col. Arthur N. Teague, owner of the Cog Railway, and Wallace Howell of Lexington, Mass, president of the Mt. Washington Observatory and known as the "Rainmaker." Gov. King said he would name a special study committee in an effort to determine how the state can best develop the summit area to further enhance Mt. Washington as perhaps the greatest single natural landmark in the East."

- Littleton Courier - Thu, Aug 12, 1965 pg. 4





Scenes During Governor & Executive Council's Summer Visit

Photos Taken Atop Mt. Washington Friday, August 6th, 1965

Left Panel: "Councilor, James H. Hayes, Joseph B. Dodge (who retired in 1959 after 37 years' association with the Appalachian Mountain Club of which 31 years were as Huts System manager), Gov. John W. King, Charles Teague, son of Cog Railway owner Col. Arthur S. Teague and Mrs. Teague, who played Taps for the brief dedication ceremony, and Councilor William A Styles of Groveton. Right Panel: Gov. King, right, and Col. Teague, center, pictured with Randall E. Spalding of Whitefield at the old Tip Top House. In 1853 Mr. Spalding's uncle, John Hubbard Spaulding, assisted in building the Tip Top House and in 1854 became half-owner of the building and also what was then called the Summit House. He was chief manager of both for nine seasons and sold his interests in 1865. (Spaulding lake in the Great Gulf was named in his honor.)



Dedication of Plaque: Showing that the summit was purchased from Dartmouth college by the State in April, 1964 to preserve and develop its unusual scenic, scientific, historic and recreational features for public use and enjoyment." Looking on as Charles Teague, 10, son of Cog Railway owner Col. Arthur S. Teague and Mrs. Teague, played Taps on his trumpet, are Councilman Emile Simard and Russell B. Tobey, director of State Parks, and Gov. King. *(Photo by Elvira Murdock who taught young Charles to play the trumpet.)*



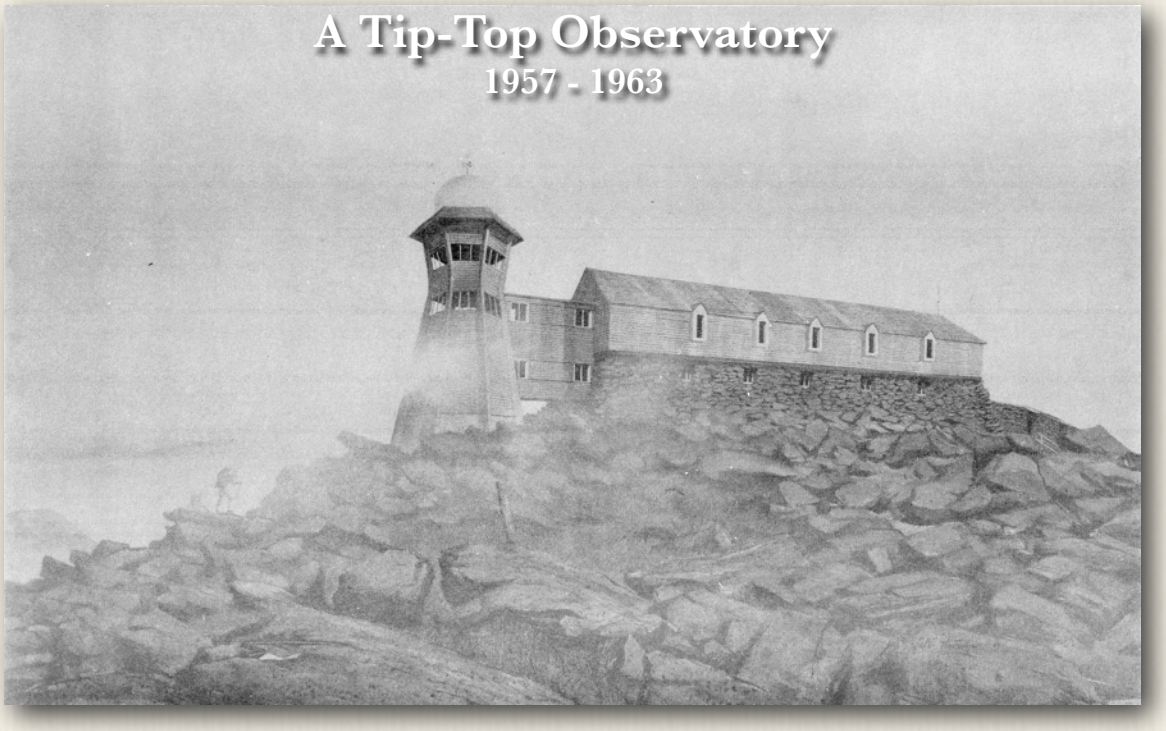
A Round of Applause: For Gov. King and the Executive Council during dedication ceremonies inside the Summit House.

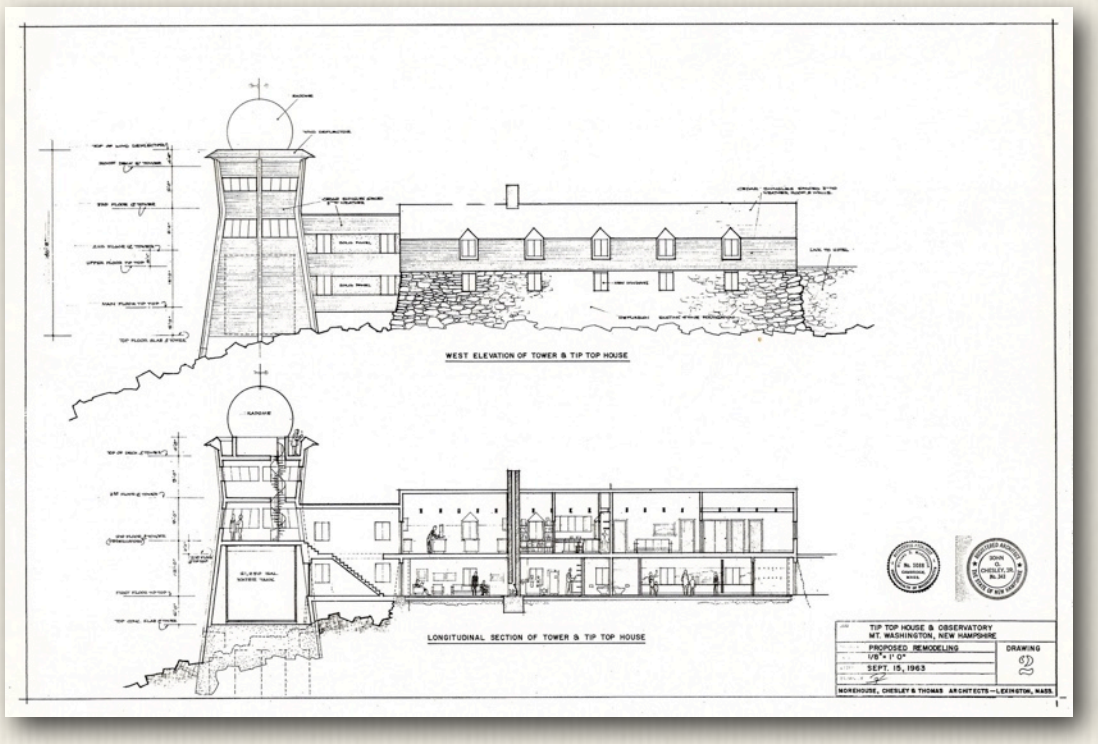


Plaque Pose: State Parks Director Russell Tobey and Col. Arthur S. Teague flank the new state parks plaque in front of the No. 3 *Base Station* when the plaque arrives at the Summit for installation ahead of Governor's visit. The two men to Teague's left are state foresters.

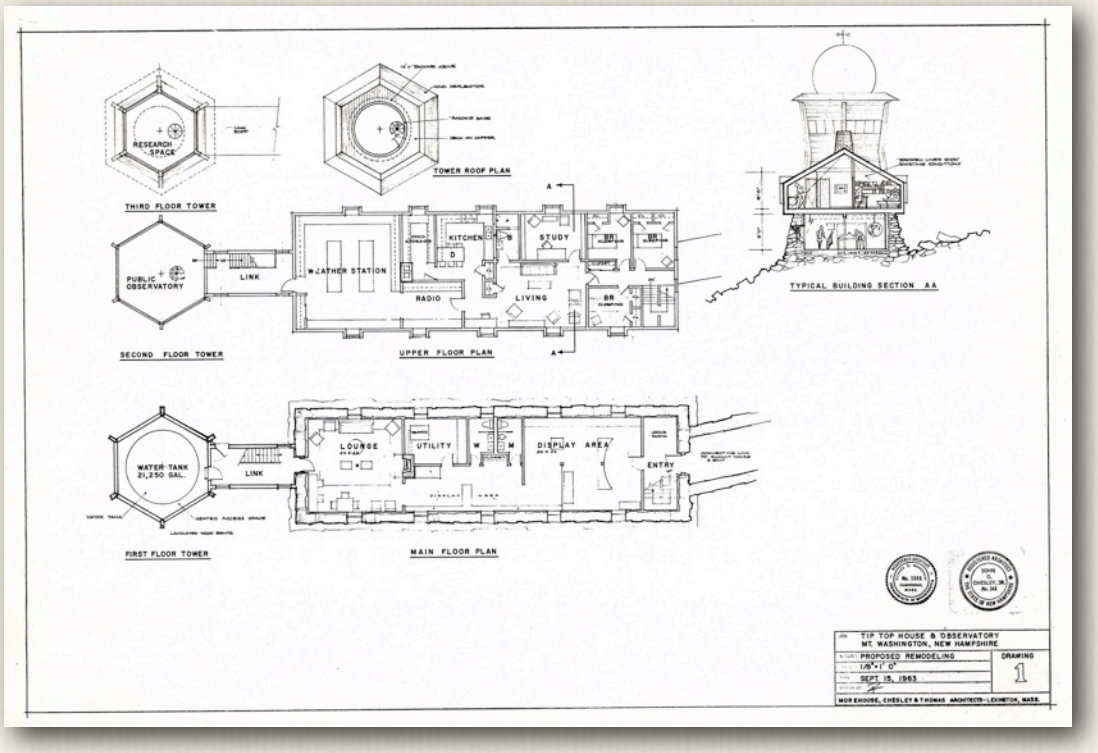


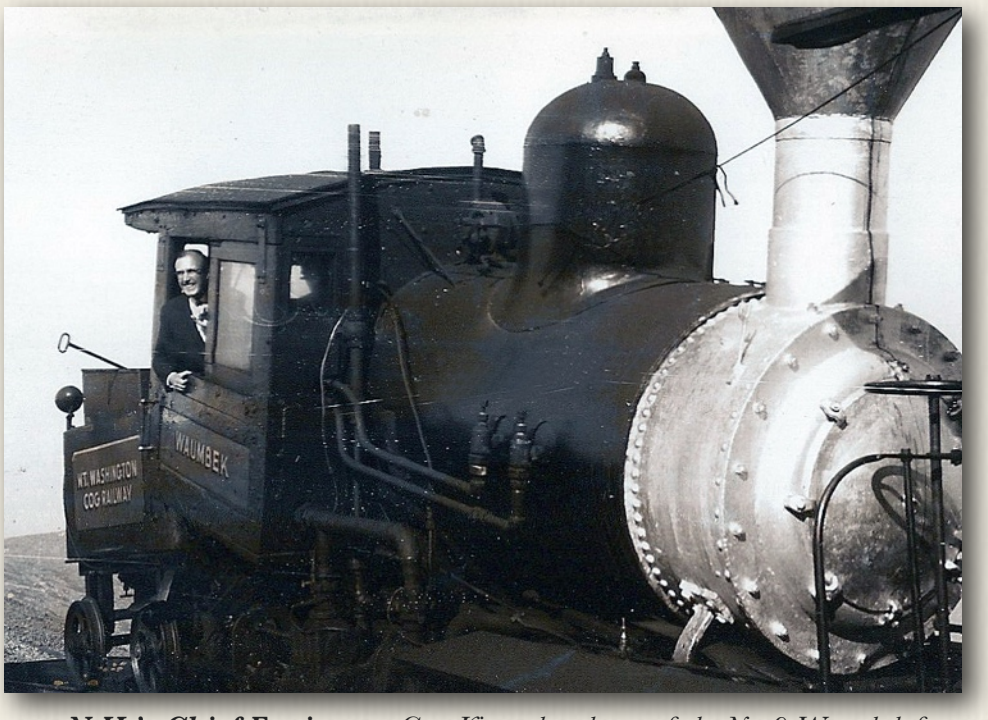
Governor King: Flanked by Executive Council and Col. Teague at right





Mount Washington Observatory *president C. F. Brooks outlined the proposal in the April 1957 Ob's News Bulletin. "We propose to build a round tower just off the NW end of Tip-Top House, where there are now the remains of an attached tower, built for icing experiments in 1945 and increased in height in 1946. The lower part of the tower would be of stone, and the upper, of wood, to match Tip-Top House. It would rise 20 feet higher than Tip-Top House, and, flaring outward in its upper portion, would increase from a diameter of 26 feet at its base to 36 feet at the top. A central core 10 feet in diameter would contain a spiral staircase serving all levels and would provide a base for an instrument-bearing or other superstructure at its top. Three stories are planned. The lowest, already 8 or 10 feet above the ground, would be the vestibule, so to speak, connected with, and at the same level as, the second floor of Tip-Top. The floor above would be completely classed in for a public outlook, with a view of the entire horizon except for minor interruptions. The third floor would be the observers' cold room, with numerous small windows through which snow samples could be taken. Immediately above this would be the top deck, for meteorological observations and the exposure of out-door instruments. A panel for public display, to show the current wind and temperature, will be arranged, either in the tower or in the Tip-Top House, where, indeed, there will probably be an exhibit of the work of the Observatory and of any other scientific or engineering groups operating on the Mountain. The two NW end rooms of Tip-Top may be reserved as a warm laboratory and an office for the observer(s) on duty. The strength of the tower to withstand the terrific winds will reside in steel beams. There will be no cables. We do not know yet how much such a tower would cost, but when we find out we hope to pain a sufficiently appealing picture of our need and the public's need for it to bring in the fund necessary for it, as a 25th anniversary give, if you like. – C. F. Brooks." Six years later, Morehouse, Chesley & Thomas Architects of Lexington, Massachusetts crafted these plans for the proposed remodeling. The artist's rendering above and the plans (above & right) were discovered in the files of the New Hampshire State Archives.*





N.H.'s Chief Engineer: *Gov. King takes charge of the No. 9 Waumbek from Frank Thompson of Center Conway briefly for photos while at the Summit (1965)*
- Teague Family Collection *pg. 5*

August 20th

Bountiful Vacation Season: "Good weather, a healthy national economy and the American wanderlust combined this summer to make this a bountiful vacation season for those in the New England tourist business. An Associated Press survey conducted at mid-season showed crowded mountains, bustling beaches, jammed highways - and cash in the gill of resort owners. Samples: In New Hampshire, the state highway division reports traffic on Interstate 93 through the center of the state up 13 to 54 per cent at various points, and the Mount Washington cog railway reports business up 15 per cent over 1964. Similar glad tidings come from Vermont."

- Biddeford-Saco (ME) Journal - Fri, Aug 20, 1965

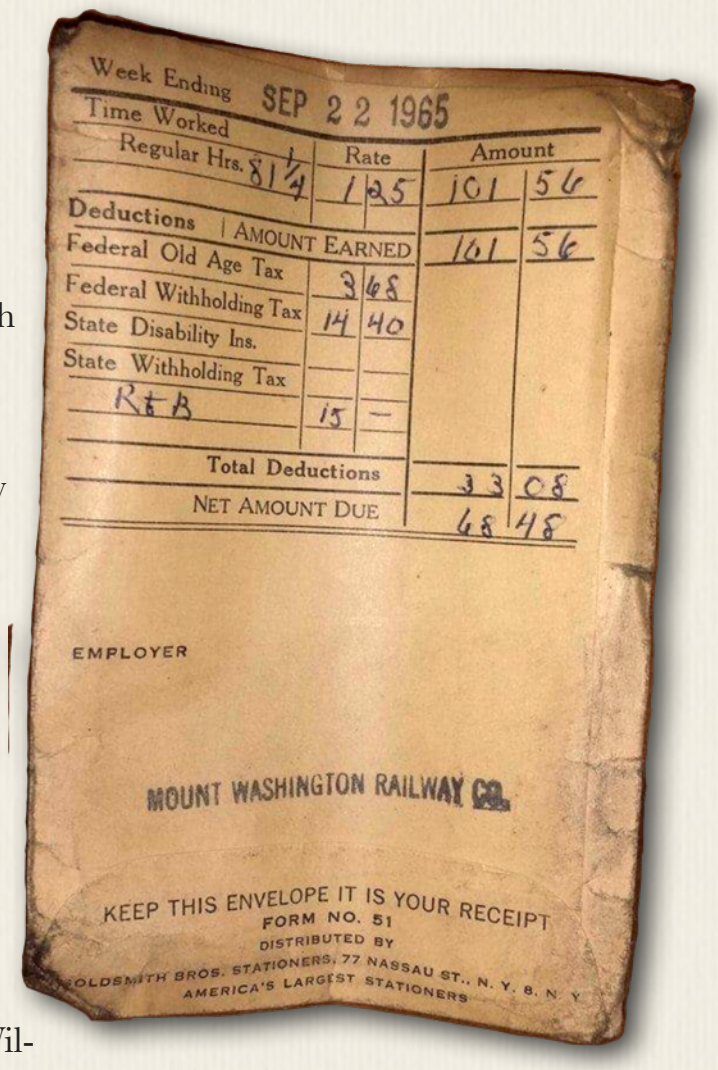
August 27th

Cog Party at Marshfield House with the Katahdin Mountaineers *- Jitney collection*

October 15th

Cog Railway International: "The Mt. Washington Cog Railway has made the grade again. In efforts to bring more gold into America, the United States Travel Service has featured a photograph of the Cog Railway as an advertisement which appears in leading national newspapers and magazines in England, France, Germany, Mexico, Australia, New Zealand and in Latin America. The ads, stressing the historical theme to interest foreign travelers to visit New England, were designed to reach a total circulation of 17.5 million customers. The full-page advertisement contains five photographs: one of them was the photograph of the Cog Railway on Jacobs Ladder, others included a lobster bake on the Maine coast, a statue of Paul Revere in Massachusetts, a Vermont village and a whaling ship at Old Mystic, Conn. John Wilson, executive secretary of the White Mountains Region association, this week stated, "This use of the Cog Railway in an ad like this demonstrates the value of preserving and developing our historical heritage. While they are tearing down the monorail at the New York World's Fair, the Mt. Washington Cog Railway keeps pushing towards its 100th year of operation. Possibly, more effort should be made in the next decade to reconstruct some of our lost historical treasures like the Willey House or Fort Wentworth." A snowstorm last week that reportedly brought five-foot drifts marooned a party of 15 passengers overnight on the Summit. The weather was marked by temperatures of only six degrees above zero and a high wind. Weather permitting; the Cog Railway will operate through this Sunday Oct. 17. The mountain ride is enjoying a record-breaking season."

- Littleton Courier - Thu, Oct 14, 1965 pg. 5B


Week Ending SEP 22 1965

Time Worked		Rate	Amount	
Regular Hrs.	81 1/4	1 25	101	56
Deductions	AMOUNT EARNED		101	56
Federal Old Age Tax	3	68		
Federal Withholding Tax	14	40		
State Disability Ins.				
State Withholding Tax				
R & B	15	—		
Total Deductions			33	08
NET AMOUNT DUE			68	48

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GOLDSMITH BROS. STATIONERS, 77 NASSAU ST., N. Y. 8, N. Y.
AMERICA'S LARGEST STATIONERS

FOR SALE—two female poodles, 1 three years, 1 two years. Price reasonable to a good home. Grace Rusinski, Base Station, Cog Railway. Tel. Gorham 466-0004. 38-1

- Littleton Courier - Thu, Sep 23, 1965 pg. 6

1965

October 31st

The Hut burns - Fire of unknown origin was discovered at 2:15 am by Harold Adams, who awoke Sunday morning to the Teague dogs barking. Harold, Paul Philbrick and Crawford had two hoses, but couldn't stop it and played the water onto the Boarding House so that wouldn't catch fire. The structure built in 1935 and enlarged in 1945-46 had 10 bedrooms, six baths, two living rooms, and kitchen. Replacement cost estimated at $70,000. The fire occurred three days after the Teagues had left for a short trip to Philadelphia. Two gas heaters and three electric light fixtures were left on. Art, Ellen, Lucy and Charlie spend 1966 season in most up mountain cabin in the row. Ellen calls it the *Peppersass* building because the structure was moved from its original location at Marshfield where it housed the railroad's first engine and became a cabin

- I Conquered My Mountain / Granger newspaper clipping



Ellen Crawford Teague amidst the Hut ruins with scorched railroad lamp found in the debris. (1965)
Teague Family Collection

November 20th

NH on "America!": "The 'America!' program by Jack Douglas shown on Channel 8 last Saturday *(11/20)* featured New Hampshire. The camera crew was in the White Mountains last July, and stayed at Baker Brook in Bethlehem while they were taking pictures. The Cog Railway and other scenes were shown and Douglas, the producer, introduced Gordon Miller as president of the White Mountains Recreation association. Mr. Miller spoke from Mt. Agassiz, referring to the fact this mountain was named for Louis Agassiz the famous geologist, who originated the ice cap theory. When the long shots were taken from the summit of Mt. Agassiz, the electricity was off, so the camera crew took the film without sound. Later, at Baker Brook, a close-up was taken of Miller with sound included. It took about 12 tries before the sound came out right as noise from cars passing on the highway nearby kept drowning out his voice."

- Littleton Courier - Thu, Nov 25, 1965 pg. 8



Off-Season Honeymoon Attraction

THE MT. WASHINGTON COG RAILROAD HAS BEEN CLOSED for the season since Oct. 17, but each day finds several tourists making the drive in to the Base to be able to say they had viewed the highest mountain in the northeast from a closeup vantage point. Friday a honeymoon couple from Glens Falls, N.Y., Mr. and Mrs. Joseph Mulcahy, did just this as they were homeward bound from Montreal. Their car is seen in parking area at the Base, with shuttered building in background, and the Cog Railroad winding up the mountain. More than 50,000 people rode the unique mountain conveyance this summer, equalling the record.

- Littleton Courier - Thu, Nov 11, 1965

December 9th

Observatory Seeking Tip-Top Quarters: "Mountain Musing: Recently we published a feature story on the crowded conditions at the Mount Washington Observatory, prompting Guy Gosselin, chief observer, to write: "We were very pleased to see the Mount Washington article in the *The Courier*, and even more so to get a glimpse of your own interest in the matter. You may known that the Observatory was exploring the possibility of a move to the old Tip-Top building before the state's purchase of the summit. The architect's plan *(next page)* called for a very large (compared to present facilities) lounge and display area as well as for ample space that would be devoted to the scientific research we have carried on over the years. Money was to have been raised in part by solicitation and any interest on the remainder was to have been met by admission charges. Important factors in t he design were that the original stone walls of the building would be retained and that the architecture harmonize beautifully with the summit environment. At present, the Observatory exists in a kind of limbo where it must remain until

State plans crystalize. We would like very much to be involved in the final summit picture in a way not too far removed from our original intention. We realize that from the point of view of benefiting the public it probably makes little difference which organization does what on the summit; however we can't help but feel that our tradition in public service and our feeling for the history of the mountain qualify us for the task in question, and that it would be uneconomical for the state to ignore this."

