

# Mount Washington

- Mt. Washington**
- The Mount Washington Cog Railway**
- Mount Washington
- Mount Washington: Narratives and Perspectives**
- Mount Washington and Duquesne Heights**
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- Around Mount Washington
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- The Worst Weather on Earth
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- The Story of Mount Washington*
- White Mountain Trails**
- Mt. Washington Auto Road
- The Lower Mount Washington Valley:*
- The Story of Mount Washington**
- Mount Washington in Winter, Or The Experiences of a Scientific Expedition Upon the Highest Mountain in New England--1870-71...**
- The Mount Washington Transit Tunnel Disaster**
- Hiking Guide to Mount Washington and the Presidential Range*
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- AMC Guide to Mt. Washington and the Presidential Range
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1991-06-01 William Lowell Putnam "There may be worse weather, from time to time, at some forbidding place on Planet Earth, but it has yet to be reliably recorded." So begins *The Worst Weather on Earth: A History of the Mount Washington Observatory*. Mount Washington, at 6,288 feet above sea level, is one of the highest elevations in the eastern United States and is subject to some of the fiercest weather patterns in the world. Situated close to major centers of population, it has been an accessible objective for travellers. The curious, the intrepid, the scientific -- Mount Washington has attracted them all. In this age of satellites and advanced instrumentation, the intricacies of weather observation are now taken for granted. However, not so long ago, weather was a blank on the scientific map of understanding. *The Worst Weather on Earth* chronicles the social and scientific milieu of those who have recorded the weather on the mountain for over one hundred years. Included are chapters such as "Radio on the Rockpile," which covers the pioneering days of radio broadcasting from the Summit, and "Rime and Reason," which presents a fascinating discussion of rime and the problems of icing that were researched extensively on the Summit. *The Worst Weather on Earth* is rendered more immediate by the liberal use of contemporary accounts; excerpts from letters, reports, and the log notes of the Summit observers abound, giving the flavor and the excitement of over a century of scientific observation and discovery.

2016 P. Andrew Spahr

2021-06-14 Mary Jane Kuffner Hirt On Christmas Eve 1917, an overcrowded, out-of-control streetcar exited the Mount Washington tunnel, crashing into pedestrians. Twenty-three were killed and more than eighty injured in the worst transit incident in Pittsburgh history. The crash scene on Carson Street was chaotic as physicians turned the railway offices into a makeshift hospital and bystanders frantically sought to remove the injured and strewn bodies from the wreckage. Most of the victims, many women and children, were from the close-knit neighborhoods of Knoxville, Beltzhoover and Mount Oliver. In the aftermath, public outrage over the tragedy led to criminal prosecution, civil suits and the bankruptcy of the Pittsburgh Railways Company, which operated the service. Author Mary Jane Kuffner Hirt explores the tragic history of the Mount Washington transit tunnel disaster.

1996-09 Jean Ulitz The Lower Mount Washington Valley became the gateway to the entire valley in the 1700s. Settlers saw both the scenery and the possibilities of the deep and steady rivers for water power and travel, the timber for homes, the rich earth for planting, and the abundance of food in forests and streams. The early years were not easy, and men and women faced the challenges of the wilderness: hard work, fierce wildlife, possible injury, and loneliness. Seeking companionship, families bonded together and created a sense of community amidst the mountains and valleys of New Hampshire's expansive north country. This collection of photographs, many never before published, graphically illustrates the beauty of

the area, the strength and character of its people, and the simple and practical lines of the early homes, mills, and one-room schoolhouses. It depicts the gradual changes that took place over a century of life, from the 1850s to the 1950s. Tough, strong men and women, the early settlers often became landowners of substance. They left a legacy of the same qualities to their descendants, many of whom are still living in the Lower Mount Washington Valley.

1912 Winthrop Packard

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2003-01-01 Martin Engstrom Martin Engstrom describes his adventures of 38 years working at the TV station on the summit of Mount Washington in New Hampshire.

