

Timeline of Maine Skiing

New England Ski Museum
In preparation for 2015 Annual Exhibit

Mid 1800s: "...the Maine legislature sought to populate the vast forests of northern Maine. It offered free land to anyone who would take up the challenge of homesteading in this wilderness.

...Widgery Thomas, state legislator and ex-Ambassador to Sweden...suggested that the offer of free land be made to people in Sweden.

In May, 1870 Thomas sailed for Sweden to offer 100 acres of land to any Swede willing to settle in Maine. Certificates of character were required. Thomas himself had to approve each recruit." Glenn Parkinson, *First Tracks: Stories from Maine's Skiing Heritage*. (Portland: Ski Maine, 1995), 4.

March 1869: "In March 1869 the state resolved "to promote the settlement of the public and other lands" by appointing three commissioners of settlement. William Widgery Thomas, Jr., one of the commissioners, had extensive diplomatic experience as ambassador to Sweden for Presidents Arthur and Harrison. Thomas had lived among the Swedes for years and was impressed with their hardy quality. He returned to the United States convinced that Swedes would make just the right sort of settlers for Maine. When Thomas became consul in Goteborg (Gothenburg), he made immediate plans for encouraging Swedes to emigrate to America." E. John B. Allen, "'Skeeing" in Maine: The Early Years, 1870s to 1920s", *Maine Historical Society Quarterly*, 30, 3 & 4, Winter, Spring 1991, 149.

July 23, 1870 "Widgery Thomas and his group of 22 men, 11 women and 18 children arrived at a site in the woods north of Caribou. "We called the spot New Sweden," wrote Thomas.

The state was to provide the settlers not only with land but also homes and roads linking the settlement. The Swedes were paid \$1 a day to cut the roads and to build their own log homes.

The winter of 1870-71 was safely and comfortably passed by the Swedes in these woods. They were accustomed to cold weather and deep snow...The Swedes knew how to build and use skidor or skis.

The skis were of the kind used in the mountain region of Norway, Sweden and Finland, unequal in length. The terrain around New Sweden was very similar. ...by the time New Sweden was settled the skis had become more equal in length.

Many people made skis for their own use, but a few also sold skis. Ski-makers Lars Stadig and Anselm Carlstrom decorated their skis with their own distinctive markings. All the skis from New Sweden in the 1800s have a long, carved tip that looks like the prow of a Viking sailing ship."

Glenn Parkinson, *First Tracks: Stories from Maine's Skiing Heritage*. (Portland: Ski Maine, 1995), 5-6.

1870-1871: “That first winter some parents with two children in school came for examination day on skis, pulling their baby in a sled. Thomas took pains to show the legislature how highly education was prized by the immigrants. Some children, as he pointed out, came five miles to school “slipping over the snow on skidor, Swedish snow-shoes.” People may have been on skis in New England before these immigrants in Maine, but Thomas’s description stands as the earliest unequivocal record of the use of skis in the Northeast...Elsewhere he remembered a row of skis lining the outside wall, “a strange sight in a Yankee school house.”

E. John B. Allen, ““Skeeing” in Maine: The Early Years, 1870s to 1920s”, *Maine Historical Society Quarterly*, 30, 3 & 4, Winter, Spring 1991, 150.

1902: “No one around Wilson’s Mills used skis when I went there in 1902, and most of them had never seen any. When mine arrived, they created a great sensation. There was a crowd assembled at the hotel, and the skis came in for a good deal of ridicule. We argued the merits of snowshoes versus skis in deep snow, so I suggested “Let’s settle it right now. We’ll go to the post office and back, and the one who gets back first gets one of Mrs. Flint’s fresh mince pies.”

One fellow who was an extra good snowshoe runner said “O.K. I’ll bet five dollars on top of that that I win.”

I tried to make it twenty-five dollars, but the man said he didn’t want to rob me of my money. He made one condition, that I go on the outside of the road, not in the tracks.

Well, we started out half-mile race, and by the time the poor fellow had reached the Post Office, I was nearly back to the hotel...I never hears anyone dispute the authority of skis again.”

Frederick W. Jorgensen, *25 Years a Game Warden*. (Brattleboro: Stephen Daye Press, 1937), 65.

1904-05: “In 1904 (Theodore) Johnsen ...started his own boat-building and wood products company, the Theo A. Johnsen Co., also known as Tajco. ...Johnsen must have been encouraged by the sales of his skis that first winter of 1904-05 because in May, he began to invest seriously in marketing an expanded line of skis for the coming 1905-06 season.

As part of this effort, he laid out and printed a ski booklet 54 pages long, entitled *The Winter Sport of Skeeing*. The first 38 pages was an instruction manual in technique and in the use of equipment. The last 16 pages consisted of the Tajco 1905 winter sports catalog. This booklet constitutes the first substantive work on skiing published in America.”

Glenn Parkinson, *First Tracks: Stories from Maine's Skiing Heritage*. (Portland: Ski Maine, 1995), 17-18.

Winter 1907: “...Norman Libby from Bridgton was attracted to Mount Washington where, for some years, he had a hand in editing the summer news sheet *Among the Clouds*. He had an interest in skiing, and in the winters of 1903 and 1904 had used skis on the mountain. In

February 1905 he made a pleasure excursion with a specific purpose: “to slide a portion of the down trip” which he managed without mishap.

For a far more ambitious project in the winter of 1907, Libby wished for a skiing comrade. He contacted Algernon G. Chandler of Brunswick, “one of the most companionable fellows,” for a hundred-mile trip from Bridgton to Gorham (NH), including a number of ascents, using skis most of the way. This was quite a challenge for Libby, and even more so for the inexperienced Chandler.

After two ascents of Pleasant Mountain, they skied into Fryeburg to take the train to North Conway. They enjoyed riding down the mountain on logs at Roderick’s lumber camp before going to on Mount Washington—the goal of the trip. Originally the idea had been to repeat what Norman Libby had found so exciting, “to ascend to the Half Way House simply to enjoy the exhilarating slide to the Glen House,” down the Carriage Road. For the ascent, they bound their skis with rope, which gave some security on the crusted snow, and on the return had a grand time sliding. It was, as Libby put it, “rapid. With allowance for delays (mostly tumbles)...we made the four miles in a running time of twenty minutes.”

In the meantime, the host of the Glen House had obtained creepers—iron-shod, crampon-like moccasins—and Libby and Chandler readily admitted to “a change of program.” This brought them to the “climax” of their expedition: an ascent to the top of New England’s highest mountain. Up they went as far as the Half Way House on skis. They left the skis there, and on creepers made it to the top, in a fearful wind. Back at the Half Way House, they put on their skis for the four-mile slide down to the Glen House meadows. The whole trip took nearly twelve hours. They journeyed home by “train and team.”

These Mount Washington excursions indicate the appeal skiing had for a few middle-class outdoorsmen in Maine; Libby was a respected and successful insurance agent; Chandler owned the Bates College bookstore. The disciplined effort of the hundred-mile expedition was tempered by the fun of the down-mountain slides on Pleasant and Washington—just that combination of muscularity and merry-making that many found so attractive in the years around the turn of the century.”

E. John B. Allen, ““Skeeing” in Maine: The Early Years, 1870s to 1920s”, *Maine Historical Society Quarterly*, 30, 3 & 4, Winter, Spring 1991, 153-155.

1907: “An interesting feature of their passage through Pinkham Notch was at Roderick’s lumber camp where through the courtesy of the management, they were permitted and inspected the cutting operations on Spruce Hill and to enjoy the exciting novelty of riding down the mountain on a load of logs. This couple of sturdy, self-constituted Appalachians made two ascents of Mount Washington. That is to say, they first ascended to the Half-Way House simply to enjoy the exhilarating ski slide to the Glen House, then made a second tramp up the carriage road and to the summit. There the scene was decidedly Arctic. They found a drift ten or more feet deep in front of the Summit House, the old Tip-Top House nearly buried in ice and snow,

and the car barn roof blown off on the southeast corner. . . . The return home was by train and team by way of Gorham, Jefferson valley and the Crawford Notch.”

C.O. Stickney, “Skiing in the White Mountains: A.G. Chandler of Brunswick, Me. and Norman H. Libby of Bridgton Make 100-Mile Excursion,” *Portland Daily Argus*, n.d., copy by E. John B. Allen from Susan Chandler scrapbook.

Circa 1920: “The pleasures and beauties of a New England winter are probably best realized at Poland Spring where there is every convenience that modern life demands, all the comforts of a private home and opportunity for rest and recreation rarely available elsewhere.

From the moment of arrival at Danville Junction, every guest has the care and attention that has always distinguished Poland Spring, summer and winter. In fur coats and wraps and in roomy and comfortable sleighs, the guests start the five-mile drive to the Mansion House situated on the crest of Ricker Hill, picturesque, comfortable, and inviting.

Rousing wood fires in the chimney corners of Mansion House and Riccor Inn, and throngs of frolicking guests enjoying themselves on skating rink, toboggan-slide, or frozen lake, these are but indexes of the manner in which Poland Spring greets the long winter season. Golf gives way to hockey; motoring to the horse-drawn sleigh and its tuneful bells; skiing, snowshoeing, coasting and no end of indoor pleasure, substitute themselves for the pastimes of summer. Winter is not the dull season—rather, it is the season of greatest sport, of freest enjoyment, in the land of health and vigor which is Maine.”

Hiram Ricker & Sons, “Winter Poland Spring Season,” booklet ca. 1920, collection of E. John B. Allen.

1926: “By 1926 Katahdin had become an attractive winter haunt for tougher New England skiers, and Arthur Comey was the upstart who cut the biggest piece of the Great Mountain. That year Katahdin veteran and Bemis Crew charter member Willard Helburn organized yet another Katahdin trip. This time. . . Robert Underhill and Comey decided to ski to the top of Baxter Peak, Katahdin’s highest summit. Underhill switched to crampons just before the summit, but Comey used his skis for the whole climb, then most probably skied down, thus making the first ski ascent of Katahdin.”

Louis W. Dawson, *Wild Snow: A Historical Guide to North American Ski Mountaineering*. (Golden, CO: American Alpine Club, 1997), 220.

March 10, 1926: “Wednesday dawned cold and clear. Arthur Comey and Robert Underhill climbed the mountain on skis via the Great Basin—time about four hours, back in one and a quarter. They ascended by long zig-zags, Underhill taking to crampons the last two hundred feet, but Comey bringing the first skis to the top. Here the wind and frozen surface made control difficult, and they circled well to the Abol side before reaching the summit. Their descent was sporty and quick, though not according to Lunn.”

J. Ashton Allis, “March Days on Katahdin,” *Appalachia*, XX, 4, December 1926, 511.

March 1926: “Conditions here may vary, but both in March, 1926 and in March, 1928, a shallow coating of snow or frost crystals afforded good skiing on the gentle ice-covered slopes of the upper mountain. By a long swing to the west the rockier portions are avoided and the summit easily reached, provided a fair day is chosen.

The speed of the down run to the Saddle depends entirely on the skier’s proficiency. Long diagonal traverses linked by slow but sharp Christiana turns permit of slow running, particularly where the ground is a bit bumpy. The Saddle gained, if the snow on the steep side is not too hard the greatest thrill of all comes when one dips the ski-points over its rim. Another diagonal is quickly struck across the slide and proves a surprisingly steady run as soon as one gets under way. The curving side wall of the slide brings one to a stop all too soon; and then, if the runner is a bit tired and not particularly expert, he will probably use the “Sitz-Telemark” turn, said to have been invented by Professor Sitz for just such occasions. Back across the slide by a longer traverse, with possibly a kick turn this time; across the face of the slide about twice more, then a jump turn if one dares, and one is off on a long sweeping run far along the slope, below the rocks but above the trees. There follow one or two short ascents and then the great final swoop down almost to Chimney Pond and the welcome cabin door. Out “all day,” yet it is but 2:30: the March sun beats warmly, inviting a snow bath, or even a few turns on the skis, clad in boots and beret. Then a cup of the famous tea brewed by the hospitable host of Chimney Pond Cabin, LeRoy Dudley, whose cooking and tales are equally delicious. (And this same day, after snowshoeing for over fifty years, he at last donned skis and was caught in the act. Now the longest and fastest will be none too good for him.)”

Arthur C. Comey, “Skiing at Katahdin,” *Appalachia*, XXI, 10, June 1928, 24-25.

March 1928: “On the 1928 expedition, in that spottiest of all sun-spot seasons, it was found that “north of the thaw-line” could be a myth, even for Katahdin; subsequent to the brief rain of February 23rd the ensuing crust was never completely buried for more than a day or two, except in the woods, no matter what amount of snow fell or was blown upon the basin slopes.

From the slopes near the Saddle Slide, visited three times, the narrow but smooth, snow-filled bed of the brook afforded an alternative descent packed with thrilling twists and bends. A visit was also made to the treeless North Basin, and thence the trip led around Hamlin Ridge, above the trees and below the rocky ridge itself, with a chance for occasional swoops down to the softer snow; but the skiers’ worst enemy in that region, the wind, had bared the crust in many spots except in the somewhat sheltered upper end of the Great Basin.

The out run of thirty miles to the railroad station proved easily done between eight and six, with one and three-quarters hours out at noon. Below Chimney Pond a broad, almost treeless slope led sharply down to Basin Pond, the route of ascent taken at night a week before. For the next mile and a half the tote-road afforded going too fast in places for the ordinary skier; then came gentle slopes and flat going for mile after mile, with the great mountain gleaming white behind.”

Arthur C. Comey, “Skiing at Katahdin,” *Appalachia*, XXI, 10, June 1928, 25-26

February 3, 1935: “Fryeburg is to have a snow train. It is to be known officially as the Fryeburg Snow Train and will be operated from Portland to Fryeburg Sunday February 3.

In the snow train movement, Maine has lagged far behind New Hampshire and this is the first venture of its nature, with the exception of a snow train which will leave Bangor one day previous to the Fryeburg date and go over the Bangor and Aroostook to Fort Fairfield.

Here in Fryeburg the people as a whole are solidly behind the committee and are ready to cooperate to make the day for the visitors a pleasant one. Plans are being made for two members of the committee to board the train at Portland to assist the passengers in planning their outings...”

Mrs. Charles A. Snow, “Fryeburg Snow Train Scheduled for Feb. 3”, *North Conway Reporter*, XXVI, 45, January 24, 1935, 1.

February 9-10, 1935: “Wynne Robbins of Portland, ski expert, was in town over last weekend, working with the Winter Sports Committee, on ski trails and offering suggestions for improving those already in operation. Much improvement was made in the ski run at Jockey Cap, and a new and better toboggan slide was laid out from the top of Jockey Cap, running toward Bridgton.”

Mrs. Charles A. Snow, “Winter Sports: Second Snow Train of Season Scheduled for Fryeburg Next Sunday,” *North Conway Reporter*, XXVI, 48, February 14, 1935, 1.

1935: “A full three years before the (Pleasant Mountain) rope tow was installed, there was talk in town of cutting a ski trail on Harry Douglas’ property. So the town of Bridgton bought Douglas’ pasture and a trail was laid out, with most of the work done by the Civilian Conservation Corps boys ...

That trail, the Jack Spratt, was named for the son of Bridgton Academy’s former headmaster.” John Christie, “Skiing in Maine: A life inspired by mountain and mentors,”

http://www.pressherald.com/2012/03/17/a-life-inspired-by-mountain-and-mentors_2012-03-18/, accessed April 10, 2015.

1936: “The success of their snow train in 1935 had convinced the Fryeburg Winter Sports Committee to do even more in 1936. On Starks Hill, behind the train station, they cut two ski trails offering advanced skiing. On Jockey Cap, wooden toboggan chutes were built to replace the snow-banked ones used in 1935. And then, putting up \$25 each, ten enterprising young men built Maine’s first rope tow. The tow brought experts, novices, the curious and a lot of attention to Fryeburg.”

Glenn Parkinson, *First Tracks: Stories from Maine’s Skiing Heritage*. (Portland: Ski Maine, 1995), 37.

January 3, 1936: “Weather conditions being unfavorable for snow sports, the first snow train from Portland, scheduled for last Sunday was cancelled and it is expected that it will

be run on the same schedule next Sunday. In the meantime, a fall of snow has improved conditions and, if a little more comes before Sunday, it will be perfect.

Fryeburg's big new attraction this year is the ski-tow on the Jockey Cap ski run. It is now completed and ready for business. Frank H. Peterson, a former sailor, spliced the rope, which runs in endless chain effect through pulleys from the top to the bottom of the run then back to the starting point. For a nominal sum of money, the skier can be pulled up all day and enjoy both trips equally. It has been tried out by local enthusiasts and they report that the pull up is nearly as much fun as the trip down on skis. It has also been tried with a toboggan."

Mrs. Charles A. Snow, "Fryeburg Snow Train Postponed," *North Conway Reporter*, XXVII, 43, January 9, 1936, 1.

January 12, 1936: "Fryeburg's new ski tow proved its popularity last Sunday when the first snow train for 1936 was run from Portland. From the moment the snow train patrons reached Jockey Cap ski run, after first having enjoyed a jolly straw ride from the station, the run was in use, until the last skier reluctantly took his last trip down the side of Jockey Cap in time to leave on the train at 5 o'clock."

Mrs. Charles A. Snow, "Fryeburg's Sunday Snow Train," *North Conway Reporter*, XXVII, 44, January 16, 1936, 1.

January 14, 1936: "What promises to be one of the most intensive ski trail developments in New England, one that will open up an entirely new territory for winter sports enthusiasts, is planned for the White Mountain National Forest on the Maine-New Hampshire borderline between Gilead and Fryeburg. The U. S. Forest Service, Appalachian Mountain Club, and the various towns in the region are cooperating in the project which will open ski trails on seven border mountains in Maine and New Hampshire.