- Littleton Courier - Thu, Dec 9, 1965 pg. 4

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1965 Season*** - Operating Revenues: $218,247 - Operating Expenses: $198,391 - Railway Tax: $11,503 - Net Income: $10,501 - *(Does not include Marshfield and Summit House operations.)*





Winter Scenic in Film & Oil: *Photograph (above) of full moon over the snow-covered ruins of the Hut is turned into a painting by Crawford Hassen (right). Bonnie Randall gave the painting to the Jitney Years Collection following Ken's death in 2021.*

- Crawford Hassen photo / Bencosky-Desjardins Collection (1965) / Lewis Family Collection (2023)



Summer Attraction In Deep Freeze

PHOTOGRAPHED A MILLION TIMES OVER IN THE SUMMERTIME, this is a unique winter picture of New Hampshire's Mt. Washington Cog Railway, the Base Station and Old Peppersass, now retired, which has huffed and puffed to Washington's 6,288-foot summit thousands of times. This is pretty much the way Washington and her lofty neighbors look today—blanketed under three to four feet or more of snow. (State of New Hampshire Photo by Dick Smith.)

- Littleton Courier - Thu, Jan 6, 1966 pg. 2A



SISTERS—Miss Margaret Ellen Teague (left) and Miss Frances Stratton Teague, who were honored at the ball, watch the scene with their father, Col. Arthur Simpson Teague, of Chestnut Hill.

world. By plane, by automobile, by regular railroad, guests arrived for the Teague tea dance. Margaret and Frances Teague made their debut just 96 years after the cog railway carried Gen. and Mrs. Ulysses S. Grant on the first trip to Mount Washington's summit."

- Littleton Courier - Thu, Jan 20, 1966 pg. 4

January 24th

King's Summit Study Omission: *Union Leader* columnist Jay Hanlon: "On further study of Gov. King's recently named study committee that will draw up plans and recommendations for development of the Mt. Washington summit, the governor omitted more than just the name of Joe dodge of Conway as mentioned last week. King did, in fact, overlook - for reasons unknown to me - naming any representative of the several proprietary interests on the summit. To name those interests: Mt. Washington Summit road, Mt. Washing-

1966

January 20th

King Commission Named: "Gov. John W. King recently announced the appointment of his committee on Mount Washington. The committee will study the summit of the mountain, which has been purchased by the state, and will recommend a long-range development plan to Governor King and the state Division of Parks."

- Littleton Courier - Thu, Jan 20, 1966 pg. 1

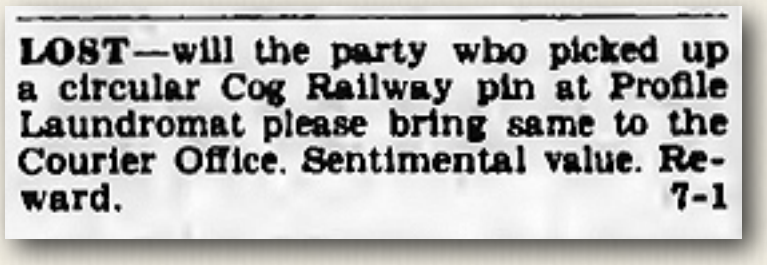
Social Item from Philly: "Mountain Musing: From the *Philadelphia Evening Bulletin*: Traffic on New Hampshire's 'little railway to the moon' was never as heavy as the traffic at the double debut of Margaret Ellen Teague and her sister, Frances Stratton Teague - there was a steady, slow-moving processing to the receiving line. The Teague girls were presented at a tea at the Chestnut Hill home of their parents, Col. and Mrs. Arthur S. Teague. Col. Teague is president of the Mount Washington Railway Co. - this is the company that operates the cog railway to the summit of Mount Washington, New England's highest peak. When service began in 1869, it became the first mountain-climbing cog railway in the



Debutantes of 1966*: Fanny & Margie Teague in formal wear for the social season of their debut in Philadelphia. Image above and clipping prior page dated Jan 2, 1966 part of the Margery Bargar Collection*

ton TV and FM broadcasting facility, Mt. Washington Cog Railway, the Appalachian Mountain Club and the Mt. Washington Observatory. It may be he purposely skipped over these interests. But it does seem they ought to have some say in what becomes of the mountain summit. All of these companies have an understandable interest in the summit and, therefore, ought to have some representation on the governor's study committee."

- New Hampshire (Manchester) Union Leader - Mon, Jan 24, 1966 pg.17


LOST—will the party who picked up a circular Cog Railway pin at Profile Laundromat please bring same to the Courier Office. Sentimental value. Reward. 7-1

- Littleton Courier - Thu, Feb 17, 1966 pg. 6

March 31st

Restricting Base Road Weight: "The following roads are posted for restricted weights according to the formula on its maximum Gross Weights Sheet: Base road - from junction Route 302 in Carroll to Cog Railway Base Station, 6.33 miles; Mt. Clinton road - from junction Route 302 in Carroll to junction Base Road, 3.68 miles." *- Littleton Courier - Thu, Mar 31, 1966 pg. 1C*

April 1st

Title V Taxation Chapter 82 Taxation of Railroads - Miscellaneous Provisions. Section 82:38 Exempting of Mount Washington Cog Railway. - The property of the Mount Washington ***Cog Railway*** shall be appraised and taxed to pursuant to the provisions of RSA 72, and ***shall not be subject of the provisions of this chapter.*** *- New Hampshire Statutes Online Source 1965, 251:1, effective April 1, 1966*

June 6th

Cog Railway plans to open and will run until October 16th - Col. Teague hopes to raise fare to $5.95 "so I can give the employees more money, and make improvements" Children's ticket will remain at $3

- Teague letter to Jitney

First week of June

An Editorial Comment: Clipped but not dated or identified in Teague family scrapbooks is an editorial saying the Cog will open next week, June 15th. It is likely from the newspaper in Laconia - the *Laconia Citizen*: "The Cog Railway and Col. Arthur Teague are a credit to New Hampshire and we hope for many years to come they both will prosper. Financially through the years, the railroad has struggled to keep its head above water. The railroad's first aim is "safety." Perhaps one of the most heart warming assurances about Col. Arthur's railroad is, that we know, he works to preserve the World's First Cog Railway. Teague is truly dedicated to the preservation of that railroad. Maintenance is most important and when the railroad does have any better years than the others, the balance is put back into repairs to reassure "safety." The roadbed is carefully inspected and is operated under the Public Utilities Inspector, of the State of New Hampshire. The Public Utilities have passed their "Go" signal for another, we hope, good 1966 season for the World's First Cog Railroad. The long history of few accidents in one hundred years of operation shows the care the railroad has always undergone and gives to its passengers. The wise selection of dependable college students, who accept responsibilities are boys who are working to put themselves through college. All colleges are represented. When we see these boys on a busy day we see clothes that are sootie, because of sweat. The soft coal will settle on their clothing and they look like chimney sweeps, but these boys represent University of New Hampshire, Dartmouth, M.I.T., Harvard, Middlebury, University of Maine, Penna., S.C., Duke, Clemson, Yale, Cornell, University of N.C., and Florida, etc. Also the railroad claims six school teachers, three



Jeff Taylor, Mike Claypool and Dave Woodbury put some paint on the concrete portions of the new "Flags of Nations" parking lot divider (1966)
- Teague Family Collection

of them are from N.H. This year is the beginning of the building of the Cog RR, one hundred years later, 1866 - 1966. The Cog RR was completed to the Summit in 1869; so the Centennial season will open in 1969. The first celebration will be held July 3rd, 1969. The railroad has recently built two aluminum coaches, but as funny as it may seem, tourists ask for the old wooden coaches, these original wooden coaches were made in Laconia. Some are now redone inside for the convenience of the passenger. Parts today are made in the Cog RR Shop... In this engine shop all vital work is carried on for the locomotives. It is here all the precision work is done. All year round, a Scotsman, from Lisbon, N.H. *(Bill Liveston)* makes parts for replacements during the summer months. The maintenance work is terrific for one boiler alone costs $10,000, and for the past one hundred years the little engines look the same, but practically all parts have been replaced inside the engines and rebuilt. Care is given, to the best of the ability of the railroad, to its passengers. The number of accidents in all the years of its operation can be counted on ten fingers. "Safety" always comes "First" says Colonel Arthur Teague."

June 9th

Peppersass Resurrection Planned: "The Centennial Celebration, already in the planning stages, will open on July 3, 1969, and for the occasion, Col. Arthur (Teague) expects to have the historic *"Old Peppersass"* engine, which now reposes as a prominent display at the Base Station, in condition to run again. This time it will not be pushing a coach full of passengers and its exhibition trip will be only from the engine shop to the Base Station, called Marshfield." (*The press release issued by the Cog in June 1966 noted the boiler will only operate under about 20 pounds of pressure.)* *- Littleton Courier - Thu, Jun 9, 1966*

June 16th

Cog Railway Opens: "The world's first mountain climbing cog railway will open another season next Thursday, June 16 as the first of hundreds of trips to the top of Mount Washington will start under the direction of the owner-manager, Col. Arthur S. Teague. If the coming summer tourist season is like others, as many as 20 trains a day will chug to the summit as thousands of visitors flock to one of New Hampshire's outstanding attractions. The watchword of Col. Teague and his crew of specialists is safety, and profits are plowed back into repairs and improvements to meet standards for public safety set by the N.H. Public Utilities commission, including roadbed inspection, and by the devotion of Col. Teague, himself, to the preservation of the unique attraction. Dependable college students and teachers, who take on the appearance of chimney sweeps as they guide the several coal-burning engines and passenger cars up and down New England's highest peak, make up the operating crew, backed up by expert machinists. Maintenance of the trains is a big item, and work is carried on in the extensive engine shop. One boiler alone costs $10,000. The crew recently has built two new aluminum coaches, but many passengers prefer the trill of riding in the older cars. For nearly one hundred years, these unique cog railway engines have looked the same, on the outside, but practically all parts inside have been rebuilt and replaced. Ray Gilman of Lunenburg, Vt., is the boiler maker, while Paul Philbrick of Mexico, Me., a welder who has been with the railway more than 15 years, is shop foreman. Bill Liveston, a native of Scotland, does a great deal of precision work. Harold Adams of East Hebron, N.H., a valuable jack-of-all-trades, rounds out a most important group of specialists so necessary to



Honeymooners Return

MR. AND MRS. JOSEPH S. LEWIS OF BLOOMFIELD, CONN., WERE MARRIED on June 28, 1916 and spent their honeymoon in the White Mountains, visiting the summit of Mt. Washington among other places. On July 15, 1966 they revisited the summit of Mt. Washington on the occasion of their Golden Wedding Anniversary. A special anniversary cake was made and served during the lunch at the Marshfield House while they were there. (Photo by Elvira Murdock.)

- Littleton Courier - Thu, Jul 28, 1966 pg. 6C

the smooth operation of the railway. Col. Teague is proud of the excellent record of few accidents during the 96 years of operation, and continues to stress safety in every way possible. Some of these ways include double mechanisms, cog gears, continuous maintenance, a responsible crew of employees, and a speed limit of 3½ miles per hour." *- Littleton Courier - Thu, Jun 9, 1966 pg. 1 & 1C*

June 18th

Base Road Cycle Accident: "A Littleton man was critically injured in a motorcycle accident on the Mt. Washington Base road Saturday *(6/18)* afternoon. Donald M. Lewis, 49, of 15 Pine St., a veteran of 20 years as a postal clerk at the Littleton post office, is receiving treatment at the Littleton hospital for a badly lacerated head, fracture of the skull, a mild concussion, multiple fractures of the ribs and a lung injury. His condition was termed improved this week. Mr. Lewis and George Bemis, also of Littleton, had gone for a ride on their motorcycles and were traveling along the Base road about five miles when in some manner Lewis' machine turned end over end. The operator was knocked unconscious."

- Littleton Courier - Thu, Jun 23, 1966 pg. 1 & 4



TYPICAL OF YOUTHFUL SUMMIT HOUSE CREW are hotel manager and his assistant. Edmond Griffin of Athens, Ga., a pre-medical student at University of Georgia, and Tese Lefebvre of Berlin, get supply order firmed up and phoned in. Summit House employes, almost all college students earning tuition, hail from 10 states while chef, Hans Hanke, is native of Germany. (Linnea Staples Photo)

- NH Sunday News - Sun, Jul 10, 1966 pg. 34

July 4th

Thespians Ascend: "On the Fourth of July the entire acting company and staff of the Weathervane Theatre of Whitefield were the guests of Col. Arthur S. Teague on the Mt. Washington Cog Railway. The group arrived at the Base Station and took the 9 a.m. train to the Summit where they admired the view and had a picnic lunch. After spending an enjoyable afternoon the company took the train down, although a few of the more adventurous members preferred to hike down the mountain. That evening the company was back at work for rehearsals of "Never Too Late," but the Cog Railway outing proved to be a highly welcome one." *- Littleton Courier - Thu, Jul 14, 1966 pg. 4*

July 16th

NBC Travel Guide: "NBC's "Monitor Travel Guide" will visit New Hampshire for something like 10 minutes starting at 10:50 this *(7/16)* morning. Donn Tibbetts of Manchester radio station WGIR, who produced and narrates the program, said the coast-to-coast audience will hear about the Mt. Washington Cog Railway, the Old Man of the Mountains, the Aerial Tramway, New Hampshire bicentennial celebrations, and some comment on today's first New Hampshire sweepstakes race at Rockingham Park. Tibbetts has previously done some similar Monitor shows on behalf of his adopted state." *- Manchester (NH) Union Leader - Sat, Jul 16, 1955 pg. 16*



The Great Gulf begins a trip (1966)
- Elvira Murdock photo

July 21st

Publishers to the Top: "Mountain Musing: Representing the New Hampshire Weekly Publishers Assn., it was our privilege last evening *(7/20)* to welcome to the White Mts. a group of U.S. weekly newspaper publishers and editors on a post-convention tour of New England following the annual meeting of the National Newspaper Assn. held last week Boston. The group, cased at the Mount Washington hotel, enjoyed a ride to the sum-



Kin Visit Cog Railway

MR. AND MRS. F. PATTERSON SMITH AND FIVE SONS OF AMBLER, Pa., are seen with Old Peppersass at the Base Station of the Mount Washington Cog Railway. Mr. Patterson is the great-grandson of Sylvester Marsh who conceived and built the "Railroad to the Moon," which was started in 1866 and completed in 1869. The Smith family were guests of Col. and Mrs. Arthur S. Teague on a ride to the summit. Incidentally, a new daily record was established on Wednesday of last week when 1,025 passengers rode the unique little trains to the Top of New England.

- Littleton Courier - Thu, Aug 4, 1966 pg. 1B

mit of Mt. Washington this morning *(7/21)* as guests of Col. Arthur S. Teague, and this afternoon were treated to a ride on t eh Cannon Mt. Aerial Tramway. The group represents such areas as Illinois, Iowa, Mass., Texas, Miss., State of Washington, Washington, D.C., Okla., So. Dakota, Calif., Ohio, Wisconsin, Minnesota, and of course, N.H." *- Littleton Courier - Thu, July 21, 1966 pg. 4*

Pumas & Mountain Lions, Oh My!: "A Jefferson girl, Miss Anne Bailey, was walking in the woods near her home one day recently when she saw a strange animal. Returning home she checked in an animal book and found that it was a puma. There have been reports that a mountain lion has been seen at the Mt. Washington Cog Railway Base Station."

- Littleton Courier - Thu, July 21, 1966 pg. 1C

July 23rd

50 railroad buffs from Boston visit: Cog train to shop (No.8 *Tip Top* with Poltrack, Bemis) tour, old pump house and B&M trestle - John Klopp dispatches the shuttle train to Fabyan over Ticket Office speaker system.

July 27th

Cog Railway ***peak ridership day*** - 1,012 riders

- 1971 Mt. Washington Master Plan

August 15th

Cog Party at Marshfield House with the *Checkmates*

August 6th

Thyng & Teague Talk Tourism: "Two of New Hampshire's most celebrated military heroes met here for a weekend luncheon but didn't discuss their war experiences. Instead, the conversation dwelt on a matter of mutual concern – the recreational needs of the Granite State's North Country. Col. Arthur S. Teague, USA, (Ret.), president of the Mt. Washington Cog Railway was host at the Base Station to Brig. Gen. Harrison R. Thyng, USAF, (Ret.), a candidate for the Republican nomination of the United States Senate. Thyng seized on the occasion to issue a major policy statement on recreation, which he termed "a major industry, upon which tens of thousands of our people depend for their livelihood. Thyng said in the Senate he would work for liberalizing the use of federal and state forest areas, such as the White Mountain National Forest, "to encourage the investment of private capital in these preserves." The Cog Railway, for example, he said, should be permitted to enlarge its heavily overcrowded parking areas through the use of federal lands no surrounding the base station. "This would represent such a tiny amount of land that it would never be missed by the government," he said. Thyng quickly endorse a suggestion by Col. Teague that federal and state road authorities should relax present restrictions on the reasonable



Brig. Gen. Harry Thyng dons an engineer's cap and red bandanna and takes over the No. 2 from engineer Dave Woodbury (right) and Jeff Taylor (left). The Laconia native is one of only six Air Force fighter pilots to become an "ace" in two wars (Aug 1966)
- Doug Taylor Collection



—Photo by Elvira Murdock

Beautifying Base Station

PHOTO SHOWS A NEW ISLAND CONSTRUCTED AT THE BASE STATION of the Mt. Washington Cog Railway on which national flags will be displayed in an alternating manner. The banners include American, Italian, Indian, German, Union Jack, Canadian and French, with others on hand awaiting their turn. Seen working on the beautification project, left to right: Jeffrey Taylor, UNH student of Lyme, in his third summer with the Cog Railway; David Woodbury of Bedford, a graduate of the University of Penn. and now a student at the University of Michigan Law school, in his sixth year with the railroad as an engineer; Michael Claypool of Stanford, Conn., a brakeman in his first summer, and a student at Williams college; Norman Lewis, assistant manager and engineer, Junior High principal at Chester, Vt., who has 17 years' experience with the Cog Railway. Mt. Washington Cog Railway business is running ahead of last year, with the season continuing through October 15.

- Littleton Courier - Thu, Aug 18, 1966 pg. 8C

use of signs directing motorists to major tourist attractions. Teague made it clear he was not talking about billboards, but about the kind of neatly lettered signs the state itself puts up to advertise its own parks and ski areas, many of which directly compete with the private resort operator. Teague, and Thyng, between them, probably hold more decorations for gallantry in combat than any two ex-soldiers now living in a single state. Col. Teague, once officially cited by his commanding general, Raymond O. Barton of the Fourth Division as "the bravest man in the United State Army," fought from Utah Beach on D-Day to the Elbe River, despite a number of serious wounds. Thyng, a triple combat ace and one of six men in the world who became aces in both jets and propellor-planes, holds among others the distinguished Flying Cross with three clusters. Thyng earned his purple heart when he was shot down behind German lines in Africa, crashed and broke his back but then fought his way back to his own lines."

- NH Sunday News – Sun, Aug 7, 1966 pg. 1 & 8

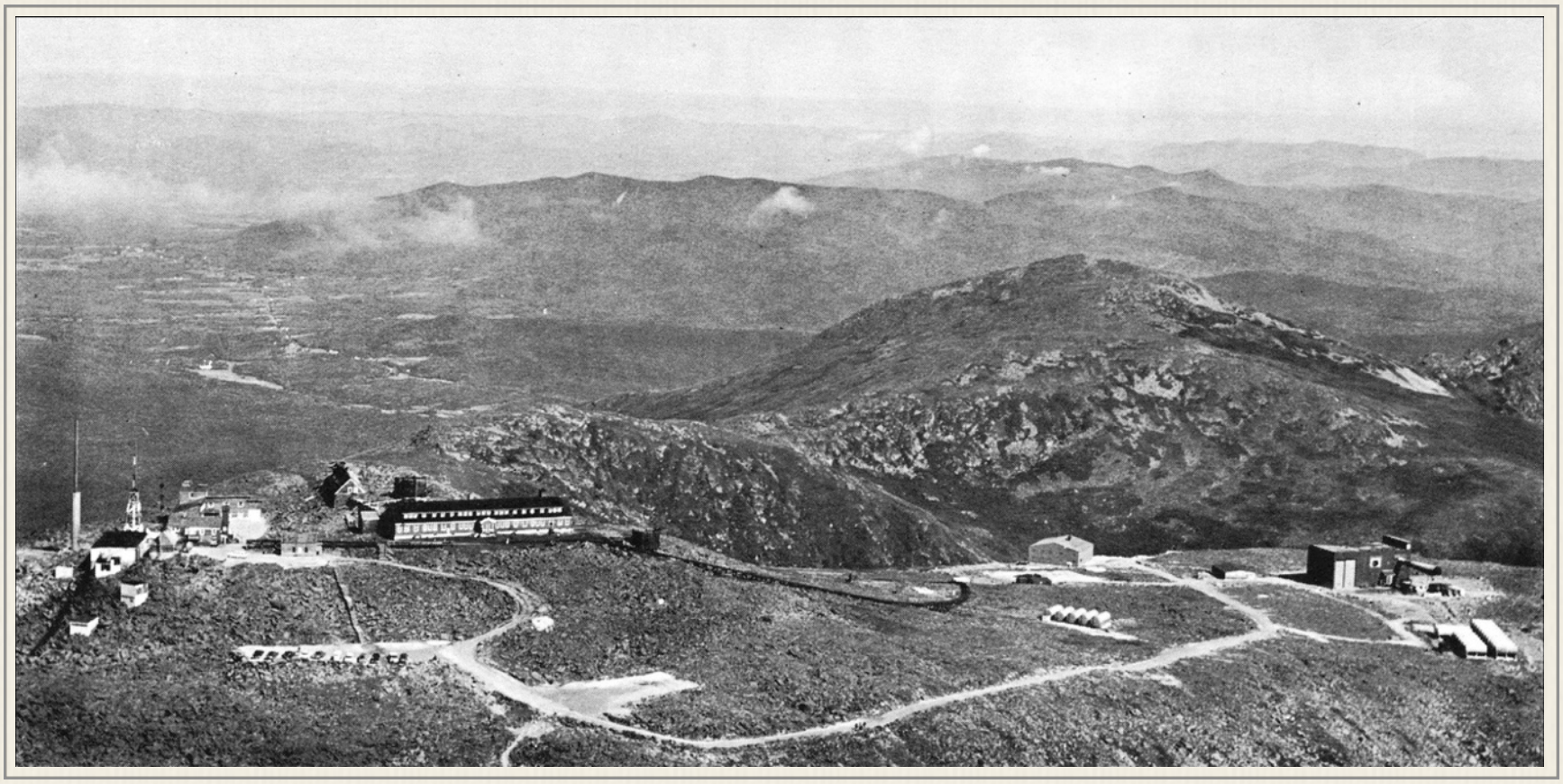
August 22nd

Orphans on a Train: "The boys from St. Peter's Orphanage returned to Manchester Monday *(8/22)* noon, terminating their 10-day stay at Copper Cannon Lodge in Franconia. It was a sad day for all, but the boys brightened when they were assured that plans were already underway for their return next summer. The 46 boys, many of whom had never spent tie outside of the orphanage, had a wonderful time. Ten days of climbing trees, fishing, swimming, throwing rocks in the river, catching snakes, frogs, and toads would have been enough to make them happy, the contrast was so great, but thanks to many interested North Country people it didn't stop there. Col. Arthur Teague ran a special train to the top of Mt. Washington, on a busy day, to give the boys their first train ride - one they will long remember. Lotta Rock Dairy, Littleton, thanks to Ben, Bert and Charlie Lavoie, donated all the boys milk, and topped this off with a Special Sundae at the Lotta Rock Dairy Bar."

