

**MOUNT WASHINGTON COMMISSION**  
**Meeting Minutes of August 10, 2004**  
**Mount Washington Summit – Tip Top House**

**Members in attendance:**

Wayne Presby, Cog Railway, Vice Chair  
Howard Wemyss, Mt Washington Auto Road  
Guy Gosselin, Public

Paul Cunha, AMC designee  
Tom Muse, WMNF, designee  
Paul Ingersoll, Public

**Members absent:**

Paul Fitzgerald, Chair  
Rep Gene Chandler, Speaker

Jack Middleton, MW Observatory  
Senator John Gallus, Dist. 1

**Others present:**

Ken Rancourt, Mt Washington Observatory  
Former Speaker Harold Burns  
John Heneage, Dufresne-Henry (D-H)  
Gerry Vezina, Dufresne-Henry

Director Rich McLeod, Div Parks & Rec  
Mike Pelchat, Mt Washington Park Manager  
Dona Sanborn, Mt Washington State Park  
Stephanie McCann, Mt Washington State Park  
Torene Tango-Lowy, Div of Parks & Rec

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Vice-chairman Wayne Presby called the meeting to order at 9:40 a.m.

Approve minutes Guy Gosselin moved to accept the July 23, 2004 minutes, as amended. Wayne seconded; motion carries.

Summit electrical building options Wayne Presby opened the discussion. At the last meeting, the Commission had adopted a resolution recommending to DRED that the summit electrical building be located at the old powerhouse site. However, the state is still negotiating with Dartmouth College for the acquisition of this property and there are concerns about immediate access to the building in an emergency. Cog Railway is considering a summit boarding station and proposes consolidating the train boarding station with the electrical building; the Cog Railway offers to help defray the cost of construction with this partnership.

Rich McLeod said that DRED is getting an appraisal of the Dartmouth property. If the state is unable to acquire the property, the electrical building will be sited on state-owned land. Attendees discussed siting options on state land. John Heneage said the draft design basis report proposed siting the building at the state-owned area between the stage office and the parking area, but there were concerns about ledge. To be cost-effective, the electrical building should be within 1000 feet of the cog track: ideally in the Sherman Adams building. Mike Pelchat expressed concern about access to the powerhouse site in bad weather. Paul Ingersoll suggested locating the electrical equipment in the basement of the Adams building since a second point of egress is going to be constructed anyway. The Mount Washington Master Plan had recommended the consolidation of buildings. Mike Pelchat said the idea is workable within parks operations; design could incorporate a platform for emergency exits and incorporate septic improvements to the Adams building.

Attendees discussed the project timeline. Rich McLeod said the timeline to use the capital budget funds could be extended, if necessary. John Heneage said the schedule would get bidders onsite in October, with bids due in December, and awarded in January. Construction would begin in May. A deferment of the project could increase costs. D-H would need four weeks to draft preliminary designs for the electrical/communications building (excluding public access needs); it would plan to provide 1000s.f. of space for communications. Wayne Presby outlined ideas for the cog boarding station: it would be located within the Cog Railway's Right-of-Way (ROW), the 80 x 200ft building would be beside the track; only the coaches would be under cover; and the building would be constructed by next year. Paul Cunha said the Commission has been moving toward cleanup and consolidation of the summit; he would recommend siting the electrical building in an existing building or in one that would be built anyway. Rich McLeod confirmed that the state would be responsible for filling in the foundation of the old powerhouse. It was mentioned that the Coos County Planning Department would need to become involved. Attendees discussed the benefits of locating the

electrical facilities in the Adams building, including the many other issues that could be served (second egress, bathrooms, consolidation of gift shops; and a Cog Railway boarding area. Wayne said such a proposal may extend into the Cog Railway's ROW, but the Cog Railway would grant an easement and contribute towards the construction.

Rich McLeod said it is important that the state keep its options open for communications services; the state has lost receiving \$40,000 from FAA with the loss of the powerhouse. Guy was concerned about the Commission losing focus on electrification of the summit; also there are some drawbacks to the Adams building proposal, such as noise, fire codes, and added project costs. Mike Pelchat said the summit could continue operating off the generators; these decisions are shaping the future of the mountain. Ken Rancourt said the area behind the Adams building was once excavated; it was clear of ledge. Communications is best located behind the Adams building, not on the north side. D-H can return with options for the electrical building in 4-6 weeks; however, it may be difficult to meet fire codes for the Adams building due conflicting uses between the electrical fuel needs (1000 gal. tank) and the second egress. John said the lower profile design at the powerhouse site would eliminate viable communications services.

Guy Gosselin moved to recommend that the state pursue appropriate options with respect to the construction of the summit electrical building that would incorporate a variety of uses, while the state continues to pursue the Dartmouth College property as an option. Should the Dartmouth College property open, the state is to follow the original intent of the Mount Washington Commission by placing the summit electrical building at the original powerhouse site, with a lower profile.

Discussion of the motion: Rich asked Wayne Presby if the state could pursue opportunities to partner with the Cog Railway for communications facilities at a cog boarding station, should that go forward. Wayne said yes.

John Heneage answered Paul Cunha's inquiry that the electrical building located on the old powerhouse site would stay within the same framework. Howie Wemyss said the electrification of the summit should keep moving forward even if the contract for transmission and the electrical building needs to be separated. John said separating the contract might increase costs for project coordination. Wayne reiterated the options for siting the electrical building: 1) on the Dartmouth College property at the old powerhouse site; 2) on current state property in the Adams building or between the stage office and the parking lot; and 3) at the end of the Cog Railway line.

Howie asked how the proposed building between the stage office and the parking lot might impact the Auto Road operations. John said the building would be 2000s.f., two story, and without an observation deck. Attendees discussed the importance of having the electrical building on state-owned property.

Wayne Presby amended the motion to add that the summit electrical building should be on land that is owned or could be acquired by the state within a reasonable time period. Paul Ingersoll seconded. The amended motion carries.

There was no other business. Paul Cunha moved to adjourn; Paul Ingersoll seconded. Motion carries; meeting adjourned at 11:50 a.m.

*Submitted by Torene Tango-Lowy, Division of Parks and Recreation.*