Of the seven peaks, two are in Maine. One, Speckled Mountain, is a 2,677-foot peak in the town of Stoneham. Speckled Mountain is one of three peaks in Maine by that name. Its summit consists of open ledges and is surmounted by a National Forest fire lookout.

East Royce, 3,133 feet in height, is directly on the border, in Batchelder's Grant, Maine, and Bean Purchase, N. H. It is the eastern peak of Royce Mt.

Wholly in New Hampshire are West Royce (3,300), Meader (2,820), South Baldface (3,585), Eastman (2,959), and Kearsarge (3,260). However, all of these with the exception of Kearsarge, which is reached from the Conway region, are accessible only through Maine, either North from Fryeburg via Stow, or South from Bethel and Gilead over the scenic Evans Notch Road, a major CCC project.

The Appalachian Mountain Club has a private camp located just across the border in Chatham, N. H. Persons familiar with the region predict that this camp, known as the Cold River Camp, may rival the famous Pinkham Notch Camp of the A. M. C. when the borderline development reaches completion.

There is no limit to the number of sporty trails that can be constructed in the region, with government funds and labor available since the land is all in the White Mountain National Forest. Baldface Mountain offers a chance for a ski trail that will rival the internationally famous Tuckerman's Ravine Trail on Mount Washington."

Ran Sanford, "Borderline Development to Open Up Many New Ski Trails," *Portland Evening Express*, January 14, 1936.

January 19, 1936: "Last Sunday, although no train or bus was run to Fryeburg, about 100 people came and enjoyed the Jockey Cap ski run and tow during the day. Those in charge of the ski tow estimated that there were many more people actually using the tow than there were the previous Sunday. While a severe blizzard was in progress over most of the country, here the snow was light until late afternoon and interfered in no way with the sports.

The ski tow will be operated every Saturday afternoon and all day Sunday, or at any other time upon request at a reasonable minimum hourly charge."

Mrs. Charles A. Snow, "Fryeburg's Second Snow Train Scheduled for Sunday," *North Conway Reporter*, XXVII, 45, January 23, 1936, 1.

January 23, 1936: "At a committee meeting recently, the following committees were appointed by Harry Jewett, chairman of the Winter Sports Committee..."

Regional Development committee: Dudley A. Perkins. Probably the most important committee appointed. The duties are to cooperate with the Appalachian Mountain Club and the U.S. Forest Service in having ski trails built on the following mountains: South Baldface, Meader, East Royce, West Royce, Speckled, Eastman, and Kearsarge. The Appalachian Mountain Club already has at the foot of these mountains a camp which is operated in the summer. If the contemplated ski trails are cut, this camp will undoubtedly rival in popularity the camp which is now operated at Pinkham Notch. It is said that a ski trail on Baldface Mountain will rival the famous Tuckerman's Ravine trail."

"Winter Sports Meeting," *North Conway Reporter*, XXVII, 45, January 23, 1936, 2.

1936: "In 1936, the old Citizen's Conservation Corps (sic) slashed a trail from the summit of the mountain, and that is where Russ started to "ski seriously." The rugged mountain proved to be an ideal training site. In ensuing seasons he ran every major trail in the East, missing only the Thunderbolt Trail on Mount Greylock in the Berkshires.

Then came a miracle: The Bridgton Chamber of Commerce decided to develop part of the mountain, and the present open slope was cut like a great gash on the face of a giant, then furnished with two rope tows—and a ski area was born."

Tap Goodenough, "Pleasant Mountain," *Skier* XVII, 4, January 1969, 14.

August 1936: “By August, the Camden Outing Club formed plans for the proposed winter sports area at Hosmer Pond. The plans called for ski trails and a rope tow on the side of Ragged Mountain as well as several toboggan chutes. Ski jumps were to be built, as well as a lodge house at the foot of the mountain....In addition, a road was to be constructed to the area of the lodge house, as well as a parking lot.”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 4-5.

January 14, 1937: “Jockey Cap Ski Slope, probably the most popular for all-around snow sports in this section, has been improved in many ways, with a new and safer toboggan chute, a wider and clearer space for skiing, a new short down-hill trail and a beginner’s ski slope. The ski-tow has been lengthened and improved and will service not only the wide open slopes on Jockey Cap and the short down-hill run, but the new cross-country trail as well. This new course, which is four miles in length, begins on the summit of Jockey Cap....

Stark’s Hill still remains a favorite skiing attraction in the minds of the better skiers and undoubtedly many will avail themselves of the opportunity to run this interesting slope several times this winter. Pine Hill with its gradual slopes, will be available for those who wish a safe place to learn the art of skiing.”

Mrs. Charles A. Snow, “Fryeburg Winter Sports News,” *North Conway Reporter XXVIII*, 44, January 14, 1937, 1.

January 24, 1937: “Fryeburg was to have had a Snow Train from Portland, Sunday, but owing to lack of snow, it was cancelled. However, the Ski School, a branch of the Lemere School of American Skiing, was started Saturday and, on account of the remaining short period of suitable skiing conditions, H. Paul Lemere of Whitefield, N.H., remained over until Sunday and gave the second lesson in the series at that time.

It is understood that this is the first full-fledged ski school to be held in Maine and will be continued each Saturday afternoon under Mr. Lemere’s supervision. He learned skiing originally from famous Norwegian skiers and in recent years has studied with famous instructors, including Otto N. Schniebs, former Dartmouth ski coach.”

Mrs. Charles A. Snow, “Winter Sports at Fryeburg,” *North Conway Reporter*, XXVIII, 46, January 28, 1937, 1.

October 1937: “The first Sunday work group was on October 24, with the ski slope and paths being cleared. The number of volunteers was down considerably from last year’s crew. A call went out for help, which resulted in more workers as the fall progressed. About twenty-five CCC youths did a lot of work in clearing the ski-slope at this time. They donated their free time on Sundays to help on this project.”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 9.

January 1938: “Some seventy men were involved at this time in dynamiting and smoothing the ski slope area. This WPA project was now expanded to include a large parking area. Walter Lovell was giving ski lessons at the Snow Bowl, with some thirty two in the class. The Megunticook Ski Trail on Mt. Megunticook was well marked by the CCC youths, and they had also plowed the road so that skiers could drive in to the base of the trails.”
Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 9.

1938: “It was...in 1938 that the first Cumberland County skiers rode the rope tow strung on the north slope of the mountain (Pleasant).”
John Christie, “Skiing in Maine: A life inspired by mountain and mentors,”
<http://www.pressherald.com/2012/03/17/a-life-inspired-by-mountain-and-mentors> 2012-03-18/
, accessed April 10, 2015.

October 1938: “It was in October of 1938 that a WPA crew began construction of ski trails and a toboggan chute on the slopes of Quoggy Joe Mountain bordering Echo Lake.

Aroostook State Park was the gift of the citizens of Presque Isle, who also provided the sponsor contribution for the first two years.

The first facilities included an S-Trail from the top of Quoggy Joe to the shore of Echo Lake with a vertical drop of 640 feet in a little less than one-half mile. A small open slope was serviced by a unique tow. This tow was made from a potato sled on which one of the local blacksmiths added seats. Also donated was an electric motor to haul the sled to the top of the open slope.”
Charles F. Bradford, “Aroostook State Park Skiing Started with Potato-Sled Tow,” *Eastern Ski Bulletin*, VII, 7, February 23, 1959, 12.

January 30, 1939: “The first real snowstorm of the season hit Camden on January 30 when a nor’easter, with high winds, piled snow into huge drifts. With the help of volunteers and the WPA, the ski area was completed. The ski tow went into operation for the first time, and skiing became a favorite sport in the area. This pretty much completed the winter sport facility.”
Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 11.

1939: “Mount Megunticook Trail is a well-marked new trail, classed as intermediate to expert, which runs from Mount Megunticook summit (1,380 feet) to Spring Brook Trail. Constructed by Civilian Conservation Corps, it is hand-graded; 30 to 60 feet wide; 1 ½ miles long; descent, 1,000 feet; maximum grade, 70 degrees, and an average grade of from 15 to 30 degrees.”
American Guide Series, “*Skiing in the East: The Best Trails and How To Get There*. (New York: M. Barrows & Company, 1939), 257.

Mid-1940s: “In the mid-1940s, real growth began when Russell Haggett, Jr., Ramus Erickson and Rayburn Riley bought the area and replaced the original rope tow with a longer one. The two Rays worked in the background as silent partners, although they were both often visible at the area, while Haggett was omnipresent, inspirational and tireless in his efforts to help lay the foundation for the ski area we enjoy today.”

John Christie, “Skiing in Maine: A life inspired by mountain and mentors,”

<http://www.pressherald.com/2012/03/17/a-life-inspired-by-mountain-and-mentors> 2012-03-18/
, accessed April 10, 2015.

1943: “In 1943, Russ Haggett of Bridgton, a boss shipfitter, Wes Marco of Bath, a welding department supervisor, and Luke Evans of Bridgton, a crane operator, joined forces with Ray Riley, owner of the Pleasant Mountain Inn on Moose Pond, to form the Pleasant Mountain Corporation. They bought land from the town and from the Evans family. This was the beginning of the ski area as we know it today.”

Frank Emery, “World War II Shipyard Spawns Pleasant Mountain Ski Area,” *The Pleasant Times: Stories from the History of Shawnee Peak at Pleasant Mountain*, Gorham, ME, December 1992, 3.

1945-46: “Shortly after World War II, Amos Winter, who owned a general store in the sleepy little town of Kingfield, had an idea. He had cut his skiing teeth in the formidable bowl on the east side of Mount Washington known as Tuckerman Ravine, and he began to think he could avoid the long trip to Pinkham Notch if a ski trail of some sort could be cut a little closer to home....

Bigelow, the second highest and most massive of those mountains, was of particular interest to Amos....this imposing hulk was the mountain from which Colonel Timothy Bigelow, a member of Benedict Arnold’s troop on its march to Quebec in the late fall of 1775, was said to have attempted—unsuccessfully—to see their destination....

On its broad northerly flank, the potential for a ski trail of nearly 3,000 vertical feet was revealed to Amos as he explored the terrain with Fred Morrison, proprietor of the local drugstore. Accompanying them was an enthusiastic group of young Kingfield schoolboys, including Robert “Stub” Taylor, Odlin Thompson, Howard Dunham, Howell McClure, Dick French, and Mickey Durrell. Together, they ultimately carved out a ski trail.

Their route utilized a section of the Appalachian Trail that started on Avery Peak and descended east toward Little Bigelow, to a point under a promontory known as “The Old Man’s Head.” Here, the AT intersected with a trail cut by the Civilian Conservation Corps, which headed north toward the old shingle mill on the banks of the Dead River. This so-called Dead River Trail followed the route known today as the Safford Brook Trail.

Starting in the winter of 1945-46, the Bigelow Boys, as they came to be known, enjoyed the deep snows and challenging terrain some twenty miles from Kingfield.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 16.

1946-47: “In the winter of 1946-47 Russ became the manager. In 1947 Wes was called back to the welding department at Bath Iron Works, and he sold his share of the mountain to Russ. In the meantime, they improved the facilities by cutting trees for glade skiing on the west side of the main slope and by enlarging the Base Lodge....In 1947 Ray Erickson, an engineer from Cape Elizabeth, came along and purchased the property from the remaining three shareholders. Erickson joined with Al Cooley from Falmouth and Emil Morin from Danville Junction to purchase the property and to plan improvements.”

Frank Emery, “World War II Shipyard Spawns Pleasant Mountain Ski Area,” *The Pleasant Times: Stories from the History of Shawnee Peak at Pleasant Mountain*, Gorham, ME, December 1992, 3.

1948: “The Central Maine Power Company, recognizing the hydroelectric potential of the Dead River, had finalized a plan conceived in the 1920s to purchase the land bordering the river north of Bigelow, including the village of Flagstaff, from the Great Northern Paper Company. The plan was to build a dam at Long Falls, not far from the easterly end of Bigelow, and create a massive impoundment to be known as Flagstaff Lake, twenty-six miles long and four to five miles wide...

As crews began to cut the flowage area, traveling in on a road built to the dam site by the J.L. Hinman Company, a disturbing results was revealed to Amos and the Bigelow Boys: Their newly cut trail was going to be rendered inaccessible.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 17-18.

1948: “...in Augusta, the Maine Development Commission—a state government entity appointed by Governor Horace Hildreth—was mulling over various economic development options for the state. They were aware that ski area development in Maine’s neighboring New England states was contributing a great deal to their economic vitality, including New Hampshire’s public investment in the construction and operation of both Cannon Mountain and Mount Sunapee. Recognizing that skiing might well expand Maine’s tourism business not only for the winter season, but also into regions of the state heretofore off the visitors’ beaten path, the Commission called a meeting of the handful of existing ski clubs in Maine to start formulating a plan....

The result of that formative session was the creation of the Maine Ski Council, and Robert “Bunny” Bass of Wilton, a name already well known in ski circles for his family company’s line of ski boots, was elected the Council’s first president.

One of the first orders of business was to appoint from among its membership an Area Development Committee. In the recollected words of Dick Bell of Farmington, Sugarloaf pioneer, promoter, and historian, the Committee’s focus would be to “look over all of those

mountains in Maine which Maine skiers deemed as developable and determine which of these could be most feasibly turned into a ski area.”

...Their initial list of potential developments included Saddleback, Sugarloaf, Bigelow, Mount Blue, Farmington, Old Speck, Baldpate, and the Andover Region.

They had heard about Amos’ activities on Bigelow, and were aware not only of his access problems, but also of the fact that he had turned his attention to Sugarloaf, the next mountain to the south, and Maine’s second highest at more than 4,200 feet.

During 1948, Horace Chapman, Area Development Committee member from the Penobscot Valley Ski Club and owner of the venerable Bangor House, explored the mountain with his son John.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 18-19.

1949: “It wasn’t until 1949 that the entire committee made its first trip to Carrabassett Valley to get a firsthand look at this mountain they had begun to hear so much about. Accompanied by Amos and his Kingfield protégés, they liked what they saw. They reported back that of all the mountains they had seen, Sugarloaf, in their collection estimation, had the greatest development potential. It combined optimum northerly exposure, the highest average annual snowfall (in excess of 140 inches), and the fewest access issues, with Route 27 running in the valley at its northerly base.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 20.

January 1950: “By mid-January there was enough snow to operate the ski tow. This was the first time the new tow was put into operation. More than \$2,500 was spent on it since last season, and that was reflected in its smooth performance, with no slowdowns or stoppages.”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 39

1950: “First, the Sugarloaf Ski Club was organized, and second, work began on the initial ski trail. No longer was the arduous work of laying out and cutting a ski trail the exclusive responsibility of a few guys from the surrounding area. Now, willing hands from all over the state were ready to pitch in. And they did.

They recognized that to design a ski trail that would thread its way from the edge of the snowfields down some 1,800 vertical feet to where the concave terrain began to flatten out, about two miles from the main road, would require some professional guidance. Sel Hannah, a nationally known ski trail designer from Franconia, New Hampshire, was asked to lend a hand, and he generously consented.

Before the trail could be laid out and cut, the group had to obtain the permission of the landowner, Great Northern Paper Company. Not only was it granted, but in addition, a twenty year lease was negotiated for virtually all of the acreage that would eventually be occupied by the ski area development. However, this did not include the two miles that needed to be traversed between Route 27 and the lower end of the ski trail. This property was owned by the Merrow family, and fortunately, they deeded a right-of-way across their land as a generous gift.

The ski trail, to be called Winter's Way, in recognition of the pioneering efforts of its namesake, Amos, was nearly a mile and a quarter in length. It was laid out on the ground by Hannah, and weekend after weekend during the summer of 1950, skiers, friends of skiers, and ski area aficionados from all over the state gathered on the northerly flank of the mountain to hack out a trail that included, in some areas, pitches in excess of 30 degrees. And at the top of this trail were acres and acres of wide-open snowfields that accumulated snow deposited by the prevailing northwesterly winds during the winter, visible into the late spring. Hence, the moniker: Sugarloaf."

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 20-21.

April 26-27, 1951: "That very afternoon with ski and pack, tent and sleeping bag, I was headed north to fulfill a dream started by my brother years before, when we climbed the mountain in summer up the Appalachian Trail, and revived two years ago, when at the top of the left gully in Tuckerman's Ravine, Amos had told me of the newly formed Sugarloaf Mountain Ski Club and of their plans to cut a ski trail down from the snowfields on the north face.

The trail was laid out with the help of Sel Hannah of Franconia, and cut, mostly with volunteer labor using chain saws, in the incredibly short time of fourteen days. Perhaps they used the old New England custom of a keg of rum at the end of the trail.

Andrew A. Titcomb, "Skiing Maine's Unknown Snowfields," *Appalachia* New Series XVII, 12, December, 1951, 553.

1951: "...Winter's Way was by no means a fall line trail. And neither was it very wide. It was laid out by a leading ski trail designer, Sel Hannah from Franconia, N.H., but no one would dream of such a layout today. To ski it...you would find yourself constantly checking left, letting your skis run a bit, and then check left again. You would ski the entire trail, never groomed, without any significant turns to the right.

On many occasions, especially in mud season, you had to hike, ski, or skin in the three miles from Route 27 before you started climbing the trail. But even when you could drive in, the average skier was good for only two runs, or more accurately, two climbs. Three was an ambitious day and only a few hearty souls did more. I can remember, on more than one occasion, as I was about to start a climb, someone would ask me to tow a rescue toboggan to the top on my way up. That would insure for me only a two-climb day."

John Parker, "A Climber's Mountain," in Sugarloaf Mountain Ski Club 50th Anniversary Magazine, Winter 1999-2000, 18.

1951: “The summer of 1951 was a busy one on the mountain, as Amos and his crew undertook trail widening and grooming, as well as rock picking. The latter became an annual tradition during all the summers prior to the installation of snowmaking equipment, as crews would try to remove all the rocks pushed up to the surface each year by the winter frost. The rocks would be picked and tossed off into the woods.

And during that summer, in a tradition that has now become endemic to the ski industry, debt was incurred. Gravel was needed for the access road to ensure its dependable use, and Jim Flint, president of Peoples National Bank of Farmington, stepped up to the plate and provided a loan to the Club (secured, of course, by the personal signatures of the directors) for the much-needed improvements.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 24-25.

1952: “With the growing interest in cross-country skiing, two Rangers at Baxter State Park in the Mt. Katahdin, Maine area are planning guided snow-shoe, ski trips in the Park.

Ralph Dolley and Edward Werler have the exclusive use of the Roaring Brook and Russell Pond campsites and, according to Werler, “intend to have them well stocked with good food.” “I believe that between Ralph and me, We can set a pretty good table.””

“Guided Ski and Snowshoe Trips Offered by Two Maine Rangers,” *Eastern Skier*, IV, 5, January 1, 1952, 7.

1952: “During the summer of 1952, the trail was further groomed, and the initial base lodge—a hut, actually—was constructed at about the 2,200-foot level at the bottom of Winter’s Way, under the direction of Fred Morrison, chairman of the newly-formed Hut Committee.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 26.

1953: “...The first tow, modest as it was, was installed on the lowest section of Winter’s Way in 1953. Seven hundred feet long, and powered by a 10-horsepower gasoline engine, this rope tow allowed accomplished skiers to get a short assist on their ascent to the top. Beginners could use it to learn some rudimentary turns on easy terrain on the gentler, lower part of the mountain.

Stub Taylor ran the lift (in addition to caring for any injured skiers) on the weekends, and Sugarloaf began to generate its initial lift income by charging skiers who were not members of the Club a fee to sue the tow: \$1.00 per day for adults, and 50 cents for juniors.

...And so began the 1953-54 ski season, with the rope tow providing great assistance to “leg-weary veterans of skin-encumbered hikes,” as described by Dick Bell in his recollections of Sugarloaf’s earliest days. Hundreds of beginning skiers were able to enjoy countless runs on the relatively easy terrain accessed by the lift, and people who had only read about the mountain were now able to experience it firsthand.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 27.

1953-54: “For some years there has been an open slope for skiing on the northerly side of Pleasant Mountain. There is now a 2,000-foot Constam T-Bar ski lift in operation (Maine’s only one of this type) and also a rope tow.

Charles B. Fobes, “Pleasant Mountain, Maine, Ski Development,” *Appalachia*, New Series XXI, 7, June, 1955, 422-23.

February 13, 1954: “Maine’s first and New England’s newest major ski area celebrated a blue chip day as the Prospectors Ski Club of Waltham poured 79 men, women and junior racers down the Pleasant Mountain ski area’s new T-bar slopes for a total of 14 prizewinners in the club’s first annual silver slalom in dazzling sun and rapidly warming temperatures here today.

There’s no doubt in the minds of those who skied Pleasant Mountain this week end that the area is a “comer”. The new lift, whose construction was supervised by Ray Ericksen of Cape Elizabeth, new president of Pleasant Mountain Corporation, is the same smooth-riding type he installed at New Hampshire’s new Cannon Mountain and Mt. Sunapee areas this winter.”

Henry Moore, “Prospectors Inaugurate Maine Area,” *Eastern Ski Bulletin*, II, 6, March 2, 1954, 9.

January 1955 “In January, the construction of a new 4,100-foot chair lift was begun. It will operate the year ‘round and have a capacity of 450 skiers per hour. Mechanical data on the chair lift is as follows: 4,100 feet long, 1,200 vertical feet difference in elevation between base station and top terminal, seventy-two dual chairs, nine and half minute ride to top, 450 skier per hour in winter, 350 sightseers in summer. The chairs are supported by one-inch cable on eighteen steel towers. Passengers will ride on an average of fifteen feet above the ground. The lift is powered by an 100-horsepower electric motor with a gasoline standby motor in case of power failure. The \$100,000 chair lift will probably be in operation by mid-July. Russell Haggett, Bridgton, Maine, and Ray Erickson of Portland are officials of the Pleasant Mountain Corporation.”

Charles B. Fobes, “Pleasant Mountain, Maine, Ski Development,” *Appalachia*, New Series XXI, 7, June, 1955, 422-23.

February 1955: “Sel Hannah, veteran Franconia New Hampshire skier, mountaineer and trail designer was quoted as remarking, “The vertical drop of this mountain ranks it as one of the best east of the Rockies; terrain is essential and from my observations of Sugarloaf, it appears to excel in that department. With an average vertical descent of forty degrees above timberline and a vertical drop of 2,537 feet over 1 ¾ miles of snowfield and trail, it offers ideal racing and recreational skiing from late November to early in May.””

Robert Mitchell, “Spring Skiing is Fine Above Timberline Area,” *Eastern Ski Bulletin*, III, 6, February 4, 1955, 5.

March 24, 1955: “Then, on March 24, 1955, at the Worcester House in downtown Hallowell, a group of energetic visionaries formed the Sugarloaf Mountain Corporation. Elected as its first officers were Bunny Bass, president; Richard Luce, owner of the Farmington Oil Company, vice president; Dick Bell, owner of the Currier Insurance Agency in Farmington, secretary and clerk; and Jim Flint, president of Peoples National Bank of Farmington, treasurer. Amos Winter was formally named executive manager, and a thirteen-member board was elected.

One hundred thousand dollars worth of common stock was authorized and issued at \$10 par. The Sugarloaf Ski Club received a thousand shares in compensation for all of the existing facilities—not a bad deal for the investors, since the Club had previously borrowed \$10,000 just to improve the access road!

After lengthy discussion, the consideration of a range of options, countless hours of research, and tough bargaining by a parsimonious and persistent President Bass, a contract was signed with the E.G. Constam Company of Denver to buy a 3,750-foot T-bar lift for \$42,500. The Corporation archives reveal that the lift was originally quoted at about \$50,000, but Bass was able to skillfully negotiate a substantially lower price.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 28-29.

March 24, 1955: “Here at Pleasant Mountain, Bridgeton, Maine, we are just concluding the second season of successful operation of the 2000 ft. T-Bar ski lift which you engineered and furnished.”

Ray Erickson to E.G. Constam, March 24, 1955, photocopy in New England Ski Museum collection 2005.045.

April 11, 1955: “It is surprising to talk to men of money around the State and find how innocent and ignorant they are of ski developments, ski areas, types of lifts, etc. I was talking with my father-in-law last night and he said “You mean you are raising \$100,000 to put in a rope tow?” I had to go into the whole deal of telling him exactly what a T-bar was, how it varied from the Poma lift, chair lift, etc. and he was quite dumfounded as to the various types of lifts used at ski areas and also the extent of their investment, equipment, etc. This is true as Fletcher has found around Portland and some of the other areas.”

Robert N. Bass to Sel Hannah, April 11, 1955, New England Ski Museum collection 2000.032.

April 1955: “I have done a lot of thinking about Sugarloaf since my recent trip....My feeling is that the whole development must be planned on a scale to compete ultimately with the great western resorts. I feel that the snow conditions and the mountain warrant such an approach and that considering the location any minor development would be a waste not only of the mountain, but of investment.

I feel that a whole village should (sic) be laid out at the base for ultimate development. That would make it unique in the East. I am worried about pushing the base of the lift too far up the mountain....I get the feeling more and more as I read over the prepared specifications that

everything is planned on way to meager a scale. ..Consider the Sunapee hut and that at Mad River. Both are entirely inadequate.

Sugarloaf can be made to compete with Aspen. But what success will it be competing with Pleasant Mountain?"

Sel Hannah to Robert N. Bass, April 1955, New England Ski Museum collection 2000.032.

November 21, 1955: "the final stage has been reached in the construction of the new 3,800 foot T-bar lift on Sugarloaf Mountain, Kingfield, Maine.

Although the development has planned its official seasonal opening on December 1, plans are being made to open the area in mid-November if snow conditions permit."

Bob Mitchell, "Sugarloaf Mountain Development Nears Completion At Kingfield, Me.," *Eastern Ski Bulletin*, IV, 2, November 21, 1955, 5.

1955-56: "The lift, ascending about 900 vertical feet from a new warming hut to be built during the summer, and capable of loading some 800 skiers per hour, was installed under the direction of the imaginative and indomitable Win Robbins and his Robbins Engineering Company of Westbrook. Robbins was named the first lift inspector for Maine's Passenger Tramway Safety Board.

The Narrow Gauge trail was laid out and cut on the skiers' left looking down the mountain from the top of the new lift, and the warming hut—actually a genuine base lodge—was built, complete with a food-service operation leased to Leo and Margaret Scribner from Stratton.

During the 1955-56 ski season, the infant Sugarloaf Mountain Corporation realized net operating profit, after taxes, of \$2,798.68, on operating revenues of slightly more than \$20,000. Heady stuff for a brand-new business, and perhaps the highest return-on-investment the Corporation would ever attain. The directors, characteristically, voted to plow the money back into the area and add it to the surplus available for future development projects....Every director carried subscriptions around in their pockets, and never missed an opportunity to sell a share or two. No skier escaped Amos and his wife Alice when they stepped up to buy a lift ticket. Many people who came up to the mountain for a day of skiing left as owners."

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 29.

1956: "The 1955-56 ski season was Sugarloaf was so successful that the Directors unanimously voted to increase the facilities for your skiing pleasure by installing the following:

- An additional 2,600-ft Constam T-bar in tandem with an existing lift to carry skiers well up into the snowfields—a distance of 6,240 feet from the base area.
- The Lodge has now been enlarged to a building 110 feet long, where skiers may rest and watch activities on the various trails, from the eight picture windows.
- You will be delighted with the modern restroom facilities. Running hot and cold water is on tap from the Corporation's own artesian well drilled deep into the mountain....

- The Tote Road, a completely new two-and-one-half mile trail, starting at the upper terminal near the snowfields, meanders lazily along the north ridge, parallel to the famous Appalachian Trail for a distance of three-quarters of a mile...
- Sugarloaf Mountain Ski School will be in daily operation after December 15th, under the direction of Bill Briggs. Bill comes to us highly recommended as a certified instructor and has had considerable experience in some of the larger ski areas.”

Sugarloaf Mountain Corporation, Promotional Letter, quoted in John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 31-33.

November 1956: “A 1300 foot Pomalift ...is being installed at the Capt. John Abbott Titcomb Memorial Ski Slope. It will replace the larger of two rope tows at the Farmington area. The smaller rope tow will be retained for the use of beginners and youngsters.

The Farmington club, which maintains an outstanding junior program, owns an attractive lodge at the foot of the slope. It was the gift of the late Harold A. Titcomb and Ethel Titcomb in memory of their son Capt. John A. Titcomb, who was killed in World War II. He was a Dartmouth skier and Outing Club enthusiast. The lodge was designed by Capt. Titcomb’s brother, Andrew A., of Perkinsville, VT, also a Dartmouth skier.”

“Farmington Area Installs Pomalift on Titcomb Slope,” *Eastern Ski Bulletin* V, 2, November 15, 1956, 7.

November 1956: “After a highly successful 1955-56 season of operating their new 3,800 foot T-bar lift, the board of directors voted in favor of a second lift which is now in the process of construction.

This addition is another T-bar placed in tandem with the lower lift to carry skiers high into the snowfield—a distance of 6,240 feet from the base area.

Along with the increased lift facilities, the summer expansion program includes the extension of the Narrow Gauge trail to tree line, thus offering the better skiers a 1 ¼ mile trail approximately 100 feet wide with an excellent vertical descent on the upper half....

The Tote Road is a completely new 2 ½ mile trail starting in the snow fields and swinging gently down the North ridge, dipping into the basin and ending at the right of the base hut.

The base hut has been enlarged to handle three times its original capacity...”

Bob Mitchell, “Second Lift Being Erected at Maine’s Sugarloaf Area,” *Eastern Ski Bulletin*, V, 2, November 15, 1956, 16.

December 1956: “The Sugarloaf Mountain Ski Area accommodations picture was happily enlarged here last week with the announcement tha the 40-room Hotel Herbert, closed since 1929, will open December 20 under the management of Mr. and Mrs. Alvin P. Westman of Winthrop, Mass.

The 37-year-old structure, which will accommodate 100, includes a large dining room, lounge with fireplace, and picture windows.

The Westmans purchased it from Robert S. Wing, 89, prominent woods product manufacturer, banker and attorney. Since the serious illness of his wife in 1929, Wing has used the hostelry only as a private residence.”

“Boost Sugarloaf Accommodations With Reopening of Hotel Herbert,” *Eastern Ski Bulletin* V, 3, December 14, 1956, 8.

1956-57: “The 1956-57 ski season, which started on December 28, proved to be auspicious in a most unfortunate way. For the first time since Sugarloaf had opened, a snow drought hit the entire Northeast...the operation sustained a net loss of \$9,518.58, almost all of which was attributable to an increase in depreciation of about that amount due to recently made capital investments.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 34.

1956-57: “Operations during the season just completed were hampered in no small way by the lack of heavy snowfalls. This condition prevailed throughout all Eastern ski areas. As a result, the Company did not feel it safe to run the new or upper lift for the skiing public.”

Sugarloaf Mountain Corporation, Letter to shareholders, quoted in John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 35.

January 5-6, 1957 “Nearly 500 persons turned out here January 5 and 6 when skiing operations commenced at the Aroostook State Park. Ranger Linwood Delano was in charge. Ski instructors present included Bill Pegram, Larry McKay of Bar Harbor, and Dal Meyers, Orono.” “Skiing in Aroostook,” *Eastern Ski Bulletin* V, 7, February 22, 1957, 16.

February 1957: “The Farmington Ski and Outing Club opened the observance of Eastern Ski Week here, February 3, by officially putting into operation the newly installed Pomalift at the Capt. John Abbot Titcomb Memorial Ski Slope. Hundreds of members and guests attended the ceremony and more than 1500 persons visited the area....

Pomagalski, inventor and designer of the new lift, who came here direct from California especially for the occasion, praised the work of the club, its members and the general development.”

“Official Opening of Pomalift Starts Farmington’s Ski Week, *Eastern Ski Bulletin*, V, 7, February 22, 1957, 16.

February 1957: “Combining many of the features of much larger ski areas, the Bald Mountain development at nearby Dedham owes its growing popularity to the Penobscot Valley Ski Club whose president is George H. Buck of Orland, an employee of the local paper company.

Development of the mountain has been the result of the voluntary work of loyal club members who last summer bought 40 acres of land on the mountain.

The two rope tows, which are operated by Ellery Adams of Brewer, run Saturdays, Sundays and holidays.”

“Bucksport’s Bald Mountain Developed by Penobscot Club,” *Eastern Ski Bulletin*, V, 7, February 22, 1957, 11.

1957-58: “Pleasant Mountain had attendance figures of around 18,000 last year and Sugarloaf Mountain 22,000. Prior to 1955 no significant figures were available in the State of Maine.

Except for the Bridgton and Sugarloaf areas, and possibly Farmington, there is little skiing of importance elsewhere throughout the state.

The Pleasant Mountain Ski Area has two major lifts. A 4300-foot chair lift (only at Stowe and Mad River Glen in Vermont are longer chair lifts found in the East) rises 1200 feet to the mountain’s 1850-foot summit. ...Pleasant Mountain has an excellent ski school under the direction of Hans and Barbara Jenni....

Pleasant Mountain is a closed corporation, with few (4) stockholders. It is a \$300,000 corporation. It has a board of directors who are stockholders in the corporation. They are Raymond Erickson of Portland, ME, Russell Haggett of Bridgton, ME, Raymond Riley of Bridgton, ME, and Al Cooley of Portland, NE. It has a fulltime manager, Russ Haggett.

Sugarloaf Mountain was an open corporation until May of 1958; with about 800 stockholders. It is a \$225,000 corporation, with total assets of \$171,000.”

Bruce A. Chalmers, “The Economic Impact of Skiing in the State of Maine,” for Economics 16, Bowdoin College, January 1959, New England Ski Museum collection 2009.110.001.

1957-58: “The 1957-58 ski season began on December 14 and would continue uninterrupted until May 11 on near-record snow accumulations. In fact, at one point, the only way to get into the lift shack at the top of the #3 T-bar was to dig down to find the roof.” John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 37.

February 1958: “On a sunny February Sunday in 1958, a small group of men from the Bethel area gathered at a spot on Sunday River Road that is now the site of the Sunday River Inn. ...On snowshoes they followed a logging road parallel to Barker Brook to what is now the location of the Barker Base Lodge. One of the group, Paul Kailey, chose skis with climbing skins. Their route up the mountain started up what is now Lower Cascades and wound up the mountain to the rocky ledge above the exodus of the Locke Mountain triple.

Once on the summit, steaks were cooked as the views of Mount Washington were enjoyed and discussions of the terrain's suitability for a ski area ensued. After exploring the summit, eight started back down on their snowshoes while Kailey removed the skins from his skis and became the first to ski what would become one of the early trails at Sunday River."

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009), 19.

April 5 & 6, 1958: "In response to phone calls from Mr. Carl Wheeler of Quossoc and Dr. Paul Fitchner of Rangeley, we made a preliminary study of Saddleback and Bald Mountain during the first weekend in April 1958. Weather conditions were ideal for observation, and it was possible to take in a great deal of territory in our explorations. The depth of snow ranged from 36 inches at the 2000' contour to over 60 inches at the higher elevations.