- Littleton Courier - Thu, Aug 25, 1966 pg. 1A

September 4th

Gulf Tank Rescue Gratitude: "Dear Sir - I can't begin to tell you how grateful I am that the Cog Railway was operating on Sunday, Sept. 4. It if wasn't for the railway and its wonderful engineers and crew, some of my party might not be here today. I don't know which train it was that picked us up but it was around 2:00 pm at the Great Gulf water tank. One lady was practically paralyzed from exposure when she was picked up and the crew went after another man out on the trail who could go no further. They put him on a train and took him to the summit house where he spent the night in good hands. Both of these people are okay after their experience, but I shudder to think of what would have happened if the train hadn't come along. My brother and I were with these two people and we were terribly worried about both of them. We were at the water tank trying to decided what to do. We knew the weather conditions on the summit would be even more severe and if we went down, which one is supposed to to in such weather, we would not get help back in time for the man out on the



Summit of Mt. Washington: Photo taken by Ralph (Deak) Morse flying in a C-47 "Gooney Bird" based at Pease Air Force Base (1966)
- N.H. Then and Now FB

trail. The lady with us was getting more numb by the minute and could barely move so she was in no condition to go anywhere. We were frantic, because we didn't know which way to turn to get help for both the man and lady. We never even though the trains would be running in such weather and I almost cried from sheer relief when I heard that train whistle. We were probably just a few of the many your crews rescued that day and I wish there were some way I could thank each and every one of them. They were simply marvelous and we shall be forever grateful for their kindness. We learned a lot about Mt. Washington that day and it's an experience we won't forget. Gratefully, C. Irene Smith - North Quincy, Massachusetts"

- Letter to Railway - Sep 7, 1966 - Ellen Crawford Teague Collection

October 1st

Jobs Wanted - Male and or Female: "COUPLE Cook, Waitress, Pastry, 14 seasons in the same place, wish work in Miami area. P. Rusinski, COG Railway Fabyan, N.H." *- Miami News - Sat, Oct 1, 1966*

October 2nd

Fall Travel Records Set: "Just as the past summer season set all kinds of records for fine weather and excellent business, this fall is setting records of its own for brilliance of foliage and tremendous highway travel in the White Mountains region. Last weekend *(10/1-10/2)* recorded new highs in traffic as weather conditions became ideal on Sunday for the enjoyment of the color spectacular that has been unmatched in many a year. The Mt. Washington Cog RR found it impossible to accommodate all the visitors who wished to ride to the top of New England in the most colorful season of all. With limited crews available, the trains started at 10 a.m. with a single. At 11 a doubleheader was sent to the summit and that was followed by a triple at noon. Two more doubleheaders and a single were sent up in the afternoon and many had to be turned away as the train could not make a night run at this time of year." *- Littleton Courier - Thu, Oc 6, 1966 pg. 1*

October 9th

48 people are stranded for three hours in a passenger car when a crankshaft on their engine broke. 75 other people had to wait at the Summit. The breakdown occurred about two-thirds of the way up the mountain. A second train that had followed the disabled engine turned back at the so-called Long Trestle. Robert Kent - the engineer for a train forced to wait at the Summit to make the descent said weather on the summit was "mild and quite nice," and those who waited to go down appeared to be in good spirits. Engineer (of the disabled engine) was Gordon Chase. After all had been returned to the Base, a crew worked from 11 p.m. to 3 a.m. to repair the disabled engine at the scene.

- Nashua Telegraph - Mon, Oct 10, 1966 pg. 11



New Home for Cog Family: *It was early Sunday morning, Oct. 31, 1965, that fire destroyed the home of Col. and Mrs. Arthur S. Teague at the Base of Mt. Washington. Replacement costs were estimated as high as $790,000 at that time. Work is well along on a new home to replace the well-known log structure which had 10 bedrooms, six baths, two living rooms, kitchen and other rooms, all completely furnished. Col. Teague, president and general manager of the Mt. Washington Cog Railroad Co., is seen in above photo with his son, Charles. The new structure is being constructed on the site of the original building, incorporating the original fireplace and field-stone chimney. While the home can be replaced, items destroyed by the fire, and of much historical significance in conjunction with the upcoming 100th Anniversary of the unique mountain railroad three years hence, were irreplaceable. The cog railroad will close for the season a week from this Sunday, Oct. 16, after its most successful season on record.* *- Littleton Courier - Thu, Oct 16, 1966 pg. 6B*



MISS MARGARET ELLEN TEAGUE

Engaged

Col. and Mrs. Arthur S. Teague announce the engagement of their daughter, Margaret Ellen Teague, to Thomas Baker, son of Mr. and Mrs. Kermit Baker of Littleton.

Miss Teague attended Franconia College, followed by two and a half months in Europe with Students' Abroad program. Miss Teague made her debut at her home in Philadelphia last December and also at the Philadelphia Assembly.

Mr. Baker is a junior at Bentley college, Boston. He helped pace the Bentley college varsity ski team to its first New England Intercollegiate Ski Conference Championship last season, covering the 32-gate giant slalom course in 71.6 seconds. Mr. Baker is also enrolled in the ROTC Training Program and upon finishing his senior year at Bentley will be an officer in the U.S. Service for two years.

Miss Teague and Mr. Baker plan on being married next December in Lancaster.

Local Coverage of Breakdown: "Being stranded on New England's highest peak was an experience for some Mt. Washington Cog Railway passengers on Sunday *(10/9)*. An engine, pushing a passenger car with 56 persons aboard, sustained a cracked wheel shaft about two-thirds of the way up the 3½-mile route. Engineer was Gordon Chase, who noted that the weather was mild and everyone seemed in good spirits. There was a tie-up of about 2½ hours affecting some 200 people on two double-headers. None was the worse for the experience. After all had been returned to the Base, a crew worked from11 p.m. to 3 a.m. to repair the disabled engine at the scene.The Cog Railway has seven engines on duty throughout the season from Memorial Day until Columbus Day (this year the railroad will close this Sunday, Oct. 16), and some 50,000 persons travel via this unique route to the top of Mt. Washington every year. Another engine is being constructed in the car shop at the Base Station - the first new engine to built in a number of years."

- Littleton Courier - Thu, Oct 13, 1966 pg. 1 & 4

Cog Railway Financials as reported on balance sheet in New Hampshire Public Utilities Commission files ***1966 Season*** - Operating Revenues: $259,273 - Operating Expenses: $218,933 - Railway Tax: $15,109 - Net Income: $25,323 -

1966



(Does not include Marshfield and Summit House operations.) Passengers: 43,225.



1967
"Annus Horribilis"

February 19th

Four Find Shelter with Crawford: Four Massachusetts residents, who found shelter after walking six miles through heavy snow when their car stalled on an unplowed mountain road Sunday, were safe today *(2/23)* at a State Police Post. The four, John Monagle Jr., 25, Joan McCarthy, 17, and Constance Marshall, 18, all of Billerica, and Ronald Franks, 17, of Burlington, were on a trip to the White Mountains. The (two girls) were treated by a doctor in Littleton who said they had frostbitten feet. The men did not require medical attention. They received shelter with a watchman (Crawford) at the Mt. Washington cog railway base station, but were marooned because the only telephone line to the base station was down, authorities said. The four were taken from the station Wednesday night by Highway Department workers who used snow vehicles to reach the station. The (highway) workers checked the area after being alerted by Massachusetts authorities.

- Nashua Telegraph - Thu, Feb 23, 1967 pg. 8 & Brattleboro (VT) Reformer - Thu, Feb 23, 1967 pg. 8

April

1956 Tourist Study Updated: William F. Henry at the UNH Resources Development Center begins wrapping up a report on *The Visitors to Mt. Washington, Characteristics and Opinion*s that is "designed to update the information on... summer visitors to the Mt. Washington area, and to analyze their opinions about Mt. Washington and the facilities on it. Such information is needed at this time to provide basic data for the preparation of a comprehensive plan of development of the summit of Mt. Washington by the State of New Hampshire." The report found during the 1966 season, approximately 244,000 people reached the summit via Auto Road (72,000); Cog Railway (48,000) and Hiking on trails (124,000) - that was a 63 percent increase from the estimate of visitors made in 1956. The Cog continued to haul about the same number of people as 1956. July 27, 1966 was the biggest day of that season with 1,012 people were carried - requiring 20 train trips, over two per hour. 2,855 guests stayed overnight from June 24 to October 9 - an average of 26 per day. The maximum overnight guest-load was 78 persons on August 27. Weather continued to drive the numbers - favorable weather drew an average of 700 more people than unfavorable weather days. Tuesday was the slowest day - Sunday the highest.

April 14th

Mainline Buffet for Teagues: "Mr. and Mrs. William E. Caveny, Jr., of Chestnut Hill, will entertain at a buffet supper Friday *(4/14)* for Mr. and Mrs. Arthur S. Teague, also of Chestnut Hill, who will be leaving the end of April for a tour of Europe."

- Philadelphia Inquirer - Thu, Apr 13, 1967 pg. 30

April 23rd

European Tour for Teague 25th: Arthur & Ellen Teague leave for Spain and the start of a tour of Europe that includes two weeks in Spain, a trip to Tangiers, as well as time in Paris and London to celebrate their 25th wedding anniversary that would occur on June 6th.

- I Conquered My Mountain

May 18th

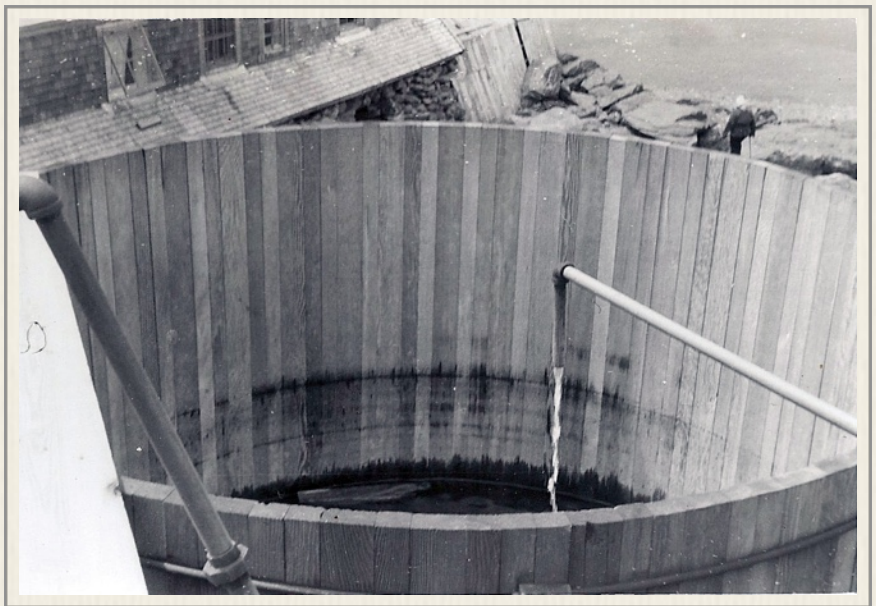
Summit Violations: "Two state-owned buildings on the summit of Mt. Washington violate state health and safety regulations, according to State Park Director Russell B. Tobey. Tobey disclosed last week that the Department of Safety and Division of Public Health turned up the violations in surveys of the Summit and Tip top Houses last year. The parks director has said he has asked the Legislature to authorize $214,000 in bonds "to make a start to conform to the laws and our policy of safety and service to the public in the buildings." The buildings were acquired by the state when ti bought the summit of Mt. Washington from Dartmouth college three years ago." *- Littleton Courier - Thu, May 18, 1967 pg. 2C*

May 25th

The Randolph River Skull: Paul Doherty in his "Northwoodsman" column considers the origin of some recently recovered remains. "A human skull found by a boy fishing in the Moose river in Randolph (NH) has caused much interest. Everyone of course wants to know who the person was and how the skull got in the stream. That's a real good question, one that probably won't ever get answered. Perhaps the men at Harvard, who now have the skull, will be able to say how old the person was, how long he has been dead, etc. First thing

people ask when the subject of the Randolph skull comes up is, has there ever been anyone lost in that area who was never found. To that question the answers has to be no as far as local people can remember. Where, then, did the skull come from? Well, now, let's see, it could be an Indian skull that the high water of last fall uncovered. I like that theory. Then perhaps the skull is that of an early settler of Randolph who was buried in an unmarked grave. Again we could suggest that Moose river uncovered the grave. But if you want to add real color to the story I can do that for you. Could the skull be one of the ill-fated (Rogers) Rangers? Let's make another wild guess. 1890... A violinist by the name of Ewald Weiss, who was with the Summit House orchestra on Mt. Washington, set out to visit the summit of Mt. Adams. The day was fair but a sudden severe storm came up. Mr. Weiss was never seen again and his body never found. Perhaps he got down into the valley and died; perhaps the skull washed up by the Moose river was once Ewald Weiss. Now I give you one more to ponder. 1912... John M. Keenan, 18 years old, came from Charleston, Mass. He was a new member of a party of engineers who for two summers had been surveying the right-of-way for a proposed scenic railway on Mt. Washington. He was out on the mountain working as rear flagman with the survey party. Heavy clouds came in and soon the party was socked in tight. Contact was lost with the new man and they searched for several hours for him until dark. For two days the search continued in bad weather but no traced of the man. Who knows, perhaps the skull at Randolph was once the young engineer."

- Littleton Courier - Thu, May 25, 1967 pg. 6C



Summit House drinking water tank filling - Tip Top in background (1962)
- Ellen Crawford Teague Collection

June 12th

Wind Damage May Delay Summit Opening:

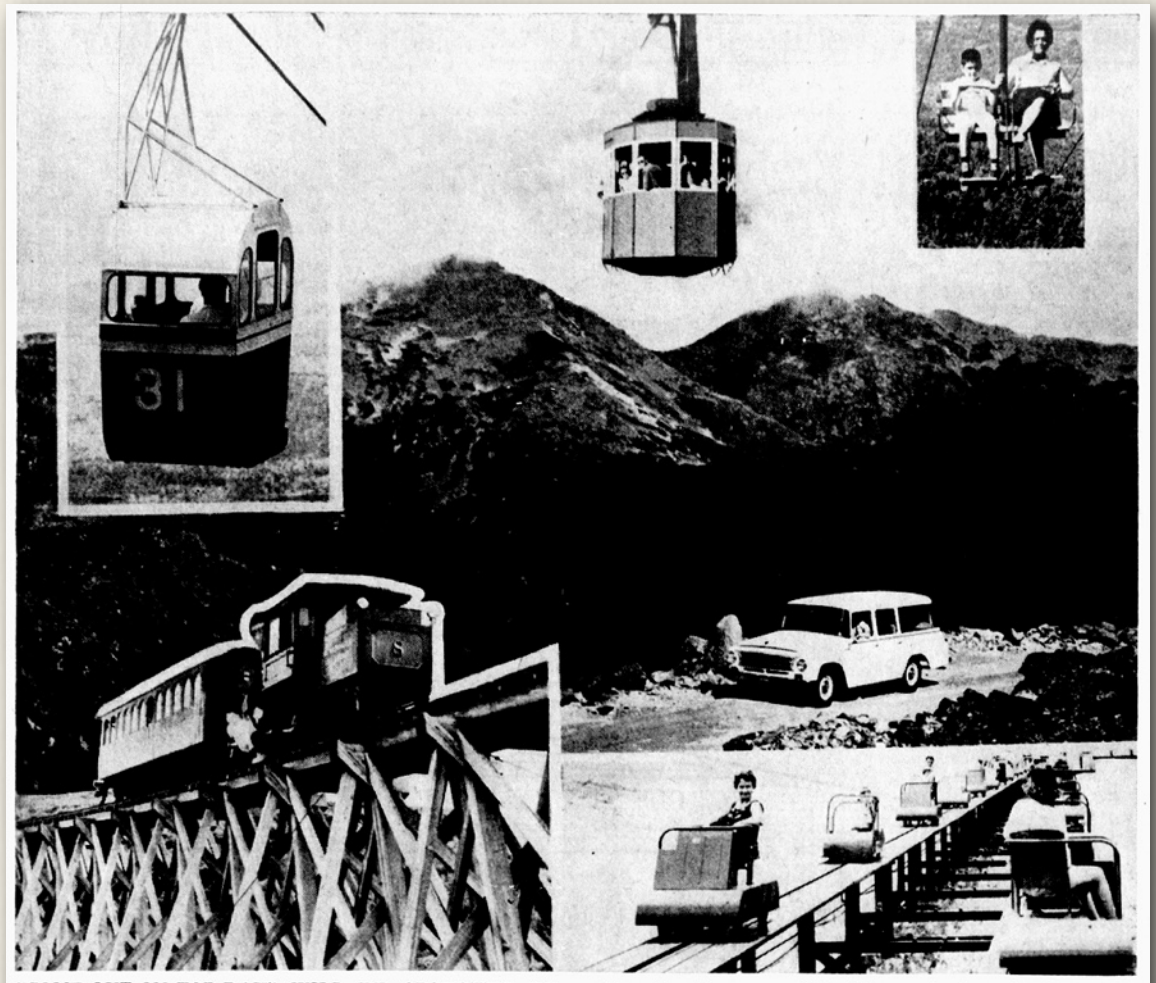
"Col. Arthur S. Teague, owner and manager of the Mt. Washington Cog Railway and lessee of the Summit House, discovered yesterday *(6/11)* that severe winds, probably the 140-mile gusts that rocked the mountain on May 8, have damaged the water storage tanks *(left)* atop the 6,288 foot peak, seriously threatening the opening of facilities here. The announcement came last night from W. Russell Tobey, director of State Parks. Tobey explained that the damage may prevent the opening of the summit house facilities for "several weeks." Generally the house is operating by June 20 and its tourist activity reaches its peak near July 4. The Summit House caters to patrons of both the Cog Railway and the famous Mt. Washington Carriage Road, both privately operated. Although the Mt. Washington summit is now owned by the state, and operated by the State Parks Division, it will be the proprietors of resorts and facilities in the White Mountain area who will suffer most in the event that repairs cannot be made before the peak season. Tobey estimated repairs may cost the state several thousand dollars but anticipated the figure would not climb above $10,000. However, he emphasized what he called a "definite obligation to have the summit attractive and useful to the visiting public." A main lure to the White Mountain Presidential Range area, the Mt. Washington peak is vital to most businesses in the area, Tobey said. However, the loss of water on the summit has deprived prospective tourists of water and rudimentary accommodation. In the midst of this situation hitting just a week before the onrushing tourist season, Col. Teague and Robert Sullivan, in charge of State Parks Designs, Development and Maintenance went over the situation. Temporary repairs seemed possible yesterday, provided needed revenues could be raised, Tobey said. During the past few years, the governor' Mt. Washington Planning Committee for the Summit has been conducting investigations and studies to advise both the governor and the State Parks Division, the administrator of thee property. Resulting from this study was Senate Bill 86, which called for funds to cope with unspecified anticipated problems... asked for $80,000 for emergency use and a total of appropriation of $214,000. The bill did not pass and the state is now without funds to cope with the present problem, Tobey said. Since the time of the purchase *(November 1962)* from Dartmouth College, the state has assumed responsibility of providing railway and carriage road patrons with facilities, water, and shelter. According to Tobey, the state wanted to "Make it more of an attraction than in the past because it has been running downhill due to circumstances beyond anyone's control." Fears were that inadequate facilities on Mt. Washington, stemming from the present water shortage, could give

New Hampshire a "black eye," according to Tobey, as tourists flocked to the mountain in the next few weeks."

- Undated & Unidentified Newspaper Clipping in Teague Scrapbook but likely Manchester (NH) Union Leader - Mon, Jun 12, 1967 pg. 7 & Littleton Courier - Thu, Jun 15, 1967 pg. 1

June 18th

Summit Water Pump: "Work is under way to provide water for the 6288-foot Mt. Washington summit - the top of New England. No water has been available since winds recently destroyed an old 55,000-gallon wooden tank that had provided water for summit buildings for 30 years. Authorities said workers are putting in a 3½-horsepower pump and pipeline, tapping a 30,000-gallon open water tank that has been used for trains of the cog railway." *- AP article in Boston Record American - Sun, Jun 18, 1967 pg. 12*

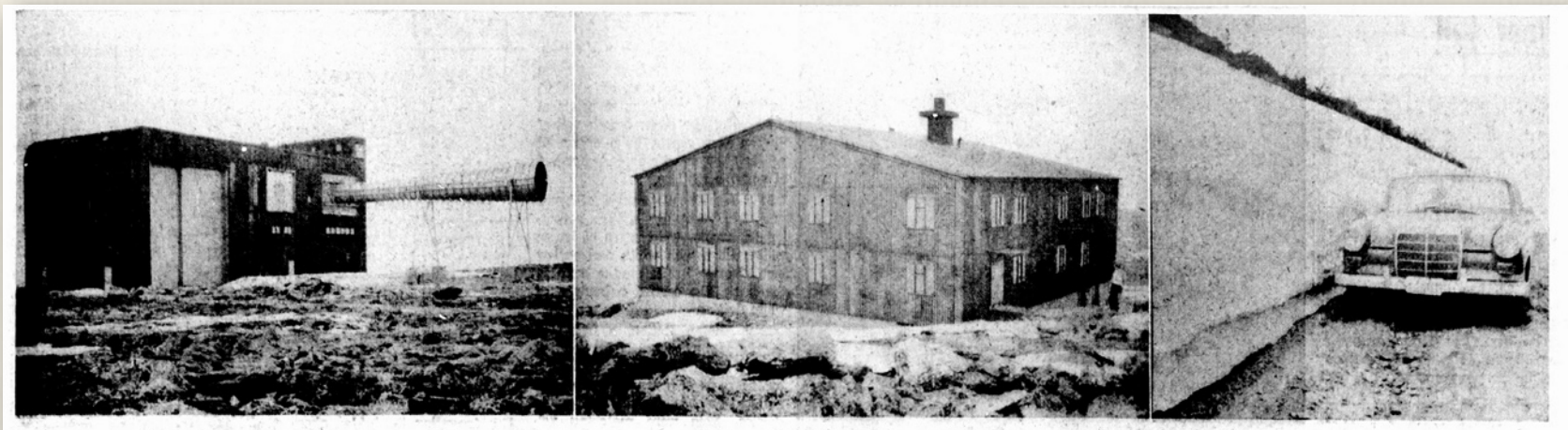


"COME-OUT-ON-TOP-DAY" WILL BE OBSERVED BY NINE NEW HAMPSHIRE MOUNTAIN RIDES on Saturday, June 10. This montage shows the great variety of "lifts" in the Granite State. Clockwise, they are the Cannon Mt. Aerial Tramway, a chairlift, Mt. Washington Auto Road wagon, North Conway's Skimobiles, the celebrated Mt. Washington Cog Railway and a gondola car. Participants in the "Day," when fares will be reduced 50%, include besides the Tramway, Skimobiles and Auto Road, gondola rides at Loon, Sunapee, Whittier and Wildcat Mts., and chair rides at Crotched and Tenney Mts. The Cog Railway does not start operations until later in the season and the same applies for a chairlift at Gunstock. Blessed with loftiest mountains in the Northeast, New Hampshire has more than 250 a half-mile high; eight more than a mile high, topped by 6,288 ft. Washington.