1856 Benjamin Lincoln Ball

2015-02-09 Bobby K. Darnell When pioneers first ventured off the Wilderness Road in the late 1700s looking for a more direct route to Louisville, they came upon a pleasant area between the Salt River and Floyd's Fork. It provided rich soil for farmland, virgin timber for building, plentiful game, and numerous springs. As roads from Bardstown to Louisville and Shepherdsville to Shelbyville and Taylorsville were forged, the area was nicknamed "The Crossroads." In 1818, the community was named first Mt. Vernon and then Mt. Washington. The town grew tremendously, outgrowing all of its neighboring cities in Bullitt County for decades. As many as five hotels existed in the mid-1800s, and a private school named Mt. Washington Academy, greatly praised as "The Athens of this Place," drew students from miles away.

1968 Frank Allen Burt

1960 Frank Allen Burt

2016-05-22 Frank Hunt Burt This work has been selected by scholars as being culturally

important, and is part of the knowledge base of civilization as we know it. This work was reproduced from the original artifact, and remains as true to the original work as possible. Therefore, you will see the original copyright references, library stamps (as most of these works have been housed in our most important libraries around the world), and other notations in the work. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. As a reproduction of a historical artifact, this work may contain missing or blurred pages, poor pictures, errant marks, etc. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

2015-08-05 Winthrop Packard Excerpt from *White Mountain Trails: Tales of the Trails to the Summit of Mount Washington and Other Summits of the White Hills* The author wishes to express his thanks to the editors of the "Boston Evening Transcript" for permission to reprint in this volume matter originally contributed to the columns of that paper; to Mr. Frederick Endicott of Canton, Massachusetts, for permission to reproduce his photographs of Sunrise on Mount Washington, "Clouds Cascading over the Northern Peaks," "Fog on Mount Cannon," and "Lafayette from Bald Mountain"; to the Appalachian Mountain Club for the shelter of cosy camps so hospitably open to all wayfarers; and to many mountain people, especially those who dwell summers in the tiny hamlet on Mount Washington Summit, for unassuming hospitality and friendly guidance. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

2007 Nancy J. Kimmerle Beck For 100 years, a crescent of agricultural land about 25 miles long was isolated from the city of Pittsburgh by two rivers and a hill over 400 feet high. This hill, originally called Coal Hill, hid a resource that contributed greatly to the area's industries. Coal was needed to make whiskey, melt copper and iron, and heat homes and factories. Coal Hill, renamed Mount Washington, drew early settlers who came to work in Pittsburgh's many factories and who contributed to the building of its funiculars. Pittsburgh's inclines became famous worldwide, and by the 1850s, dwellings appeared on the top of Mount Washington. In 1872, the area was annexed to the city of

Pittsburgh. Duquesne Heights, originally Dutch Hill, joined Mount Washington due to their close proximity. It is here that one of the last remaining inclines operates. Mount Washington and Duquesne Heights highlights the rich history of these beautiful neighborhoods.

2017 Edited by Mike Dickerman Go off the beaten path and explore the captivating history of one of the Granite State's most remarkable places. For two centuries, Mount Washington has been the object of countless writers' wonder and fascination. In this volume, more than twenty previously written pieces inspired by New England's highest peak have been carefully selected, and collectively these cover nearly every aspect of the mountain's storied past. Tag along on early explorations of the White Mountains and its fabled Presidential Range. Follow the history of the nation's first mountain-climbing train and witness many of Mount Washington's tales of human tragedies. Editor and area historian Mike Dickerman uncovers the fascinating history of one of the New Hampshire's most renowned natural wonders.

1882 William Henry Pickering

1871 Charles Henry Hitchcock

1983-08-01 White Mountain Guide Book Committee

2011-04-18 Bruce D. Heald On July 3, 1869, the three-and-one-third-mile track leading to the summit of picturesque Mount Washington opened for public use. Once, only those daring enough to scale the 6,288 feet could enjoy the splendor of the scenery, but now everyone could journey to the summit using the invention of retired businessman Sylvester Marsh, who dreamed of this mountainous mode of transportation. Created at the height of the age of rail, the Cog Railway continues to chug up the mountain and into the hearts of tourists each year. Local historian Bruce D. Heald ties the history of its construction together with the grand romance of the railway as they triumphantly converge at the top of Mount Washington.