Ronald Tremenne, proprietor of the Bald Mountain Camps in Quossoc, and John Miles, also of Quossoc, aided me in the exploration of Bald Mountain. Bald Mountain is a small, rather circular knob arising between Rangeley and Mooselookmeguntic Lakes about five miles west of the town of Rangeley....The only area of the mountain with a ski potential is the east face. From the 2300' contour to the 1700' contour, the terrain is suitable for an intermediate-novice area. The face is basically an inclined plane with local variations which would enhance ski slope design. A pleasant intermediate-novice ski area can be built on the east face of Bald Mountain. It would by no means be a major area. The mountain is too small and does not offer the variety of terrain sufficient to attract skiers from any distance. Because its altitude is comparatively low, snow conditions would be inferior to those on surrounding mountains.

The exploration of Saddleback Mountain was a considerable undertaking compared to the study of Bald Mountain. Mr. Oscar Riddle, town manager of Rangeley, made several trips into the area to study routes and snow conditions. He acted as guide for the party. Mr. Bob Bruce, Rangeley newspaperman, joined us for the trip.

We entered the area from the farm of Ed Berry which lies on a hill east and south of Rangeley; crossed southwest to the Kennebec road; followed the woods road east of Oakes Nubble toward the Saddleback firetower, then south passing east of Rock Pond. ...

Both bowls appear to have satisfactory terrain for ski purposes, at least to the 3500' contour. There seem to be possibilities of extending the top elevations in several areas, and Wheeler Ridge would be an excellent lift route. The nubble, which forms its summit, offers a fine mountain terminal site and could service both north and south bowls. From that summit it may be possible to run a lift to the near summit of Saddleback proper, especially for summer use. ...

The mountain has the size necessary for a major development. Because of the evidence of high winds above timber line, a two lift system appears necessary. The Wheeler Ridge route may be an excellent solution. It would provide a 1200' vertical drop and open up both bowls for skiing....

Because Saddleback Mountain is remote from the great metropolitan areas, its success will depend in large part upon the ability of the town to draw skiers for vacation periods rather than for weekend skiing. In many ways it is an advantage to be remote. Most areas in the east have tremendous influx resulting in long waiting lines. Uphill capacity has to be provided out of proportion to average business. Skiers hesitate to plan long vacations because they lose Saturday and Sunday skiing. A study of potential housing and entertainment should be undertaken.

Snow conditions this winter have been excellent throughout the east. Saddleback Mountain received its share. However, a compilation of past records should be made. Special study should be done of the poor years. ... The cost of developing a major area is tremendous, i.e. \$2,500,000 for Mt. Whiteface in New York State, \$600,000 initial outlay at Wildcat in New Hampshire. The chief selling point of the Rangeley Area will be its snow potential.

The development of Saddleback Mountain is worthy of serious consideration. The project must be a major one, and will involve a great deal of capital. Venture capital will not be forthcoming unless the overall plan is carefully worked out, and a reasonable chance of success indicated.” Sel Hannah, “A Preliminary Report on Saddleback and Bald Mountains as Potential Ski Areas,” April 10, 1958, New England Ski Museum collection, 2001.048.001B.

April, 1958: ““Very good prospects, very good,” was the opinion of Sel Hannah, Franconia, N.H., veteran ski area developer, after completing two days of cruising Bald Mountain for the Ski Area Organization committee, backers of a proposed major ski development on the mountain....

“There is excellent exposure at the natural snow bowl on the north east slope of Bald Mountain,” Hannah told the committee members after his survey. “There is no evidence of wind damage, and this along with ideal exposure assures you that you would be able to get most mileage out of the snow. The ground is not too rough, which is an indication that the slopes could be grassed without too much expense.”

Hannah did advise the committee members to locate the proposed ski area to a more northerly exposure to get the benefit of the natural snow bowl. ...

Murray W. Thurston, member of the committee, said that two representatives of lift manufacturers will arrive at Bethel this week to study the surveys and give an estimate on the cost of lift line.

The members of the ski area organization committee include: Guy P. Butler, chairman; Thurston, Paul Kailey, Paul Bodwell; Milton Mills and Wilbur Meyers.” “Ski Area Developer Sees Prospects Good at Bethel,” *Portland Press Herald*, April 22, 1958, 15; in New England Ski Museum collection 2001.048.001A.

Circa June, 1958: “Barker Mountain with an elevation of 2,582 feet and a vertical descent of approximately 1,400 feet, offers a variety of slopes that, in the opinion of several experts, will appeal to large numbers of expert, intermediate and novice skiers. With a good gravel road about a mile and a half in length from the black-topped Sunday River Road, an adequate parking area at the base of the mountain, a suitable lodge with all necessary conveniences, a modern T-bar Lift, and downhill trails that will vary in length up to one and one-half miles, the Corporation believes that the Sunday River Skiway, when completed, will rank among the best in New England for scenic beauty, skiing pleasure, and accessibility.”
Offering Circular, Sunday River Skiway Corporation, Bethel, Maine,” New England Ski Museum collection 2001.048.001A,

November 1958: “Plagued by a stagnating winter economy, a group of business, professional and civic leaders who never donned a ski, have launched a million dollar project to make their noted fishing and hunting region here a year-round, four-season vacation resort.

The newly-formed Rangeley-Saddleback Corporation has begun work on a 1,700-acre ski development on nearby Saddleback Mountain. The first section will be ready for the 1959-60 winter season as part of a four-year program to build a complete winter resort in this northwest corner of Maine 230 miles from Boston.”

Henry Moore, “Saddleback Mountain Is Rangeley Area Site,” *Eastern Ski Bulletin*, VII, 2, November 17, 1958, 16.

November 12, 1958: “Our professional ski area consultant, Sel Hannah, has cruised the mountain still further and has approved the lift line. He has also laid out the open slope and two ski trails. By the use of volunteer labor the lift line has been cleared to a width of 25’ for a distance of 1500’ up the mountain.

In late August arrangements were made with a local logging contractor and cutting operations began in mid-September. At this time an access road has been built nearly halfway to the summit and an open slope 200’ wide has been cleared of nearly all timber for a distance of 3000’. We wish to emphasize that the sole expense to the Skiway Corporation has been only \$30.00 to date and should not exceed \$150.00 for the entire job. Proceeds from the sale of the wood are paying the balance of the cost. Volunteer work parties are going out every Sunday to burn the brush piles.”

Addison C. Saunders, President, Sunday River Skiway Corporation, “Progress Report,” November 12, 1958, New England Ski Museum collection, 2001.048.001A.

January 11, 1959: “At the present time, Maine has topnotch ski centers at Sugarloaf and Bridgton. Added to these are twenty-three other ski developments. But most significant, perhaps, is the fact that two huge centers, at Bethel and Rangeley, are in the making. The Rangeley development, when completed on the slopes of Saddleback Mountain, is expected to cost \$1,000,000.

Maine's delayed entrance into the winter sports picture may be attributed to two factors which seemed insurmountable a few years ago. For example, unlike New Hampshire, the Pine Tree state had no state-owned lands, suitable from all angles, that could be developed at public expense. And private capital seemed unwilling to finance the costly construction of areas of major caliber."

Michael Strauss, "Maine Problem: Lack of State-Owned Land and Money Have Delayed Skiing Build-Up," *New York Times*, January 11, 1959.

February 1959: "Through the years different ski areas in Aroostook County have had ski tows, with eleven this year being the largest number.

The results derived from skiing in the county have been many and varied. In addition to many of the county's families learning to enjoy the winter season, the merchants have found a new source of revenue from the sale of skis, ski clothing, and other winter sports equipment. Many of the servicemen and their families at the Presque Isle and Limestone Air Bases obtain much needed and beneficial recreation at Aroostook State Park."

Charles F. Bradford, "Aroostook State Park Skiing Started with Potato-Sled Tow," *Eastern Ski Bulletin* VII, 7, February 23, 1959, 12.

March 1, 1959: "Damon O'Neil, 16, North Conway, N.H., an outstanding USEASA junior racer, was tragically killed here March 1 during a trial run for the USEASA junior downhill championship at Sugarloaf Mountain.

O'Neil went off course at a section known as Hade's Pitch, crashing head-long into a tree.

Dr. Harry Brinkman said the youth died instantly of a fractured skull.

Because of the emotional impact of O'Neil's death upon the hundred plus other young competitors entered in the event, officials moved the race to an alternate site....

An almost certain pick for the USEASA National junior ski squad to compete at Yakima later this month, O'Neil was rated as one of the top young alpine prospects in the East."

"Damon O'Neil, 16, Killed in Practice Run on Sugarloaf," *Eastern Ski Bulletin*, VII, 8, March 9, 1959, 4.

March 1959: "It was March 1959. Coach Broomhall was taking his five top ski racers to Sugarloaf, Maine to try out for the Alpine Junior Nationals which would be held out West. The five skiers in Coach Broomhall's VW bus were me, Steve Oaks, Ned McSherry, Wayne Brett and Damon O'Neal.

The first day at Sugarloaf, Steve Oaks skied into the woods on a sharp curve and broke both his legs. The second day, Ned McSherry sprained his ankle badly.

Saturday evening, Dammie waxed our skis for the downhill the next day. Early the next morning, he and I were on the T-bar heading up to the start of the downhill race. I remember that the start was just above the treeline, and we had to hike up to the start. Dammie was carrying his race skis which he carefully left at the top, near the start.

Wanting to take a practice run, Dammie asked me to ski down to just above the curve where Steve was hurt, so that I could keep a clear course for him.

As I stood a little above the corner, Damon skied by very fast, missed the turn and went straight into the woods. I was shocked and in denial that he could be hurt. The people around me told me to stay where I was. The ski patrol came quickly with a toboggan. I saw them cover the toboggan with a grey wool blanket.

I skied down to the T-bar and went back up to the top to get Dammie's race skis. I remember asking the boy I was riding with, 'Why did they cover Damon's face?' He answered, 'To keep him warm.' I don't know what I really thought.

When I arrived back at the bottom of the trail with Dammie's skis, I heard the loudspeaker: 'He would have wanted the race to go on. He would have.....' That is when I realized that Dammie was dead."

Stefi Reed Hastings, quoted in Lloyd Jones, "Paying Tribute to a Kennett High Ski Great," *Conway Daily Sun*, reprinted by permission in *Journal of the New England Ski Museum*, Issue 78, Summer 2010, 14.

April 1959: "The report states that the east slope of Quoggy Joe is satisfactory for a ski development. Although the vertical drop is only about 500 feet, the hill is one of the best in the county as far as its location and adaptability are concerned. Its proximity to the Air Force bases, Presque Isle, and several other population centers make it a useful venture."

"Hannah Estimates \$146,000 for Quoggy Joe Development," *Eastern Ski Bulletin* VII, 9, April 6, 1959, 10.

May 2-3, 1959: "Mr. (John) Caldwell (Committee Chair of the Junior Competition Committee): ...The second point is that it be required that protective headgear, approved by the Junior Committee, be worn by all contestants in sanctioned Junior Downhill and Giant Slalom events.

President (Charles) Daly: Now, does everybody understand? That would apply to all junior competition?

Mr. Caldwell: Right, all sanctioned, all Eastern sanctioned.

...Ben Bucko: I think it is impractical at this time.

President Daly: Are there any other questions?

...Eric Stockholm (Short Hills Ski Club): Have they had many accidents that warrant this type of helmet of the need for helmets?

Mr. Caldwell: There were three deaths this year, I think, attributed to fractured skulls in ski racing...Mack Beal is the most informed person I know right now on this. Maybe he would want to say something.

Ron McKenzie (Lake Placid Ski Club): Could this not be proposed as a recommendation rather than an actual necessity for all of these juniors to use them? I think perhaps they would come to it, but it seems rather a drastic measure to insist they every junior wear one...

William D. Beal (Eastern Slope Ski Club): I cannot go along with the gentleman over there, Mr. McKenzie. The Eastern Slopes Ski Club lost through a head injury a most outstanding young racer. I think everybody here who has any children at all who race would go to the expense of a helmet for the young racers. It is required now in Little League. It is required in major league baseball. Certainly it can be required in Junior Downhill Completion.
(Applause)

President Daly: ...Is there any further discussion with regard to that?

Charles Broomhall: Charlie, it is an established fact. The racer we had there carromed (sic) into a tree at the finish line. He actually was only doing about forty. He suffered a severe concussion. There was a neurosurgeon there who picked him up a minute later. It is just a medical fact that these things are going to save people, and so far as the children go the cost of the helmet is peanuts as far as your son or daughter is concerned if you can avoid head injury.

President Daly: Is there any further discussion? I will entertain a motion.

William D. Beal: I so move.

Edward Karjanen (Slopenaufin Ski Club): I second the motion.

President Daly: We have a motion. It has been seconded. All those in favor, say, "aye"; those opposed, "nay". It is a vote, and so ordered."

Excerpt from *Proceedings, 38th Annual Convention of the United States Eastern Amateur Ski Association*, Hotel Traymore, Atlantic City, New Jersey, May 2-3, 1959, pages 41-45; New England Ski Museum Collection.

Circa summer 1959: “When the fund-raising efforts stalled at \$80,000 the prospects for the project going forward seemed dim, but Gould Academy stepped up to purchase \$10,000 in stock, which met the \$90,000 goal to move ahead with the project....

As the stock sales effort progressed, so did developing the mountain. The mountain was owned by Penley Brothers Corporation, a clothespin manufacturer in West Paris, and a long-term lease with an option to buy was worked out so work could proceed....

After determining where the lifts and trail should go, two individuals were brought on to do the actual work, both locals with the needed skills. John Rolfe, a logger, took on the task of cutting the trails, and Avery Angevine directed the work on the base lodge and parking lot.

To get power to the site during construction Angevine cut a deal with Stultz Electric in Portland for a 5,000-watt generator, once again a trade for shares. He and Howard Cole laid out the parking lot in less than two hours using a 100-foot tape and a carpenter’s sight level. That original parking lot has seen almost no changes other than occasional grading in the off-season and each weekend is filled to overflowing by skiers who ski out of Barker Base.

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009), 21.

1959: “During the summer of 1959, the entire base area was relocated about 250 vertical feet down the mountain; a new two-story Lodge was constructed; and a 1,674-foot, 625-passenger-per-hour T-bar was installed to service the 15-acre beginners’ area in front of the new Lodge, on terrain occupied by the original parking lots. New parking lots capable of accommodating nearly 1,000 vehicles were bulldozed and graveled west of the new Lodge, and—of course—the access road was improved.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 38.

November 1959: “Clarence Rolfe of West Bethel has been named manager of the new Sunday River Skiway now nearing completion on the slopes of Barker Mountain in Bethel.

Rolfe, in charge of the building program at the area since last spring, will now continue to oversee the general operation of the area through the winter months as well.

Sunday River will open for its first year of operation this December. The finishing touches are now being given the trails and slopes.

Footings have been poured in preparation for the erection of the 3,000-foot Hall T-bar lift.”

“Clarence Rolfe To Manage New Sunday River Area,” *Eastern Ski Bulletin* VIII, 2, November 16, 1959, 16.

December 19, 1959: “...marked the first day of operation for the Sunday River Skiway. There are no records of how many skied that first day, but we do know that snow had been

limited that year and the only skiable terrain was the lower part of Lower Cascades and Rocking Chair...

At the appointed hour a line of skiers waited at the T-bar ready to make the first runs. The first T-bar was occupied by Paul Kailey and his son Peter, with David and Peter Thurston on the next.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009), 23.

December 1959: “Major improvement to be noted here at Sugarloaf Mountain this season is the addition of a third T-bar lift, plus the construction of a new novice slope served by it....

With the addition of the third T-bar, Sugarloaf lifts now span some 8,200 feet through a vertical rise of 2,500 feet. The lift capacity is 2,500 skiers per hour.

(“Ski the New Sugarloaf” poster image used as ad on same page).

“Third T-Bar Ups Sugarloaf Mt. Capacity to 2,500,” *Eastern Ski Bulletin* VIII, 3, December 14, 1959, 3.

January 31, 1960: “Governor John H. Reed dedicated Maine’s fourth major ski area on Jan. 21 to climax three days of revelry in this famed playground of the East as members of the Rangeley Bald Mountain Ski Corporation and the International Paper Company introduced to the skiing public the Bald Mountain Skiway.

Efforts of youthful Shelton C. Noyes, local banker and president of the ski corporation, coupled with the foresightedness of Rangeley businessmen and officials of the International Paper Company have brought this town’s dream of a year-round vacation economy close to reality.

A variety of downhill trails and slopes are in the area’s plans for the future. For this winter’s use, one slope has been prepared which is serviced by an 800-foot rope tow. A T-bar of chairlift is planned for the summer of 1960.”

Ben F. Pike, “Maine Gets Fourth Ski Area With Dedication of Bald Mtn.,” *Eastern Ski Bulletin* VIII, 6, February 8, 1960, 16.

July 20, 1960: “You will be pleased to learn from the enclosed statements that our first season’s operation was surprisingly successful and that your Officers and Directors are highly optimistic about the future of the Sunday River Skiway.

Encouraged by the excellent start, your Directors have already made plans to clear another 4000-foot intermediate slope and to make extensive improvements on the existing slopes before the 1960-61 winter season. To accomplish the objectives without incurring any more indebtedness, it is our intention to issue approximately 2,000 more shares at \$10.00 per share, and it is our

sincere hope that many of our present stockholders will take advantage of the opportunity to increase their holdings in this worth-while venture during the next few weeks.”

Letter to the Stockholders of Sunday River Skiway Corporation, July 20, 1960, New England Ski Museum collections 2001.048.001A.

December 1960: “A new winter sports area is being opened here on Mt. Abram, 30 miles from the New Hampshire border.

Ready this season will be a 60 x 130-foot skating rink, 1,200-foot toboggan run, and some 10 acres of ski slopes served by a 1,000-foot Hall T-bar with a capacity of 1,000 skiers an hour. It will rise 200 feet.

A 28 x 78-foot base building will house a lunchroom and ski shop.

Owners and managers are Bethel’s Cross brothers, Norton, Stuart and Donald.”
“Mt. Abram Opens,” *Eastern Ski Bulletin* IX, 3, December 1960, 4.

December 31, 1960: “Saddleback’s opening day was December 31, 1960. The only lift that ran was a small T-bar called the “Little T,’ located where the base lodge is presently. The T-bar was located on the Montreal Trail and was removed in 1967. It was moved down a trail called the Rooster’s Regret. A small double chair was added on the Wheeler Slope, which was named after Carl Wheeler, who bought the first 1,000 shares of Saddleback stock.

The development corporation included Riddle, Howard Kidder and Spike Kidder, who was president.”

Dan Cassidy and Jim Quimby, “Saddleback’s Early Years,” *Snow Trail*, Winter 2012, 6.

January 1961: ““I owned an apple orchard in Auburn and wanted to offer my key employees year round work,” says Otto Wallingford. “I had done some skiing and we had a good hill, so in September, 1960 we broke ground and in January we opened Lost Valley Ski Area. We drove one of the farm tractors to the top and ran the rope tow off that....

We always stressed the importance of our ski school. A few years after we opened we were doing 3,200 lessons a week. We taught a lot of people to ski and I think that is the biggest contribution we made to skiing.””

Glenn Parkinson, *First Tracks: Stories from Maine’s Skiing Heritage*. (Auburn: Ski Maine, 1995), 54-55.

January 24, 1961: “...was celebrated as the official opening ceremony of Saddleback. The T-bar called the “Big T” opened the terrain known as the Grey Ghost. The only trails that were open in the 1960-61 season were the Wheeler Slope, the Squirrel’s Tail, the Gray Ghost and a long sweeping trail that covered about 4.5 miles near Rock Pond. It was called the Hudson

Highway. It was named after the Hudson Paper Company, which owned the property that was leased to the ski area. This very remote route was considered more of a cross-country trail because there was not much vertical drop to it.”

Dan Cassidy and Jim Quimby, “Saddleback’s Early Years,” *Snow Trail*, Winter 2012, 6.

January 1961: “Pleasant Mountain has added another T-bar, a new 5-acre beginner’s slope and doubled the size of its base building to augment its 4,300-foot double chairlift.

Hans Jenni and his wife Barbara are operating the shop and supervising the ski school for the third year. Hans is Swiss and USEASA-certified.”

“Pleasant Mountain Adds 700-ft. T-Bar, New 5-Acre Slope,” *Eastern Ski Bulletin IX*, 4, January 1961, 6.

January 1961: “Ski in Maine This Winter. More New areas for you to enjoy...more dependable snow cover. Less crowded and more skiing. All areas located in northeastern Maine.

- Sugarloaf, Kingfield: Better than ever! 3 T-bars serve 10 miles of trails. USEASA-certified ski school. Modern lodge, doubled in size. Excellent accommodations.
- Titcomb Memorial Ski Slope, Farmington. 1,300’ Poma-Lift. 1,500’ open slope. Excellent family area. Night skiing. 30 meter ski jump. Lodge.
- Saddleback Mountain, Rangeley. 2 T-bars reach up to 3,300’ elevation. Novice area completely protected from other trails. New lodge. Complete facilities. Ski Schools.
- Rangeley Bald Mountain, Oquossoc. New T-bar to mountain top—2400’ span. Spectacular scenic views of Rangeley Lake Area. Excellent trails and 1 novice slope. Lodge. Ski School.
- Sunday River Skiway, Newry. 3,200’ T-bar lift—900’ rope tow. 3 open slopes, 3,500’-4,000’-4,500’. 2,500’ novice area. Modern ski lodge. Ski School.
- Pleasant Mountain, Bridgton. 4,300’ double chair lift. 2,000’ T-bar. Ski school. New Dopplemayr Junior-type T-bar on new novice slope—2,000 rides per hour. Ski lodge enlarged. Ski School.”

Maine Department of Economic Development, Advertisement, *Eastern Ski Bulletin IX*, 4, January 1961, back cover.

March 1961: ““Work is progressing towards the opening of the first advanced ski area in northern Maine.

Here on the broad slopes of Mars Hill Mountain workmen are expected to soon complete the installation of a Pomalift with a capacity of 800 persons an hour. Beginning at the 630-foot elevation, the lift will unload at around the 1,245-foot elevation. With 2,535 feet in length, the line has a vertical rise of 615 feet.

A primary trail will offer a variety of ski conditions as it curves for some 4,000 feet down the face of the mountain.

An open slope also will be available so that all classes of skier will find something to their liking.”

“Mars Hill, Me.,” *Eastern Ski Bulletin*, IX, 6, March 1961, 4.

1960-61: “Once again, the Mountain was blessed with plentiful snow during the 1960-61 season. The Junior National Championships were moved to Sugarloaf from Stowe due to icy conditions there, and the Ski Club distinguished itself in the conduct of this important race—and on very short notice.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 39.

1960-61: The following summer,. Johnnie and Red Rolfe were back at work cutting Lower Sunday Punch and Crossbow. Red recalled the challenge of working on the steep first pitch of Punch, felling trees so they would fall into the woods and using a cable to drag the brush into the trees....the addition of these runs gave skiers three choices off the top of the lower T-bar for the 1960-61 season.

After a season of foot packing, the area bought a Tucker snowcat. Avery Angevine’s brother Ernest built the first piece of grooming equipment in his shop, a giant roller to pack fresh snow. This eliminated the need for foot packers but did nothing when the packed snow turned to ice after a thaw. Angevine then designed and built a wood frame with spikes to break up the snow after it froze.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009), 26.

1960-61: “Pennacook Winter Park, Rumford, Me. opens this year with a 2,350-foot T-bar to serve trails for all classes of skiers. One trail lighted for night skiing. Lodge with lunch bar, rest rooms, first aid station, ski shop. Ski school. Three jumping hills nearby.”

“Area Review: Maine,” *Ski*, 25, 3, December 1960, 111.

May 23, 1961: “The state of Maine adopted a ski lift safety law...when Gov. John H. Reed signed the measure.

This law is closely patterned on New Hampshire regulation. Briefly stated, a five-man ski lift safety board will be appointed by the governor. After writing a suitable code, all ski lifts in the state will be inspected and licensed. If a lift fails to pass inspection, the necessary corrections will be recommended. Fines will be levied in cases of violation, that is, if an operator continues to operate a lift which has been found unsafe.

The passage of this bill is the result of more than two years of labor by a Maine Ski Council committee under the chairmanship of Edward Sullivan of Westbrook.”

Pete Lafean, "Maine Council Sparks Passage of State Ski Lift Safety Law," *Skier*, X, 1, October 1961, 38.

Summer 1961: "the summer of 1961 saw the completion of a second T-bar, appropriately named T-2, which would haul skiers to the summit of Locke Mountain. This lift exited on the very peak of the mountain, a windswept ledge with no protection from the wind and a clear view of Mount Washington."

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009), 27.

1961-62: "A trio of new runs was now available. Upper Cascades followed the ridge to the east before dropping over a steep ledge at the bottom of which the run flattened out in a short cruise to join Lower Cascades. Looping around to the west, skiers followed Upper Sunday Punch, which would take them back to the base of T-2 or to Lower Sunday Punch. Another trail required a bit more effort as skiers continued west past the top of Sunday Punch on a flat, and in one place a bit uphill, as Lazy river traversed the top of the mountain before dropping in a narrow twisting loop back to the base.

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009), 33.

January 1962: "Robert N. Bass, president of the Sugarloaf Mountain Corporation, has announced the appointment of John M. Christie as assistant to Amos Winter, Sugarloaf manager.

A native of Presque Isle, Christie is a graduate of Bowdoin in 1959 and was on the Polar Bears ski team for four years. In 1958 he was the Maine downhill champion.

Christie later studied at the International Graduate School at Stockholm under a grant from the American-Scandinavian Foundation and did graduate work at Trinity.

Christie came to Sugarloaf as a skier in the winter of 1961, fell in love with the place, and stayed on as a worker in the maintenance department."

"Christie Appointed", *Skier*, X, 4, January 1962, 6.

1963: "In 1963, it was decided to get rid of the little-used rope tow and give novices their own learning area. The Mixing Bowl T-bar started below the base lodge and ran to an unloading area near where the current South Ridge quad unloads. Skiers could swing left to the run out of Lower Lazy River or right to a new run, a broad gentle slope back to the base of the lift.

Summer 1963: "Also that summer, the Somerset Telephone Company had leased a small tract of land on the summit to construct a microwave relay station and, more importantly, from the ski area's standpoint, an access road on a strip of land that ran parallel to the Tote Road

from the base area to the summit. This road would prove invaluable in subsequent years, as it would be used to transport construction material for future lifts and the massive upper terminal for the Gondola...It was first named Quint's Road after Kenton Quint, the owner of Somerset Telephone Company, and later was renamed Binder to join the logging lexicon."

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 53.

Summer 1963: "In the summer of 1963, a new chairlift was installed (at Saddleback). However it did not run until the following January. The chair opened up the Upper Grey Ghost and new terrain known as the Professor. ...The chairlift was known as the "flagship" of chairs to the summit in this part of Maine, and the views were tremendous."

Dan Cassidy and Jim Quimby, "Saddleback's Early Years," *Snow Trail*, Winter 2012, 7.

December 1963: "Directing the Sugarloaf Racing School at Kingfield, Me. this winter will be Tom Reynolds, left, Farmington HS coach; Werner Rothbacker, center, Sugarloaf Ski School director; and Oli Peterskoffski, former Austrian ski team member and now a Sugarloaf instructor."

Skier, XII, 3, December 1963, 44.

December 1963: "In December of 1963, Squaw Mountain opened on the northern face of the mountain. Initially a small area, Squaw sported 4 trails, served by a half mile long, 600 vertical foot T-Bar."

Big Squaw Mountain History, <http://www.newenglandskihistory.com/Maine/squawmtn.php> accessed 5-22-2015.

1963-64: "Two new T-bar areas opening in the state this season are Squaw Mountain, five miles north of Greenville, and Colby College in Waterville. Squaw Mountain this season will offer a 600 foot vertical drop, but trails of up to three miles in length are planned. Colby College will open its new 70-acre area to the public."

"Mountain of Their Own," *Ski*, 28, 2, November 1963, 158.

Winter 1964: "...Saddleback suffered from an acute snow drought. The Rangeley chair operated for only eight days that season—and only 12 days the following."

Dan Cassidy and Jim Quimby, "Saddleback's Early Years," *Snow Trail*, Winter 2012, 7.

Summer 1964: "We had surveyed and cut a lift line during the summer of 1964, even before a decision had been made as to exactly what type of lift or manufacturer would be selected. When I say we surveyed the lift line, I should say, more accurately, that I surveyed it. I've since been recognized as the fool who located the lower terminal in the middle of a brook.

...The final decision to commit to the purchase of a German Polig-Heckel-Bleichert (PHB) lift was solidified by a visit from King Cummings, George Cary, and me to a similar lift that had recently been installed at Park City, Utah. One of the convincing factors was that the Park City lift was in two sections. It had a mid-station through which cars could pass when the lift was

operating to the summit, but which could also be used as the upper terminal when weather or skiing conditions mitigated against operating all the way to the top.

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 56.

December 1964: “The United States Ski Educational Foundation has announced the appointment of Justin R. “Jud” Strunk, Jr. to the post of Public Relations Director. Formerly of Buffalo, N.Y., Strunk is a graduate of the Virginia Military Institute in 1959. For the past two years he has been executive director of the Sugar Loaf Association and director of public relations for the Sugar Loaf Corporation, Maine’s largest ski area. A musician and writer, he has performed throughout the United States and Europe, writing songs and political satire for many well known entertainers including the Serendipity Singers and Vaughn Meader of first family fame.”

“USSEF Hires Strunk”, *Skier*, XIII, 3, December 1964, 23.

Summer 1965: “The Saddleback Mountain Ski Area was acquired by Mr. J. Richard Arnzen of Bath, Maine, and Mr. Richard N. Berry of Portland, Maine.

The new owners formed the Rangeley-Saddleback Mountain Ski Area, Inc.—a new corporation to guide the overall future operations and development of the area.

The management retained the services of Sno-Engineering, Inc., ski are consultants of Franconia, New Hampshire, and Dober, Walquist, and Harris, Inc., planning and landscape architectural consultants of Cambridge, Massachusetts.

Report in Snow-Engineering Papers, Saddleback file, New England Ski Museum collection, 2001.048.001A, n.d.

Summer 1965: “The summer of 1965 may well go down in history as the most important since the summer of 1950, when the original trail was cut. A few guys from Maine would erect an 8,430-foot aerial lift, rising 2,350 feet up the steep north face of the state’s second-highest mountain—a truly Herculean task.

Assembling and erecting the complex structure proved to be especially daunting for our English- and French-speaking crew, since the blueprints and manuals were all in German. We thought our translation problems would be solved upon the midsummer arrival of Wilfred Eschenauer, an engineer supplied by the factory. His command of German, it goes without saying, was perfect, but he neither understood nor spoke a single word of English.

...The concrete for the upper terminal, and all of the lift towers above the mid-station, was mixed in a makeshift batching plant comprised of an old transit-mix truck that was dragged to the summit by Tiger White from Carthage and his D-8 Caterpillar.

...Up that rudimentary access road was hauled some 400 tons of pre-stressed concrete slabs for the terminal building’s walls and floors; 7 tons of tinted, double-paned plate-glass windows; 23

tons of 3-inch-thick western cedar for the roof; and 60 tons of structural steel. All of this for the construction of a building to house not only the lift mechanisms, but also first-aid and restaurant facilities as well.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 56.

December 1965: “Veteran Roger Page has been named general manager for Rangeley-Saddleback by new owners J. Richard Arnzen and Richard N. Berry. Page commenced teaching in 1946 under Sepp Ruschp at Stowe, Vt. USEASA-certified, he has been involved with Saddleback in various capacities since 1960.”

Skier, XIV, 3, December 1965, 56.

December 1965: “Thomas Reynolds, ski coach at Farmington, Me. last year, has been named ski coach at the University of Maine to succeed Si Dunklee, now at Colby College. A native of Bingham, Reynolds gained his Master’s Degree in Education at the Orono institution in 1964, the same year in which he gained USEASA instructor certification. He will also coach soccer and tennis.”

“Tom Reynolds to Maine,” *Skier*, XIV, 3, December 1965, 64.

January 1966: “Late in January, fifty brightly painted four-passenger gondolas, each emblazoned with the ubiquitous triangular Sugarloaf logo, began rotating on the nearly 8,500-foot aerial lift. Although it was a couple of months late, to those of us who were involved in its construction, it was tear-jerkingly miraculous to see it operating at all...I’ll forever remember the efforts of Stub, Leonard, and Joe West and out stalwart crew. But most of all, I’ll always be grateful that we had Hazen McMullen to guide and inspire us with his native intelligence, skill, experience, good humor, and most of all, his seemingly superhuman strength.”

Years later, I had the good fortune to introduce Bunny Bass...I reminded the audience that Bunny had said, after the first year of the gondola’s operation: “That lift may not have gotten a lot of people to the summit, but it sure got a lot of people from Boston to Sugarloaf.””

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 58.

February 1966: “Win Robbins is currently engineer-in-charge of the State Park on the west shore of Rangeley Lake and is State Tramway Inspector.

Robbins has been involved in various capacities in ski area development in Maine. He says he engineered or supervised the erection of some fifty-five ski lifts of all types except gondola. (He was the official state inspector for the gondola at Sugarloaf, not involved in the design).He says he’s been skiing forty years of more and knows Sel Hannah.

Robbins is apparently employed on a flexible basis with the State of Maine and is able to work on projects of his own. He has expressed interest in doing supervision of construction of an engineering-landscape nature for us on our ski areas in Maine. He apparently did the profile for the lifts at Saddleback.

Sel says that he was (in some as yet unspecified way) unscrupulous or indiscreet at some point in his career.

Robbins is a pleasant enough fellow who seems to know the ski industry pretty well. He says he will forward a resume to us.

Rod Cobi, "Memorandum re: Win Robbins," February 21, 1966, New England Ski Museum Collection 2001.048.001A.

February 1966: "Shelton (Noyes) more or less heads the opposition to the Saddleback Mountain Ski Area in Rangeley although his influence is waning.

Apparently, his primary involvement was in real estate with the Rangeley Trust (with Noyes as president) acting as a means of financing his various deals. According to Robert Bruce, the local newspaper editor, he engendered a good deal of ill feeling as head of the bank and when the Saddleback (original) project was organized, Noyes was excluded from any active participation. Nor did this group solicit his advice. As a result of being left out, he began to actively oppose the project by spreading word that it was a bad risk and at the same time supporting those who had proposed a similar project at Bald Mountain. Subsequently, the residents of the town became bitterly divided on the issue and both Saddleback and Bald were developed, each encouraged and supported by its own group of townspeople. Predictably, the normal difficulties facing each were compounded by the division of resources.

Last year, Rangeley Trust Company was purchased by the Rumford Bank and Trust Company, and Shelton Noyes was made Vice-President. According to Bruce the new Rumford people properly appraised the situation and at present Noyes is listed only as a director. Since the takeover by Rumford last year, Noyes' influence and power in Rangeley has declined."

Rod Cobi, "Memorandum re: Shelton Noyes," February 21, 1966, New England Ski Museum Collection 2001.048.001A.

February 1966: "Roger Page estimated the maximum daily capacity experienced to date at Saddleback at about 500 people. At this time, the lift lines were practically non-existent, and there was no crowding whatsoever on the trails. The base lodge, however, was bursting at the seams. Even during weekday afternoons (Juniors on Tuesdays, ladies on Thursdays), the lodge is crowded. This appears to be a major bottleneck and the problem of inadequate base facilities. The seating capacity in this building is about 125 with all seats occupied."

Rod Cobi, "Memorandum re: Present Base Lodge," February 23, 1966, New England Ski Museum Collection 2001.048.001A.

February 1966: "There are a few things which disturbs me about this project. In view of the massive outlay of capital necessary to "get this area moving again"—to make it truly competitive with Sugarloaf as far as skiing is concerned—I'm wondering if our clients have the necessary financial resources themselves, and if they do, if they will invest it. If they don't have

all the money themselves, do they have both the means and the will to raise whatever may be necessary? As soon as we get a reading on what kind of money might be necessary over a period of time, we should get some feedback on this issue and adjust our thinking or make some other proposals.”

Rod Cobi, “Memorandum re: Miscellaneous,” February 22, 1966, 2, New England Ski Museum Collection 2001.048.001A.

February 1966: “The area (Enchanted Mountain) was designed by E.H. Lord-Wood Associates of Hartford, Conn., which has one of the best names in the business. It opened in February 1966.”

Frank Sleeper, “Prosperity is Elusive for Jackman Ski Area,” news clipping, no date, New England Ski Museum Collection 2000.032.003.

Summer 1966: “I drove down to Ossipee, New Hampshire, to interview Harry Baxter and to meet his wife, Martha, and their young children. Harry was a sort of one-man manager/ski school director/marketing department at Mount Whittier, and evidenced interest in coming to Sugarloaf. It only took a few minutes to convince me that Harry and Martha would be just the right fit for us. We offered him the Ski School position, and he accepted. They moved up during the summer, and Harry single-handedly built the large entrance sign with the suspended gondola which stood for years at the end of the access road.”

John Christie, *The Story of Sugarloaf*. (Camden, Maine: Downeast Books, 2007), 60.

Summer & Fall 1966: “In July the town of Camden signed an agreement with the Hall T-Bar Co of Watertown, New York, for the new lift at the Snow Bowl. The proposed lift had a design length of 4.083 feet making it the longest surface lift in the state of Maine. It had an hourly capacity of 1,000 skiers and was powered by a 126 hp electric motor. Sixteen towers were to be installed to accommodate the new lift....

In early December the T-bar cable was installed and the power company as bringing powerlines to the site. A new tucker Sno-Cat was on order with a late December delivery date....The Tucker Sno-Cat arrived on December 30 and was immediately put to use packing the main slope and Foxey Trail (re-named Lookout in spring 1967).”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 73-74.

October 1966: Ad in *Skier* for Enchanted Mountain notes 4200’ chair lift, T-Bar, baby Poma. “Snow Fall last Season 14 Feet.”

Skier, October 1966, XV, 1, 44.

December 1966: “Heading the Sugarloaf Ski School this winter is Harry Baxter of Wolfeboro, N.H., formerly director of the Mt. Whittier Ski School in Ossipee. USEASA-certified and a member of its demonstration team, Baxter plans Sugarloaf’s first fully certified staff in the area’s 11-year history.”

Skier, XV, 3, December 1966, 15.

January 24, 1967: “Maine definitely will make a bid for the 1976 Winter Olympic Games. Under the gun to file an official “letter of intent” by Feb. 1, Maine Gov. Kenneth M. Curtis announced Monday at a New England Governors’ Conference that he had already met with public and private leaders in his state and an agreement to make the bid had been reached.

The proposed site is Bigelow Mountain, just north of Kingfield, Me., where a Boston-based corporation is planning to invest \$12.5 million in a year-round resort, with or without an Olympics....

The Bigelow Mountain development is being undertaken by International Design and Development Corp. of Boston, formed almost three years ago for this specific purpose.

David W. Guernsey, 27, of Wellesley, a physicist, pro-tem board chairman of the corporation (sic). Guernsey says the corporation owns 8000 acres in the Bigelow area, including man-made Flagstaff Lake, 32 square miles of water....

Gordon MacKay, former president the Boston Jay-cees, which initiated the movement to bring the ’76 Olympics to New England, presented the proposal before the governors. MacKay, an executive with New England Life Insurance, has worked on the project since November, 1963.” Mike Beatrice, “Maine Site Seeks ’76 Olympics, *Boston Globe*, January 24, 1967, clipping in New England Ski Museum collection 2009.159.029.

April 19, 1967: “Willy Schaeffler, coach of the NCAA championship Denver University ski team and a member of the U.S. Olympic Site Evaluation Committee, will inspect the Sugarloaf-Flagstaff-Mt. Abraham-Bigelow complex Wednesday to determine if the area has the potential to host the 1967 (sic) Winter Olympic Games.

Schaeffler, who arrived here Tuesday evening and was met by Park and Recreation Commissioner Lawrence Stuart, will tour the area by helicopter in company with Jim Branch of the Snow Engineering Company of Laconia, N.H. The New Hampshire firm has been retained by the state to conduct a \$20,000 study to lay the groundwork for the Main bid.

Schaeffler will walk over an area on Mt. Bigelow contemplated as the site of the downhill events should Maine land the winter games.

He said he will be looking for a vertical drop of 2,640 feet so the area can qualify for the downhill event. He added that he is sure the area can qualify for other Alpine and Nordic events, based on observations he made while at Sugarloaf for the NCAA Ski Championships earlier this year.

At Sugarloaf, Schaeffler will be met by John Christie, manager of that ski complex.

The outcome of the Wednesday tour will pretty much determine if Maine stays in the running for the Olympic bid. A negative report by Schaeffler to the International Ski Federation at Beirut, Lebanon later this year to all intents and purposes would kill the Maine bid.”

“Schaeffler To Inspect Maine’s Olympic Site,” *Bangor Daily News*, April 19, 1967, 24, clipping in New England Ski Museum collection 2009.159.029.

April 19, 1967: “On 9 April 1967, I inspected the proposed primary sites for Olympic and World Championship Alpine ski events as designed and laid out by Sno-engineering, Inc., on Bigelow Mountain and as designed at Sugarloaf Mountain.

The inspection was made under winter conditions with snow depths of more than 40 inches at the upper elevations and 28 inches or more in the finish area.

My findings, recommendations, and conclusions are as follows:

Men’s Downhill Course:

This course was designed, laid out, centerlined, surveyed, and profiled by Sno-engineering, Inc., during 1966-67. The course is located in “Area G” on Bigelow Mountain in the town of Carrabassett in Somerset County, Maine, U.S.A....(Adjacent to the proposed Olympic Village).

The course drops 2,703 vertical feet, with grades ranging from a short flat (3.5%) to 58.2%. Terrain changes occur regularly throughout the course, thus allowing a fast average speed without excess danger to the racer. In general, the site selected by Sno-engineering, Inc., for the Men’s Downhill course will present a great deal of challenge to top caliber racers.”

Willie Schaeffler, quoted in letter to John Davidson from James R. Branch, June 26, 1972, New England Ski Museum collection 2009.159.024.

1967: “After flying under the radar for a few years, the ski area was dramatically expanded in 1967 with the installation of a double chairlift on the upper mountain. The new lift increased Squaw’s vertical drop by about 1,100 feet to 1,700 feet, instantly making it the second largest ski area in the state by some metrics. Five miles of new trail was constructed, making for 41 acres of new terrain.”

Big Squaw Mountain History, <http://www.newenglandskihistory.com/Maine/squawmtn.php> accessed 5-22-2015.

Summer & Fall 1967: “During the summer, Ken Hardy was employed on a year-round basis and was busily engaged in cutting the new “Northeaster” Trail...

On November 24, disaster struck the Snow Bowl when the rustic Lodge House was consumed by fire! Built in 1936 with volunteer labor, the Lodge House was the scene of many parties, weddings, meetings and good times over the years.”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999),77-78.

November 28, 1967: “Today I have found it necessary to withdraw Maine’s bid to host the 1976 Winter Olympic Games with Augusta as host city....

At the time my Interim Olympic Committee recommended to me the feasibility of hosting the Winter Games in 1976 it was based on the projected development of a \$30,000,000 resort-recreation complex in the Bigelow Mountain area of which at least \$15,000,000 would be in facilities contributing to Olympic requirements. This proposed development has not materialized as rapidly as planned, and without substantial private investment the State should not attempt to finance this project.

I would like to express my appreciation to the members of my Interim Olympic Committee, Mr. John Christie of Sugarloaf, Mt. Robert Dunfey of Portland, Mr. Curtis Hutchins of Bangor, Mr. Robert Marden of Waterville, Mr. Halsey Smith of Portland, and Mr. Alan Timm of Augusta, for their many hours of deliberation to the cause of developing Maine’s Olympic potential and especially to Larry Stuart, its Chairman, who enthusiastically promoted Maine’s bid against great odds.”

“Statement by Governor Kenneth M. Curtis, November 28, 1967, New England Ski Museum collection 2009.159.029.

Summer 1967: Saddleback builds new base lodge.
Slides of Saddleback construction 1967, New England Ski Museum collection 1999P.039.033.

1968: “Gov. Kenneth M. Curtis announced that Maine had withdrawn its bid to become the American candidate for the 1976 Olympic Games, but hoped to be the site chosen for 1980. The \$30 million development program for the Bigelow-Sugarloaf area on which the state had based its hopes did not materialize. The International Design and Development Corp. of Boston, which had been slated to develop the site, was not able to obtain the initial \$8 million loan required for the start of the project. This loan was held up by the Maine Recreation Authority, due to an injunction sought by Evergreen Mountain Development Corp., which claimed the Bigelow-Sugarloaf program would forestall its own plans for Mt. Adams.”

“Maine Bows Out,” *Ski Area Management*, VII, 1, Winter 1968, 15.

1968: “In the early 1960s the Squaw ski area was more or less of a secret except to residents of Greenville and surrounding towns. In its beginning, the area was comprised of two T-bars and some trails on the lower mountain. At last, in 1968, the chairlift was erected to the summit, along with the main base lodge, and Squaw was in the “major” category...

Jimmy Madden, former vice president of Scott Paper, who may be remembered for his two-tipped “goon skis” of 30 years ago, first interested me in Squaw. He is still one of the resort’s most ardent customers.”

Tap Goodenough, "Squaw Mountain; the sleeping giant," *Skier* XI, 4, January 1972, 25.

June 1968: "Bruce Johnson was named general manager of Saddleback last month. Many of you know him from last winter when he was with us weekends as administrative assistant and director of publicity on a part-time basis.

Bruce is a product of the University of Maine and was a highway engineer for a number of years before accepting Uncle Sam's invitation to join the Army. Lately he has been in the insurance business and now moves to another position of selling.

Bruce is a bachelor in his late 20s, has a nifty, outgoing personality, and will be heading the team of Dick Frost, mountain manager, and Roger Page, ski school director, which we think is the best in the ski business."

Saddleback Snow Scoops, Issue #4, June, 1968.

October 1, 1968: "Walter Schoenknecht, a shrewd judge of character and owner of Mount Snow, had been watching John's career with much interest. As a result, when he decided to make a needed change in personnel at his area, he visited the Maine native with an excellent offer, and John took over in his new position as of October 1, 1968.

"It was quite a change—a big difference, coming from Sugarloaf to Mount Snow," admitted the executive. "And what a start! Early that November, a major snowstorm hit us, creating great skiing and much excitement."

Tap Goodenough, "Mt. Snow's John Christie," *Skier*, XVIII, 3, December 1969, 23, 40.

December 30, 1968: "The 1968-69 season opened on December 30. With a twelve-inch base at the top which tapered to a five-inch base at the bottom, the Northeaster and new Clipper Trails were open from the top of the T-bar to the bottom."

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 83.

January 1969: "Snowmaking has come to four trails and the 10-acre novice slope at Saddleback (Rangeley, Maine)...Sensitive Saddleback skiers objected to the name Brown-Bagger Club, so the area has obligingly renamed its brown-bag facility The Picnic Basket." "Eastern Ski News", *Ski*, 33, 6, January 1969, 113.

July, 1969: "Sunday River Skiways opened the winter of 1959-60 with one T-bar lift and a total investment of just over \$100,000. T-bars were added in 1961 and 1965 and, at present, the ski area has three T-bar lifts and a total investment of \$270,000. The ski area can support crowds of 1,000 skiers without overcrowding.

Sunday River has enjoyed a general growth in total revenues (except for 1963-64, a disastrous winter weather-wise) however, profits, on balance, have been nonexistent. The operation has

generated a cumulative cash flow of \$118,231 over the ten-year period, generally keeping solvent but building no reserve for expansion.”

Sno-engineering, Inc., “A Master Plan...for Sunday River Skiway,” July 1, 1969, 1, New England Ski Museum collection 2001.064.002C.

July 1969: “The sport and business of skiing is enjoying an explosive growth nation-wide. Growth in northeast North America was measured at 15.4% annually in 1963. Growth in the eleven western states...was measured at 15.4% in 1964. Growth in Colorado has exceeded this average, posting a 17.6% rate between 1960 and 1968.

While data is not yet available for the tremendous 1968-69 ski season, indications are that new use records were set all across the nation. We believe that growth in numbers of skiers now exceeds the 15.4% found in the early 60s and may be approaching 20% annually.

Growth in Maine was phenomenal for 1968-69. While skier visit data is not available at many Maine ski areas, lift revenue data, adjusted for price increases, indicates a growth in attendance of 57%. Unadjusted ski lift revenue at these six Maine ski areas (Sunday River, Saddleback, Sugarloaf, Squaw, Pleasant and Lost Valley) was up 75%. Yet, including this spectacular season, growth over the past eight years has been below industry norms (10.8%).”

Sno-engineering, Inc., “A Master Plan...for Sunday River Skiway,” July 1, 1969, 9-11, New England Ski Museum collection 2001.064.002C.

Summer 1969: “The 1968-69 season was the most profitable year for the young ski area, and dreams of a chairlift sprouted. There were numerous ski areas with T-bars, but to be considered a major area, aerial lifts were required...Sunday River needed a chairlift, and that summer and fall a lift line was cut for the first chairlift. But the funding was not available, and the 1969-70 season was another of riding T-bars.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 37.

January 1970: “In Auburn, there’s a good example of Yankee ingenuity through the skill of Otto Wallingford, a former apple farmer, who devised a machine call the “powder maker” that breaks up our boiler-plate surfaces into granular or powder. Otto also operates Lost Valley, and invented his machine “through sheer necessity” one cruel winter.

“Guess few realize we have one of the biggest ski schools in Maine with 55 instructors,” said Wallingford....

...and the colorful Carrabassett Valley hums with music and mirth nightly. The Red Stallion Inn, a favorite rendezvous is livelier than a leprechaun. At lovely Capricorn Lodge, you may find the Bad Actors’ Society, a band founded by banjoist and song writer Jud Strunk, now a professional entertainer. Or you can drop in at Judson’s Rendezvous, Roger’s Motel, Chateau des Tagues,

Kern's Inn, Sugarloaf Inn or the new hot spot known as The Bag. Latter is operated by Bill Jones and Norton "Icky" Webber."

Tap Goodenough, "Skiing down in Maine," *Skier*, XVIII, 4, January 1970, 29.

February 25, 1970: "Thanks loads for contacting me relative to your \$8,000 obligation. We fully realize the position you must be in with the weather. Thank God you did not have a new chair lift to meet payments on as well! We will, of course, make arrangements to postpone your payment. Unfortunately interest rates are quite prohibitive at present and I can not promise you any better than we can get.

I am sure that many are again talking snowmaking. I wish that I could honestly feel that snowmaking were economically feasible for Sunday River, but I still think that on the average you had better budget for the occasional disastrous winter."

Ted A. Farwell to Murray W. Thurston, February 25, 1970, New England Ski Museum collection 2001.048.001A.

Summer 1970: "The first decision of the seventies was to bring on Josef "Sepp" Gmuender as general manager in the summer of `1970...

In September he presented a report that outlined the need for snowmaking and how to get it done. ...His proposal was to install snowmaking on Mixing Bowl to make Sunday River the only ski area "this far north in Maine with snowmaking."

...The snow guns were fired up as soon as temperatures dropped to sufficient levels, and the goal of a Thanksgiving opening was met. Over seven hundred skiers showed up to ski opening morning, and Gmuender had to call the local radio station in the late morning to announce that no more tickets could be sold. That total exceeded his projections through December 5, and the 1970-71 season was off to a great start."

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 43-44.

1970-71: "Ski industry tabulations conducted by Maine's Department of Economic Development for the 1970-71 ski season show that gross income at the 19 ski areas returning year-end business questionnaires showed an overall increase of 33% from the 1969-70 ski season. Gross income rose from just over \$2.5 million to \$3.4 million this past season at the areas themselves.

Employing the national average of \$3 spent off the mountain for every \$1 on the mountain, the Maine ski industry was worth approximately \$10.2 million last year according to a D.E.D. spokesman. The difference between on-mountain gross revenues and the total ski industry figure represents the estimated business generated at restaurants, hotels and motels, gas stations, ski shops not located at a ski area and all other businesses affected by the ski industry."

“Maine’s 1970-71 Winter Business,” *Skier*, XI, 2, November 1971. (*Skier* volume numbers changed in 1970-71 from XVIII in 1969-70 to XI in 1970-71, without explanation).

February 1971: “If anything can surpass hosting a World Cup, it’s what Sugarloaf accomplished in 1971. With too much snow and too few beds, an eleventh hour notice, and the fate of the season’s entire award system hanging in the balance, this almost unknown “mom and pop” area not only held the prestigious World Cup and Tall Timber Classic, it also unexpectedly ran the downhill events of the European Arlberg-Kandahar.

Two separate World Cup competitions and a total of six events was not what Sugarloaf anticipated for its debut in the arena of elite international competition. ...

But the mountain was potentially prepared. It had done its homework in World Cup readiness; two years of public relations, fund-raising, organization, and logistics. It had the snow so lacking in Europe, that for the first time in 43 years, the Arlberg-Kandahar couldn’t be held. And, of the five final competition sites for the 1971 circuit, Sugarloaf only, could offer downhill....

Neither Mont Saint Anne, Quebec, where the World Cup races were held prior to Sugarloaf, nor any of the three World Cup sites scheduled to follow, could hold downhills. Not only was it a matter of here or never, the Sugarloaf races could be the deciding point makers of the series.

As for the trail of choice, Narrow Gauge, in the days when the headwall was a real headwall, had a lot going for it. It have been carefully prepared over the winter, the communications system was in place, and to make it more challenging at the run out, berms had been added. For all but the Men’s Downhill, the Start Gate was at the top of the Bateau T-bar. The 1971 World Cup would be the Narrow Gauge’s first true test....

In summary, the events of the week in February were distinguished by two outcomes. Sugarloaf saved the World Cup and the Italians replaced the Austrians and the French as the world champions. A racer named Gustavo Thoeni placed third at Sugarloaf, and went on to win the World Cup, and eventually, won five overall.

And...yes it did snow, but only after those champion-deciding downhills that saved the ski world were held under optimum conditions.

Esther J. Perne, “Why Sugarloaf Held a Double-Barreled World Cup,” *Sugarloaf Mountain Ski Club 50th Anniversary Magazine*, Winter 1999-2000, 26-27.

February 1971: “Mt. Snow ski resort in Vermont has been on shaky financial ground as a result of large expenditures to enlarge and improve its facilities. A reprieve in the form of a deal with Davos, Inc. was virtually certain having been approved by Mt. Snow stockholders.

The arrangement, in effect, would be that Davos, Inc. will enter into a financial agreement leading to a merger of the two companies...

Davos, Inc. is a company which started out in the restaurant and food business and is presently in the convenience foods line. In 1969 the company took over the bankrupt Davos ski area in Woodbridge, N.Y., renamed it Big Vanilla and opened it for business.

The obvious question is what changes will take place at Mt. Snow as a result of the deal. Financial changes will allow Walt Schoenknecht, president of Mt. Snow, to fulfill some of his many visions, say the principals of the agreement. "Mt. Snow is like my baby," said Schoenknecht, "I wouldn't go into anything if I couldn't stay and finish my plans." Mark Fleishman, president of Davos, Inc., feels quite optimistic about the arrangement, maintaining that Mt. Snow will become part of a conglomerate that "will always have funds available, snow or no snow."

"Mt. Snow deals nears completion," *Ski Area Management*, 10, 1, February 1971, 10.

1971: "...Maine's legislature passed by a narrow margin a Land Use Regulation bill that formed a zoning commission empowered to zone the unincorporated land area of the state. This Land Use Regulation Commission (L.U.R.C.) had the same powers as a town planning board and as such was mandated by law to zone the wild lands of Maine according to a comprehensive plan that would guarantee orderly growth ..."

Robert Proudman, "Bigelow Mountain Preserved," *Appalachia*, New Series XLI, 2, December 1976, 79.

1971: "The Appalachian Mountain Club, under the leadership of Jay Madeira, Chairman of the Maine Chapter, and Tom Deans, Executive Director, made perhaps its single greatest contribution to opposing the Flagstaff plan at the time of its debut into the fray in 1971. Working with the club's trail crew on the mountain and with the Natural Resources Council, Maine's largest environmental group, in Augusta, Jay and Tom prepared a plan which outlined a park proposal for Bigelow.... This plan solidified opposition to the development by giving the no-development alternative some stature in the eyes of owner, government officials, and the people of the state."

Robert Proudman, "Bigelow Mountain Preserved," *Appalachia*, New Series XLI, 2, December 1976, 79.

1971-72: "The chairlift was another matter, but Gmuender was up to the task. He went to a company new to the business of building ski lifts, Pullman Berry. Those old enough to remember the days of extensive train travel remember the famed Pullman railroad cars.

Gmuender related how he has spent two weeks doing the profile of the terrain for the lift design and taken it to Switzerland...the biggest factor in his words was "we got that lift from Pullman Berry for no money down."

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 45.

1972: “Through the spring and summer, after a series of fits and starts including, tragically, the death of George Marshall, Gannett Publishing's General Manager with whom I was negotiating, I found myself in the early fall owning Saddleback. Actually, The Big Rangeley Corporation (the name says it all in respect to my plans) of which I was, at its creation, the sole owner, bought the ski area assets. I formed a very small Board of Directors to whom I knew I would have to turn for advice, which included three good friends: the aforementioned Walt Schoenknecht, who was 100% behind my move, as my development guru and inspiration; “Doc” Desroches, President of SIA, the national ski industry trade group as my industry touch stone; and “Bud” Leavitt, *Bangor Daily News* outdoor columnist and WABI-TV personality as my eyes and ears (and voice) for the Maine marketplace.

Since the place was in need of quite a lot of work in the fall to get it ready, and given a lesson I had learned from Walt Schoenknecht about the foolhardiness of putting one's own money at risk in an industry that already was showing a few cracks in its hull, I actually bought not only the lifts, trails, a relatively new, and very nice, base lodge, and a lease from Hudson Pulp and Paper Company...the seller threw in some working capital to get me going.”

John Christie, “My Saddleback Years,” typescript via e-mail from author April 14, 2015.

1972: “Following that 1971-72 season, Sepp Gmuender left, first to install lifts for a lift company and then to take over as general manager of Ski Roundtop in Pennsylvania. By then the founding directors were thinking their job was done, and they considered getting out of the ski business by putting the area up for sale. A new general manager was hired. Ray Starr’s biggest job would be to arrange the sale of Sunday River.

Gmuender retained his interest in Sunday River and brought the area to the attention of his new employers at Ski Roundtop. Through the summer and fall, a series of letters from Walter Whittier, CEO of Hannaford, a stockholder and avid Sunday River skier, were with officers of Ski Roundtop and Sherburne Corporation, parent company of Killington. Both companies visited the area, and both made offers. In the end, a special meeting of the stockholders was called for October 12, 1972, in Bingham Hall at Gould Academy. The purpose was to authorize the directors to sell 13,000 shares to Sherburne Corporation for \$7.45 per share. Ski Roundtop’s bid was \$5 per share.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 47.

Fall 1972: “That fall of 1972, the Sherburne Corporation, owner and operator of Killington, Vermont’s largest ski area, purchased a controlling interest in the mountain. A twenty-three-year-old graduate of Killington’s management training program was sent over as assistant manager. Leslie Otten spent the winter of 1972-73 learning about Sunday River and its operation under Ray Starr and developing plans for needed improvements. Following that season, Les Otten became general manager at age twenty-four.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 47.

1972: “In the mid-60s, a member of the Gannett newspaper clan, which publishes the Maine Press Herald and Sunday Telegram, bought Saddleback and began to pump in money. By 1972, Saddleback was a \$1.3 million investment which included a modern \$350,000 base lodge, an \$80,000 snowmaking system (one of the first in the North Country) covering two big novice slopes, two chairs, two T-bars, and around 30 acres of ski trails over a vertical drop of 1,400 feet. Impressive—but there still weren’t very many skiers.”

L. Dana Gatlin, “Riding High at Saddleback,” *Skiing*, 27, 4, December 1974, 164E.

Summer 1972: “Ski areas have taken much abuse from environmentalists, but according to Mount Snow vice president and general manager John Christie, some of the criticism may be misdirected.

In a paper written for the Governor’s Act 250 Task Force studying environmental legislation, Christie pointed out that “large quantities of commercial activity surrounding existing recreational facilities appear to have an adverse effect...The paradox,” Christie added, “is that the ski area developer now finds himself unable to purchase the lands surrounding the ski area due to their astronomical prices.”

According to Christie, much of the conflict stems from the developer’s ignorance of Vermont’s Environmental Act 250 “and frustration with the machinery associated therewith.” Looking at the other side of the coin, he added that “preservationist elements use the hearings to delay whenever possible, regardless of the quality of the proposed project and its favorable economic impact.”

Citing the contributions the ski industry makes to the economy of the state of Vermont, Christie asked that the state assist “serious and conscientious developers who have a genuine concern for building the proper kind of project.””

“Christie hits peripheral development,” *Ski Area Management*, 11, 3, Summer 1972, 10.

October 1972: “John Christie, through his newly formed firm Big Rangeley Corp., has purchased the Saddleback Ski Area in Rangeley, Me. from the Gannett Publishing Co. at a reported price of \$500,000. The former vice president and general manager of Mt. Snow Development Corp. left his duties at Mt. Snow at the beginning of October to be succeeded by Lee Jorgensen, former director of the Utah Travel Council.

Christie emphasized that he was and continues to be on good terms with Marc Fleishman, president of Davos Corp., which recently acquired Mt. Snow, and Walt Schoenknecht, developer and president of the area. Schoenknecht will, in fact, serve as one of five directors of Big Rangeley and Christie will remain on the board of Mt. Snow. ...

Through the sale, Christie acquired all of the area’s assets as well as a lease on the 1,700 acres of land which the ski complex occupies. A purchase agreement was recently completed with the Hudson Pulp and Paper Co. which transferred the lease from Gannett to Christie to purchase 20

acres of land at the base of the ski area for the development of an integrated commercial and residential village.

Other plans include the opening of the area to the east of the existing lift and trail facilities where Christie plans a 7,000-foot chairlift on the 2,000-foot vertical.”

“Christie buys Saddleback, plans expansion,” *Ski Area Management*, 11, 4, Fall 1972, 8.

1972-73: “The 1972-73 ski season was slow in starting for all the areas in the northeast, and only the few with snow making were able to provide decent Christmas skiing. Fortunately, we had a rudimentary system on the Wheeler Slope and so we could not only run that lift, but I got Gardner DeFoe to bring his Sugarloafer Ski Camp over for the vacation week, as Sugarloaf had yet to install snow making. We charged him a pittance, but sold a lot of hot chocolate. I still treasure the cards of thanks that every one of the campers sent me.

We ended up with a successful enough season that we pressed forward with our aggressive development plans, the principal features of which were our Saddleback Village pedestrian base area with condominiums and motel rooms, and a major aerial lift to the summit.

We began work on cutting a line to accommodate a chair lift, which looked like virtually a sure thing based on an agreement I hammered out with the Mazur family, owners of Hudson Pulp and Paper Company, my landlord. The brothers who ran the company were bullish at the time on the future of ski area development, and thought expansion of Saddleback was a great opportunity, for both the area and for their company. Our agreement would have them investing sufficient resources to underwrite the installation of the new lift, and we also agreed that the leasehold area would be substantially expanded to allow us to develop the less-exposed terrain to the east.

The lift line, which commenced several hundred yards to the east, and at a slightly lower elevation than the Base Lodge, was slightly more than 2,000 vertical feet, and the upper terminal of the lift was to be located somewhat below the summit and the Appalachian Trail. This careful placement, I felt, would maintain the integrity of the trail (the entire distance of which in Maine I had hiked by that time), and allow us to access Saddleback's distinctive snow fields by lift. That lift line, to be subsequently named Bronco Buster and was kept cleared for the top 1,000 vertical feet, is now Tight Line.”

John Christie, “My Saddleback Years,” typescript via e-mail from author April 14, 2015.

February 1973: “This combination of mountain and lake, repeated in endless easterly waves, creates a sense of vastness that the Green Mountains of Vermont, at their most undeveloped, could never have approximated. Viewed strictly as terrain, Maine should have developed before Vermont did, but its proximity to major population centers gave the nod to Vermont.

Refusing to follow New Hampshire’s practice of “watchful waiting,” an attitude that tends to create destruction and overreaction, or Vermont’s policy of “too much too late,” Maine has virtually copied the Vermont statutes verbatim. Thus Maine may be the first state in the country

to enact environmental protection laws in time, before significant development occurs in the mountain region.

Despite the similarity of the Vermont and Maine statutes, including Professor Hubert Vogelmann's famous 2,500-foot law, the attitude and the concept of enforcement are very different. "In Maine," says Jon Christie, "the government is acting in advance, carefully, to prevent that kind of overdevelopment. People on all sides are planning, are working reasonably with each other, to create a program that will promote healthy growth. In Vermont...it was all reaction, as if suddenly everyone assumed that everything that had happened was bad and the only good thing was to stop everything."

Maine has, for example, the Land Use Regulation Commission (LURC) and its energetic director, James S. Haskell, Jr....The difference in Maine's concept of environmental laws is clear in Haskell's analysis of the 2,500-foot law: "It is not a moratorium, a blanket prohibition against any kind of development above 2,500 feet." (This is an accurate appraisal of the law: Professor H. Vogelmann of the University of Vermont's Department of Botany demonstrated that the Green Mountains have too fragile an ecology above that height, and the state law agrees.) "In Maine," Haskell continues, "it is a constraint. Where evidence shows that the specific land is not too fragile, we will allow lifts, trails, warming huts in the high mountain areas, like Saddleback. But it's up to them to prove it. If they do, we will make exceptions; Vermont won't." I. William Berry, "If Maine Has a Chance," *Yankee*, 37, 2, February 1973, 88.

October 13, 1973: "...when a hearing was called to zone Bigelow's properties into either a management zone, which would preclude development, or a development zone, which would permit Flagstaff to proceed with their plans. This hearing was a marathon affair lasting 19 hours. ...Testimony and cross-examination by the AMC-NRC opponents and the Flagstaff advocates before commission members was the first and only confrontation directly between the opposing sides.

Several weeks after the hearing, commission members voted 4-3 not to grant the development zone to the Flagstaff Corporation until after the adoption of a comprehensive plan. This narrow margin of success for the environmental groups opposed to development was clouded somewhat by a rift which developed between the commission chairman, Donaldson Koons, and the Executive Director of LURC, James Haskell. Haskell dissented from the commission's ruling because he felt that Flagstaff Corporation had more than fulfilled the planning requirements of Maine's land use laws and therefore should be granted a zone in which to develop. Haskell's disagreement eventually led to his resignation."

Robert Proudman, "Bigelow Mountain Preserved," *Appalachia*, New Series XLI, 2, December 1976, 79-80.

December 30, 1973: "The following day the 250 horsepower pump was installed and snowmaking started at the Snow Bowl on Sunday night, December 30, 1973!"

The snowmaking unit weighed about 2,000 pounds. It consisted of a sled, a Volkswagen engine and an “air cannon”. The engine drove a hydraulic pump which turned a giant fan in the “air cannon”. Water was sprayed into the airstream of the cannon as a fine mist and fell to the ground as snow.”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 96.

1973-74: “The winter of 1973-74 combined the best and the worst of my life in the ski business. The best part, despite a pretty bleak season with below-average snow fall, was our hosting the first-ever Winter Special Olympics, that came about as a result of a chance meeting and friendship with Sargent Shriver, his wife Eunice's vision and determination, and Maine Special Olympics Director Mickey Boutilier's conviction that we could pull it off.

The biggest potential problem was housing the competitors, officials and volunteers (not to mention my good friends Bill Cohen in his first term in Congress and his family, and Ken Curtis, Maine's Governor and his). Fortunately, kids were willing to sleep on the floors of nearly-finished but unfurnished condominiums thanks to the generosity of the owners, and the whole event was a smashing success.

The worst part, without a doubt, was feeling the effects of the first Arab oil embargo and the hesitancy on the part of skiers to risk driving all the way to the mountains of western Maine and face the prospect of not being able to buy enough gas to get home. We even advertised that if anyone found themselves short of gas when it came time to leave, we'd top 'em off from our fuel tank at the maintenance building. But the embargo was also the first sign of some tough financial times to come, as people tightened their belts and cut back on discretionary spending.

Equally devastating for me was the fact that the Mazur brothers got an offer they couldn't refuse from a large paper company for their lands in Maine, so they disappeared as an equity partner and my best...in fact last...hope for about a million bucks to build a new lift.”

John Christie, “My Saddleback Years,” typescript via e-mail from author April 14, 2015.

March 1974: “In early March it was announced that an anonymous donor (Mr. Arthur Watson) donated a 2,000 foot chairlift, a 1,000 foot T-bar and other items to the Snow Bowl. The acquisition of these items, which would be enhanced through gifts and matching funds, was approved by the Snow Bowl by a vote of fourteen to one. The Camden Selectmen had earlier unanimously approved this project. This gift was valued at around \$100,000. The matching funds would be used to dismantle the equipment at Bald Mountain in Dedham and re-assemble it at the Snow Bowl. It was also planned to lengthen the chair lift to 3,100 feet.”

Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 97-98.

Spring 1974: “The tenuous position of the Land Use Regulation Commission was aggravated further in 1974 when the developers filed suit in Maine’s courts on the grounds that LURC had abridged their constitutional rights by taking their land without just compensation.

The commission, when asked by Flagstaff lawyers for a transcript of the public hearing, could not produce one...The fact of no record led the judge to declare the hearing invalid, with a subsequent order to the LURC to hold a new hearing.

By this time the Flagstaff Corporation was feeling the economic limitations that were affecting all of the construction industry. The oil embargo and the general recession of the economy probably had a greater impact on the vitality of Flagstaff's plans than any of the opposing strategies of the NRC or AMC. On the surface, however, there was no change in the Flagstaff proposal. Therefore, with the substantial publicity of the LURC decision still fresh in many citizens' minds, a new and more aggressive environmental organization was formed: The Friends of Bigelow. Lance Tapley, founder and organizer, intended that this grassroots group should petition the legislature to make Bigelow a preserve, and failing that, to bring the preserve question to the people of Maine in a referendum.

In the meantime, Flagstaff Corporation indicated to the state that, for the right price, they would be willing to sell their 8,000 acres on Bigelow."

Robert Proudman, "Bigelow Mountain Preserved," *Appalachia*, New Series XLI, 2, December 1976, 80.

Summer 1974: "During the summer of 1974, a new trail was cut called Ecstasy and the chairlift line was renamed Agony...The new run ran diagonally across the upper mountain from the top of the chair to an intersection near the bottom of Upper Sunday Punch and on down to Lower Cascades. This made it possible to run snowmaking pipe in one continuous arc from the base to the top of the chair and open a one-and-a-half mile run with 1,500 feet of vertical drop whether it snowed or not."

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 49.

November 1974: "Some people are terrific at public relations gambits when they have a \$10,000 budget and a corps of assistants. John Christie ...is a genius at turning out newsworthy stunts with only a couple of dollars invested in telegrams and some hearty encouragement over the phone to various parties who might be interested.

A recent Christie production was to celebrate Saddleback's reaching the top of their mountain some 6,600 feet via chairlift. The event was called Meet the Miss. On hand to say a cheery "hi" to one and all were Miss Maine-World, Miss Maine-International, Miss Maine-Teenager, Maine's Junior Miss, Maine's Blueberry Queen, the Maine Apple Queen, Maine Seafood Queen, Maine Broiler Queen, Maine Egg Princess, and the Maine Forest Princess.

The grand finale for the Super Saddleback Summit Signing weekend was billed as an event to take place on Sunday...at the Main Street Mobil Filling Station in Rangeley Village—"the Farewell Fillup."

"Good Grief, Miss!", *Ski*, 39, 3, November 1974, 44-45.

November 1974: “What Saddleback now has, two years after Christie’s taking over, is the old 30-acre ski area, the beginnings of a base village, condominiums, cluster dwellings, and separate efficiency apartments—all tastefully set in the woods within walking distance of ski trails. What Saddleback had planned to add this year was a 6,600-foot covered chair, which would have opened up three new trails and brought the vertical to 1,900 feet. As a result of last year’s poor season, the area didn’t get the financing it had hoped for, so the chair, more condominiums, and a new village will have to wait for another year.

The whole thing was conceived by Christie and master planner William Dickson of Scarborough, Me.”

L. Dana Gatlin, “Riding High at Saddleback,” *Skiing*, 27, 4, December 1974, 164E.

1974-75: “In his 1975 annual report, President Preston Smith told the board of directors, “Sunday River was the first ski area in the State of Maine to open for the season. The ski operations began November 16, 1974, with five inches of machine-made snow on Mixing Bowl. Six days later, we were skiing the full length of the main mountain via the new Ecstasy trail and Lower Cascade. Throughout the season we continued to experience above average conditions until we closed on May 2, 1975, giving us the longest season of any area in Maine of 166 days.

The report went on to explain the increases in revenue and while still operating at a loss, the loss was reduced by 68 percent and the improvement encouraged the parent Sherburne Corporation to purchase an additional \$108,000 in common stock. This additional capital was used to exercise land option held by Sunday River. The land was acquired at the base of the area now occupied by the South Ridge Base area.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 51-52.

May 1975: “After a year of effort, the Friends of Bigelow had enough signatures to bring their bill to the 107th session of the Legislature in May 1975. The Legislature rejected the preserve concept for economic reasons, which meant that the issue would automatically be brought to the people in a referendum. During this period a neighboring landowner, the Huber Corporation, negotiated a gift of 5,200 acres of their Bigelow property to the State of Maine. This land was basically the property above the 2500’ elevation on the western side of Bigelow, and it included Horns Pond and some of the higher mountain country. This gift was the first real installment of the Bigelow Park concept.”

Robert Proudman, “Bigelow Mountain Preserved,” *Appalachia*, New Series XLI, 2, December 1976, 80-81.

December 1975: “A new corporation, Saddleback Kingdom Inc., has taken over the Saddleback ski area, Rangeley, Me. Principals in the new corporation are Robert A. Madsen, half owner of Comber Marine, Inc., and Seacoast Ocean Service Inc., of Portland, Me.; Gordon Sykes, a former stockholder with the Boston Stock Exchange; Raymond Atwood of Kennebunk,

a sales representative for the Charles Pfizer Co.; and James Howard of Wayland, Mass., a manufacturer's representative.

Sykes is living at the area and managing the condominiums. Dick Frost remains as operations manager, and Rick Whittier as marketing manager.

Former general manager John Christie has left Saddleback to work for an Augusta, Me., advertising agency called Ad Media.

Saddleback first started operating in 1960. It has changed hands three times since that year. Christie purchased the area in July 1972 and operated it through the East's two poor snow years, 1972-73 and 1973-74. In August of 1974, Casco Bank and Trust foreclosed on the corporation and gave Christie one year to pullout of the financial bind. Although the area had a successful season last year, it was not enough to convince the bank to continue its backing.

Saddleback Kingdom Inc. is backed by the Maine Savings Bank.”
“Roundup: Saddleback Sold,” *Skiing*, 28, 4, December 1975, 170E-172E.

January 1976: “The new chairlift and T-bar became operational in mid-January.”
Jack Williams, *The Camden Snow Bowl: A Historical Documentary 1936-1996*. (Camden, Wright Angle Communications, 1999), 113.

Ca. 1976: “Bigelow is a very special mountain. In the mid-1970s, ski development plans fell to the voters of Maine in a referendum as a result of the incredible efforts of Lance Tapley and his passionate organization, “Friends of Bigelow.” The state of Maine purchased some 8,000 acres of mountainside and shorefront from the Flagstaff Corporation and patched it together with another 25,000 acres to create a very special 33,000-acre treasure, to be administered by the Bureau of Parks and Lands of the Maine Department of Conservation and to be called Bigelow Mountain Preserve.”
John Christie, “Mountain Memories,” *Portland Press Herald*, October 16, 2011,
http://www.pressherald.com/2011/10/16/mountain-memories_2011-10-16/, accessed 5-1-2015.

June 1976: “In June 1976 the Friends of Bigelow petition went to referendum and passed. This gave the state a mandate to acquire 40,000 acres of the mountain. It also effectively terminated the Flagstaff proposals. “
Robert Proudman, “Bigelow Mountain Preserved,” *Appalachia*, New Series XLI, 2, December 1976, 81.

1974-1976: “It was toward the end of my time at Saddleback that I joined the Board of Directors and became a small owner of the Flagstaff Corporation, the enterprise that owned some 8,000 acres on the north side of Bigelow and whose well-heeled principal owners had a vision of creating, in their words, “The Aspen of the East.”

With several miles of shore frontage, and a piece of flat land on which could be built a 7000'

runway with FAA-approved ILS approaches, it struck me that this plan could be just what was needed in the western mountains of Maine to make all of us, Sugarloaf, Saddleback and Bigelow, a desirably accessible destination for the multitudes that were destined to eschew the long drive north.

I felt Saddleback could benefit and, if all else failed, I could play a role in Bigelow's development, as I felt I still had something to contribute to the industry.

Lance Tapley and his Friends of Bigelow had other ideas about the highest and best use for one of Maine's most spectacular mountains, so by popular referendum the Bigelow Preserve was created.

In retrospect, the Flagstaff Corporation probably made more money by selling its land to the people of the State of Maine for \$8,000,000 than they would have otherwise made if we had developed a ski area on a piece of property for which we had paid \$800,000.”

John Christie, “My Saddleback Years,” article via email from author to Jeff Leich 4-13-2015.

1976: “One reason for the purchase of Sunday River by Killington was a moratorium in Vermont on ski area expansion. In 1976, that moratorium came to an end and Killington purchased Mount Snow. The focus of the parent company quickly switched from Maine to Vermont as the location of Mount Snow in southern Vermont close to major population centers in New York and Connecticut made more sense for investment.

Through the rest of the seventies, investment at Sunday River trickled almost to a halt. Frustrated with the situation, Les Otten went to Killington and said, in effect, “If you’re not going to let me build it up, sell it to me.”

Killington management not only agreed, but it financed the \$850,000 purchase price, and Otten had a ski area.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 65.

April 1980: “Each year for the past eight, Sunday River has opened with adequate skiing on snowmaking trails two to five weeks (excluding this winter) in advance of our competitors. However, after approximately 10-14” of natural snow, Pleasant, Mt. Abrams and Evergreen are open on 79-80% of their trails due to summer grooming, while Sunday River is open on snowmaking trails only, due to four major trouble areas that need summer attention. When this occurs Sunday River moves from a position of acknowledged superiority to that of inferiority. Instant credibility loss...

Gross revenue continues to be the company’s biggest problem outside of interest rates which we cannot effect. Group sales and improving the product must be done simultaneously to insure repeat business. Remember in our market we have a clear lead over our normal competition and we should seize the opportunity to insure our future dominance.”

Memorandum, Leslie B. Otten to the Executive Board of Sunday River, April 8, 1980, New England Ski Museum collection 2001.048.001A.

1980: “In 1980, Otten invested \$132,000 of his own money as part of a team that spent \$840,000 to buy it.”

Bob Sanders, “Can the ‘visionary’ Les Otten save The Balsalms?,” *New Hampshire Business Review*, 37, 7, April 3-16, 2015, 10.

1980-81: “Heading into the 1980-81 season, Les Otten owned Sunday River, but what did he have? The previous season the ski area had attracted only 32,000 skier visits and lost \$250,000....That winter they cut the loss to \$80,000 and in 1981-82 earned a profit of \$135,000.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 69.

1981-82: “In order to build a chairlift (for the Mixing Bowl) that summer of 1981, Otten turned to “Rugged” Chapman, a local junk dealer. Scouring the mountain and buildings, employees gathered up every loose piece of copper, iron, and aluminum, which was then sold to Chapman. The last lots in Viking Village were sold, and thirty lifetime passes at \$1,500 each. A total of \$90,000 was raised, and an SBA loan took care of the rest. For the 1981-82 season new skiers rode a double chairlift and skier visits increased to 50,000.”

David Irons, *Sunday River: Honoring the Past, Embracing the Future*. (Portsmouth: Blue Tree, 2009, 69-70.

1984: “In 1984, Massachusetts businessman Breen purchased the resort and requested to use the P-DP process for development of an "Aspen of the East" resort. LURC approved the zoning petition in 1989, and a 1,960-acre D-PD subdistrict was established for condominium and apartment developments, ski trail expansions with associated ski lifts and snowmaking facilities. But following Breen’s pronouncements of a mega-resort, he and NPS, the Appalachian Trail Conference and other trail and environmental organizations became locked in battle over protection of the A. T. that runs across Saddleback’s 3.5 mile-summit.”

Phyllis Austin, “LURC Approves New Development of Saddleback Mountain Ski Resort,” *Maine Environmental News*, April 2, 2004, <http://www.meeepi.org/files04/pa040204.htm> accessed 4-22-2015.

1994: “In 1994 Otten formed LBO Resort Enterprises to duplicate the Sunday River success in ski areas all over the country, including Attitash Bear Peak in Bartlett, where he rebuilt the Grand Summit Hotel, Waterville Valley, and briefly, Mount Cranmore, as well as Sugarbush in Vermont.”

Bob Sanders, “Can the ‘visionary’ Les Otten save The Balsalms?,” *New Hampshire Business Review*, 37, 7, April 3-16, 2015, 10.

1996: “In 1996, after purchasing S-K-I Ltd., he gained ownership of Killington and Mount Snow in Vermont and Sugarloaf in Maine. That was the year LBO became American Skiing Company, and the company looked westward the following year, creating the Canyons in Park City, Utah, as well as developing the Steamboat resort in Colorado and Heavenly Ski Resort near Lake Tahoe in California.”

Bob Sanders, “Can the ‘visionary’ Les Otten save The Balsalms?,” *New Hampshire Business Review*, 37, 7, April 3-16, 2015, 10.

November 1997: “By November 1997, when American Skiing went public, Otten had become the head of the largest resort operator in North America. Listed on the New York Stock Exchange, the company’s shares debuted at \$18. That was the company’s peak. From then on, the stock slid downhill until it crashed....

But the company was still growing rapidly. Revenue doubled in 1997 and doubled again in 1998 to \$340 million. But it never made a profit. In fiscal 1998, it posted a \$6.96 million operating loss. The individual resorts thrived, but the company was loaded down with more than \$400 million in debt.

Bob Sanders, “Can the ‘visionary’ Les Otten save The Balsalms?,” *New Hampshire Business Review*, 37, 7, April 3-16, 2015, 10.

1999: “In 1999, Otten brought in Oak Hill Capital Partners on a preferred stock basis, and when he couldn’t pay the interest due, he had to give up his stock in the company....Otten remained on the board, but was helpless as he saw Oak Hill sell off his beloved resorts piecemeal over several years.”

Bob Sanders, “Can the ‘visionary’ Les Otten save The Balsalms?,” *New Hampshire Business Review*, 37, 7, April 3-16, 2015, 10.

1999: “It was a Wednesday in early March, plenty of snow, a great day to ski—and for some strange reason the employees outnumbered the paying customers. We wouldn’t see more than 10 skiers the entire day....It’s a friendly, laid-back, family-oriented place in one of Maine’s greatest outdoor regions. And you sure as hell don’t have to worry about liftlines. Even on the weekends, 300 is considered a crowd.

Why? Well, it’s not perfect. Whoever changed the names of the runs from fly-fishing classics such as Grey Ghost to Wild West themes such as El Hombre and Cowpoke’s Cruise deserves to be exiled to Texas. More important, as one local said, “it’s Seventies skiing.” You ride a poky double chair and a T-bar to access the peak, and the snowmaking won’t win any awards.

Saddleback suffers from benign neglect. That’s because it’s located in one of Maine’s unorganized territories (as opposed to a settled town), which means it needs permission from a state commission in order to cut trails or make any improvements. A new chairlift purchased in 1980 sat crated in the parking lot until 1995, when the necessary permits were finally obtained.

Meanwhile, owner Don Breen, a pharmaceuticals magnate who can afford to fight, is battling the National Park Service over a right-of-way for the Appalachian Trail, and until that's settled, he won't go forward with a \$35 million development plan. A few years ago he ways goodbye to the advertising budget and the marketing director."

Nathaniel Reade, "The High Lonesome," *Ski*, 64, 1, September 1999, 6E.

November 2000: "In November, 2000, Breen reached a settlement with NPS to protect the A. T. corridor. The \$4 million deal set aside about 1,448 acres through a mix of outright purchase, easement and donation. The purchase and donation involved 1,126 acres that Breen had wanted to develop, requiring a crossing of the A. T. by skiers, snowmaking pipelines, utility lines and a road.

The agreement was a political compromise. On the positive side, it protected 90 percent of the immediate viewshed around Saddleback mountain, kept the ski area from using the nearby pristine Eddy Pond as a source for snowmaking in the future and preserved the alpine tundra and about 95 percent of the associated krummholtz communities – the stunted trees that grow at high altitude.

The A. T. community questioned the value of the "donated" land because of how narrow the buffer would be between the trail and potential ski development to the west. The agreement did not stop future development in some areas visible from the footpath where it is very narrow (on the northwest side of the mountain above the "bowl" of The Horn and high on Saddleback peak)."

Phyllis Austin, "LURC Approves New Development of Saddleback Mountain Ski Resort," *Maine Environmental News*, April 2, 2004, <http://www.meepe.org/files04/pa040204.htm> accessed 4-22-2015.

September 2003: "Bill Berry, formerly a geology professor at the University of Maine at Farmington (UMF), and his family purchased the ski resort and 8,087 acres for \$7.5 million in September, 2003, under the name Saddleback land and Timber Corp. The land included the 1,960 D-PD subdistrict. Breen kept 3,663 acres. All LURC approvals under the preliminary D-PD plan of Breen's were transferred to Berry at the time of sale.

The Berry family had been longtime skiers at Saddleback and mountain condominium owners by the time they purchased the property. Bill Berry taught skiing for years at the Titcomb ski area in Farmington, where his son, Mark, ran the operation. Bill Berry and his wife, Irene, are known for their philanthropy, notably a \$1.3 million donation to UMF's geology department, from which he retired in 1996. Bill, Irene and Mark Berry attended the LURC session to hear the commission discuss the project, and another family member also was present."

Phyllis Austin, "LURC Approves New Development of Saddleback Mountain Ski Resort," *Maine Environmental News*, April 2, 2004, <http://www.meepe.org/files04/pa040204.htm> accessed 4-22-2015.

January, 2004: "The Berrys submitted the first phase of a revised proposal for the final development plan. About 23 acres of trees are slated to be cut for the six new ski trails.

Four of the six trails are entirely below 2,700 feet, and the other two trails extend 70 feet and 363 feet above that elevation, respectively. The average width of the trails to be created will range from 40 to 60 feet, and the project will take six weeks to complete. Five of the six trails would have an overall slope of less than 10 percent.”

Phyllis Austin, “LURC Approves New Development of Saddleback Mountain Ski Resort,” *Maine Environmental News*, April 2, 2004, <http://www.meept.org/files04/pa040204.htm> accessed 4-22-2015.