- Littleton Courier - Thu, Jun 6, 1967 pg. 1A

June 19th

Tourist Attraction Editorial: "New Hampshire's finest tourist attraction is Mt. Washington. It's unspoiled by extensive commercial development, it commands one of the finest views of any mountain in America, it is home to all sorts of rare fauna, and it is rich in geologic and meteorological information. In a word, it is quite a piece of real estate. Last year nearly 250,000 people climbed its rocky sides, either on foot, on the cog railway or in an automobile. That means a total close to half the state's entire population found Mount Washington worth exploring. Resort owners and shop keepers around Mt. Washington call it the single most important tourist attraction in Northern



Joint Venture To Remove Mt. Washington Summit Structures

KENNETH E. CURRAN, INC., BRANNEN, INC., OF BERLIN AND C. R. WEST, INC., OF ERROL, in a joint venture, submitted the only bid for removal of existing buildings and equipment of the Icing Research Facilities atop Mt. Washington. The bid was submitted to the U.S. Army Engineer New England Division, Corps of Engineers, 424 Trapelo Rd., Waltham, Mass. On receipt of the award, the three firms will begin removing two buildings which cost $4½ million to erect and which have been idle since the Cold Regions Laboratory was established in Hanover. The bid was in the amount of $234,000 plus salvage. There are over 500,000 pounds of structural steel in the two buildings, the structure being built to withstand wind velocities up to 300 mph. The removal job is scheduled for completion in 120 calendar days from the awarding of the contract, the project expected to be completed in September. Photo at left shows the 114x56 foot, four-story laboratory and wind tunnel. Middle picture is of the 72x72 foot, two-story dormitory and at right is Kenneth E. Curran's car which was the first to reach the Summit this season,snow piled as much as eight feet deep along sections of the Auto Road. The facilities were operated by the Air Force and are located on the White Mountain National Forest. The possibility of one of the buildings being moved and utilized for other purposes at the Summit is being explored, Mr. Curran said. Monday morning the firms were notified they were to get the contract and that work is actually to be started.

- Littleton Courier - Thu, Jun 15, pg. 6B

New England and a major lure to vacationists and their cash. Yet New Hampshire has its management of Mt. Washington tourist facilities so fouled up there's considerable doubt there will even be drinking water and toilet facilities at the Summit House this summer. The Legislature must appropriate $124,000 in order to carry out needed repairs to the building and to build a new water tower. There isn't a cent available to do the work right now. The latest situation has been termed "another sad chapter in the history of Mt. Washington. That's an understatement. Sadly, there will probably be more chapters just like it before the state adopts a thoughtful, long-range policy toward its finest attraction." *- Valley News - Mon, Jun 19, 1967*

June 22nd

Summit House Operation Besieged By Difficulties: "If emergency work is completed, the Summit House on Mount Washington will open for the season this Saturday *(6/24)*. A 1,500-gallon steel water tank and pump to obtain water from a 55,000-gallon wooden tank used by trains of the Cog Railway will replace the water source lost when a 30,000-gallon wooden tank at the Summit House was destroyed. The ancient tank, that had weathered the elements for more than 30 years, finally succumbed recently to high winds. An emergency grant of $7,000 by the Governor and Council to the State Parks Division permitted alterations to get underway. The Summit House, when water is restored, will be enabled to open but on a limited basis (Only the lunch and souvenir counters will operate). Two state agencies, the Departments of Health and Safety, many months ago ruled that major repairs were necessary in order for it to open on a full operational basis. This included such projects as electrical rewiring the entire building, installation of modern fire escapes and a new water system. A bill was introduced to provide funds for the correction of the deficiencies in the state-owned building. The Senate Finance committee felt that the repairs were the responsibility of lessee, Col. Arthur S. Teague. The attorney general's office ruled that the lessee was responsible for the repairs, based on the language contained in the lease. The State Parks Division contends that the ruling in unreasonable. "No one in his right mind would lease the hotel under these requirements," Russell B. Tobey was quoted as saying. "To make such demands would be to close the whole place down for good. Plain commonsense indicates that Col. Teague was never expected to make such major repairs and improvements."

- Littleton Courier - Thu, Jun 22, 1967 pg. 1

June 24th

Summit Water Supply Back?: "State Parks Director Russell Tobey says the Summit of Mt. Washington is without any water. The Summit, visited by 244,000 persons last year, is reached either by walking, riding the Cog Railway, or driving up the Mt. Washington Carriage Road. The source of trouble was a 55,000-gallon wooden water tank, destroyed by time, fierce winter storms and winds of up to 150 miles an hour. Tobey went before the Governor and Executive Council last Thursday *(6/15)* and received $7,000 for a 3½-horsepower pump and pipeline, tapping a water tank used for Cog Railway trains. The pumping apparatus is expected to be installed by June 24, the projected opening day for the mountain's Summit House."

- Littleton Courier - Thu, Jun 22, 1967 pg. 2C

June 29th

Impasse at the Summit: *Littleton Courier* editorial: "A very valuable piece of state property is suffering from an impasse concerning who is responsible for what. The Summit House atop Mount Washington is offering no overnight accommodations this season because the Senate Finance committee felt that major repairs called for by reports of the Departments of Health and Safety are the responsibility of of the lessee, Col. Arthur S. Teague of the Mount Washington Cog Railway, and not of the state which owns the property. The attorney general's office later ruled that the lessee was responsible for the repairs, based on the language contained in the lease. The State Parks Division contends that the ruling is unreasonable. Director Russell B. Tobey declaring that "no one in his right mind would lease the hotel under these requirements; to make such demands would be close the whole place down for good." The situation was known to just about everyone and a bill was introduced in the Senate to provide $214,000 for repairs, plus new water and sewerage systems and additional needed revisions to tide the building over until a program to replace it could be worked out. This money has not been forthcoming. Randall Spalding of Whitefield, chairman of the Governor's Mount Washington Planning committee, believes this is a callous attitude. It has been miraculous that there has been no occurrence of serious consequence associated with the facilities that the Summit House is equipped with - such as low voltage battery-powered wiring system, no lightning protection, and other sub-grade conditions. Apparently for a number of years the Summit House has not been much of an asset and its failure to open may have little effect on

Cog Railroad or Carriage Road traffic. However, New Hampshire is failing its summer visitors, many of whom come from far and wide especially to visit this mountain, when it does not provide for their needs when they get here. Nearly all criticism of the Summit House's facilities have been aimed at the state-owned hotel itself and not at the management, meals or rates. While it is agreed that new facilities are needed at the Summit, it is the inescapable fact that the state has a responsibility to the people to maintain what we have until new construction can be done."

- Littleton Courier - Thu, Jun 29, 1967 pg. 2B

Late June

Summit House Letter to the Editor: Addressed to William Loeb: "I was greatly disappointed to learn that the hotel will be closed this summer, thus depriving many visitors of the experience of spending a night on New England's highest peak. It's not just the idea of spending a night on the Mountain: it's the whole atmosphere of the Summit House at night, on the mountain. I had my first taste of this last summer when I went up with a friend from Philadelphia. As neither of us had ever camped out before, we decided it might be best to spend our first night on the mountain, in the Hotel. (The second, we spent at the Lakes in the Clouds.) It was a truly great experience. A fine dinner to start the evening - entertainment furnished by a visiting choir *(Ed note: perhaps the Bretton Woods Boys Choir?)* - the absolute blackness of the night outside knitting the guests into such friendly company - the warm, courteous service of the employees and the simple feeling of welcome in the old rooms - all these contributed to an unforgettable experience, no less than the frosty gales outside. It would be a real tragedy if the old Summit House were to be replaced by some antiseptic motel where the concern is with germs rather than warmth, fastidious ornamentation rather than beautiful, rustic simplicity, where a neurotic concern with fire hazard destroys friendly relaxation, where a structure has been so well "proofed" that even people will be repelled and nauseated by it. It isn't everyone who simply looks for a souvenir counter and a concession stand during leisure moments. Many there are who like to linger in and enjoy some of the scenic sanctuaries of nature. The Summit House may be in need of repairs but let those who should see to them do so promptly and devotedly that we may all enjoy the Summit House again soon. We submit this letter with the conviction that there are few spots left in this country to compare with the breathtaking beauty and warm hospitality which the Summit House offers the mass-production, assembly-line-weary human being. Let's not destroy our blessings. - Roland Cote, Manchester."



Touring Europe

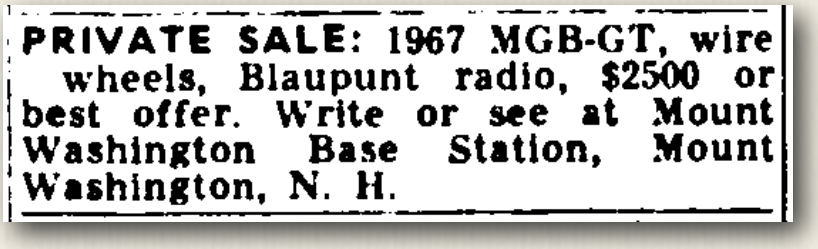
SPENDING THE MONTHS OF JULY and August traveling in Europe are Mr. and Mrs. Richard F. Murdock of Yonkers, N.Y., both well known in this area. Mr. Murdock, assistant director and tenor soloist, has been with the Bretton Woods Boy Singers for the past 19 summer seasons, and his wife, Elvira, former trumpet soloist of international fame, has been photographer at the Mt. Washington Cog Railway. They plan to visit England, Holland, Germany, Switzerland, Italy and Portugal. During the winter Mr. Murdock teaches at Gorton High school in Yonkers where he directs a 55-voice choir. Both Mr. and Mrs. Murdock plan to return to their Bretton Woods duties next summer.

- Littleton Courier
Thu, Jul 13, 1967 pg. 1C

Col. Teague suffers a ***heart attack*** in June after his return to Mt. Washington after being blind-sided by state health and safety departments saying that the Summit House could no longer house overnight guests. The rulings had been made months earlier but he was not informed and national Cog railway advertising had touted package deals of train rides and overnights at the Summit during the summer of 1967. The *Littleton Courier's* Hospital Notes for the local hospital noted in the column published July 13, 1967 that "Arthur Teague, Mt. Washington" had been admitted recently. The same column prepared for July 20 indicated that Arthur Teague, Mt. Washington had been discharged recently.

- Manchester Union Leader story about the Col's death

Air Force Dorm as Interim Hotel?: Contractor Edward Cullen is featured in a *New Hampshire Sunday News* story. The article indicates the State had turned down an offer he made earlier in the summer. "The chief contractor in charge of demolishing two old Air Force buildings on the Summit, Kenneth E. Curran of Littleton had offered the massively constructed dormitory to the state as a gift, declaring it eminently suited for the interim housing of geusts pending construction of new facilities on the mountain, and for hikers' quarters once a new hotel is completed. A major storm blew up over the proposal, with the Governor's Mt. Washington Study Committee favoring it, and State Parks Director Russell B. Tobey terming it "a white elephant," and predicting it would only become a burden on the state later. Curran said last night, however, that this danger had been elimi-


PRIVATE SALE: 1967 MGB-GT, wire wheels, Blaupunt radio, $2500 or best offer. Write or see at Mount Washington Base Station, Mount Washington, N. H.

- Manchester Union Leader - Wed, Jul 5, 1967 pg. 34

nated prior to the Executive Council meeting. He had personally posted a $25,000 bond, giving the state a year to decide definitely if it wanted the building." The August 6th article also said the wreckers "went after the dormitory with a vengeance" early Thursday morning" a day after "the refusal of the Governor and Council to intervene." The laboratory removal is virtually complete.

July 20th

Up in the Clouds: "Editorial: It was said this week that it would be another three years - or more - before the public can stay overnight again in the Summit House atop Mt. Washington. The facilities were closed this summer because of the need for major repairs and alterations. In its closing hours, the 1967 Legislature deleted from the budget a $240,000 allocation to fix up the popular summer hotel in the sky and provide essential services. The state must wait until the next session of the Legislature, two years hence, before it can ask for needed funds. The Summit House, built in 1915, must be completely rewired and fire escapes added. There are also water supply and sewage disposal that need attention. This season, only the cafeteria lunchroom is operated during the daytime hours. Complicating matters at the Summit is a pending decision whether or not to have the state acquire a $1 million former Air Force dormitory building situated ¼ to ½ mile below the summit. The state can pick it up for $1 provided agreement is reached between several agencies involved, otherwise it is doomed for demolition. Randall E. Spalding of Whitefield, chairman of the Governor's Mt. Washington Planning committee, following an inspection trip *(7/14)* to the site, said he would recommend that the state acquire the building providing that it can be a major contribution to the overall development of the Summit without undo cost to the state should it later be advisable that the building be disposed of. However, State Parks Director Russell B. Tobey was quoted as saying that the structure was a "white elephant that has no place in either our short range or long range plans for the top of the mountain. The Planning committee is making its own appraisal of all phases of the Summit development and will report its findings and recommendations directly to the governor who appointed it. In the meantime, throngs are flocking to Mt. Washington, one of New England's greatest tourist attractions - and finding no overnight accommodations awaiting them at the Summit."

- Littleton Courier - Thu, Jul 20, 1967 pg. 2C

July 30th

Inspection of Railway: "On July 30, the writer *(Winslow E. Melvin)* made an inspection of the Mt. Washington Cog Railroad from two different train units. This inspection is usually made in company with Colonel Arthur Teague, the owner and operator, but upon arrival at the Base Station it was learned that Colonel Teague had suffered a heart attack near the end of June and had to radically limit his activities. It was noted that considerable work is being done and replacing ties, stringers, supporting bents, and the longitudinal timbers which



Summit Meeting—New Hampshire Style

MEMBERS OF THE GOVERNOR'S MT. WASHINGTON PLANNING COMMITTEE and guests shown recently on the Summit where they met to consider plans for its future. Left to right: front row, Lawrence Philbrook of Gorham, Dwight G. Stiles of Lancaster; second row, Richard Gunn of Berlin, Randall Spalding of Whitefield (chairman), William A. Stiles of Groveton, William F. Henry of the University of New Hampshire, Forsaith Daniels of Concord, Richard M. Brayton of Durham, special consultant to the committee; third row, Stanley J. Judge of Gorham, J. Wilcox Brown of Concord, C. Francis Belcher of Boston, executive director of Appalachian Mountain Club, Richard E. Weston, special assistant to Governor King, Ray Cane, inspector, U.S. Corps of Engineers, and Russell B. Tobey, director, New Hampshire Division of Parks. (New Hampshire Division of Parks, Photo By Dick Smith.)

support the rails. Most of this work was being done presently above the section known as Jacob's Ladder, although evidence of replacements were apparent at various isolated points. The ties and rails and their supporting timbers were generally in good condition, and from previous experience is is indicated that the normal amount of replacements are required and are being carried out. The trestle work seemed rigid and the deficient members are spotty so that the trestle work is not considered as being impaired, but on any subsequent inspection, this item should be carefully checked to make certain that these repairs are programmed and made. The fact that Colonel Teague is not as active this year as usual may have some bearing on the maintenance work as he is normally very actively engaged in following this through constant checking. Three other trains were observed on the line, all of which were operating normally, and a visit to the shop indicated that work is in progress turning down new shafts for gear and cog wheels to make the normal required replacements, and to have spare parts for this work. Colonel Teague stated that because of the dull weather conditions, and undoubtedly due to some extent to the fact that the Summit House is not open for overnight guests, he has carried approximately 2,500 fewer passengers this year than he did last."

- Winslow Melvin Jul 31, 1967 Report to N.H. Public Utilities Commission

August 2nd

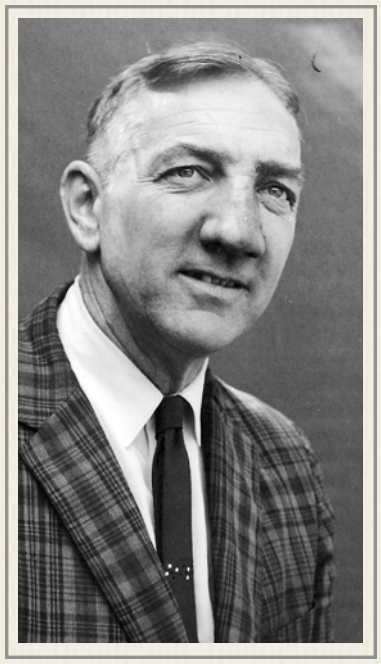
No Sale - Demo Away!: "Following action by the Governor and Council yesterday *(8/2)*, Kenneth E. Curran of Littleton said work will get underway today *(8/3)* on demolition of a former Air Force dormitory building on the summit of Mt. Washington. The building had been offered to the state for $1, by Mr. Curran and other contractors operating on joint contract to remove Air Force buildings, in the belief that it could serve a valuable purpose on the state-owned Summit - Mt. Washington State Park. In a formal resolution adopted at their meeting, the Governor and Council said in part: "The Governor and Council expressly and clearly states that it has not and will not interfere directly or indirectly with the contract and the contractual relations existing between Curran, Brennan and West and the U.S. government with reference to the Air Force dormitory building, or any other building or structure on Mt. Washington." At the same time an effort is to be made by Comptroller Leonard S. Hill and State Parks Director Russell B. Tobey to see if some state funds can be found for emergency work required at the Summit House."

- Littleton Courier - Thu, Aug 3, 1967 pg. 1 & 4

August 3rd

Orphans on a Train: "Mountain Musing: Despite some of the poorest weather conditions in years, the Mt. Washington Cog Railway is enjoying a good season. Among recent passengers on the unique ride to the clouds were children of St. Peter's Orphanage in Manchester who were guests of the management."

- Littleton Courier - Thu, Aug 3, 1967 pg. 4



August 4th

Ellen Teague assumes ownership following the death of her husband, Arthur. The Railway Company's board of directors meet (lawyer Jack Middleton, accountant Tony Poltrack and Michael Haney). Ellen writes that "Art attended but disagreed with so many of their decisions that the meeting was adjourned. Art then returned to our yellow cabin for a nap, whereupon Jack and Tony asked if I would ride over with them to Guildhall, Vermont to our farm to get some vegetables." While they were gone Arthur S. Teague took his own life sometime after 3:45 pm. His daughter, Lucy found her father's body. Ellen Teague takes Arthur's seat on the board and is named President of the company.

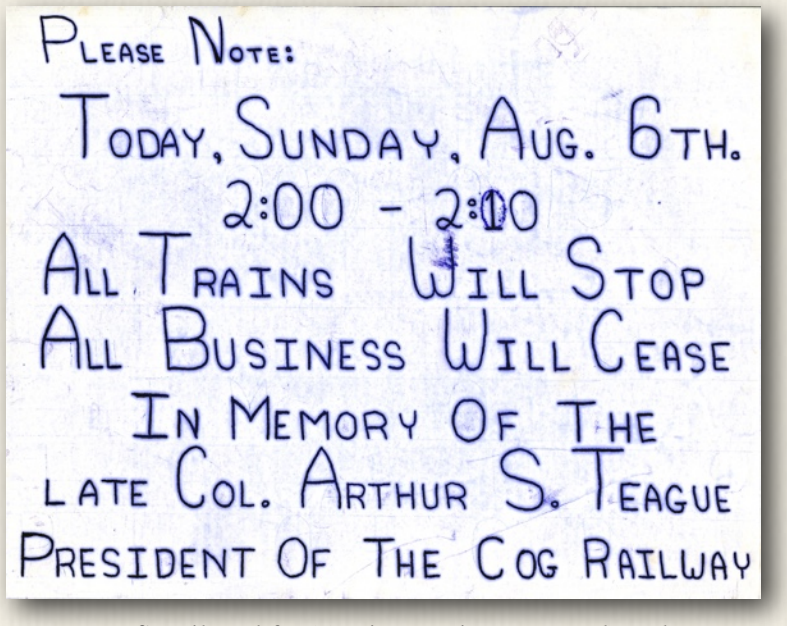
http://www.cog-railway.com/03timeline.htm / I Conquered My Mountain by Ellen Crawford Teague



August 6th

Colonel's Funeral: "St. Paul's Episcopal church in Lancaster was the scene on Sunday *(8/6)* afternoon of the funeral service for Col. Arthur S. Teague, 57, president and superintendent of the Mt. Washington Cog Rail-

way. Among those attending, besides the family, were Charles Whittemore, state commissioner of Health and Welfare, representing Gov. John W. King; Philip Robertson, governor's councilor of North Conway; John Meck, vice president of Dartmouth college; Dr. William Shea, chancellor of Hawthorne college; Albert Smyr and Albert Schlink, bot of Manchester, representing the Deerfield Fair Horse Show where Col. Teague had for many years exhibited his prize horse; and numerous representatives of the hotel and recreational fields. Also present were a number of World War II veterans, some of them members of Col. Teague's wartime outfit. Bearers were Joseph Long, Carlisle Nye, Timothy Bemis, Joseph McQuaid, Thomas Baker and Norman Koop, all employees of the Cog Railway. Selectman Charles Bennett of Lancaster, and Robert Rich, clerk of Coös County Superior Court, were ushers. Burial services were conducted in Summer Street cemetery at Lancaster where the United States flag was presented to Col. Teague's daughter, Lucy, and son, Charles, by U.S. Navy veteran George Cart and U.S. Army veterans Attn. Walter Hinkley, both of Lancaster.



Stencil used for 10-minute train stoppage placards (1967)
- Cog Clatter Collection

All trains stop and all business ceases ***for ten minutes*** at 2pm in memory of the late Col. Arthur S. Teague (1910 - 1967) *- Cog Clatter - Jitney collection*

August 10th

Cog machinist Bill Liveston's son dies in fire - "The State fire marshal's office says a burning cigarette started a fire which took the life of a former Lisbon man. Bristol Fire Chief William Tucker aid William S. Liveston, 39, an employee of the Esty Machine Co., apparently died from smoke inhalation. Tucker said fire damage was confined to Liveston's room. However, smoke and water damage was extensive. Herbert Whitney of Peterborough, investigator for the fire marshal's offie, said Thursday *(8/10)* Liveston was apparently smoking in bed before the blaze erupted at the Village Inn (in Bristol, N.H.) locatd above two stores. Liveston's room was damaged extensively in the pre-dawn fire. Other resident in the 10-apartment structure fled to the street in their night clothes. Several residents, including 78-year old Rep. Bowdoin Plummer, R-Bristol, were away from their apartments when the fire occurred. Liveston was born in Barre, Vt. and lived in Bristol the last two years. Prior to that he lived in Lisbon."

- Newspapers.com / West Lebanon (NH) Valley News - Thu, Aug 10, 1967 pg. 3 & Fri, Aug 11, 1967 pg. 12 / Nashua (NH) Telegraph - Frim Aug 11, 1967 pg. 18

August 13th

Best of Show: "The 34th annual Sugar Hill Horse Show at the Sunset Hill House Show Ring on Sunday, Aug. 13 was blessed with a typical mountain "open and shut" day, with blue skies and summer clouds in contrast to the many years of enduring smashing lightning and downpours that sent hundreds of people scampering from ringside to undercover and drenched the performers. A solemn note in the day's schedule was struck by brief remarks by Mr. Serafini paying tribute to the late Col. Arthur S. Teague and an expression of deep gratitude on the part of all his friends who had worked with him for many years. The class set up in his memory and to be known as the Mt. Washington Cogway class was called. The trophy given by a host of his friends and properly inscribed was on display and the replica, a small Paul Revere bowl, was won by Miss Donna Davis of Newport, Vt. Arthur Teague and his family have been familiar figures in the Norther Country horse show circuit for many years and therefore this same class will be offered at the other shows, including Lancaster Fair, white Mountain Riding club, Lisbon Fire Department and North Haverhill. The name of the winner of the class at each show will be inscribed on a silver plate at the base of the large bowl. Between shows the trophy will be in the possession of the Teague Family at Mt. Washington. It is hoped that the Col. Arthur S. Teague Trophy Fund will continue to grow to proportions whereby the interest may support a special feature for young people to work toward, such as special training at a horsemanship camp or the attendance at a horse show of national reputation. A board of trustees comprising members of each of the show committees will manage the plan." *- Littleton Courier - Thu, Aug 17, 1967 pg. 1 & 1B*

August 15th

"Shamefully disgraceful" is the way Gov. John W. King and his Executive Council describe a tourist facility atop Mt. Washington and they want something done about it soon. Less than $10,000 is needed, King said, to repair a small lunch room and toilet facilities - in the Tip-Top House - for hardy hikers, and tourists who visit the peak after the Summit House lounge - a gift shop and lunch counter - closes September 10th. All were in agreement that something should be done to provide the simple comforts for an estimated 25,000 people who visit the mountain between Labor Day and Oct. 16, when it closes for tourists. The controversy began when the 1967 Legislature failed to appropriate $214,000 from the general fund and a capital budget allocation of $240,000 for repairs to the 20-room Summit House Hotel, worn by age and weather on the peak. The hotel has closed for overnight accommodations but the lounge is being kept open. The lounge, however, will close Sept. 10 and visitors who continue to come up through Oct. 16 will find no facilities at all. The small building known as the Tip-Top House has been used previously for the late visitors. But the building is run down to the point where it cannot pass state health and fire control inspection. It is this building that the governor and council want to see repaired.

- Nashua Telegraph - Wed, Aug 16, 1967 pg. 2

August 16th

She Runs a Railroad: "We can not remember a visit to the base station of the Mt. Washington Cog Railway without seeing Ellen Teague. She would be shuttling children between errands, serving as a charming hostess to Mt. Washington visitors, overseeing operations in the Marshfield station, taking time to meet and chat with relatives of college students or North Country boys and girls on the Cog Railway staff for the summer. Ellen would join her late husband, Col. Arthur Teague, in conversation with guests on the railway platform, puffing engines as a backdrop. She always had time to talk about the historic line up the mountain, their plans for the centennial, any new discoveries of bygone eras on the mountain. Ellen had the same enthusiasm and interest in the Cog Railway as Arthur Teague. What better successor as president of the company could have been chosen than Ellen Teague. We are happy to know the woman who runs a railroad and wish her long years of success." *- Editorial in Laconia Evening Citizen - Wed, Aug 16, 1967*

August 17th

Col. Teague Remembered: "The tragic death of Col. Arthur S. Teague has removed from the scene one of the most prominent figures of the White Mountains recreation area. After a distinguished military career during which he earned innumerable decorations for his bravery and leadership, Col. Teague followed in the footsteps of his namesake, Col. Henry N. Teague in carrying on the operation of one of the country's most unique attractions. Like his predecessor, he devoted his life to the many unusual problems associated with the railroad to the top of New England. His ingenuity and his ability to handle countless details were well-known, playing important roles in the successful operation of the railroad. At the time of his death, the 100th Anniversary of the Cog Railway, which will occur in 1969, was demanding much of his attention. Col. Teague had a personality that earned the unfailing loyalty of his employees, and his attitude of public spiritedness and generosity made his friends legion. The Mt. Washington Cog Railway and Col. Arthur S. Teague were synonymous in the minds of everyone who came in contact with him. We wish every success to his wife as she carries on the tradition. Mrs. Teague shared her husband's enthusiasm for the White Mountains, having a legacy of her own in this respect, being a descendant of the Crawford family who were pioneers in helping to establish this region as a leading vacation mecca and for whom Crawford Notch was named."

- Littleton Courier - Thu, Aug 17, 1967 pg. 2C



Lucy and her horse, Black Magic
- Ellen Crawford Teague Collection

August 18th

Lucy Teague dies in car accident on way to Keene horse show - I-93 just before the exit to Tilton, N.H. at Bridge 52. Horses in the trailer, Lady Rouge & Black Magic, are also killed.

- I Conquered My Mountain by Ellen Crawford Teague / See Vol 1 Ch.14

Sudden Death Again Visits N.H. Family: "SANBORNTON, N.H. - Lucy Teague, 14, of Fabyan Village, was killed today *(8/18)* when the truck in which she was traveling went off Interstate 93 and rolled over on a ledge, state police said. She was identi-



Lucy aboard Prince the pony - Painting by Crawford Hassen - Teague Family Collection

fied as the daughter of Mrs. Ellen Teague, president of the Mt. Washington Cog Railway. She was pinned under the truck which was hauling two horses in a trailer. The operator of the truck, Anne Teague, 18, and passengers Cindy Lewis, 12, of Chester, Vt., and Norman Koop, 20, of Marveth, Pa., were in satisfactory condition in a Franklin Hospital. One of the horses had to be destroyed. The Teague girls' father, Col. Arthur Teague, was found dead in his cabin at the railway base two weeks ago today. A medical referee ruled that Teague, president of the railway died of a self-inflicted gunshot wound in the head. He was one of the most decorated New Hampshire soldiers of World War II,"

- AP report in Lowell (MA) Sun - Sun Aug 18, 1967 pg. 28

August 20th

Lucy's Funeral: "Just two weeks after the tragic death of her father, Col. Arthur Teague of the Mt. Washington Cog Railway, Lucy Teague, 14, was killed in a traffic accident Friday in Sanbornton. Again on Sunday *(8/20)*, friends and relatives of the Teague family gathered at St. Paul's Episcopal church, Lancaster, just as they had on August 6. Members of the Bretton Woods Boy choir sang impressively, "No Man Is An Island." Again, organist was Richard Shattuck of the Church of the Transfiguration. Burial took place beside her father in Summer Street cemetery, Lancaster, bearers being all members of the Cog Railway staff, namely: Joseph Long, Carlyle Nye, Timothy Bemis, Joseph McQuade, Thomas Baker and Stephen Christy. Even while services were taking place in the well-filled church, a Teague Memorial Scholarship Fund was being set up with Harold Smith of Sugar Hill as treasurer. Plans are to allow the fund to grow until sufficiently large to allow awarding of Riding Camp scholarships. Lucy Teague was born April 16, 1953 in Philadelphia, Pa., the daughter of Col. Arthur S. and Ellen (Crawford) Teague. She was an Eighth grade student at Stevens school in Philadelphia, and an accomplished equestrian. With other members of the family, she was happiest when it he North Country at the Cog Railway, of which her mother is the newly-elected president, or at the family farm in Guildhall, Vt. among those attending the funeral were next-door neighbors in Philadelphia, Mr. and Mrs. Bencosky and daughter, the latter being Lucy's best friend. At the Base Station of the Cog Railway a 10-minute period of silence was observed in Lucy's honor at 2 o'clock, and all activity came to a stop, once again marking the esteem felt for the Teague family in its hours of sorrow"

- Littleton Courier - Thu, Aug 24, 1967 pg. 1 & 8C

August 25th

Cog Party at Marshfield House with the *Checkmates*

- Cog Clatter v2 n3

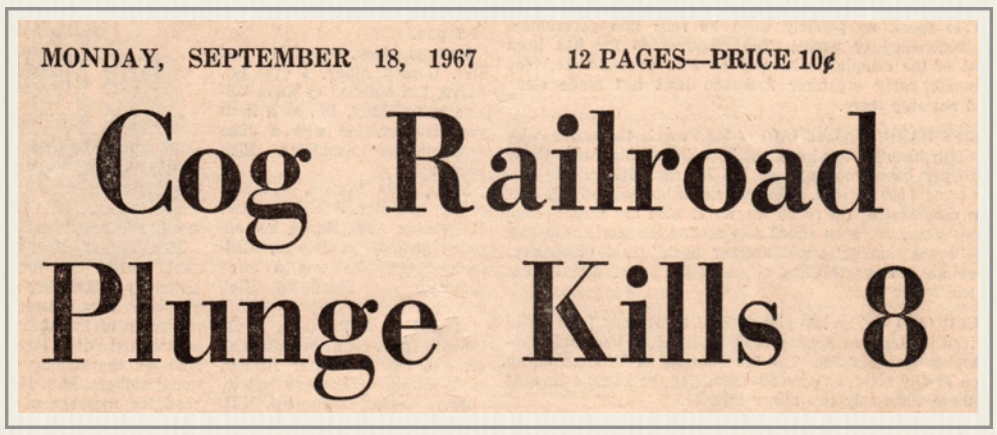
September 7th

Condolences from Combat Officer: "Dear Mrs. Teague, I just returned from a trip to find... the story of your tragic losses. Many years have passed since I served as a lieutenant under the colonel, but I have always been proud of the association. Those of us who knew him under the conditions of battle had unbounded respect for his courage, ability and dignity as a man. I have never, in the face of youthful death, been able to rationalize this as the will of God. I have had this strike close to me, and I know how deeply the pain burns. All of us face a hundred hazards a day, and when chance reaches into our own family circles, understanding is beyond us. Eventually, time make life bearable again, and the sympathy of friends is often a bulwark against her overwhelming loneliness. For this reason I felt I must reach across the years and express my sympathy to you. Sincerely yours, Clifton Brewer - Sherman Oaks, California."

- Letter to Mrs. Arthur S. Teague - Sep 7, 1967 - Ellen Teague Collection

Editorial: Brighter Future for Summit: "Press comments made by state officials last weekend indicate that the Summit of Mt. Washington, termed "a disgrace to the State of New Hampshire ," is finally getting the concentrated consideration it deserves at the state level. It is expected that the ancient Tip Top House will be in shape to serve as lunch and restaurant facility for mountaintop visitors next week, when it will take over for the Summit House so that the state can get to work on that structure. An early touch of winter has added to the problems at the top of New England, sub-freezing weather interfering temporarily with the water supply, it was reported. Cog Railway passengers, auto road users and hikers were given an unscheduled preview of what's to come when snow and high winds took over for a time prior to Labor Day. Two Littleton firms, Elton E. Bigelow, electrical contractor, and Cyr hearing & Plumbing Co., are among the three contractors now at work on the Summit. They all know the mountain. Coordinating the work is a State Parks maintenance crew under Robert E. Sullivan. Some of the recommendations for the Summit will have to wait for spring and better weather conditions. Robert Crowley, newly-appointed commissioner of DRED (Dept. of Resources and Economic Development), was quoted as saying: "We now have the leadership, the information, the expert advice and help, the drive to do what needs to be done. Now all we need is the money. The mountaintop facility was acquired by the state in 1964. It appears that finally a program will be put together leading to the eventual emergence of the Summit as a truly outstanding state asset."

- Littleton Courier - Thu, Sep 7, 1967 pg. 2C



MONDAY, SEPTEMBER 18, 1967 12 PAGES—PRICE 10¢

Cog Railroad Plunge Kills 8

September 17th

The Accident: Engineer-in-training in the seat (fireman Charlie Kenison) supervised by an experienced engineer (Gordie Chase) along with brakeman (Peter Carter) and fireman (Rusty Aertsen) were riding down the mountain in the cab. The brakeman (Nathaniel Carter) was at his place.

- Nashua Telegraph - Newspapers.com / Crew and location outlined in Appalachia - June 1968 / See Vol. 1 - Annus Horribilis

September 18th

The Mortician Speaks: The *Boston Record American's* Al Horne reports from Littleton: "The bodies of eight persons, four of them children, lay on slabs at the Pillsbury Funeral Home Monday *(9/18)* awaiting the arrival of Funeral directors from their home towns. The funeral home of Tom Pillsbury was set up as a temporary morgue to handle victims of Sunday's tragic cog railway train accident on Mt. Washington. Cars containing relatives of the victims going to the funeral home were slowed and hampered by a dense fog which enshrouded the whole White Mountain area where the accident took place. Pillsbury, who operates his funeral home in a big, white, rambling New England Colonial house, said he had not seen such badly mutilated bodies since he worked on victims of Boston's Cocoanut Grove fire in 1942. In addition to being the town's leading funeral di-



Tourist photos this page of aid being given to victims
- Manchester Union Leader

rector, Pillsbury is a member of the Littleton Hospital Emergency Disaster Team, and operates two ambulances. As soon as he heard of the disaster he went to the scene with his two ambulances and a hearse, and assisted in removing bodies of the victims. He said that most of the bodies taken to his funeral home were badly crushed and in some cases limbs were dismembered. Pillsbury said that at first it was thought that many of the victims had been badly burned, but that when he got the bodies he discovered that they were covered with coal dust and grease."

- Boston Record American - Tue, Sep 19, 1967 pg. 27



Limited Operations:

"The Mt. Washington Cog Railway plans to reopen for a limited operation, Mrs. Arthur S. Teague, president of the famed mountain railroad, said yesterday *(9/18)*. "We hope to begin operation on a limited basis to the Waumbek Station, in the next few days," she said. The Waumbek station is about a third of the way up the mountain. (Teague) and Middleton were adamant Monday that they were satisfied the fault does not lie with cog railway personnel. Even as Public Utilities Commission investigators combed over the accident scene yesterday *(9/18)*, Cog Railway workmen were assembling the materials necessary to repair the sections of track in order to put the famous tourist operation back into operation. The repair work to be done on the Skyline trackage is not as extensive as first reports indicated. There were no great sections of track ripped away from the trestle. And damage to the steel rails and switching gear was not considered extensive, according to work crews. Cog railway officials made it clear that the mountain railroad has not been closed down by the PUC. At the same time, they also said the ill-fated passenger car was not overloaded even though there were nearly 80 people aboard. "Normally," said Mrs. Teague, "we require all people to be seated.



When we know there is going to be an overload we send up an extra train which is just what we did on Sunday." Further comment on the question of overloading came from Public Utilities Commissioner Gerard O. Bergevin of Manchester who visited the crash scene early Monday morning with Gov. King. Bergevin said "there is no evidence of an overload of passengers." During their impromptu press conference during the afternoon (Monday), Mrs. Teague and Middleton paid high praise to the rescue workers and to the various state and local agencies that assisted during the tragedy. They both expressed their sympathies to "each and every person involved in this most unfortunate accident."

- Manchester (NH) Union Leader - Tue, Sep 19, 1967 pg. 1 & 12



Accident photos these two pages by Lee's Studio Photos (1967)
- Courtesy of Joseph McQuaid & NH Union Leader



September 19th

Investigators Return: "Investigators, headed by Winslow Melvin of Concord, chief investigator of the Public Utilities Commission, returned Tuesday *(9/19)* to the scene of Sunday's tragedy, high on the slopes of the East Coast's highest mountain, which claimed the lives of either persons. Efforts (Tuesday) night to determine if if the Public Utilities Commission would hold hearings into the tragedy were unsuccessful as were attempts to learn when there would be an official ruling on the accident's cause. The deaths were the first to paying passengers in the 99-year history of the railroad."

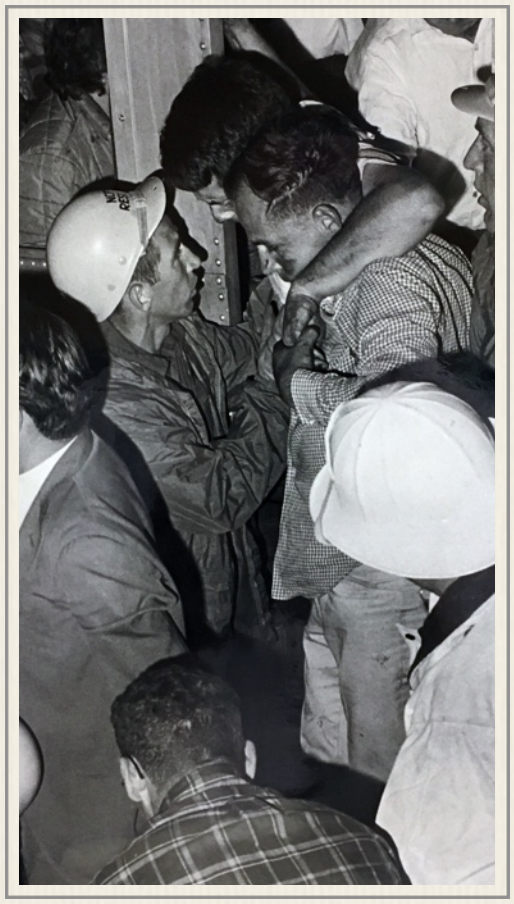
- Manchester (NH) Union Leader - Wed, Sep 20, 1967 pg. 1

Governor Praises Rescue: "Gov. John W. King Tuesday *(9/19)* thanked those who assisted in getting help to the injured in the Mt. Washington Cog Railway crash Sunday, saying he had "received many reports of the selfless and dedicated efforts." The governor said... "all gave unselfishly of their time to bring aid and comfort to the stricken as soon as possible. He said the "entire staff of the Cog Railway worked exhaustively at a difficult task to remove the dead and injured from the mountain site." King added; "I am very proud of the way in which our people of the North Country responded to this tragedy."

- Nashua (NH) Telegraph - Wed, Sep 20, 1967 pg. 50

New Jersey Couple Recovering: "Mrs. Marie Buxton, 47-year old Clifton, N.J. woman injured in the Mt. Washington cog railway accident on Sunday *(9/17)*, was reported in fair condition today *(9/19)* at the Mary Hitchcock Hospital in Hanover, N.H. this morning. Mrs. Buxton sustained





back injuries in the accident which took eight lives and injured 70 other persons. She underwent surgery for back injuries and was listed a critical yesterday. Her husband, George, 49, was reported in satisfactory condition. He suffered injuries to his head and right shoulder. The Buxtons… left Friday on a 10-day motor tour of New England. They took the ride up the 6,288 foot peak Sunday. One the trip down the mountainside, the train left the track. Mrs. Buxton is office manager for the Stirling Supermarket Operating Co., Little Falls. Bux-

ton is a mail carrier in Paterson. Mrs. Buxton's mother, Pearl Christie said, "They had been planning this vacation for some time. They went for a vacation and rest and to see thing they'd been wanting to see for some time. They had never been up that way before." She said a friend had told them about the cog railway and advised them not to miss it as a highlight of their trip. They were very enthusiastic about the idea, she said. The Buxtons have no children. They have lived in Clifton for the past 17 years, according to Mr. Christie. Buxton is a native of Paterson and Mrs. Buxton comes from Port Jervais."

- Passaic (NJ) Herald-News – Tue, Sep 19, 1967 pg. 90



Mr. and Mrs. George Buxton

September 20th

Cog Probe Pushed: "Cause of the derailment of the Mt. Washington Cog Railway train that brought death to eight and injuries to 75 persons Sunday remained shrouded in mystery today *(9/20)* as investigators sought to determine the circumstances surrounding an unlocked switch near the crash site. Jack B. Middleton of Manchester, counsel for the railroad, said the unlocked switch could have been tampered with and that the railway employees followed routine safety procedures. Built to hold 56 persons, (the coach) carried 83 during the ill-fated run but officials said during their investigation that the additional number of persons acted as a cushion and apparently prevented more severe injuries or more deaths. Said Middleton, "The brakes can hold a 34,000-pound dead engine all the way down the mountain, I don't see how the weight of extra persons would affect the braking." Mrs. Ellen Teague, president of what is the world's oldest cog railroad, said she was told by medical authorities that "fewer persons were killed because the high number of people in the car acted as a cushion."

- Manchester Union Leader - Wed, Sep 20, 1967 pg. 1 & 17

Railway Statement: "Mrs. Arthur S. Teague, president of the Mt. Washington Cog Railway Corp., yesterday *(9/20)* gave the following statement to *The Courier*: "We extend our deepest sympathy to all those who were in the coach at the time of the accident. The investigations still are in process with the company's personnel and the N.H. Public Utilities commission personnel, and no neglect on the part of the employees has been found or on the condition of the equipment. Many times in past years and this summer, the first train and several trains during the day have found the switches tampered with by hikers where the Westward Trail crosses the Skyline Switch. For 98 years there had been no fatality to paying passenger. We deeply regret that this tragedy should blur this record. When the investigations are completed we expect to start running trains this weekend for the balance of the regular season which ends October 15."

- Littleton Courier - Thu, Sep 21, 1967 pg. 1

September 21st

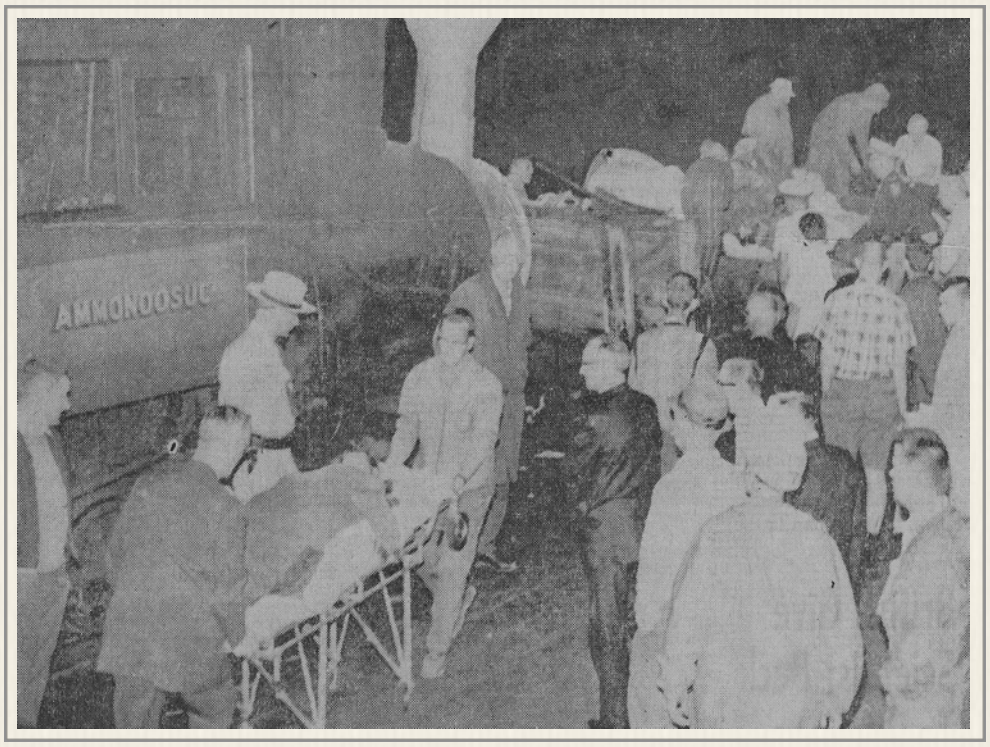
PUC Huddles / Cog Operations Remain On Hold: "Members of the Public Utilities Commission conferred *(Thursday)* with Gov. John W. King on last Sunday's accident on the Mt. Washington Cog Railway, and are expected to release their preliminary report (Friday). Meanwhile, at Mt. Washington, Mrs. Arthur S. Teague, president of the Cog Railway said *(Thursday)* that operations of the trains on even a limited basis will not be resumed until Cog Railway officials have completed their own probe of the accident. Mrs. Teague did not indicate how long their investigation might take. Earlier in the week she said they hoped to start limited operations within a few days."

- Manchester (NH) Union Leader - Fri, Sep 22, 1967 pg. 1



Engineer Gordon Chase (left) in hospital (1967)
- Union Leader / Kenney Family Collection

Press Relations Meeting Upcoming: "Gov. John W. King and high ranking officials of the State Police will meet shortly... to hammer out a plan that will avoid a repetition of the poor press relations resulting from the State Police handling of last Sunday's Cog Railway crash on Mt. Washington. The impending meeting



was mutually agreed upon by King and Commissioner of Safety Robert W. Rhodes in the wake of a rash of complaints from news media personnel over the State Police handling of newsmen and news during and after Sunday's tragedy. The complaints from newsmen include such charges as undue harassment of reporters and photographers at the accident scene, giving out no information or misleading information, undue delay in the release of names of crash victims and the barring of newsmen from the crash scene. Of the latter charge, which provoked the greatest number of complaints, Tom Power of the governor's office said late this week, "There was an obvious communication gap there." Powers said it was not the governor's intention to bar accredited reporters and photographers from the scene. Instead, said the governor's spokesman, "he didn't want a lot of sightseers at the crash scene, disturbing possible evidence. There were still many valuables around the scene." Commissioner Rhodes *(Thursday)* night admitted the State Police got a black eye for its handling of the accident insofar as the press was concerned and said he regretted the abuses that have come to his attention. "I feel that good press relations is most important," said Rhodes, whose job makes him boss of the State Police. "I've always gone out of my way to cooperate with the press." Reporters and photographers covering the Mt. Washington crash last Sunday and Monday were, in the main, extremely with their treatment at the hands of the State Police. Among the complaints, made formally or informally, were these: State Police at the base of the Cog Railway attempted to stop photographers from making pictures under threat of confiscating their film. State officials *(Thursday)* acknowledged that cameramen were well within their rights to make photos and that state troopers, no matter how sympathetic to the pleas of Cog Railway officials, had no right to intervene; State Police barred newsmen from access to the accident scene by roadblocking the Mt. Washington Carriage Road on the east side of the mountain, until after extreme pressure was brought through other channels to eliminate the road block. State officials, and the governor's office said this was the "communications gap" and that the governor had no desire to bar newsmen from ascending the mountain road; State Police delayed release of the names of crash victims, claiming they could not do so until the information was released by the governor's office. Tom Power said this, too, was erroneous and that the governor never indicated any desire to withhold the names. The closing of the Mt. Washington Carriage road angered not only newsmen who waited at dawn Monday morning to ascend. It angered the owners, notably Douglas Philbrook, president of the private corporation which owns and operates the eight-mile long mountain road. Philbrook said even he was barred from his own road. When he complained to his lawyer in Concord, who, in turn, called State Police headquarters, the road was opened almost immediately. Both King and Rhodes are known to be upset over these complaints, according to the governor's office. For this reason, they hope to work out a plan which will enable legitimate newsmen to go about the performance of their duties without undue harassment by officials.

- Manchester (NH) Union Leader - Fri, Sep 22, 1967 pg. 1 & 8

Editorial: Cog Should Continue: "We hope that the tragedy on Mt. Washington will not put a damper on the continued use of the famous old cog railway which operated for 98 years with no patron fatalities until Sunday's accident which took eight lives and injured 75. The exhaustive probe ordered by Gov. John King and being conducted by the Public Utilities Commission will very probably pinpoint the cause of the terrible accident. Whether it be personnel failure, faulty equipment or trackage, or the unlikely circumstance of pranksters throwing the Skyline spur switch, the continuation of this unique and wonderful mechanism should be continued to delight the vacationing visitors for years to come. To be sure there should be rigid and closely-inspected safeguards placed on its operations. But to scrap the whole operating because of its first patron accident would be the same as grounding Northeast Airlines when its first airliner crashed after millions of accident-free passenger miles had been flown, or ending the commuter train traffic in New Jersey after 85 died in the plunge of a train through a temporary overpass at Woodbridge, in 1951. The Cog Railway does not rate among the great



UPI Telephoto

INJURED ENGINEER — Gordon Chase, 56, of Lincoln, N.H., engineer of the Mt. Washington Cog Railway locomotive which jumped the tracks Sunday killing eight and injuring more than 70 persons, is attended by Dr. Edouard Danais at the St. Louis, N.H., hospital.

- Austin (TX) American - Thu, Sep 21, 1967 pg. 28

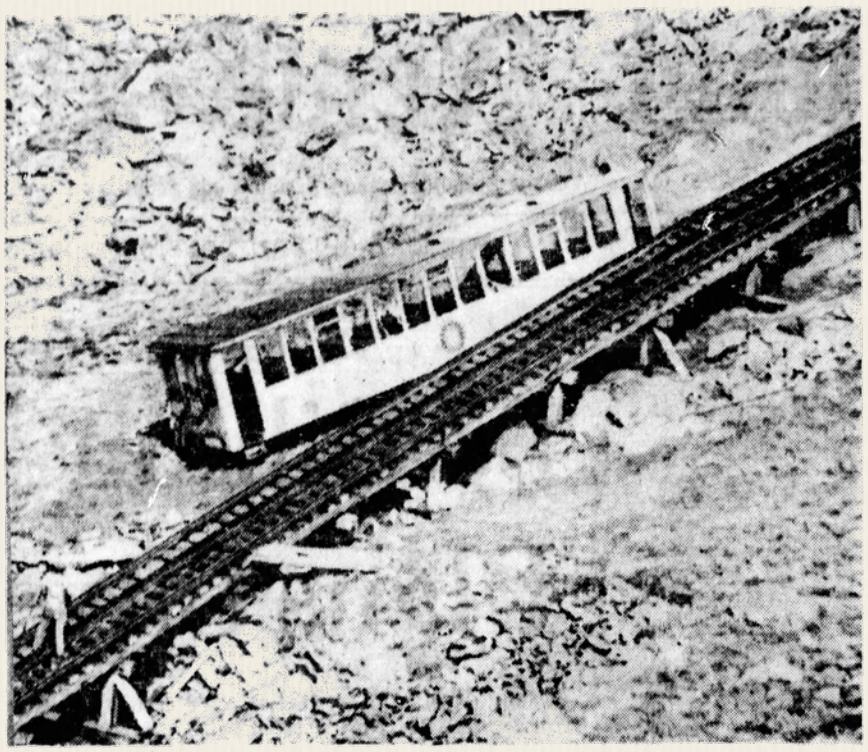
wonders of the world. Yet it is as genuinely New Hampshire as the famous San Francisco trolley cars which run on the cable grip system akin to the cog railroad. No one would think of getting rid of this antiquated system as the rinky dink trolleys climb up and down the steep hillsides providing a thrilling experience for visitor and native alike. There have been fatalities there over the long operation of the line, accidents that can happen anywhere and anytime public conveyances are operated. New Hampshire grieves for the families of the victims and the suffering of the injured. And it is embarrassed that its traditionally carefree and glorious summer season had to be climaxed by such a dreadful happening. But we should not let the somber thoughts aroused by this accident cause us to angrily seek to blot out the continuing operation of the cog railway and the unforgettable pleasures it will provide the generations to come. That would be compounding an already tragic event."

- Nashua (NH) Telegraph - Thu, Sep 21, 1967 pg. 4

Editorial: Equal to the Emergency: "The tragedy that struck on Mount Washington Sunday produced an emergency of staggering proportions for the Littleton hospital. Thanks to the forethought that had gone into preparation of its Disaster Plan some two years ago, the Littleton institution was able to cope with a staggering load of more than 70 casualties of the Cog Railway train crash. Because of the organization and facilities available as a result of the Disaster Plan, all of the passengers and crew requiring medical attention were sped by ambulance from the Base Station to the Littleton hospital during a hectic night that will long be remembered. From the time the first casualty arrived about 8:15 p.m. Sunday until the last was admitted about 3 a.m. Monday (with two more coming in later Monday for checkups), the Littleton hospital was the scene of dedicated and compassionate treatment of the injured. Perhaps never in the history of New Hampshire has a catastrophe with such extensive toll in major and minor injuries occurred before. That the Littleton hospital staff and facilities (with ready assistance of other institutions and professional people) could rise to the occasion and fulfill such an awesome responsibility, is a tribute that cannot be over-emphasized. We salute all those individuals who worked tirelessly on the mountain and throughout the emergency area in a splendid demonstration of public concern for the individual facing great need for immediate assistance."

- Littleton Courier - Thu, Sep 21, 1967 pg. 2C

Cog '67 Bonus Letters Written: "All of us were shocked and saddened by the recent tragic accident at the Cog. We are in the process of conducting an exhaustive investigation but it appears at this time that the cause of the accident was a section of rail across the rack at Skyline switch. We are satisfied from our investigation that the condition of the switch was not due to any lack of care by our train crews. As soon as our investigation is concluded, we expect to resume operations at least as far as Waumbek. Work has already begun on the removal of the car and engine *(next page)* and repairs to the track. We have received excellent cooperation from everyone. I cannot express my gratitude for the help received from the many doctors, nurses, hospital attendants, ambulance personnel, State and Federal employees, firemen, policemen and just plain private citizens who helped us following the accident. I was particularly proud of the performance of our own employees who worked



DERAILED COG RAILWAY CAR—This air view shows the derailed passenger car of the Mt. Washington Cog Railway excursion train that jumped the tracks and tumbled into a rocky gorge yesterday on Mt. Washington in New Hampshire's Presidential Range of the White Mountains. Eight persons were killed and about 70 others injured in the accident that is now under investigation. (AP Wirephoto)

- Fremont (OH) News-Messenger - Tue, Sep 19, 1967 pg. 2

tirelessly. I am pleased to enclose a small token of our appreciation for your services during this past summer. I would like to express to you my appreciation for your hard work and loyalty. Now, more than ever, I need the help of former employees and old friends like yourself. I hope you will be able to return next summer. Sincerely yours, Ellen Teague." *- Post-marked Mount Washington, NH - Sep 29, 1967 AM*

September 22nd

Newsmen Protest State Police Action: The heads of two New England newspaper organizations today asked Gov. John W. King to launch an investigation into the conduct of New Hampshire State Police towards newsmen in the aftermath of the eight-fatality Cog Railway derailment on Mt. Washington Sunday. The newsmen told (the King Administration) that threats and intimidation by State Police had interfered with dissemination of news of the accident. The NESNE and NEAPNEA said a Berlin photographer said he was ordered by Safety Commissioner Robert Rhodes from taking pictures. (They) quoted *Berlin Reporter* Editor Brud Warren as saying that a State Police corporal ordered him not to take pictures and that if he did, his film would be destroyed. (They) said that a day after the accident, State Police blocked an auto road to the top of the mountain to newsmen but allowed sightseers to pass. "Restrictions on swift reporting of the tragedy," the newsmen said, "resulted in the circulation of rumors, false information and anxiety on the part of families of accident victims." A spokesman said the governor and State Police officials would meet to discuss the newsmen's complaints.

- Portsmouth Herald - Fri, Sep 22, 1967

In 2016, Cog bookkeeper Ken Randall recalled the night of the accident, "We (railway officials) found out one of the photographers was waiting until the flatbed went up, and the seven that died were going to be placed on the flatbed, and come down on the railroad. We heard him say he was waiting for them to come down because he was going to go up - jump up on the flatbed, pull back the shrouds, take the pictures and then sell them to the papers. So we kind of started looking around to see how that could be discouraged – one of the Fish and Game individuals – he was built like a bear and he was about the size of bear, too! He said, 'Don't' worry I'll take care of it.' And so they came down on the flatbed and as they stopped down at the bottom – the photographer jumped up on the flatbed and his feet hit the floor of the flatbed and a hand – a bear's paw hit his shoulder and just jacked him back and let him fall... 'Yup,' we said, 'that took care of it.' That was one of the things I remembered distinctly." *- Interview with author*

Human error blamed as primary cause of derailment - A preliminary report prepared and released by PUC transportation director Winslow Melvin said: "It is our conclusion that the primary cause of the accident was human error and not due to any structural or mechanical deficiency of the railroad." The railway, the PUC said, has advised the agency that passenger operations will be suspended "pending the final report of the commission's investigation." "We are pleased," the agency said, "and deem it in the public interest."

- Nashua Telegraph - Fri, Sep 22, 1967 pg. 1

September 23rd

Insurance Company Clarification: "According to reports prevalent last week in insurance circles the bulk of the Mt. Washington Cog Railway's insurance coverage against disasters of the type that befell it last Sunday is carried by the New Hampshire Insurance Group, 1750 Elm St., Manchester. Yesterday *(9/23)* in an expanded news release the company explained why it had earlier dismissed the report with a terse "no comment." The company's weekend release stated: "The New Hampshire Insurance Group does not, as a matter of policy, indicate whether it provides insurance coverage for persons or corporations involved in a major loss. The principal reason for the group's policy is that the fact of insurance coverage is not normally admissible evidence in New Hampshire courts. Therefore, in the event that litigation should take place as a result of an accident or loss, public information as to insurance coverage could be prejudicial to the plaintiff or the assured. Further, it is the New Hampshire's policy to reinsure portions of substantial insurance contracts, and the company has an obligation to protect the interests of the reinsurers. In view of these considerations and the fact that reinsurance is a private contract between two parties, the companies of the New Hampshire Insurance Group cannot authorize public distribution of such information." -

- NH Sunday News - Sun, Sep 24, 1967 pg. 36

September 24th

New Hampshire Public Utilities Commission ***Preliminary Accident Report*** published in *New Hampshire Sunday News*, Manchester, N.H. *- See Vol. 4 - Appendix 1967 Skyline Switch for text*

Memorial Mass Held: "The Shrine of Our Lady of the Mountains at Bretton Woods was the scene Sunday *(9/24)* of a concelebrated Mass for the victims of the Mount Washington Cog Railway. The Mass was offered by Bishop Ernest J. Primeau, S.T.D., bishop of the diocese of Manchester, assisted by Rev. Michael Griffin of Whitefield, local pastor. A large congregation was on hand as the Mass was offered for the repose of the souls of the eight deceased and comfort of their families. It was also a prayer for the recovery of the injured and offering of thanksgiving for the living "and a request for God's blessing on Mrs. Arthur S. Teague and all who helped in the rescue and care of the victims." Excerpts of the sermon delivered by Rev. Fr. Griffin: "We have come this morning to mourn the dead, to comfort the sorrowful and to inspire the living. We will try to weave the tapestry of life before. We first ask that God grant heavenly happiness to those whom He suddenly called before Him last Sunday evening. We ask His merciful strength for the families of those steeped in sorrow. The allowing of suffering and sorrow on the part of a merciful God has always been a problem for God's human creatures. When confronted with it, many has always asked, "Why?" One answer proposed to this profound question was that in allowing human sorrow, God draws from the harts of men the sentiments and feelings that make an most like God. It is in the hour of human need that men rise to the occasion and their true nobility becomes evident. The tragedy of a week ago bears this out so plainly. The dedication, the heroism, the unselfishness that came from human hearts was such as to cause us to stand in reverential awe. The fateful train had hardly struck the ground when men were running on their way to help. The word no sooner reached the Summit than other men stopped all personal concerns and rallied to bring aid and comfort to those who had been injured. The dedication of all, on the mountain, at the base and in the hospitals was striking tribute to the dignity of man. It was so evident in visiting the injured in the Littleton hospital. Some had never known such kindness from doctors and nurses, others could not adequately describe the thoughtfulness of the residents of Littleton who adopted those who had been the victims of tragedy. Each of us is called to be Christ, visibly supporting one another on a road that leads inevitably to death, but hopefully to a resurrection with Christ in glory. And here in our community we have seen life exemplified as life should always be, a mutual sharing of one another's burdens out of the love... The caring of those in need with no questions asked, as did the Good Samaritan. We are our brothers' keepers. We pray that it will have a lasting effect. That from the present sadness and sorrow, new love for one another will rise. A lasting love as high and solid and immovable as the great mountain in whose shadow we pray, on whose face the origin of our prayer this morning has come." *- Littleton Courier - Thu, Sep 28, 1967 pg. 1 & 8A*



—Photo by Presby

SCENE IN OUR LADY OF THE MOUNTAINS SHRINE at Bretton Woods Sunday morning as Bishop Ernest J. Primeau, S.T.D., bishop of the diocese of Manchester, offered a concelebrated Mass, assisted by Rev. Michael J. Griffin of Whitefield, pastor. In the pews at right are members of the Teague family and relatives of fatalities and casualties of the Cog Railway tragedy.



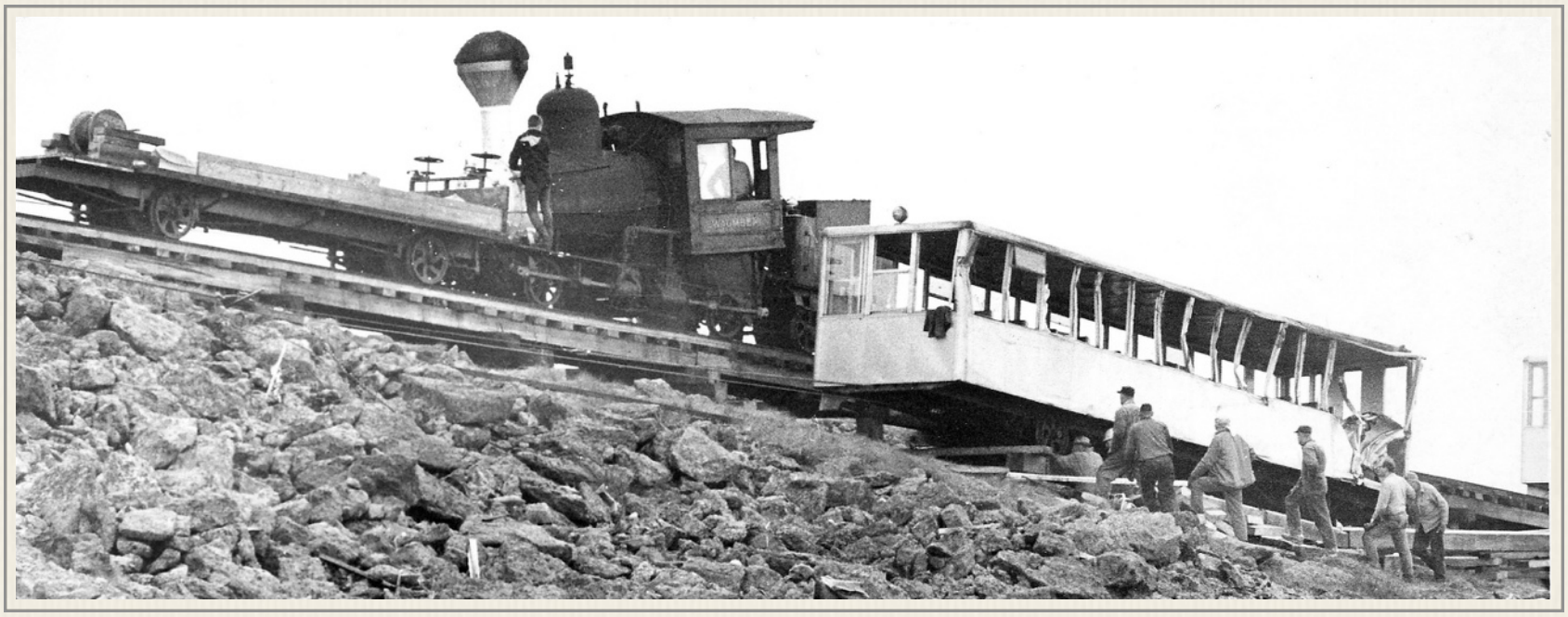
- Granger Family Collection







Chumley Car Brought Down: No. 9 *Waumbek* with the flat car brings the re-railed *Chumley* passenger car back down from the crash site at Skyline on Sunday, September 24th - one week after the crash. Teague Family snapshots capture the recovery effort crossing the Ammonoosuc trestle in top photo before pausing *(above)* at the Base platform. Chief mechanic Paul Philbrick with glasses can be seen standing at right closest to the smokestack at the flat car's brake wheels. At left, the *Chumley* begins its trip to the car shop for repairs. It would eventually return to service. The No. 3 *Base Station* and its tender still lie on their side at the switch, and their recovery is the next item on the crew's to-do list to get the railroad running again.



- Manchester Union Leader - Sun, Oct 1, 1967 pg. 10



***Block & Tackle** in a combination of brains and brawn were used to jockey the ill-fated Chumley Car back onto the tracks after it had been pulled up and away from the nine-foot high trestle to a point where the tracks were close to the ground. Here a crew (Paul Philbrick left & Bob Kent right) is shown slowly but surely sliding the upright car back onto the tracks. (1967)*
- Manchester Union Leader photo /Jack Middleton Collection

Wreck Recovery Begins: "Even as engineers were inspecting the track and trestle this week, mountain railroaders completed the difficult job of removing both the passenger car and Ol' No. 3 engine, affectionately named *Base Station* from the mountain. The passenger car, although considerably lighter than the 15-ton steam engine, presented the more difficult task, it was reported this week, partly because of the steepness of the terrain at that point, and partly because the car was some nine feet below the trestle when it came to rest after the tragic crash. Directing the salvage operation for the Cog Railway company was Pliney Granger Jr. of Boston, a supervising engineer for the Boston and Main Railroad. Granger formerly had been associated with this unique mountain railroad and knew of the special problems entailed in a railroading enterprise on a mountain. At first workmen tried to jack up the car to the level of the trestle. However, they abandoned this plan for fear that the wind, always a factor to be reckoned with above treeline on Mt. Washington, might topple the bulky car off the staging. Next they decided to pull the car farther up the mountain to a point where the trestle and track roadbed was closer to the ground. Supplying the major power for this operation was another of the trusty little steam engines with the distinctive canted boilers *(below)*. The car finally was restored to the tracks on Sunday *(9/24)* afternoon and then was lowered down the tracks to the car barns at the base as in normal operations, with the engine providing the braking. Next came the 15-ton engine and its coal tender. Crews removed part of the trestle for a short distance below the overturned engine and laid temporary trackage right to the engine then the engine was righted and jostled onto the near-level trackage. Again the major power for this operation was provided by another of the Cog Railway company's steam engines. Once on the track Ol' No. 3 was lowered to the car barns to undergo the necessary repairs. Company officials said the major structure and underpinnings of both the engine and the



Back on the tracks *the ill-fated Chumley Car No. 11 is given a final undercarriage check before descending the mountain. The under-carriage and braking system were in perfect condition and made the descent without incident. (1967)*
- Manchester Union Leader photo / Jack Middleton Collection

passenger car sustained surprisingly little damage. Next to be repaired was the track itself and the Skyline switching mechanism which, because the switch was partially open, caused the tragic derailment. In addition to these repairs work crews also are carrying out routine maintenance of other sections of track and trestle in order to have the famed mountain railroad ready to operate by next week."

- Manchester (NH) Union Leader - Thu, Sep 28, 1967 p. 18

Engine Recovery Detailed: The *Rutland Herald* publishes an account of recovery efforts led by Pliney Granger Jr. to put the wrecked *Base Station* engine back on the rails and bring it down the mountain for repairs. Reporter Howard Coffin hitches a ride on a work train bound for the Skyline accident site and watches as the trestle below the switch is rebuilt into a ramp down to ground level *(left & below)* so the tender and then the engine can be righted and tipped back onto the rails for removal. Coffin recalled that story for Vermont Public Radio on the 50th anniversary of the accident. "*Rutland Herald* editor Kendall Wild assigned me to the story. And with a 35 millimeter camera and notebook, I reached the railway's base station around 8 the next day on a warm cloudless morning. Railway officials told a crowd of reporters that no access to the wreck site was allowed. Yes, an engine and flatcar were going up to bring the wrecked engine down. But the injured and dead had already been evacuated. So as the work train began to chug toward the mountain I leaped onto the flatcar. I was the only reporter who did, and by then the train was going so fast the engineer and crew had to tolerate me. Fortunately, I'd brought my parka. It took four hours for the crew to get the engine back on track – while it took just minutes for the sunny morning to turn to eighty mile an hour winds and driving snow. On the trip down, as



we crossed the famed Jacob's Ladder trestle, the wrecked locomotive started to ride up over the flatcar. And for one terrifying moment, it seemed we might have to jump 60 feet *(Ed note: Coffin's estimate was twice what actual maximum distance is)* to the rocks below, or be crushed by the engine. But the men got the wrecked locomotive under control. On approaching the base, I jumped from the train before it stopped, and got away with my notes and camera. Next morning the *Herald* had the first pictures taken at the wreck site, all over page one. Such was what Ken Wild's *Rutland Herald* expected of its reporters. I vividly recall see-



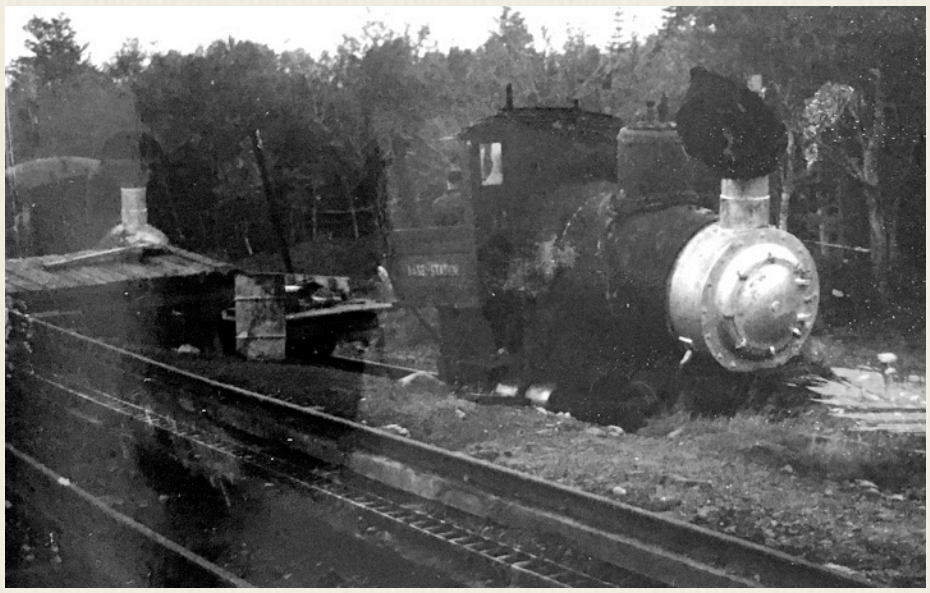
ing the battered engine on the jagged rocks as the gales and driven snow of the most sudden winter in memory roared in – and a woman describing how she'd survived in the wreck for three hours, trapped beneath the body of someone who had not."

- Rutland Daily Herald - Oct 3, 1967 / Vermont Public Radio - Sep 15, 2017



Mt. Washington Observatory Observation: "Work was begun immediately to remove the engine and the car from the Mountain. Originally, it was planned to remove the car by jacking it up to a height of the trestle and then simply sliding it onto the track. After this operation was begun it was decided that this was too dangerous in the wind conditions because of the height that the car would have to be raised. Instead, a temporary trestle was laid and the car rolled on its own wheels uphill to a point where the trestle is only two feet above the ground level. At that point the car was moved onto the tracks and then was taken down the mountain behind a flat car and engine. Engine No. 3 came to rest on its side right next to the trestle. Four sections of the trestle were removed and the engine was rolled over onto its wheels *(above)* onto a temporary trestle. The engine was then pulled up onto the trestle via the temporary trestle, and was taken down the track to the repair shop at the Base. It is interesting to note that only one of the four cylinders of the engine was damaged, the engine was taken down the tracks under its own air compression *(below)* and it was not necessary to use any other engine or equipment to brake the speed of the damaged locomotive."

- Mt. Washington Observatory News Bulletin - Vol. 9 No. 1 March 1968 pg. 12-13





Blurry Polaroid images taken as the re-railed No. 3 Base Station with wrecked cab descends past the Base switch under its own compression braking on its way to the shop for repairs. In left photo, the No. 9 Waumbek locomotive with flatcar closely leads the way just in case.(1967)
- Bencosky-Desjardins Collection

Right to Know Movement: *Under the Statehouse Dome* item by D. Frank O'Neil: "The new *(NH)* law that is supposed to open a lot of doors to the press and public is moving slowly toward effectiveness, but there are still big steps to be taken, as witness the recent foul-up on press relations during that Mt. Washington Cog Railway mishap. There was at least one bright spot as the Legislative Council, probably influenced to some degree by the new law, voted unanimously to throw open all its meetings to the press and public. Now, if the governor and Council would only take its cue from the legislative interim group - and do more of its business in open session - it would make a lot of newsmen happier. Governor King, who signed the Right-to-Know law into being, should take the initiative in opening the doors, just a little more, at least."

- NH Sunday News - Sun, Sep 24, 1967 pg. 10

September 25th

News Handling 'Foul-ups' Admitted: "Gov. John W. King, admitting there were some "foul-ups" in the handling of news at the Mt. Washington Cog Railway crash last week, told a panel of newsmen *(in Concord Monday)* that he will try to find ways and means of improving the situation. He said he and State police officials will look into the procedures followed in other states and by federal authorities to see if "better working rules" can be established between State Police and New Hampshire news personnel. The governor's comments concluded a two-hour meeting of a half dozen newsmen with the governor, Commissioner of Safety Robert W. Rhodes, State Police Col. Joseph L. Regan and ranking State Police officers. During the conference in the Council Chambers, the newsmen aired complaints stemming from the handling of news and newsmen during and immediately after the Mt. Washington train tragedy.... The complaints, in the main, charged State Police with harassment of photographers at the scene, barring of newsmen from the scene and giving out little or no information until hours after the tragedy. The governor freely admitted "there was a definite foul-up" by State Police in delaying newsmen from access to the Mt. Washington Carriage Road so they could reach the accident scene... King said his only directive to State Police "was not to let anybody, press or not, touch anything at the scene." He said his immediate concern was to make sure that possible evidence was not disturbed by sightseers. However, he said he did not intend that the press was to be barred and suggested only that they be kept "maybe 10 to 15 feet or so" from the immediate are of the crash. Instead, King's directive was misinterpreted by State Police so that newsmen who tried to ascend the mountain via the Carriage Road after State Police roadblocks were erected the next morning were held back. Speaking of another complaint - that Berlin newspaper Editor Albion "Brud" Warren was threatened with having his film confiscated - Commissioner Rhodes said the State Police corporal, whom he didn't name, "took this (action) on his own and that he now realizes he was wrong." King and State Police officials acknowledged that news photographers have a right to take pictures at the scene and both deny they attempted to stop picture taking, as some newsmen have charged. Rhodes, however, did say he instructed one photographer to stop shooting photos after the cameraman refused to show his press credentials. Col. Regan defended his department on all counts and said "I don't think there is a reporter here that has a legitimate complaint." Several newsmen openly disagreed with Regan. Regan defended the delay in the release of names of crash victims by saying they were held up until next of kin had been notified and positive identification had been made. Gov. King indicated that possibly a rule could be adopted here, whereby the names of the dead could be released four hours after the accident. This has precedent in other jurisdictions, it was pointed out."

- Manchester (NH) Union Leader - Tue, Sep 26, 1967 pg. 2 & 12



Columnist Jay Hanlon Ready to Ride: "Would you ride the Cog Railway today? Would you take your wife and kids up there now? Many friends and associates have asked these questions since I returned from Mt. Washington last week after taking part in the coverage of the tragic train crash. To them and to any one else who may be interested in one man's personnel opinion, I have answers, "Yes, of course I would." I have gone on to explain that I would ride the Cog Railway today or any day with my wife and kids just as freely as I would climb aboard an airplane, knowing, as we all do, that airliners have been known to fall down from time to time with deadly results. For that matter, the auto trip to Mt. Washington is far more of a risk than the Cog Railway. At this writing - and I am writing early this weekend in order to cover the dedication of The Balsams in Dixville Notch as a winter resort - I do not know what official findings will come forth from the Public Utilities Commission. But whatever they may be, I am confident that when the Cog Railway reopens it will be perfectly safe for me and my wife and our kids. And yours, too. Would that autos and airplanes were as safe!"

- Manchester (NH) Union Leader - Mon, Sep 25, 1967 pg. 11

September 27th

Bay State Firms Hired to Probe Crash: "After fiery debate over the qualifications of two consulting engineers, Gov. John W. King and his executive Council Wednesday *(9/27)* approved an emergency appropriation of $9,200 for two independent safety reports on the Cog Railway operation. Unanimous approval was given to the hiring of P.C. Dunn of Winchester, Mass., the chief mechanical officer of the Boston & Maine Railroad, and the firm of T. K. Dyer of Lexington, Mass. The five-member, all-Republican council for the Democratic governor argued for an hour over which of the two engineers would get approval. The Dyer firm said it would undertake a 40-day investigation which would include "the trestle, the track, equipment, and operating practices of the Cog Railway... and probing and drilling to determine extend of decay where necessary." It said the inves-



Unidentified photographer captures exposures of No. 3 Base Station in the shop awaiting repair (1967) - eBay

tigation would cost $8,500. Dunn said he could have a report in seven days - a preliminary report in three days - for $700. Public Utilities Commission Gerard Bergevin spoke in favor of the Dyer firm. He said the Dunn investigation would be "no more than a cursory opinion." He added that the job could not be done in a week. Councilors Philip Robertson and Fred Fletcher, of Milford, argued that 40 days would be too long a time and that the economy of the North Country would suffer. Robertson, of Conway, in whose district Mt. Washington lies, said that a halt in the railway operation would cost the company at $50,000. Fletcher said: "You want to bankrupt the economy of the North Country. People from all over the world come to see the mountain. Do you realize the millions of dollars that will be spent there during the foliage season. Would you close down the B&M if a switch derailed one of their trains?" he asked. Bergevin said that the PUC wanted a "third party, a professional opinion of the railroad operation." The governor said that any money lost in the North Country "is going to look like pennies when the lawsuits start." Robertson contended that Dunn has been a railroad man for 30 years and that he knows the Cog operation personally since he worked for the railroad at one time. Councilor Edward Cullen of Manchester said that "we can't justify saving money at the expense of lives." He added that if the PUC is "professionally scared I will go along with what they recommend." A motion to hire both engineers came from Councilor James Hayes of Concord. Councilor Royal Edgerly of Rochester said: "I want to know why the PUC can't do the job itself." He noted that the commission made an inspection of the railroad in June and found it satisfactory. Edgerly added, "I have complete confidence that you can do the job." Hayes said that "two independent reports" were owed "to the public to back up the judgement" of the PUC. King cautioned the council against "substituting your judgement for theirs (PUC)." The PUC in a preliminary report blamed human error as the primary cause of the accident, saying that a crew should have noticed an open switch at the Skyline platform at an elevation of 5,000 feet. The engine derailed, the PUC said, and the car loaded with 83 passengers continued for 500 feet down the track before it derailed. Edgerly said: "Voting against this is like voting against motherhood. If something happens again, we'll be on the rack"

- Nashua Telegraph - Thu, Sep 28, 1967 pg. 20

The Meeting Viewed from Vermont: "Two Massachusetts firms have been hired to conduct separate investigations of crash Sept. 17 which killed eight persons and injured 75 others. New Hampshire Gov. John W. King and his Executive Council voted after a lengthy, heated debate to award $9,200 in contracts to Paul C. Dunn of Winchester and Thomas K. Dyer of Lexington for the investigation. The five-member all-Republican council for the Democratic governor argued for an hour about which two engineers would get the contract before both of them received approval. *(Ed note: The Dunn study would take a week and cost $700. The Dyer study - 40 days and $8,500.)* Councilors from the North Country argued the Dyer study would mean that the railway would not be operating again this year. "The coming season is very beneficial to the corporation financially. You don't have the right to bankrupt the North Country by closing down this railroad. Millions come during the foliage season. Doesn't this mean anything to you? If this was a defective thing, it would be something different. Would you close down the B and M railway if a switch was found open? We are over-estimating what the problems are here. We are kind of pressing the panic button. This is one accident in 99 years, and this was because of an open switch."

- Bennington Banner - Thu, Sep 28, 1967 pg. 12

September 28th

Final Track Repair Underway: "While workmen in the car barns at the base of the mountain began restoring the unique steam engine and passenger cars to their former condition, other work crews, aided by Littleton construction men, were at work today *(9/28)* on the final stages of repair to the sections of torn trackage. Cog Railway officials said (Thursday) they expect the tracks to be fully repaired by the end of this week, weather permitting, and hope to be ready to resume full train service to the summit of Mt. Washington sometime next week. No exact date has been set for the formal resumption of train service to the summit but Cog Railway officials make no secret of the fact they would like to resume operations in time to catch the peak of the annual fall foliage spectacular. Meanwhile, Cog Railway officials are awaiting preliminary reports from two engineering firms retained by the Public Utilities Commission this week. These reports are expected by the middle of next week, it was learned today.

- Manchester (NH) Union Leader - Thu, Sep 28, 1967 pg. 1 & 18



Pliney Granger Jr & track worker at Skyline (1967)
- Granger Family Collection

Better Press Relations Needed: The New Hampshire News Service's *Report from Concord*: "New Hampshire logged one of its worst accidents last week. Eight persons died and more than 70 persons were injured when a Mt. Washington Cog Railway engine and car jumped the track and slammed to the ground. More than death came out of the accident. A concerted effort by railway owners and state officials at the scene to keep newsmen and photographers away from the accident area was made. The Cog Railway accident points dramatically to the desperate need for some sort of opening up of communications channels between the press and New Hampshire officialdom. The number of obstructions placed in the paths of newsmen to properly cover the accident could nearly fill this entire column. However, one incident gives an indication of what happened at Mt. Washington. NHNS learned from one United Press International reporter at the scene that he was ordered not to proceed to the accident site by a state trooper. The reporter was told the scene was off limits to newsmen and photographers. After waiting for several hours at the base, an automobile was stopped by the trooper and the driver was informed that if he were a newsman he could not proceed. The driver said he was a tourist and the trooper allowed him to advance to the scene. The "tourist" turned out to be a UPI photographer. Such is the way some of the photographs were taken. News and pictures came out of the area often through lies and deception on the part of some newsmen. And, as could be expected, some of the information was inaccurate because official channels were closed. An investigation into the news blackout of a story of nation-wide interest has been asked by the New England Associated Press News Executives association and the New England Society of Newspaper Editors."

- Littleton Courier - Thu, Sep 28, 1967 pg. 2C

September 30th

Cog Set to Run Again: "In time for the windup of the fall foliage season, the Mount Washington Cog Railway will resume operations the middle of this upcoming week, in the wake of this month's tragic accident which cost 8 lives. Atty. John B. Middleton of Manchester, counsel for the Railway, said it will be back in operation by Wednesday or Thursday. Throngs are expected to flock here next Saturday and Sunday when Mother Nature is expected to put on a spectacular foliage fashion show. Two trains a day will make the round trip up and down the 6,288-foot mountain starting the middle of the week. By the weekend as many as ten to a dozen or more trips are expected to haul the anticipated throngs... Trains will operate under a new safety rules to prevent the type of accident which on Sept. 17 derailed the Cog Railway train. The engineers will now have to fully stop the slow moving (2 miles per hour) trains, dismount from the cab and walk over the switches to make sure they are in the proper position before continuing the trip. Yankee ingenuity was employed in the salvage of the Cog Railway engine and car high up on the mountainside near the Skyline switch.

- NH Sunday News - Sun, Oct 1, 1967 pg. 1 &10

1967

October 1st

Back On Track: Editorial: "It is good news throughout New England, and particularly to the New Hampshire North Country, that the Mount Washington Cog Railway has been sufficiently restored, in the wake of last month's tragic accident, to permit resumption of normal operations. Someone has observed that if the Cog Railway did not exist, it would be necessary to invent it, since it has no conceivable substitute as the major White Mountain tourist attraction. As bellwether of the region's entire resort industry its enforced inactivity during this fall foliage season has already proved decidedly injurious. Steps taken to insure against a repetition of the kind of "human failure" which resulted in the disaster that cost eight lives seem adequate and will presumably have the endorsement of state safety officials. The more one reads the accounts of the tragedy, and the official PUC reports, the more one is inclined to feel that such a combination of factors as produced the wreck "couldn't happen in a hundred years." (As a matter of fact it was 99 years before they did!) Thoughtful riders of the road had always recognized that accidents were possible. Despite the extraordinary numbers of preventive back-up safety devices built into the operation by a long list of mechanical geniuses from Sylvester Marsh to the late Colonels Teague, Arthur and Henry, one must always run a certain minimal risk when pushing 30 or so tons of coal, metal and passengers over a trestled railroad, up a mile-high mountain along grades approaching 40 percent. The most modern of railroads still suffer accidents despite all the achievements of automation and "fail-safe" technology. The amazing thing about The Cog was that over the last century its engineers and managers provided so many "fail-safe" attachments that were years ahead of their time, and fully in the spirit of present-day scientific engineering. Yet in the end, by a miserable conspiracy of unthinkable circumstances, they all failed together. It was all dishearteningly reminiscent of what seems now the rather grim humor of the story told about a young crewman trying to allay the fears of a finicky female passenger in the middle of the last century. We tell it as recounted in F. Allen Burt's *Story of Mt. Washington* from the Dartmouth Press, 1960. The uneasy lady was questioning the brakeman as to the various provisions for safety. "One by one he explained the devices - a friction brake here, a band brake there, a toothed wheel with a ratchet, an air brake, and so on. 'And what would happen if this one broke?' she would ask, as he named them one by one. On each he assured her, till he came ot the very last brake. 'And if that fails, where do we go?', she demanded. 'Madam,' he replied solemnly, 'I can't decide. That depends entirely on how you have lived in this world.'" Not a very funny story it seems now, in the wake of the September disaster. Yet the mere fact that it would ever have been told as a joke illustrates how confident of the road's safety were crewmen and passengers alike down through the last century. May that confidence be restored by another century, and more, of accident free operation."

- NH Sunday News - Sun, Oct 1, 1967 pg. 16

October 2nd

Weather Delays: "Cold nights and icing conditions have slowed final repairs of damages at the scene of the Sept. 17 eight-fatality Cog Railway train derailment, said state Transportation Director Winslow Melvin. He was at the area Monday *(10/1)* to inspect the work." *- Portsmouth (NH) Herald - Tue, Oct 3, 1967 pg. 1*

Plans to Resume: "Officials of the Mt. Washington Cog Railway were pushing ahead (Monday) night with plans to resume full service to the mountain summit later this week in anticipation of receiving the green light from the Public Utilities Commission. No definite date had been set by last night *(10/2)*. PUC Commissioner Gerald Bergevin said last night that preliminary engineering reports were promised to the PUC by Wednesday *(10/4)* and that the PUC would not grant the Cog Railway authority to operate until the commission has reasonable assurance that the safety of the public is guaranteed "As soon as the engineers give us the green light," said Bergevin, "the Cog Railway will be able to operate." Manchester Atty. Jack B. Middleton, spokesman for the Cog Railway, last night said there is no disagreement between Cog officials and the PUC. He said "obviously the Cog Railway is not going to operate until absolute safety is assured. We have been working hand in hand with the PUC and their engineers and we don't anticipate any delay in receiving PUC approval to resume operations. Middleton said the weekend weather which brought freezing temperatures and ice to the mountain caused a temporary delay in the final repairs to the track and trestle at the Skyline switch. However, with the weather considerably improved by yesterday, he expected that work crews would be able to complete the track repairs in ample time for normal operations later in the week."

- Manchester (NH) Union Leader - Tue, Oct 3, 1967 pg. 1 & pg. 16

Cog Will Resume: (UPI) "The Public Utilities Commission yesterday *(10/2)* ruled that the Mt. Washington Cog Railway, which suspended runs after a Sept. 17 derailment killed eight persons and injured 74, may re-



sume operations. The Railway will begin service tomorrow *(10/4)* morning. The PUC acted on the recommendation of preliminary safety reports from the T.K. Dyer firm of Lexington, Mass. and Paul Dunn, chief mechanical engineer fo the Boston & Maine Railroad. The studies were ordered by the Governor's Council last week. PUC Commissioner Gerard Bergevin said the approval to re-open was given only after "concrete evidence that the safety of the public" is guaranteed. / "(N.H.) Safety Commissioner Robert Rhodes said yesterday *(10/2)* that his department is "disturbed and concerned" about what appears to be a problem of maintaining adequate communication with the public and news media. Mr. Rhodes, in the aftermath of criticism by newsmen that his department hampered news coverage of the Mt. Washington Railway crash, emphasized the need for cooperation between law enforcement personnel and the new media. The commissioner, addressing a meeting of the Concord (NH) Rotary Club, said, "In these days of tremendous progress, tremendous demands are placed on those who are public servants. I find many time that law enforcement personnel are so preoccupied by the requirements of their duties that frequently they become absorbed in their work to the exclusion of all interests, because their positions require so much responsibility." Mr. Rhodes said the news media represent "the greatest single force that exists anywhere for service to the public. To inform is their main purpose. To accomplish this we must have a close association. If we are arrayed on opposite side and we view each other with suspicion and distrust, we will create in the eyes of citizens of the Granite State a situation which can never be resolved. I can assure you that we are going to be willing to share with our news media information that will provide a greater public faith and public dependence on public information with our Department of Safety."

- Providence (RI) Journal - Wed, Oct 4, 1967 pg. 36

October 3rd

Cog awaits three safety reports to see if service can be resumed - An inspection of repairs at the crash site by PUC Transportation Director Winslow E. Melvin; An outside investigation by Paul Dunn, chief mechanical engineer for the B&M Railroad and the T.K. Dyer Firm of Lexington, Massachusetts looking at the entire operation. *- Boston Globe, Oct 3, 1967 pg. 3 - Edited versions of these reports found in Vol. 4 Appendix: 1967 Skyline*

PUC Still Meeting - Resumption Confusion: "Gerard Bergevin of the state Public Utilities Commission today *(10/4)* denied a published report that the commission has given the Mt. Washington Cog Railway approval to start operations. The railway has been undergoing emergency repairs and safety studies as a result of the Sept. 17 excursion car crash which killed eight persons. The report said that the PUC had cleared the tourist attraction facility for operations starting Thursday. Bergevin said: "There is no permission granted whatsoever to resume operations. And the PUC has not received any preliminary report from the consultant safety engineers as yet. They (the reports) are due today." Bergevin noted that he and the two other members of the PUC would have to pass approval on the reports of the safety engineers T. K. Dyer of Lexington, Mass., and P. C. Dunn of Winchester, Mass., and a PUC report from Winslow Melvin, head of PUC's transportation director. Bergevin said: "As late as 4:45 yesterday *(10/3)*, the PUC was meeting in executive session in Concord. At that time it was reported to us that even the emergency repairs to the railway were not completed." Meanwhile the railroad said that "Service on the Mt. Washington Cog Railway is scheduled to resume Thursday morning, subject to an inspection by Public Utilities Commission officials." Melvin said today that he did not know whether emergency repairs to the railway were completed. He said that he would be in Concord today *(10/4)* "to await reports." Gov. John W. King and his Executive Council approved an emergency appropriation of $9,200 for the hiring of the safety consultants."

- Portsmouth (N.H.) Herald - Wed, Oct 4, 1967 pg. 1

Better Press Relations Promised: "Commissioner of Safety Robert W. Rhodes promised better public relations for the State Police and said his department will make a greater effort to cooperate with the state's news media. Speaking before the weekly meeting of the Concord Rotary Club here (Tuesday), Rhodes said, "I can assure you that we are going to be willing to share with our news media information that will provide a greater public faith and public dependence on public information with our Department of Safety." He went on to tell the Rotarians that "... for all of our preoccupation with out duties, I sincerely am of the opinion that, even in moments of impatience, we can cooperate (with the press) and thus avoid a breach in supporting a public service story that never ends." The commissioner's comments were a direct outgrowth of the recent wave of complaints fro news personnel over the State Police handling of news and newsmen during and after the Mt. Washington Cog Railway crash of Sept. 17. Rhodes acknowledged the black eye again yesterday when he told the Concord service club, "The very fact that I am discussing this subject indicates that a problem... might exist and I feel that it is my responsibility... that the Department of Safety maintain the confidence of news media in the Granite State... The daily news media," said Rhode, "represents the greatest single force that exists anywhere for service to the public. To inform is their main purpose. To accomplish this we must have a close association. If we are arrayed on opposite side and we view each other with suspicion and distrust, we will create in the eyes of citizens a situation which can never be resolved. We in the Department of Safety are disturbed and concerned when our actions, which we believe to be well motivated, are met with criticism. I can assure you that we are going to be willing to share with our news media information that will provide a greater public faith and public dependence on public information with out Department of Safety," Rhodes said."

- Manchester (NH) Union Leader - Wed, Oct 4, 1967 pg. 10

October 4th

Rotary Thanks: "Mrs. (Arthur S.) Teague was a guest of the Littleton Rotary club at its regular luncheon yesterday *(10/4)* at Thayers Hotel. She took the opportunity to express her deep appreciation to the people of the area who of assistance during the emergency of Sept. 17 and since. She complimented the Littleton hospital on its wonderful work with the injured, Kenneth E. Curran, Littleton contractor, for supplying equipment and men during the salvaging of the engine, tender and coach (all of which are now in the railroad repair shop), and all others who came to the aid of the railroad management, including Bruce Sloat, manager of the AMC Hut System. Mrs. Teague said that the track has been completely repaired and is in absolutely sound condition. She said investigations to date have found nothing unsatisfactory with the operation. She quoted Governor's Councilor Fred Fletcher of Milford as saying that Mt. Washington IS New Hampshire, and Councilor Edward Cullen of Manchester as saying, "We cannot afford to cry over spilt milk, let's be on with it." "God willing, I will finish what my husband was unable to finish," Mrs. Teague said. She added that she had invited all ex-governors of the state to join in reopening of the railroad this *(10/5)* morning."

- Littleton Courier - Thu, Oct 5, 1967 pg. 1 & 4

Inspection Tomorrow: "The Public Utilities Commission was planning today *(10/4)* to make a final inspection of the Mt Washington Cog Railway tomorrow *(10/5)* morning prior to authorizing the famed mountain railroad to resume full passenger service to the mountain summit. PUC Chairman William J. Walker of Littleton, said late this morning that two preliminary engineering reports were expected to be submitted to the PUC later in the day in Concord. If both reports are satisfactory, said Walker, the final inspection trip up the mountain would probably take place tomorrow morning. Walker said he does not anticipate any adverse reports from the engineers and that he expects the Cog Railway will be able to reopen to the public after tomorrow's inspection trip. PUC officials said this morning *(10/4)* a news dispatch from UPI which was carried in morning newspapers incorrectly reported that the two engineering reports already had been received by the PUC and that the commission had authorized The Cog to resume operation. UPI this morning acknowledged its mistake." *- Manchester (NH) Union Leader - Wed, Oct 4, 1967 pg. 1 & 10*

October 5th

PUC Meets at Marshfield: "The Public Utilities Commission has scheduled a 10 a.m. meeting today *(10/5)* at the base of the Mount Washington Cog Railway to review preliminary engineering studies on the safety of the famed mountain railroad PUC officials said that if the reports are satisfactory, they are prepared to authorize the resumption of passenger service to the top of 6,288-foot Mt. Washington. After the on-site meeting PUC commissioners, high ranking state officials and press representatives are slated to make the tip to the summit for a final inspection. Thereafter - barring any last minute delay or unforeseen development - Cog Railway



—Photos by Presby

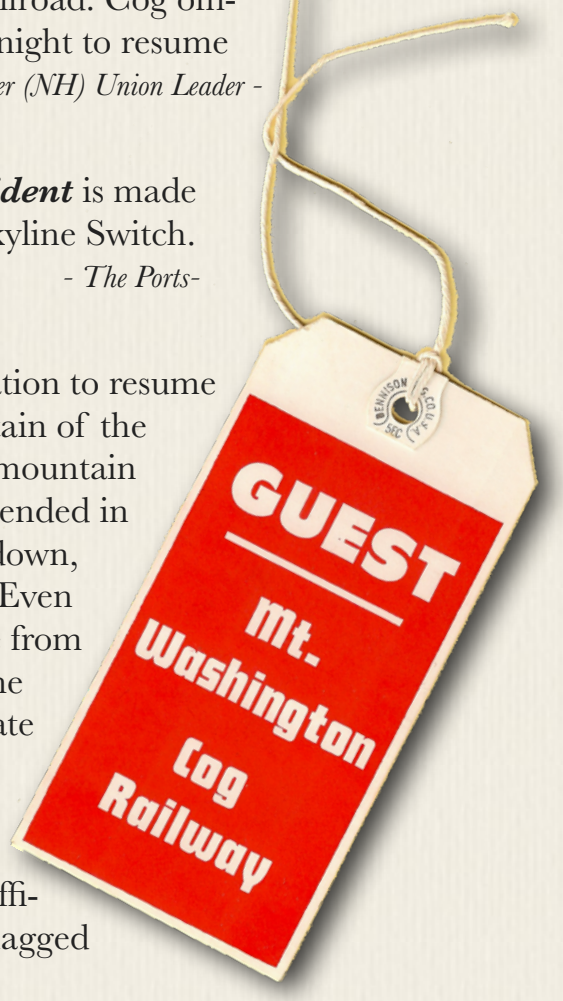
Mt. Washington Cog Railway Resumes Role As Major Attraction

THESE PHOTOS WERE TAKEN LAST THURSDAY AS THE MT. WASHINGTON COG RAILWAY resumed operations which had been suspended since a tragic derailment on September 17 which killed eight people and injured 74. The New Hampshire Public Utilities commission, members of the Governor's Council and others were on hand for a press conference at the Base Station and an official trip to the Summit as the scenic mountain line was given an OK. Left to right: Top row—Commissioner Gerard Bergevin, Commissioner Francis Reardon and PUC Chairman William J. Walker of Littleton seen during a press conference; members of the press on hand for a briefing, including (at left) Jay Hanlon of the Manchester Union-Leader and Dan Sturtevant of Channel 6 WCSH-TV, Portland, Me.; seen conversing in front of Old Peppersass at the Base are, left to right, Coun. Royal H. Edgerly of Rochester, Coun. Frederic Fletcher of Milford, Mrs. Arthur S. Teague, president of Mt. Washington Cog Railway Co., Inc., Coun. Philip Robertson of North Conway and ex-Gov. Sherman Adams of Lincoln. Second row—Winslow E. Melvin, Transportation director of the PUC (with bow tie) and Coun. Edward Cullen of Manchester observe a railroad employe demonstrating the operation at the Skyline switch in heavy fog conditions on the trip to the Summit (next picture shows similar activity on the down trip when the weather had cleared); another view of the train stopped at the Skyline switch on the return trip to the Base. Bottom row—Coun. Cullen, Coun. Edgerly, Mrs. Teague, Coun. Fletcher, Coun. Robertson, Mr. Melvin, Commissioner Reardon and Commissioner Chairman Walker seen at the Waumbek Station during Thursday's ride to the Top of New England; Mrs. Teague with other members of the party at the fog-shrouded Summit Thursday morning (as the group was proceeding back to the Base the clouds were swept away to reveal the spectacular fall foliage that thrilled the inspection group); the first group of paying customers patiently waiting to board a car as passenger traffic was resumed.

officials are preparing to resume regular service on the 99-year old mountain railroad. Cog officials have completed all repairs to the tracks and trestle and were prepared last night to resume train service just as soon as the PUC gives them the green light." *- Manchester (NH) Union Leader - Thu, Oct 5, 1967 pg. 1 & 18*

First regularly scheduled ***passenger trip*** up the Mountain ***since the Accident*** is made after final inspection. A bracket supporting a brake cable on the car snags on Skyline Switch. On board, New Hampshire State Transportation Director Winslow Melvin. *- The Portsmouth (N.H.) Herald - Fri, Oct 6, 1967*

The Final Inspection: "The world's first cog railroad... received authorization to resume operations yesterday *(10/5)* noon after a brief meeting at the base of the mountain of the state's Public Utilities Commission. The PUC's green light for the 99-year-old mountain railroad came some 18 days after the derailment of a descending train... which ended in the death of eight and injuries to 75 others. During the *(inspection)* trip up and down, PUC officials and engineers examined each switch as the train passed through. Even before the train had reached the foggy, wind swept summit, eager tourists, some from points as far south as Virginia, climbed aboard a second train for the trip into the clouds. Still more waited at the base of the Cog for a third train scheduled for late in the afternoon. And of the few who were asked, none said the September crash "bothered" them in the least. Said one woman in a southern accent, "If all those high state officials and engineers are willing to ride, I guess little ol' me can." And she did. The second train up the mountain... encountered minor difficulty on the ascent when a low-slung brake cable on the underside of the car snagged



on a section of switch trackage. This left one set of the car's brakes inoperative but railway officials and PUC engineers who examined the cable later said there was virtually no danger because the steam engine serves as the primary brake for the train, and, in addition, each passenger car has two other independent braking systems, both of which were usable. The southerner, and others aboard the (third) afternoon train were rewarded for their patience because the fickle weather of Mt. Washington suddenly cleared at mid-afternoon, unfolding a magnificent view of the less peaks in the Presidentials, each bathed in spectacular fall foliage."

- Manchester (NH) Union Leader - Fri, Oct 6, 1967 pg. 1, 6 & 16 / See State Report on Inspection - Vol. 1 Ops Manual Ch. 19

Public Interest Requires Coverage: "Editorial comment: Climbing up through Mt. Washington's Ammonoosuc Ravine last Sunday *(9/24)*, we paused for lunch in the lee of a boulder near the Lakes of the Clouds, then skirted the summit cone and continued across to Mt. Clay. Where the trail crossed the cog railway the battered engine lay on its side where it had plunged just a week before. We walked down the track and watched workmen repairing the trestle from which the passenger car had hurtled. A storm front was building up beyond the brooding summits of Jefferson and Adams. A few hikers paused, each isolated in thought. Minor in terms of the scope of the tragedy, but real in terms of the continuing struggle to protect the people's right to know, are reports of attempts by police to declare the scene of the wreck off limits to newsmen and photographers. We can sympathize with officials involved in a serious rescue mission who find reporters a nuisance. We can understand their desire to conduct an investigation in unhurried privacy. We can agree that the press is too concerned with sensationalism. We know there is confusion at a time of crisis. None of these things excuse an order - if such an order actually was given - to decree that an area be off limits to the press. There can be no question of the public interest in a tragedy such as that at the cog railway, and at such times the public must depend on the press to bring it the information it so eagerly awaits. In carrying out this responsibility the press is the champion of the people's right to know. To interfere with this right, in the absence of some reason of overriding importance, indicates a degree of official arrogance that has not place in a free society. We can hope that the investigation growing out of the alleged public relations fiasco at Mt. Washington will make clear that the villains in such situations are not the reporters doing their jobs, but officials who use their power to deprive the people who read newspapers and watch television of the prompt and accurate reporting that they have a right to expect. - *Milford (NH) Cabinet.*" *- reprinted in Littleton Courier - Thu, Oct 5, 1967 pg 7C*

October 7th

Extra Trains Required: "Greeted with a huge influx of visitors from almost every state in the Union, as well as from Canada, the Mt. Washington Cog Railway ran three extra trains or trips today. As a usual rule, following Labor Day, the Cog Railway runs only two cars a day, one at 10:15 a.m. and the other at 2:15 p.m. With the temperature at the base station hovering around 39 degrees at noon and at 19 degrees at the summit, the majority of the passengers were bundled in heavy winter clothing. By mid-afternoon, the sun had warmed the atmosphere to 39 degrees at the top and 55 at the base station. A slight haze was high in the sky but it did not interfere with the view from the full length of the railroad. It was interesting to note that of today's passengers, at least 70 percent were around 20 years old. Also, a great number of parents had brought even, small children, some of them babes in arms, who possibly never will remember this trip to the top of New Hampshire. According to a local forecaster long associated with the Mt. Washington Cog Railway, Larry Goodin of Twin Mountain and the *(Cog's)* track foreman, "the weather will be a little hazy. You can see it coming over the mountain from the southwest. Tomorrow (Sunday) will be a little warmer and my advice is to come now to see the color." In anticipation of even a larger crowd Sunday, *(10/8)*, Cog railway officials plan to operate extra trains during the day. The N.H. Public Utilities Commission has authorized the cog railway to resume full operations following a check of all safety features during a trip to the summit on Friday."

- NH Sunday News - Sun, Oct 8, 1967 pg, 1 & 36

October 17th

Mrs. Teague Admitted to Hospital: "Mrs. Ellen Teague, president of the Mt. Washington Cog Railway, and the victim in recent months of a cruel series of misfortunes, was herself hospitalized yesterday *(10/17)* after suffering what a spokesman for the Teague family described as an attack of "sheer physical exhaustion." Mrs. Teague was reported in "good" condition this morning by Littleton hospital officials. A descendant of the famed White Mountain Crawford family and one of the best known and esteemed women in the North Country, Mrs. Teague assumed the presidency of the railroad after the death last Aug. 4 of her husband, the late Col. Arthur S. Teague. A coroner's report ascribed his death to a "self-inflicted gunshot wound." Two weeks later

friends of the Teagues were shocked by the tragic death of Mrs. Teague's youngest daughter, Lucy, 14, in a highway accident. Then on Sunday, Sept. 17, disaster struck the Cog Railway in a fashion unprecedented in its 99 years of operation. A train heavily laden with passengers jumped the tracks and fell into a rocky gully after its engine ran through an open switch. Eight people were killed, in the first fatal accident ever experienced on the railway involving paying passengers. ***Restored Service:*** After an investigation ordered by the state Public Utilities Commission the railway was authorized to resume operation and Mrs. Teague moved energetically to restore the service. Thereafter fortunes seemed to brighten, as the railway – often referred to as northern New England's greatest tourist attraction – got back into action in time to carry huge throngs of passengers to the Mount Washington Summit to view the October fall foliage. It shut down for the season, as is customary, after last weekend's operations. Meanwhile the state, at the insistence of the new Commissioner of resources, Roger J. Crowley, had taken effective steps to make emergency repairs to the buildings it owns on the mountain summit. These, including the Summit House and Tiptop House, are operated in conjunction with the railway, and had been permitted by the state to fall into a condition of decay and disrepair which Crowley called "a disgrace to the state of New Hampshire." The state four years ago bought the top of the mountain from Dartmouth College for use a s a state park but had taken no steps in the interim to improve its shabby condition. ***Engrossed in Plans:*** Friends say Mrs. Teague was greatly heartened by Commission Crowley's forceful intervention and had been engrossed in plans for next summer's operation of the railroad and for the celebration of its approaching 100th anniversary. "She just simply worked herself to a frazzle," one friend said last night. "After all there has to be limit to what one woman can take, even a person as lionhearted as Ellen Teague. We're all going to insist that when she gets out of the hospital she favor herself with a good vacation and let some of the rest of us shoulder her burdens." Friends said Mrs. Teague was ordered to the hospital after her daughter, Margie, called the family physician to report that her mother appeared to be suffering great pain and discomfort." *- Claire Dwyer newspaper clipping - Oct 18, 1967 pgs. 1 & 30*

N. H. P. S. C. No. 3

Canceling

N. H. P. S. C. No. 2

SCHEDULE OF RATES AND CHARGES

of the

MOUNT WASHINGTON RAILWAY

LOCAL PASSENGER TARIFF

of

ONE WAY AND ROUND TRIP PASSENGER FARES

and

SPECIAL TRAIN CHARGES

Applying locally between stations on the Mount Washington Railway, Named herein

RECEIVED OCT 18 1967 N. H. PUBLIC UTILITIES COMMISSION

RULES AND REGULATIONS

1. FARES:- The fares named herein are the first class selling fares for adults.

2. CHILDREN'S FARES:- Children under six years of age, when accompanied by parent or guardian will be transported free of charge. Children six years of age and under twelve years of age will be charged $3.00 round trip and $2.00 one way. Children twelve years of age and over will be charged the adult fare. Tickets sold to children of half fare age must be reduced to one-half (1/2) by punch cut or endorsement.

3. SPECIAL FARES:- Persons twelve years of age and over in boy scout and girl scout groups, Y.M.C.A. groups, and other groups from non-profit organizations, when accompanied by group leaders, will pay a round trip fare of $4.00 per person. Organized groups from boys and girls camps, when accompanied by councilors or other leaders, and other organized groups of thirty or more, will pay a round trip fare of $5.95 per person.

N.H.P.U.C. NO. 3
Mount Washington Railway.

-2-

4. STOPOVERS:- No stopovers will be allowed on one-way or round trip tickets sold at fares authorized herein.

5. BAGGAGE REGULATIONS:- No baggage will be checked on tickets sold under this tariff.

LOCAL ONE WAY AND ROUND TRIP FARES

Between	And	One Way Unlimited	Round Trip Unlimited
Base Mt. Washington, N.H.	Summit Mt. Washington, N.H.	$4.00	($) $6.95

Filed by MOUNT WASHINGTON RAILWAY COMPANY

By: Mrs. Barbara S. Teague
President

October 19th

Henry's Painting Hung: "Mountain Musing: A painting of Daniel Webster arguing the Dartmouth College Case before the U.S. Supreme Court, painted for Dartmouth at the request of the late Col. Henry N. Tea-

gue of the Mt. Washington Cog Railway, now hangs in the main dining room of Thayer hall in Hanover. Col. Teague, a Dartmouth college graduate of 1900 and who died in 1951, made provision in his will for the college to acquire the painting of this landmark in history." *- Littleton Courier - Thu, Oct 19, 1967 pg. 4*

Ellen Hospitalized: "Mrs. Ellen Teague, president of the Mt. Washington Cog Railway, was admitted to the Littleton hospital this week *(of Oct. 17-21)*, and her condition was described as satisfactory." *(discharged by Nov 2)* *- Littleton Courier - Thu, Oct 19 pg. 5; Thu, Oct 26 pg. 5; Thu, Nov 9, 1967 pg. 1B*

November 2nd

Save the Tip Top House: "Editorial Comment: Preservation of the historic Tip Top House on the Summit of Mt. Washington has been urged by the directors of the White Mountains Region association. The old stone structure, which has set atop New England's highest peak since 1853, would make an admirable place for a museum of Mt. Washington lore. This is not a new idea. Many people who appreciate the importance of Mt. Washington to the region have had similar thoughts for a long period of time. Preservation of the Tip Top House hardly seems necessary of defense. It is generally believed that efforts to return the Summit to a top tourist attraction in New England will include future use for the 114-year old landmark."

- Littleton Courier - Thu, Nov 2, 1967 pg. 2C

December 23rd

Margie Teague ***marries*** Tom Baker *- I Conquered My Mountain by Ellen Crawford Teague*

Teague-Baker Wedding: "A pre-Christmas wedding at St. Paul's Episcopal church in Concord on Saturday, Dec. 23, united Miss Margaret Ellen Teague, daughter of Mrs. Arthur Simpson Teague and the late Col. Teague of Oak Road and Northwestern Ave., Philadelphia, Pa., and Mount Washington, and Thomas James Baker, son of Mr. and Mrs. Kermit Baker of 2 Crawford St., Littleton. The bride was given in marriage by Michael Haney of Doylestown, Pa. She wore a full-length white satin A-line gown appliqued with Alencon lace, styled with a long satin sleeves ending in points at the wrists, edged with lace. Her detachable train was also edged with lace. Her headdress was a handmade white lace mantilla from Spain. She carried white roses with bouvardia. Maid of honor for her sister was Miss Jane Crawford Teague. She was attired in a gown of jade green chiffon with a mini-bodice of Copenhagen blue, styled with along puffed sleeves and two-tone contrasting satin bands. Miss Frances Stratton Teague and Miss Anne Tillman Teague, sisters of the bride, Miss Rebecca Morgan of Peterborough, cousin of the bride, and Mrs. Katherine French of Philadelphia, Pa., were the bride's other attendants. They wore gowns similar to that worn by the maid of honor and carried bouquets of yellow sweetheart roses. Flower girl was Bernice Baker of Columbia, O., and Jeffrey Stapleton of Lexington, Ky., was ring bearer. Best man was Dr. Robert Enderson of Littleton, while ushers were Norman Apel Koop of Narberth, Pa., and Lawrence Andrews of Boston, Mass. Charles Arthur Teague, brother of the bridge, was junior usher.



A reception immediately after the ceremony was held at the New Hampshire Highway hotel in Concord with 200 guests. The couple left for a wedding trip to Nassau. For traveling the bridge wore a red and navy A-line dress with contrasting coat, navy blue velour hat and navy accessories. The couple is residing in Boston. Mrs. Baker attended Springfield High school, Montgomery county, Pa., Franconia College, and studied for three months in Europe under the foreign study course of the college. She is a member of the New Hampshire Horse and trail association. A 1965 debutante, she has been employed by a well-known store in Philadelphia. Mr. Baker, a graduate of Littleton High school, is a senior at Bentley college in Boston. A member of ROTC, he will be commissioned in the United States Army at graduation and will serve two years of active duty after doing graduate work. He is assistant manager of the Mt. Washington Cog Railway and is a member of the Elks club of Littleton, the Bethlehem Golf club and the Bethlehem Country Club.

- Littleton Courier – Thu, Jan 4, 1968 pg. 4



"Why?"

The enduring question for those who had worked at the Mt. Washington Cog Railway during the Jitney Years, and for it's long-time manager and owner Colonel Arthur S. Teague, was "why?" It is the same question posed by all those who have had a friend, colleague or loved one decide to end their time on earth.

Ken Randall believes it was because Art's heart condition limited his hands-on involvement. Randall says they told the Colonel, "You've got to cut down and take it easy – stay out of boilers and all that – which really cut down what he could do," said Randall "which is why… well he committed suicide."

Ellen Teague's reasoning went like this in her autobiography: "It occurred to Ellen that everyone has a mountain to conquer. For some it is a low hill, for others a Mount Washington. Poor Lucy's was low, for she had scarcely started life, and dear Janie's was not much higher, but both girls had courageously climbed as high as their brief life spans permitted. Art had conquered his too, but in his struggling toward that last rock on the summit he lost his grip."

Joe McQuaid suspects the possibility of post-traumatic stress disorder (PTSD): "Was it the unforgotten scenes of war, coupled with his current troubles with the state, that had finally overtaken him?"

Larry Gooden told his family "After the (Hut) burnt, Mr. Teague was never the same. There was something just kept bothering him my Dad said." Lewis Gooden told Jitney Jr, "My father figured he (Teague) had a lot of money stashed in the (Hut) for the summer and stuff, because a lot of old timers, you know, they learned to keep cash. And if he had all that cash money, he always had money to fall back on if something happens and my father said he figured all the money burnt in the (Hut)… so that's why he was downhearted."

Sherman Adams discussed the Colonel's character at the Cog Centennial: "I knew Arthur Teague. When you really got acquainted with Arthur you found out about the great affection he had for all those rods and pistons, those hand-made shafts and axles that added up to the whole little railroad. When the college *(Dartmouth)* was looking for a customer after Henry had paid up an old account by leaving the road to Dartmouth, I had a

notion to buy it, knowing that nobody needed much money for such a purpose. So I called John Meck *(at Dartmouth)*… He said he supposed the college would have to sell it to the highest bidder. But he hoped I wouldn't make an offer. For Arthur, he said, was the one who should have it, and he gave me some convincing reasons which became more convincing when Arthur came to see me. Then I discovered again what real dedication meant; what it meant to a man to love his work; what he had done to keep the gear together and to make a career out of loving a lot of nuts and bolts holding together trucks and cars, rebuilding axles and boxes and doing yourself what you couldn't afford having somebody else do; what it meant to feel affection for a handful of diligent men and loyal boys. And so I learned what a great adventure all of this was for him, and after that I didn't have any enthusiasm about owning the Mt. Washington Cog Railroad."

Jitney asked by Rob Bradley about a reason for the suicide? Jitney said, "Of course he (Arthur) had a heart attack and was depressed. But he was at the Cog – he was sorta being eased out of the management… I don't think he could stand that – and so he did check out."



Col. Arthur S. Teague
1910 -1967

"But wait, Will there be More...?"

Probably Not: You are reading the final *Vol. 3A* Sunset Edition of *The Jitney Years* manuscript. The "Sunset Special" was the last train up the mountain. This is an online update to the March 2023 document posted on the *Jitney Years* research website https://coggersofmtwashingtonnh.org to collect additional Cog employee names, information and stories. Ten years of scouring newspaper collections has uncovered the stories of 1866-1967 period. *The Jitney Years* project continues to prepare a final run up the mountain before committing to a final print-out of the manuscript. This final update is part of a "last call" for any information that should be included in that final printout.

If you or your relatives ever worked on the Cog Railway, please contact Jitney Jr. so he might include your family's mountain tales in this manuscript.

And if you would like to receive notification when newer versions of the manuscript are posted electronically, please contact Jitney Jr. at the following email address:

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