2018-05-01 Randi Minetor On Mount Washington, it’s lack of preparation, not the mountain, that kills. The weather is highly changeable with wind gusts of 140 mph and -35 degree temps. Then there are the avalanches and icefalls. Combine this with inexperienced

hikers in t-shirts and flip flops and things can get ugly fast. Death on Mount Washington describes the circumstances behind the tragic tales of those who have lost their lives on the mountain. No one--not even the most experienced mountaineer or pilot--is safe from the mountain's mercurial weather conditions. Learn from the mistakes of others in the comfort and safety of your armchair and remember to respect Mount Washington on your next ski trip.

1904

1855 Mount Washington Road Company

1933 Robert Scott Monahan  
1980-01-01 Mark Miller From the forward by Jacques Kelly: Printed histories have a way of bypassing neighborhoods. Mount Washington is no exception to Baltimore's list of oversights. Despite the very considerable interest in the city's residential sections, which are now attracting new, younger families who are unfamiliar with their newly adopted surroundings, the stories of communities' pasts are limited to a handful of newspaper clippings filed away in public libraries. These stories never really answer the most asked questions: "How did my house and street get to be the way it is today." If Mount Washingtonians act somewhat more independent than other neighborhoods, the past gives some explanatory clues. It was always a community separate from its neighbors - older, with its won institutions, with definable geographic boundaries. With its won railroad station, stores, clubs, bridge and sport (lacrosse), it was clearly its won little sanctum. Here, after two centuries, is the Mount Washington story.

2018 Randi Minetor On Mount Washington, it's lack of preparation, not the mountain, that kills. The weather is highly changeable with wind gusts of 140 mph and -35 degree temps. Then there are the avalanches and icefalls. Combine this with inexperienced hikers in t-shirts and flip flops and things can get ugly fast. Death on Mount Washington describes the circumstances behind the tragic tales of those who have lost their lives on the mountain. No one--not even the most experienced mountaineer or pilot--is safe from the mountain's mercurial weather conditions. Learn from the mistakes of others in the comfort and safety of your armchair and remember to respect Mount Washington on your next ski trip.

2013 Linda Noll One of Baltimore s first suburbs, Mount Washington was originally part of a 17th-century land grant owned by Edward Stevenson. The hilly terrain provided a sense of privacy and isolation from the commerce of downtown Baltimore, and the cool summer breezes and cleaner air attracted city dwellers. With the advent of rail transportation, the village of Mount Washington evolved into a summer retreat in the mid-1800s. Shortly thereafter, it blossomed into an independent community of year-round residents who love the rural setting but may enjoy the urban amenities of downtown just minutes away. The nearby communities of Pimlico and Pikesville were established by Jewish families who migrated from the downtown area. The communities featured in Around Mount Washington have managed to retain elements of rural charm that originally attracted visitors in the 19th century. "

2014 Steven Caming Reaching more than a mile in the sky and acting as the crown of the Presidential Range, Mount Washington and the Mt. Washington Auto Road have been luring and challenging adventure seekers on foot, on bicycles, or in race cars for over 150 years. The Mt. Washington Auto Road was opened to the public in 1861 and has remained in continuous operation ever since--making this the nation's first man-made attraction. Located in the heart of New Hampshire's White Mountains, the Mt. Washington Auto Road has witnessed the evolution of transportation from mountain wagons drawn by six-horse teams to the modern cars of today. Mt. Washington Auto Road documents the history of this eight-mile path to the summit of the Northeast's highest peak.

1871

1950 Frank Allen Burt Source materials, photographs, typescripts, galleys and correspondence relating to the publication of the book. Includes several versions and drafts of the typescript.

1998 Gene Daniell Mt. Washington and the Presidential Range are considered the best of the best when it comes to New England hiking. This lightweight hiking guide completely describes each trail and the highest summits in the heart of the White Mountain National Forest. The new, sixth edition is completely revised and includes many great new features: