

Timeline of Vermont Skiing

New England Ski Museum
In preparation for 2014 Annual Exhibit

Ca. 1853: “At some time in his middle years he (Joseph Seavey Hall) built a trail up Burke Mountain, near East Burke, Vermont, and later enlarged it into a bridle path.

He claimed that it was he who transformed the Crawford Path from a blazed and cairned trail into a bridle path. He built the first summit house that was anything more than an emergency shelter. He completed the Carriage Road from just above the Halfway House to the summit...In his early forties he marched through Pennsylvania with the 11th regiment, Vermont Volunteers, and fought in the Battle of Gettysburg. ...After the Civil War he went west, mined silver in Nevada, and then moved on to California, where, according to family tradition, he once more indulged his passion for building roads up mountains and houses on mountains by constructing another carriage road, this one up Mt. Diablo.”

Bradford F. Swan, “Joseph Seavey Hall, White Mountain Guide,” *Appalachia*, Magazine number 130 (June 15, 1960), 57-58.

1860: “Mountain recreation at Burke dates back to 1860 when Lt. Joseph Seaver (sic) Hall of East Burke cut a trail to the mountain’s summit and erected a cabin there. Picnickers and hikers used the trail to climb to the mountaintop which was a popular pastime in Vermont in the late 1880s.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 54

1892: “Winter sport was organized on a permanent commercial basis under the direction of the Woodstock Inn as early as 1892, when the inn opened its doors for the first time. ...In the nineties and in the first decade of the present century, snowshoeing, skating, sleighing, and tobogganing were the reigning sports. For years members of the Snowshoe section of the old Appalachian Mountain Club used to come forty strong via the now defunct Woodstock Railway ...

...The directing genius of the inn’s long life was Arthur B. Wilder, dean of Vermont hotel men. Genial and beloved, Boniface extraordinary for over forty years, Mr. Wilder is the patriarch of the movement that has made recreation one of Vermont’s ranking industries.”

Charles Edward Crane, *Winter in Vermont*. (New York: Alfred A. Knopf, 1941), 205-207.

February 18-27, 1893: “Thirty-two members and friends took part in the snowshoe excursion to Woodstock, VT on February 18-27. Ascents were made of Mt. Ascutney, Mt. Tom, and Garvin Hill. Sixteen or eighteen walks and rides were taken by the party during the trip. There were three or four feet of snow on the ground. Snowshoes were used on four of the outings.”

“Report of the Excursions Committee for 1893,” *Appalachia*, VII, 3 (March 1894), 269.

ca. 1902 or 1905: "Around 1902 to 1905 a few (in Stowe) of us took hardwood boards and bent up one end, nailed on a toe strap and thought we were ready to ski....Our skiing consisted of straight running down a slope near the present Stowe public school...But the spills without the thrills was not really skiing, and all of us lost interest. The infection, however, was there." Craig O. Burt, Sr.

Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 65.

February 1909: ""James 'Pop' Taylor, an energetic master ...at Vermont Academy in Saxton's River" organized a winter carnival with ski and snowshoe races.

E. John B. Allen, "The Making of a Skier: Fred H. Harris 1904-1911", *Vermont History*, (Winter 1985), 14.

1909: "For it was at Vermont Academy on Lincoln's Birthday in 1909, that the first Carnival was held, a full year prior to the first Dartmouth Carnival, thus giving the State of Vermont an important first in skiing history.

The Carnival came about when "Pop" Taylor, as was known affectionately to Vermont Academy and later to thousands of Vermonters, felt that competition would stir more students to come out and enjoy the beauty of winter. Previously he had formed the Vermont Academy Outing Club, and for several years had taken hardier students to climb mountains in Vermont and New Hampshire in winter as well as at other times of year.

Earlier, Mr. Taylor had seen some skis and felt that here was a means of broadening the scope of winter sports. He obtained a pair and soon interested others in trying them. The result was that the fad caught on and pretty soon many in school wanted a pair of skis." Robert M. Campbell, "Grand-Daddy of Winter Carnivals," *American Ski Annual and Skiing Journal*, XXXVII, 3 (February 1953), 43.

Ca. 1909: "Besides being father of the Green Mountain Club and the Long Trail, James Taylor was perhaps the grandfather of the Dartmouth Outing Club's Winter Carnival. DOC's Fred Harris, as an undergraduate, ran into Taylor on a train and the sight of the student's 9-foot skis led Taylor to tell him about the Winter Carnival that Taylor had organized at the Vermont Academy. In after years, Harris liberally credited Taylor with planting the idea for the DOC's famed Winter Carnival in his mind."

Laura and Guy Waterman, *Forest and Crag: A History of Hiking, Trail Blazing and Adventure in the Northeast Mountains*. (Boston: Appalachian Mountain Club, 1989), 354n.

1910-11: (date is unclear) John Apperson skis up Killington Peak, VT.
John S. Apperson to David Fox, Sunderland VT, April 6, 1911, Adirondack Research Library.

1912: "...Did you ever stop to consider how many millions of dollars are left each year by tourists in the White Mountains and how many might be left in the Green

Mountains if known at their true worth? Can we afford as a matter of business to neglect this chance which few states have?

Closely associated with the Green Mountain Club, a Ski and Snowshoe Association should be formed to arouse interests in winter sports. The Outing Club of Dartmouth embodies success in this line.

Vermont is an ideal state for winter sports and we have a class of young men admirably adapted for entering into skiing and snowshoeing with a healthy zest. It need not be difficult to build up for Vermont a reputation as a state of winter sports and an ideal winter resort. Woodstock and Burlington have done much in this direction....When the name Vermont becomes synonymous with winter sports more and better hotels must spring up to accommodate the increasing number of visitors and more money will be left in the state. The Green Mountain Club and the idea of a Ski and Snowboard Association are well deserving of the support of all Vermonters who have the best interests of their state at heart.”

Fred H. Harris, “Skiing and Winter Sports in Vermont,” *The Vermonter* XVII, 11 (November 1912), 681.

Shortly before the first World War: “Two enterprising bothers, Leo and Allen Bourdon, became interested in ski jumping. At Hanover, New Hampshire, eighteen miles away, the Dartmouth Outing Club had been founded. In emulation of what was going on there, the Bourdons helped to build a crude take-off on the bluff at the Woodstock Country Club, and at once everyone took to this new and exciting pastime.

...But as time wore on, Woodstock faded into the background. In the twenties Hanover with its Winter Carnival, the Mardi Gras of the North, and Brattleboro with its jumping meets stole the show.”

Charles Edward Crane, *Winter in Vermont*. (New York: Alfred A. Knopf, 1941), 208.

February 1, 1914: “When I came to Dartmouth College as Librarian in 1912 I had for many years been an enthusiastic snowshoer, but had never even seen a pair of skis. I found a small number of students engaged in that form of sport and two or three members of the faculty were experimenting with it. I tried the game in the winter of 1912-13, and the following season felt like tackling something more interesting than the pasture hills around Hanover.

There had been some skiing on the Mt. Washington road, but that seemed to a complete novice rather alarming. Also I really wanted to try something which apparently had not been done before. My friend Charles W. Blood of Boston came up for a weekend and we decided to see what could be done with the Mt. Mansfield carriage road. Mr. Blood did not ski but he was willing to go along on snowshoes.

We went to Stowe, and from there on the next morning, February 1, 1914, I think we must have driven in a sleigh as far as the road was broken out toward the foot of Mt. Mansfield.

We made the ascent to the summit house without trouble, but did not try to go any farther as the mountain was in cloud, although it was not very cold. It was not exactly either snowing or raining but a sort of hail was falling which had deposited on top of a firm base two or three inches of icy pellets. For an expert these would have made an ideal running surface, but to me they were altogether too much like ball bearings, and even on that relatively gentle slope I got up a speed which was beyond my ability to handle.

I had a lot of fun during the descent, but my stops—voluntary and otherwise—were very frequent. I reached the foot of the mountain somewhat weary but definitely pleased with myself, at least until Mr. Blood hove in sight within a very few minutes after me. His steady plodding down on snowshoes had brought him to the Toll House almost as rapidly as I had been able to do it. So although this may have been one of the first descents of the Mansfield carriage road on skis, it certainly was nothing to boast about as ski running.” Nathaniel L. Goodrich, “A Pioneer Ski Ascent,” *Mt. Mansfield Skiing*, IX, 1 (May 1, 1943), 1.

Mid-February 1914: “The Woodstock hotel is famous both in winter and summer for the happy parties who spend their holidays there. Every comfort is to be had, and the cuisine compares favorably with anything in the States. It resembled a first class Norwegian hotel in many ways. One was fortunate in getting a bed and bathroom, the last to be had on wiring a week beforehand, so great was the rush for apartments. People from all parts of the Eastern States were flocking there to enjoy the fine, clear weather and the exhilarating snow sports.

The landlord had laid in a large stock of ski, but most people seemed to prefer snowshoes....It did not take long for the American spirit of “wishing to get there” to be aroused in the snowshoe trampers when they saw one glide along the road and up the hill, leaving them far behind, for by the afternoon nearly all of them had hired a pair of ski, and were busy on the practice hill, busily endeavoring to master the art.

In looking about the village that evening for someone who could mend bindings, two brother mechanics were discovered who were very keen on the sport. They had invented an interesting sledge for jumping with. It consisted of an ordinary skeleton luge placed on a pair of ski. By an ingenious arrangement, the handles which were held in front as one lay on it, could be turned from side to side, which put the ski on one edge or the other, according to which way one wished to turn. A jump was built on a good, steep slope with a straight run out at the bottom. The sledges were brought up on Sunday afternoon and an exhibition of jumping was given by these two young fellows. They started from the top of the hill, and by the time they came to the jump, were traveling at a great speed, shooting off into the air in grand style, and covering between fifty and sixty feet before landing on the slope below. The sensation of running down the hill head first was quite interesting and reminded one somewhat of the Cresta run at St. Moritz. A tour was made the next day with one of the sledge inventors, who proved to be a very fearless and straight runner. He had never read anything on the art of ski-ing, and was very grateful for a text-book on the subject.”

C.W.J. Tennant, "Ski-ing in the States," *Year Book of the Ski Club of Great Britain*, II, 10 (1914), 372-372.

1914: "Up to 1914 all of the land encompassing Mt. Mansfield was in private hands except for the summit ridge strip which WHH Bingham and John B. Wheeler had deeded to the University of Vermont. In that year the Vermont Forest Service purchased 3,155 acres of woodland on the west flank of the mountain. This was the start of the Mt. Mansfield State Forest".

Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 64.

1915: "In 1915 some 1,845 acres in Stowe were added (to the Mt Mansfield State Forest). This piece, which runs down the east slope of the mountain, encompasses about two-thirds of the present-day ski trail and lift complex".

Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 64.

Ca. June 1921: Brattleboro Community Service formed "to bring to the attention of the people of this and surrounding towns the value of community activities along recreational lines, and to serve as a pioneer organization in starting such activities." "Community Service Votes to Discontinue Activities," *Brattleboro Daily Reformer*, December 22, 1922,; clipping in Fred Harris scrapbook 1982L.016.005.

January 1922: "A ski jump which, from present indications and enineers' figures promises to be one of the best in this part of the country is assured to Brattleboro through the underwriting on the construction expense by several citizens who have become interested in the project....

The jump will cost approximately \$2,000....The contract for the construction of the jump has been let to D.W. Overocker, who was manager of the Fallkill Construction Co., builders of the federal road in Dummerston. R.E. Combs, district highway commissioner, will make his contribution to the work in services as general supervisor, representing the underwriters to protect their interests and see that full value is gotten from the money expended. James E. Helyar, member of the winter sports committee of Community Service, by whom the project was fostered, will act as engineer....The Brattleboro Retreat, through Dr. E.S. Lawton, secretary of the trustees, also has granted permission to Community Service to use a part of its land and a right of way....The jump will be 750 feet long. The large field at the foot will give ample space for the accommodation of 2,000 to 3,000 spectators.

Much of the credit for the construction of the jump in Brattleboro is due to the efforts of Fred H. Harris, chairman of the winter sports committee of Community Service, who is an expert in the use of skis and has made many good jumps."

"Work Starts on Ski Jump Site," *Vermont Phoenix*, January, 1922; clipping in Fred Harris scrapbook 1982L.016.005.

March 14, 1922: “A meeting of the charter members of the Brattleboro Outing Club , Inc., was held at the Brooks House at 4:30 yesterday afternoon when a report was made of the cost of construction of the ski jump, the receipts and expenses of the two ski jumping competitions and the present financial standing of the club. The constitution and bylaws were adopted...

The privileges of the club are open to all enthusiasts for outdoor life. The club hopes to be successful in the field of winter sports, such as skiing, ski jumping, etc., in the building of cabins and trails, the promotion of the knowledge of woodcraft, hunting, and fishing. It intends to co-operate with all other organizations for the best interests of Brattleboro. The motto of the club is “All for Brattleboro, and Brattleboro for all.” “By-Laws Adopted by Outing Club,” *Brattleboro Daily Reformer*, March 15, 1922; clipping in Fred Harris scrapbook 1982L.016.005.

1922: “As early as 1907 Fred Harris built a small ski-jump for his own use and that of a few friends near his home in Brattleboro; and in 1922, with the aid of several disciples, he built at Brattleboro the first big ski-jump in Vermont. From that day to this, Brattleboro has had fame as one of the chief ski-jumping centers of the East. It has been a sort of jumping school, and it helped greatly to strengthen the Eastern Ski Association. When the second annual meeting of that association was held at Brattleboro in 1923, there were only half a dozen clubs in the association. Now there are over a hundred and fifty. Specifically, the activity at Brattleboro led to the formation of the Bellows Falls Outing Club, and it was there that Dr. R.S. Elmer first became interested. He has now been president of the Eastern Ski Association for many years.” Charles Edward Crane, *Winter in Vermont*. (New York: Alfred A. Knopf, 1941), 241.

1922: “Edward Bryant, a native New Yorker, conservationist, and pioneer ski enthusiast, purchased 10,000 acres of mountainous wilderness in the Town of Bolton from the American Brass Company. The famous Otto Schniebs helped him cut ski trails, and Bryant formed the Bolton Mountain Club. Club members hiked to the top of Bolton Mountain to “earn their turns,” as was the custom in skiing’s formative years. Bryant began to plan for lifts in 1946 but died before he could secure financial backing.” Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 26.

February 1922: “At the time of the Saranac Lake Ski Jumping Tournament, E.R. “Ned” Stonaker, President Saranac Lake Ski Club called a meeting. The present United States Eastern Amateur Ski Association was then formed and Fred H. Harris of Brattleboro, Vt. was elected President and office which he held for the next five years.

After calling the original meeting, “Ned” Stonaker became inactive and was not thereafter closely identified with the activities of the Association. The following letter from him to Mr. Harris never before published throws further light on the beginnings of the Association:

Feb.1, 1930:

Dear Fred;...It is fine of you to refer to me as the founder of the USEASA and I appreciate it a lot, but still feel you have much more claim to such distinction than I have. You are the founder of amateur skiing itself at least in the East if not in the whole country...

Sincerely, Ned”

“A Message From the Past,” Typescript in Fred H. Harris papers, New England Ski Museum collection 1983L.024.022.

Winter 1922: “. Walden had also been promoting freighting by dogsled to the woodsmen as a faster, more economical way to move supplies to their logging camps, and convinced the Brown Paper Company of Berlin, NH to sponsor the first Eastern International Dog Derby in 1922 in part to encourage more people to breed quality sled dogs in the region. Four teams competed in this 123 mile race; and Walden, with Chinook in lead, won hands down.”

“History of the Chinook Dog,” <http://www.intervalechinooks.net/Chinookhistory.html>, accessed 5-154-2014.

June 10, 1922: “Mr. Harris then introduced Mr. (James P.) Taylor, who referred to the fact that the Dartmouth Outing Club and the Green Mountain Club originated in Windham county.”

“Open Camp Site For Motorists: Taylor Tells of Trails in Vermont,” June 10, 1922, clipping from un-credited newspaper, in Fred Harris scrapbook in New England Ski Museum collection, 1982L.016.005

December 28, 1922: “One of the innovations this winter of the Brattleboro Outing Club is a series of ski parties for the benefit of the children of the town. It is planned to hold these events frequently, perhaps as often as weekly, under the direct leadership of Fred H. Harris, Vermont outdoor enthusiast and ski jumper, who is president of the club.

The first of these parties was held last Saturday and 19 children attended. The course extended from the Brattleboro town hall to the Bradley estate on the Connecticut river, and ideal spot for skiing for children. About two miles was then accomplished.

...the great advantage of events of this kinds is that it interests children in out-door life and through the efficiency and expert training of Mr. Harris the boys and girls are taught how to ski properly at an early age.

At last Saturday’s party three of the boys showed proficiency in making Telemark swings. Two of the girls went over small ski jumps and stood up while landing.”

“Children Take To Ski Parties: Show Much Enthusiasm at Brattleboro, Vt., Over Outing Club Series,” *Rutland Herald*, news clipping in Fred Harris scrapbook in New England Ski Museum collection, 1982L.016.005

June 10, 1923: “Local enthusiasts with a number of invited guests from outside the town composed a large trail-making party today bent on completing the marking of the “winged ski” trail which the Brattleboro Outing Club is building from here to the foot of Mt. Stratton where it will connect with the Long trail of the Green Mountain club. The Outing Club’s trail is about 40 miles in length ...”
“Complete Marking Winged Ski Trail: New Route will Connect Brattleboro with Long Trail of Green Mountain Club,” June 10, 1923, clipping from un-credited newspaper, in Fred Harris scrapbook in New England Ski Museum collection, 1982L.016.005

June 25, 1923: “The Winged Ski Trail is now open from end to end and every section is plainly marked so that the hiker can go from one end to the other without difficulty. Later the trail will be re-located north of Somerset reservoir so as to skirt Stratton pond.”
“Trail Opens for Entire Length,” June 25, 1923, clipping from un-credited newspaper, in Fred Harris scrapbook in New England Ski Museum collection, 1982L.016.005

December 23, 1923: “Measured horizontally, the Brattleboro jump is 675 feet long. A vertical line measured from the top of the new trestle perpendicularly to the same plane on which is located the bottom of the jump is 292 feet. This is 24 feet higher than before the improvements were made this season. The length of the course from the top of the trestle to the “dead line” at the foot is approximately 735 feet and this distance is covered under good snow conditions in nine seconds, a speed better than a mile a minute, inasmuch as the skier describes a parabola instead of proceeding in a straight line after leaving the take-off. Under perfect conditions, a speed equal to 70 and even 80 miles an hour may be attained.

The jump is built on a natural hillside. The take-off is located approximately two-thirds of the distance down the course. It comprises three wooden sections, eight feet long, which are hinged together so that they may be raised or lowered at will. An underpass has been built below the take-off so that spectators may pass from side to side without danger.

...A stretch of 60 feet above the take-off runs through solid rock six feet deep. It averages eight feet in width above the take-off and about 15 feet below the take-off.”
“Brattleboro Gets Famous Skiers,” *The Boston Sunday Herald*, December 12, 1923, in Fred Harris scrapbook in New England Ski Museum collection, 1982L.016.006.

1924: "The National Championship was awarded to an eastern club for the first time in 1924. The Brattleboro Outing Club, started and developed by Fred Harris, founder of the Dartmouth Outing Club, had built the first sufficiently large Eastern jump to interest the Middle Westerners. ...The results at the 1924 National at Brattleboro might have been different if some of the best jumpers in the country had not been in France on the Olympic team attending the first winter Olympic games....Lars Haugen, Canton SD won this tournament, which was nothing new to him as he had already been National Champion in 1912, 15, 18 and 22".

Charles N. Proctor, "History and Development of Skiing in America", *Skiing: The International Sport*. (New York: Derrydale Press, 1937), 65.

February 15, 1924: "A crowd conservatively estimated at 5,000, without doubt the largest gathering of ski enthusiasts ever assembled in the East, saw the closing events of the national ski tournament on the Brattleboro hill yesterday afternoon. It was in every sense a national gathering, with the cream of the country's ski riders present from as far west as Steamboat Springs, Col.

The class A event, carrying with it possession of the \$750 Winged Ski trophy, was won by Lars Haugen of the Sioux Valley Ski Club of Canton, D.D., whose two jumps of 175 and 176 feet were rated the best considering both form and distance."
"Lars Haugen Winner of Ski Championship Meet; Hall Longest Jumper," clipping from un-credited newspaper, in Fred Harris scrapbook in New England Ski Museum collection, 1982L.016.004.

Late 1920s, early 1930s: "Mt. Mansfield in the late twenties and early thirties required a major expedition to make the summit....The foot trail at Camel's Hump was better running, but harder to reach. It was always a good idea to fill the Model A with enough strong arms to lift it out of the ditch. Burke Mountain near Lyndonville had the sweetest trail of any, an old cart track that was ten feet wide and downhill all the way."
Harry Bentner, "The Snow Slinger," *Mt. Mansfield Skiing*, VIII, 3 (March 1941), 3.

1932 (Washington's Birthday): Roland Palmedo and "Jose A Machado Jr journeyed to Stowe to ski and survey the mountain and to talk with local residents and officials."
Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 68.

1932: "The location and construction of ski runs and trails in the vicinity of Bolton Mountain has been undertaken by Mr. Edward S. Bryant, who owns this tract of land. Mr. Bryant, an enthusiastic skier himself, commenced the development in 1932 and has improved and extended it each year."
A.W. Coleman, "Vermont Ski Runs," *Appalachia*, XX, 9 (December, 1934), 228.

1932: "In 1932 John W. McCrillis...co-authored the first American book on skiing. ...It carried the publishing imprint of Stephen Daye Press of Brattleboro, which at that time was the fine-printing division of the Vermont Printing Company, which had printed the Dartmouth Alumni Magazine where the Schniebs-McCrillis material first appeared....The book was designed to fit into the hip pocket (for self-instruction and was designed by typographer Vrest Orton who at the time headed that division of the Vermont Printing Company. ...

It was also in 1932 that I came to Brattleboro, invited by the Vermont Printing Company to turn the Stephen Daye Press from a printing division into a bona fide publishing house, selecting authors on a royalty-payment basis and seeking national distribution.

I decided to concentrate on books about New England, but since I had “Modern Ski Technique” already at hand I naturally worked out an agreement with Jack and started pushing his book. So great was its success...I got caught up in the idea of looking for more material on skiing.”

John S. Hooper, “Brattleboro was Ski Book Capital, U.S.A.,” *Skier*, 26, 1 (July 1977), 9.

1932: “1932 was an eventful year: the Winter Olympics came to Lake Placid, NY: the snow did not. The Woodstock Inn closed for the winter. Snow trains were bringing the skiers from Boston to nearby White River Junction where they were met and trucked into the hills of New Hampshire, much to the dismay of Elizabeth Royce, owner with her husband Robert of the White Cupboard Inn in Woodstock.

We must get these people to come to Woodstock. We have an inn. We have snow (most of the time). We have hills. We'll meet the trains. We'll take skiers out to farmer Clint Gilbert's hillside. We'll hire a ski instructor with an accent—Fritz Steuri with the help of ski benefactor Elizabeth Fisk, we'll print posters and get them to the campuses.

The Royces did all this and it worked. The White Cupboard Inn Skiway was born.”

(Caption accompanying article shows “Betty Royce, the force behind the creation of the tow.”)

Sherman Howe and Cassie Horner, “Innkeepers Robert and Elizabeth Royce,” *Newsletter of Friends of Woodstock Winters*, 3, 1 (1999), 2.

April 1933: “Governor Stanley Wilson appointed Perry H. Merrill as the state’s Commissioner of Forestry, only five days after the creation of the first CCC camp in April 1933, giving him ample opportunity to shape the direction of the CCC’s project in Vermont.”

Maya Paisley von Wodtke, “Discovering White Gold: The Changing Role of Government in Vermont’s Ski Industry, 1934-1975,” 23.

1933: Abner W. Coleman and Charles Lord laid out the trail's (Nose Dive) original route...Coleman became a traffic engineer for the Vermont Highway Department and was long a director of the Mt Mansfield Ski Club and for many years the editor of its publication, Mt Mansfield Skiing. Lord, a civil engineer and another avid skier, can be said to be the architect of the early Mansfield trail system. The layout of the Nose Dive in 1933 came when he was connected with the local CCC unit which rough-cleared the trail the summer of 1934 and finished the job the following year."

Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 70.

1933-34: "Mt Mansfield Ski Club in conjunction with the Burt Co. took over management of Ranch Camp and this was the start of the notable landmark in the history of Mt Mansfield skiing”.

Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 68.

January 28, 1934: "Urged on by the discussion and advances of a New Yorker, Mr. Thomas Gammack, the Royces of the White Cupboard Inn, Woodstock, Vt., have installed on a fine slope in Woodstock the first motor ski tow to operate in the United States. This ski tow on its first day of operation last Sunday, Jan 28, continuously carried happy skiers uphill all day. The arrangement is novel and simple. A coil of 7/8 inch manila rope knitted together with a long splice, passing over pulleys and around a tractor wheel on the rear end of a Ford automobile, provides 300 yards of uphill transportation." "Brevities," *Ski Bulletin*, IV, 7 (February 2, 1934), 8.

1934: "By 1934, three local ski enthusiasts, Douglas Burden, Tom Gammack, and Barklie Henry, had climbed Gilbert Hill many times. They were enjoying the warm comfort of the front parlor of the White Cupboard Inn when they challenged Bob and Betty to find an easier way. They offered to put up \$75 each to finance the research and development of something that would be like Alec Forster's rope tow inaugurated in 1933 in Shawbridge, Canada.

Betty turned to her talented brother William Koch of Haverhill, NH for advice on how the challenge could be met. William could not be away from his family for too long, so he called on family friend David Dodd of Newbury, VT to do the honors in the barn behind the inn with front wheel assemblies, wheels and the Model T Ford with the Montgomery Ward tractor conversion that served as the large drive wheel to put the rope around. The men purchased rope and found an ox teamster at Billings Farm by the name of Gus Buckman who could splice it together. This whole contraption had to sit on the frozen ground, the rope stretched by pushing the Ford back until the rope was snug and then driving iron bars in the ground to keep it in place. The natural stretching of the rope as it became wet required all hands to push the Ford back and pin it again and again.

The poor Model T tore itself apart, unaccustomed as it was to using only one rear wheel. A second string Buick was pressed into service, but it expired and finally, local farmer Rupert Lewis' Ford Ferguson tractor was belted to the drive pulleys to finish the season." Sherman Howe and Cassie Horner, "Innkeepers Robert and Elizabeth Royce," *Newsletter of Friends of Woodstock Winters*, 3, 1 (1999), 2-3.

1934: "Wallace "Bunny" Bertram was the former captain of Dartmouth's first ski team and a snowshoe coach at the college. He had given the three men lessons on Cling Gilbert's Hill earlier in the day and talked to Burden about a rope tow he had seen in Canada that he had heard was powered by an old automobile. According to a transcribed conversation between Bunny and Ava Emerson in July of 1979, Bunny was in the room when the three businessmen were badgering Elizabeth about easing their uphill trek. As the conversation heated up, Bunny asked Mr. Royce if he had a Sears or Montgomery Ward catalogue so that he could estimate the cost of the rope for such a pull. According to Bunny, Mr. Royce asked Bunny what he wanted the rope for, and when he deduced what Bunny was planning, made certain to rent the hill before Bunny got to it, paying Gilbert ten dollars for the season."

Heidi White, "Bunny Bertram and A Model T Engine ignite a new industry," Special Commemorative issue of *Vermont Standard*, March 12, 2009, 8A.

1934: "Trails in Vermont which have been constructed for ski-running are confined to the north central portion of the State in the region lying between Camels Hump and Mt. Mansfield... That such trails are to be found at present only in a comparatively small section of the Green Mountains is due principally to a local lack of general winter sports enthusiasm. What work has been done along this line, however, especially in the Mt. Mansfield region, has been based more or less on those theories of ski trail design developed by Mr. Charles N. Proctor and his associates in the White Mountains.

The ski developments on Mt. Mansfield have been made principally on State lands by C.C.C. labor, through the active recreational policy of the Vermont Forest Service. Unfortunately, the early advent of winter in 1933 prevented the completion of the work commenced late that year. This fall, however, a comprehensive program has been underway, including the reconstruction of runs which were hurriedly slashed through last winter. The Mt. Mansfield ski runs were laid out by Mr. Charles D. Lord of the Forest Service, with some assistance from the writer, while the actual construction has been under Mr. Lord's supervision."

A.W. Coleman, "Vermont Ski Runs," *Appalachia*, XX, 9 (December, 1934), 224-225.

1934: "In 1933 I came to Waterbury, going into partnership with my brother-in-law, Dan F. Ryder, in the operation of the Derby & Ball Company. We drifted into the ski business in a rather round-about way. In the winter of 1934 young Dan Ryder, then about eight, way my Draper Maynard skis and wanted a pair....

The manufacture of skis fitted in well with the making of snaths. We already had a well-equipped shop, skilled workers, and the main business of the company had always been the steaming and bending of wood. We were close to source which could furnish us with good Vermont maple and ash timber. But we soon learned that both wood had drawbacks, faults that made them losers to hickory."

William V. Mason, as told to Luther Booth, "Scythe Snaths to Skis in 100 Years," *Mt. Mansfield Skiing*, XVII, 1 (December 1, 1950), 1.

1935: "After the first season, the Royces hoped to rent the hill for another year. They had offered Gilbert \$100 for the 1934-35 winter and Mrs. Royce commissioned a local cab driver to fetch a crisp \$100 bill. The driver returned with a flimsy bill and Elizabeth, who was intent on handing Gilbert a crisp note for his trouble, went home to clean and iron it. While she was hard at work, Bunny slipped over to Gilbert's and rented it out from under her. According to Woodstock historian and photographer Sherm Howe, Bunny rented the hill for \$10. He then renamed it "The Woodstock Ski Hill".

The Woodstock Electric Company had offered the Royces during the previous winter the use of an electric motor, an offer the Royces had turned down. Bunny saw the benefit of

using electricity and accepted the electric company's offer. The company did not charge him for the motor, only for the electricity it used, which wasn't much. "Flood Lights Are Introduced at Gilbert's for Night Skiing," Special Commemorative issue of *the Vermont Standard*, March 12, 2009, 10A.

1935: "Among the club's more serious skiers are our members from Craftsbury Common. To you they extend a cordial invitation to visit their excellent touring terrain.

The Craftsbury skiers are concerned principally with cross-country touring, to which form of ski-ing their deep powder snow and rolling hills are perfectly adapted. Four main routes have been marked, and cleared where necessary. These vary in length for a round trip from five to sixteen miles. The vertical distance covered reaches a maximum of about four thousand feet. All these routes start from the hotel on the Common.

For more details information write Mr. Ted Coomara at Craftsbury Common."
"Craftsbury Ski-ing," *Mt. Mansfield Ski Club Bulletin*, I, 2 (February 15, 1935), 1.

1934-35: "In his account of the first patrol discussions, Craig Burt Sr. wrote that "The principal duties of a patrolman in this first season was to inform skiers on Mansfield which of its trails were right for the particular skier's ability." The committee members were not actually urged to patrol, in other words, but to act as big brothers to the skiers." Brian Lindner and Morten Lund, "The Mansfield Patrol" *Skiing Heritage*, Third Issue 1999 (September), 32.

No date (ca 1934-35 season): "My recollection tells me that Roland Palmedo suggested the idea (of ski patrol), having seen the Parsenn Patrol in action. I believe it was originally instituted with the idea of just having a few people around on weekends who would be willing to lug a guy off the mountain and be sure that there were toboggans available. To the best of my knowledge there were no special qualifications, although I may be wrong. I'll be damned if I know who was the first accident victim..."

"As you know, I busted my own leg there and was finally hauled off on a piece of tin by Frank Edson who was killed within a month racing, and that is how my interest was stimulated, which eventually resulted in the NSPS. As a matter purely of interest Frank and I started up the mountain with a man who had been hired for the weekend by the Lodge to give ski lessons. When Frank found me and went down to get help of the so-called "professional" who had skied on ahead he was told in no uncertain terms "to hell with it", and the guy never came back up to assist in any way. I had the opportunity thankfully of telling him frankly what I thought of him several hours later, and I don't think he ever got another job teaching anywhere."

Charles M Dole to J.N. Cooke, July 23, 1947, Denver Public Library, Dole Box 2, FF18.

1935: "Famous Skimeister trains had begun their runs to Waterbury just south of Stowe, bringing hundreds of new enthusiasts up from Boston and New York City for weekend outings."

Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 69.

1935: “In 1935, Stephen Daye Press bought the American rights on “High Speed Skiing: by Peter Lunn, son of Arnold Lunn who was Mr. Skiing in England and a strong factor in the development of organized skiing in Europe. This was followed by Charles Dudley of Hanover, N.H., a ski clothes designer and salesman. It was appropriately titled “60 Centuries of Skiing.”

Working with librarian Nathaniel Goodrich of Dartmouth, then editing the Eastern Ski Association yearbook, Stephen Daye Press helped turn it into the “American Ski Annual,” under Nat Goodrich’s editorship, and later contracted with the National Ski Association to produce the “American Ski Annual” as the official publication.

The “American Ski Annual” was published in Brattleboro until 1942, when among our staff of nine occupying most of the top floor of the American Building on Main Street, World War II enlistments and draft began to take their toll. Stephen Daye Press subsequently was sold to a New York publisher, and the imprint still exists, though seldom used.

Prior to this, however, we published another “first” in the ski book business, a book of ski cartoons in 1939 by a recent arrival from the Alps named Max Barsis, who could draw much better than he could handle the English language. “

John S. Hooper, “Brattleboro was Ski Book Capital, U.S.A.,” *Skier*, 26, 1 (July 1977), 9.

1935: “The three best skiing areas in Vermont center around Brattleboro, Mt. Mansfield and Woodstock. All are entirely different. Brattleboro is the mecca of ski-jumpers, Mt. Mansfield, near Stowe, is the best for down mountain racing, and Woodstock for open slope running.

Other touring centers are Ludlow, the langlauf center, where many Finns reside, who have their own ski organization, and who specialize in cross-country travel. ...Craftsbury Common, in the northeast, almost unvisited in winter, is another pleasant spot, where touring is especially delightful in March, with trails blazed on the best trips.

In general, accommodation is rather scant for skiers in Vermont. The Stowe district can accommodate perhaps 200 skiers at a time, and Woodstock somewhat more. Brattleboro, of course, is well supplied with hotels.”

Narada Coomara, “Green Mountain Skiing,” *American Ski Annual*, (1935-36), 121-123.

January 2, 1936: “Frank Edson and I decided to take our wives to Stowe over New Year’s, 1936...

The drizzle was still on in the morning but we decided we had to ski. Jane and I, Frank and Jean started off in the wet for our two-hour trudge. We decided on the Toll Road route up. About a third of a mile up, the drizzle changed to rain and so we decided to turn back. I pushed off first. A hundred yards down I tried a stem christie with the weak ankle,

and it failed to edge the ski properly. I took what was known as an eggbeater. I don't remember any noise as of a snap, but I realized that I was kaput. The ankle was not of the right angle for an ankle....

When you injured something in those days, you were strictly on your own. Ironically, Stowe had a rudimentary ski patrol, organized by Roland Palmedo, the first patrol in the country. But it was not set up to "spot" accidents. It merely had a few willing souls who "were around". ...The two wives had gone on down to try to find help. We were only about a quarter mile up the Toll Road, but it took the two women a long, long time to get back. They hadn't been able to find anybody right away. A Maine boy who acted as an instructor had come by, but he refused to help because "anybody fool enough to hurt himself on this dumb trail deserves what he gets." They had finally got two men—Bob Cheesewright and Howard Black. The four of them had, in desperation, seized a short piece of tin roofing that was lying around, and they carried it to where I was lying.

...The piece of tin was so short that my leg could ride it, but my rear was still in the snow. In a half-drag, half-carry, the four of them got me down that quarter mile. Frank and Jane drove me to the hospital in Morrisville. X rays showed an ankle so severely broken that the doctors advised me to go to New York to have it set."

Charles Minot Dole, *Adventures in Skiing*. (New York: Franklin Watts, Inc, 1965), 50-52.

1936: "Founded in 1936, the Otter Ski Patrol is the oldest continuously registered patrol in the National Ski Patrol System. Originally the Otters patrolled at Pico, Killington, High Pond in Brandon, and Bird's Eye in Castleton.... The founders of the patrol were Abe Porter, George Peck, Ken Day, Henry Collin and Roy Chase, all First Aid instructors from Rutland."

Donna Martin, "Otter Ski Patrol," *The Killington-Pico Paper* (February 19, 1976), 5.

June, 1936: "It is said that farmers around Woodstock are obliged to sit up with shot guns in every on clear winter nights to keep people from building tows in every back pasture. Last winter there were five operating on the big slopes just out of the village toward Barnard, and to take of the crowds more are predicted for next season".

A.W. Coleman, "Skis Over Vermont," *Appalachia*, New Series II, 7, June, 1936, 38.

June, 1936: "Another of the older centers somewhat removed from the higher mountains is Brattleboro, chiefly known for it ski-jumping and langlauf competitions. Sixteen miles northeast of Brattleboro, near Townsend on Vt. Route 30, is the Bald Mountain or Tailspin Ski Run which drops 1100 feet in slightly less than a mile." (A footnote in Coleman's 1934 *Appalachia* article states this will be built at the request of the Brattleboro Outing Club by the CCC on Vermont State Forest land.)

A.W. Coleman, "Skis Over Vermont," *Appalachia*, New Series II, 7 (June, 1936), 38-39.

June, 1936: "Back in the days when those who wanted mountain running were forced to utilize foot trails and lumber roads, a little used carriage track to the summit of Burke Mountain...was a thorough delight to skiers who knew of it. Last fall a paved automobile road was completed by the C.C.C. following nearly the same line was the old

trail...At the present time there are some half dozen such roads either completed or nearing completion in Vermont. The Mt. Mansfield Toll Road...Mt. Philo on Route 7, 14 1/2 miles south of Burlington...Mt. Ascutney...and on Okemo Mountain at Ludlow.” A.W. Coleman, “Skis Over Vermont,” *Appalachia*, New Series II, 7 (June, 1936), 40.

December 10, 1936: Sepp Ruschp arrived in US to teach at Stowe.
Robert L. Hagerman, *Mansfield: The Story of Vermont's Loftiest Mountain*. (Canaan, NH: Phoenix Publishing, 1975), 69.

November 21, 1937: “Pico was the dream of avid skiers Brad and Janet Mead....They convinced Mortimer Proctor to lease the mountain to them and formed Pico Peak, Inc. with their friend Bill Field, owner of the Rutland Daily Herald.

Pico debuted with a 1,200-foot rope tow and skiing on the A and B Slopes as well as on C trail on Little Pico on Thanksgiving Day. They also had a rough-cut, narrow Sunset Schuss trail from the summit, which required a long hike from the top of little Pico to get to it.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 195.

December 1937: “Under the above heading there appeared in the Dec. 17, 1937 issue of *The Ski Bulletin* an article by Mr. Roland Palmedo which is well worth reading. Your Trails Committee for some time in the past has been toying with ideas along similar lines, these gradually crystallizing into sometime tangible as a result of numerous excursions in the natural wooded sections on the eastern slope of Mt. Mansfield, especially that area adjacent to the Nose Dive at the bottom of the corkscrew (the first seven successive turns below the Toll Road) near where the Hazeltine foot trail crosses the run. Here the forest stand consists of mature hard and soft woods, the latter predominating. When the snow is deep in mid-winter, the undergrowth throughout this area is completely covered and the spacing of the bigger trees provides in a natural state a fair example of what Mr. Palmedo has in mind. With a small amount of work this area can be converted into a beautiful slalom glade or forest slalom, and it is the hope of the Trails Committee that this development can be made next year.”

C.D. Lord, “The Slalom Glade,” *Mt. Mansfield Ski Club Bulletin*, IV, 2 (December 22, 1937), 1.

Winter of 1938: “...Pabst installed a rope tow below Route 11 on Little Bromley, which tow operated in the winter of 1938. The next year he installed a unique 2,200-foot rope tow that had a turn in it (due to the terrain) at the West Meadow across the road on “Big” Bromley.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 740

November 1, 1938: “While Editor Nat Goodrich prods and pokes individuals and the Divisions for material, along comes October 1st every year, six weeks to publication, and a few procrastinators make life miserable for editor and publisher

alike....Comes November 1st, two weeks to go, and the publisher's offices resemble a pile-up in a novice race....November 15 rings the bell, and somehow another American Ski Annual is on its way to its readers.

NOW, at this moment of writing, November 1, 1938, a weary editor, sleepless publisher, and a glassy-eyed printer plead with you to (1) get your Divisional copy in just as soon as your season closes, (2) write your articles now, before a summer sun melts your enthusiasm, (3) reserve your advertising space early and don't wait for the October 10 deadline, and (4) remember that the Annual is only as good as articulate skiers can make it.

Stephen Day Press, Brattleboro, Vermont

"A Statement from the Publishers of the American Ski Annual," *American Ski Annual* (1938-39), (56).

1938: "The job of setting up a nationwide organization sat squarely on Minnie Dole's shoulders. He spent every evening from dinnertime to midnight that first year, pounding at his typewriter to coax and cajole the elite of skiing to join his National Ski Patrol. "It was a backbreaker, literally and figuratively," Dole acknowledged. "I never could have done it without Roger Langley's help. He knew every name in skiing."...For publicity purposes, it was a major coup to enlist as National Patrolmen the mainstays of the most recent (1936) Olympic squad—Dick Durrance, Alex Bright, Bob Livermore, Al Lindley, and Betty Woolsey. Minnie Dole also persuaded such well-known figures as Don Fraser, Charlie Proctor, and Norwegian ski jump champ Alf Engen to join the cause. The cachet of their combined prestige gave the fledgling organization its stamp of authority in the skiing world.

Olympian racer Bob Livermore assumed major responsibility for setting the NSPS on its feet. Under Minnie Dole's chairmanship, he took on the title (and unending chores) of national Vice Chairman, in addition to running the Eastern Division practically by himself."

Gretchen R. Besser, *The National Ski Patrol: Samaritans of the Snow*. (Woodstock, VT: The Countryman Press, 1983), 30.

1938-39: "...a hardy and seemingly insignificant band of 13 men, calling itself the Mt. Ascutney Ski Club, got permission from a farmer, Ray Blanchard, to cut a short ski trail on the sloping northwest side of the mountain where he owned some property.

"We just cut some brush, pine trees and scrub for a few days for a distance of 700 to 800 feet about where today's main slope is," said Ely. "And when we used it that first inter, 1938-39, we had to walk up the mountain to ski down."

Most of the men of the first Ascutney club had cut their skiing edges on the very first mechanized skiing operation in the United States five years before their Ascutney effort. That was in 1934 at Woodstock, Vermont's Suicide Six Slope, 18 miles from Ascutney."

“Skiing Ascutney Began in 1938,” *The Ascutney Voice*, I, 1 (Winter 1966), 6.; New England Ski Museum 2012.129.001

April 1939: “However you may feel about downhill-only skiing, you owe yourself one trip a season to Cannon Mountain in New Hampshire. For my part I should not wish to abandon permanently the pleasure and discipline of climbing on skis for the squirrel-like rotation of riding and sliding, but the opportunity of telescoping a month of week-ends into a fairly active day, especially when accompanied by an instructor, is a definite advantage from a training standpoint.

What struck me most forcibly about the development was its efficient administration. The entire area consisting of both State and National forest lands is controlled absolutely by a special commission, and the authorities have had the foresight to appoint as managing director Roland Peabody who has been the active pioneer in Franconia skiing and more than anyone else is responsible for the success of the enterprise.

...On week-ends and holidays, however, the base station becomes rather packed, and some waiting is necessary before a ride can be obtained. For this reason the best time to visit the tramway is in the middle of the week. A comfortable restaurant is located at the summit where one may relax, while a professional ski patrol sees that you do not get into trouble on the trails and slopes.”

A.W.C., “Cannon Mountain,” *Mt. Mansfield Ski Club Bulletin*, V, 8 (April 18, 1939), 2.

1940-41: “On Mt. Mansfield there is the longest and highest chair lift in the world. A mile and a quarter long, it carries on its 86 chairs 203 riders per hour in a vertical distance of over 2000 feet.

Total investment in the lift and the Octagonal shelter at the top of the mountain was approximately \$100,000. The capital was raised privately without commissions and without selling expense, other than cost of printing a prospectus and blue-skying in New York and Vermont.

Most of the funds for the construction of the lift came from members of the Amateur Ski Club of New York, including among others, Roland Palmedo of Lehman Bros., Lowell Thomas, Godfrey and Sterling Rockefeller, Thomas Hitchcock, Joseph W. Powell, Jr. of Time, Inc., and J.N. Cooke of Sterling Products. Other stockholders are principally skiers from nearby sections of Vermont.

Practically all stockholders in this enterprise participated as contributors rather than investors, with little expectation that they would get their bait back. The state of Vermont insisted that title to the whole property should immediately be turned over to it, and the corporation sponsoring the venture has only a 40-year lease on the structure. Therefore the initial cost must be amortized within this period. So successful has been the venture to date, however, that it is now indicted the stockholders may get their contributions back, perhaps with a fair return, unless war prevents.”

R.B. Cole, "White Gold in N.E. Hills: Winter Sports Still Booming, Despite War Handicaps—Popularity of Skiing Remakes Economy of Over 500 Country Villages," *Boston News Bureau*, GX, 59 (March 12, 1942), 1, New England Ski Museum collection 1983L.093.031.

January 1941: "As a result of a meeting of skiers from almost every ski area in the state on January 28th, a bill is to be introduced in the Vermont legislature by Representative Campbell of Manchester to provide for a State Ski Patrol.

The purpose of the bill is to promote safety in skiing by the establishment of standards for patrols in the state and the provision of authority for patrolmen. Cooperation with existing patrols and the National Ski Patrol would be authorized under the bill.

According to the bill, the State Forester would be designated as chief ski patrol officer with authority to close ski trails to use when required by public safety; to designate ski patrol areas in the state; to appoint patrolmen who have passed the national ski patrol examinations; to post warning signs of dangerous trail conditions and to make rules and regulations for the use of ski trails, runs and jumps essential to the prevention of accidents; appoint deputy ski patrolmen who would have authority to arrest violators of rules and orders issued by the chief ski patrol officer.

It would then be up to any locality or region to determine how they wished to finance these ski patrols.

If this bill is passed, Vermont would be the first state to have enacted such legislation for the promotion of safety in skiing."

A.W. Gottlieb, "A Proposed State Ski Patrol," *Mt. Mansfield Skiing*, VII, 2 (February 1941), 4.

November, 1941: "You see, Doc (Elmer) is typical and yet he is a little different. His 14-year old presidency of the Eastern is different; his role in the development of the National organization is different; and he's a different sort of cuss, anyhow.

In more ways than one, you and I ski on something besides snow when we push off on that white stuff we think is snow. Part of what we really ski on is the accumulated chips that this Vermont dentist's diplomacy has rubbed off the chilly atmosphere of innumerable hotel rooms."

John Hooper, "Diplomatic Doc," *American Ski Annual* (1942), 58.

1941: "Fritz Kramer had been engaged in 1941 as the club's first paid patrolman, and he stayed until he enlisted in the mountain troops. During the 1943-44 winter Erwin Lindner, an ex-mountain trooper, took over the professional patrol duties." Historical Committee of the Mt. Mansfield Ski Club, *A History of Mt. Mansfield Skiing*, Mt. Mansfield Ski Club News, February 1965, New England Ski Museum Collections 1984L.92.1.

December 1941: "In the not so long ago, when winter came, our social life drifted into a semi-hibernation as a natural result of so few in a small village having few and constantly the same contacts. Thus it was that our first reaction to the influx of skiers was one of exhilaration and quickened mentality, what with all the new life, faces and costumes with which we mingled on the streets.

...We liked the skiers and, despite our shortcomings, they seemed to like us. When they were gone we counted our money and found that we had somewhat more than when they came. The tax collector found that delinquent taxes were collected most readily right after the holidays. Real estate appreciated in value and our grand list stopped going down and then started up. This extra money percolated completely down the line so that everyone got some benefit.

An intangible of far greater value was not at first so readily apparent. Among our skiers are many of the great artists, professors, architects, etc., with whom it is a treat to rub mental elbows. We are stimulated thereby. Occasionally some skier has been so charmed with our scenery as to be moved to buy a farm or large building lot and erect thereon a more or less elaborate home. Permanent assets to our town and very desirable citizens they are.

The youth of our community own the skiers a debt that perhaps they do not even realize. All skiers seem to possess certain qualities. They are strong, healthy, enthusiastic, vital. Mingling with them has done our younger generation a world of good, and solved their problem of what to do in winter.

It's luck for the people of Stowe that their intangibles cannot be added in for income tax." Fred M. Pike, chairman of the board of trustees for Stowe village, "Stowe's Reaction to This Thing Called Skiing," *Mt. Mansfield Skiing*, VIII, 2 (December 15, 1941), 1.

1942: "As you will see, in 1942 New Hampshire at its Belknap Area had a capacity (uphill capacity per hour) of some 300. ...Cannon Mountain had an up-ski capacity of around 550, and Cranmore Mountain in North Conway with approximately 1000. The picture in Vermont was very similar at that time. Their major area at Stowe with approximately 340 capacity, Pico Peak approximately 600 and Big Bromley with approximately 1000." Russell Tobey, "Hearing on (NH) House Bill No. 405, Committee on Resources, Recreation and Development, April 22, 1953", New England Ski Museum Collection 2001.164.002E.

January 22, 1945: "I am sufficiently enthusiastic about another development, and my enthusiasm for any further development at Stowe has declined to the extent that I would be willing to sell to you a sizeable portion of my Lift stock, and invest the proceeds in land for the Warren project." J.N. Cooke to Roland Palmedo, January 22, 1945, New England Ski Museum Collection 1987L.8.1.

March 23, 1945: "...and Nancy and I had the rare treat of having Hannis (sic) Schneider open up the Kandahar Trail for our benefit, and lead us down it. He is amazing! He is fifty-six years old, as you know, skis beautifully, and lead us a pace down the mountain that we couldn't keep up with! When we got to the lower part of the mountain, Hannis went right through several of his instructor's classes, scattering them right and left, and scaring the pupils half to death, with Nancy and I screaming down right behind him."

J.N. Cooke to Roland Palmedo, March 23, 1945, New England Ski Museum Collection 1987L.8.1.

April 16, 1945: "Following is the information you wish..."

Total number of tickets sold during each season:

| | |
|----------|---------|
| 1940-41 | 59,932 |
| 1941-42: | 73,796 |
| 1942-43: | 40,769 |
| 1943-44: | 51,276 |
| 1944-45: | 43,213" |

Charles Lord to J.N. Cooke, April 16, 1945, New England Ski Museum Collection 1987L.8.1.

May 2, 1945: ..."However, with the various factions, personalities, question of policy, etc. that are encountered when an effort is made to even discuss this subject, it's going to be a rather arduous task to get all together (the "big Four"--State, Lift Company, The Lodge, The Mountain Company)...."

Regarding plans for post-war development, I certainly haven't discussed this with anyone outside of Cookie and you. Of course everyone talks about further developments, such as lifts, tows, slopes, trails, hotels, etc. I believe it is the consensus of opinion that the present skiing facilities have reached their saturation point. In other words, there is no percentage in building further accommodations without further increasing our facilities by widening, smoothing out and some new trail work."

Charles Lord to Roland Palmedo, May 2, 1945, New England Ski Museum Collection 1987L.8.1.

August 10, 1945: "...I hope you will be able to get over that way this summer, for I think it is very important that we should know about the possibilities in that neighborhood (Warren), and do so before the ski-boom starts."

Pretty soon now the boys will be getting out of the service, and I get the impression that somewhere around 128,000 of them are planning "a little ski lodge in New England somewhere". Our W. region cannot possibly escape attention any longer, for it is too obvious.

The atomic bomb was dropped three days ago, and yesterday came the news of the second bomb on Nagasaki, and now we are listening for the third."

Roland Palmedo to J.N. Cooke, August 10, 1945, New England Ski Museum Collection 1987L.8.1.

September 16, 1945: "While the war was on, and the Kamikaze boys were making passes at us, and we were getting up for GQ at 1:30 and 2:30, the best way to get your mind off these things was to think of home and friends and happy days ahead. And recently, with very little to do and boredom epidemic, the same was true. So recently I have been thinking much about our project, and hoping that it would materialize, and wondering where we could turn if we failed to get the Warren land, and why Perry was so idle, etc."

Roland Palmedo, writing from the USS Yorktown in Tokio (sic) Bay to James N. Cooke, September 16, 1945, New England Ski Museum collection 1987L.008.001.

October 3, 1945: "...without increased facilities, the saturation point is approaching as far as attracting more skiers to this area. Our existing trails must be further improved by widening and grading to accommodate and hold the interest of additional skiers..."

Properly developed, I believe Mansfield is capable of becoming the leading ski area in the East. However, with the diversified control that cannot be changed, there will always be a lagging behind here at Mansfield."

Charles Lord to Roland Palmedo, October 3, 1945, 1945 New England Ski Museum Collection 1987L.008.001.

October 8, 1945: "That day dream is that maybe someday at "W" we'll have an excellent lift, a first-class hotel, perhaps an A.S.C. Club House, and perhaps a boy's boarding school on the property, with skiing as a major sport...Along with that dream is the vision that there is nothing that I would like better than...to have a job running our new development."

James N. Cooke to Roland Palmedo, October 8, 1945, New England Ski Museum collection 1987L.008.001.

October 22, 1945: "You asked me my opinion of Luggi Foegger. Yes, I know Luggi well and skied with him in Yosemite. I asked Nancy her opinion and she agreed exactly with mine, namely, that Luggi is certainly one of the very best ski teachers in the country, but he has an exceptionally poor personality so far as getting along with people is concerned. In our Warren project I feel that we need for the head of the ski school a good personality, and that's infinitely more important than a type-flight teacher. After all, it isn't the experts who take the ski lessons--but the beginners. In my opinion, the best bets for Warren in the order named are:

1. Otto Lang
2. Fred Iselin
3. Sepp Ruschp"

J.N. Cooke to Roland Palmedo, October 22, 1945, New England Ski Museum Collection 1987L.8.1.

1945: “Forest and Parks Commissioner Perry H. Merrill had always wanted to see Killington developed for skiing since gaining 3,000 acres of “Killington lands” for the State in 1945. He had it surveyed by State Forester Charlie Lord and highway engineer Abner Coleman, who pronounced the mountain fit for skiing, but Merrill couldn’t persuade anyone to develop a ski area there. Until he met (Preston Leete) Smith, that is.

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 96.

December 12, 1945: “But I agree with what you wrote me, that Stowe is handicapped by a multiplicity of interests and agencies. It will be a long, hard pull, I fear, to get everyone there working together on every phase of what should be a common enterprise. When one thinks that after fifteen years so little progress has been made along this line, it is discouraging.”

Abner Coleman to Roland Palmedo, December 12, 1945, New England Ski Museum collection 1987L.008.001.

March 15, 1946: “Since our discussion of March 10 we have been able to partially complete the attached Special Use Application and make up a rough sketch of the area which you propose to develop for skiing on Green Mountain National Forest.”

G.S. Wheeler to Roland Palmedo, March 15, 1946, New England Ski Museum collection 1987L.008.001.

March 21, 1946: “It was a considerable relief to come to the decision with you on the phone on Tues. that we had better put the W project on ice for this year...There are too many things not tied up sufficiently for us to go ahead at this time, with a project as big as this. The Forest Service, so far, will give us no protection against competition.

Route 100 is in bad shape, and would be a great handicap. You should have seen the morass at the south end. The Lincoln Gap Road would never take heavy traffic, and we have only vague promises about improving this and the road in to the property.

Roland Palmedo to James N. Cooke, March 21, 1946, New England Ski Museum collection 1987L.008.001.

March 26, 1946: "Nancy, Charlie and I are completely convinced that Stark is an ideal location...Charlie will substantiate that the snow is equally as good at every altitude as on Mt. Mansfield, and that the skiing possibilities are much greater than Mt. Mansfield....We have a very big advantage in that a \$125,000 road was constructed by the C.C.C. from "Camp" on your map to the gap, just south of Little Stark Mountain.

Nancy and I made a trip to Lincoln, New Hampshire Saturday morning to see the Parker Young Lumber Company, who own the major part of the property...The only other piece of property that is needed for the project can definitely be acquired from the Ward Lumber Company in Moretown, whom I also contacted on Saturday....Our real estate investment would be far less than in Warren; we would own the entire mountain, including the top; we would not have either State or Federal Government to contend with;

we would have as long a skiing season as Mansfield, and so many other advantages too numerous to mention as compared with both Warren and Stowe. Charlie feels as I do that it is of the utmost importance that you see this property while there is still snow on the ground, and therefore, I urge you to drop everything in order to get up there and meet us this coming weekend.

I don't want you to think that I am talking through my hat, because as I wired you Nancy, Charlie and I have spent almost the entire week on Stark Mountain and vicinity. I could write you reams on this subject, but there isn't time."

J N Cooke to Roland Palmedo, March 26, 1946, New England Ski Museum Collection 1987L.8.1.

March 27, 1946: "While in Waterbury last Friday night I went with Charlie to a Ski Patrol Meeting called by Luther Booth. Ab Coleman was there, and after the meeting we had quite a talk about Stowe. He is disgusted with Stowe just as Perry is and we are. Ab wants to call a meeting of all of the people interested in the Stowe development for the purpose of airing grievances and trying to thrash out differences..."

J N Cooke to Roland Palmedo, March 27, 1946, New England Ski Museum Collection 1987L.8.1.

March 27, 1946: "Now with reference to Perry Merrill. Saturday evening Nancy and I had dinner with Perry in Montpelier on our way back to Brattleboro. I asked him about the Killington project, and he confirmed that they were interested in it. The stumbling block there is that a road 7 miles long would have to be constructed at a terrific expense, and apparently it will require an Act of Legislature to get it through. He confirmed that the State would not construct any uphill facility, and when I pointed out to him the Stowe situation on a competitive lift, he agreed that it might be a good idea to put ourselves on record now with the State re Killington."

James N. Cooke to Roland Palmedo, March 27, 1946, New England Ski Museum collection 1987L.008.001.

March 31, 1946: "In scouting with Cookie and you at Warren and Fayston, I am convinced that a pocket like the Nose Dive area or the one at Fayston is the best possible location for snow conditions for it has protection from the wind as well as the sun, and snow will last two to three weeks longer than an East to South exposure.

I may say here that the area at Fayston looks very good to me as far as snow conditions, exposure and wind protection are concerned. The upper half appears very nice with the lower half less interesting but still usable."

Charles Lord to Roland Palmedo, March 31, 1946, New England Ski Museum Collection 1987L.8.1.

April 1, 1946: "I was certainly sorry to have to give you the bad news about our ski development in Warren. The United States Forest Service really has us stymied. I have no idea whether or not we will be able to succeed in getting them to give us the protection that we want, and to lease us the land that we want at a reasonable figure—but

if we are successful, I am sure that it is going to take a long time to do it, and that there is no hope of our being able to do anything in Warren this summer.”

Roland Palmedo to Clarence Hartshorn, April 1, 1946, New England Ski Museum collection 1987L.008.001.

1946: “Vermont has been endowed by nature with the essential elements to be the leading winter sports State of the country. It is nothing short of criminal not to take the opportunity offered by this God given advantage. It is possible for Vermont to be the leader, but this will not come about by itself; it will come about only as the result of foresight and intelligent planning, by legislative action to appropriate the modest funds required-- correct, alter, or supplement existing statutes to make it easy for private interests to invest money in State owned property.

One of Vermont’s neighboring States believed it desirable to tie its own hands with a provision of the State Constitution, which has prevented the cutting of any trees in State Forests. It is conceded that restrictions on the cutting of trees are absolutely necessary to preserve the natural beauty –but the action of Vermont’s neighbor has proved too drastic, for it has effectively prevented progress in the development of winter sports facilities.

Another of Vermont’s neighbors, also endowed with a fine range of mountains, has deemed it advisable to venture into the business of transporting skiers uphill. The result has been that private enterprise and capital have been chary of venturing to compete with the State project. State projects are habitually not operated on a self-sustaining basis, under proper business-accounting methods, and therefore, private enterprise cannot compete against them. As a consequence there had not been a major winter sports area developed in this neighboring State since that State entered into the uphill facility business.

Vermont, in order to achieve its best development, must not fall into either error.”
Unknown author, “Notes for a Policy of Winter Sports Development for the State of Vermont,” typescript of article or speech, New England Ski Museum collection 1987L.008.001. (Author gives his home town as Brattleboro; James N. Cooke? Fred Harris?)

Postwar: “Winter travel by train in Vermont lost ground in the years immediately following the Second World War as Americans embraced the automobile as an icon of American culture. The larger processes of centralization and consolidation set in motion by railroads, however, continued under the influence of the automobile, albeit in very different ways. By comparison to the limited number and fixed location of railroad lines and railroad stations, the ubiquity and versatility of roads in Vermont made it easier for developers to open new ski areas in places not serviced by railroads, thereby spreading the sport into new regions of the state. Rail service to many places along the central spine of the Green Mountains, for example, was limited in the 1930s, yet it was exactly here that skiers could find the state’s best snowfall and most challenging terrain. Mid-century consolidation and improvements along Vermont’s interior north-south artery, Route 100, helped give motorists access to the central Green Mountains, thereby

making it safer for investors to open new resorts or to expand existing ones along this so-called “skier’s highway.” By the time the state’s interstate highway system was constructed in the 1960s, most of Vermont’s major ski resorts were already in place.” Blake Harrison, “The Technological Turn: Skiing and Landscape Change in Vermont, 1930-1970,” *Vermont History*, 71 (Summer/Fall 2003), 202.

December 10, 1946: “Sitting in the middle of Vermont’s 120-inch snow belt high on the Molly Stark Trail at an elevation of 2100 to 2438 feet, the Hogback Mountain Ski Lift Area on Mount Olga, 14 miles west of Brattleboro, needs only the finishing touches on the lift and a foot of packed snow on the ground to make its debut as the most ambitious of Vermont’s new skiing developments this winter.

Principal officers in Hogback Ski Lift, Inc., the sponsoring organization, are John L. Dunham, president, and Floyd F. Messenger, treasurer, both of Brattleboro....They are well known to the skiing fraternity through their activities with the Brattleboro Outing Club, whose famed invitation open jumping tourney will be held as usual on Brattleboro’s 65-meter hill Feb. 6.

Les Billings, another noted Brattleboro figure and 10th Mountain Infantry veteran, will conduct a ski school at Hogback and act as general manager....His brother Bob, will direct the jumping meet this winter.

Henry Moore, “New Vermont Ski Area Features Variety of Runs, 2000-foot Lift,” [*Boston Globe?*], December 10, 1946.

1947: “The Ascutney Ski Slopes Corporation was formed in 1946 under the leadership of a group of Windsor citizens headed by Katherine Cushman. They leased land from Blanchard and the state, erected a ski lodge and four tows, and operated on several trails in 1947.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 7.

December 1947: “The recent formation of the Vermont Winter Sports Council by the operators of commercial ski areas should unify to a large extent the promotion of Vermont skiing by such means as coordinating the dissemination of information and working toward the improvement of transportation. The organization has the blessing of state government which is encouraging the private-enterprise system of winter recreational developments. Vermont, although sometimes regarded as unprogressive, at present has more chair and alpine ski lifts than all the other northeastern states combined.”

“Ski Vermont,” *Mt. Mansfield Skiing*, XIV, 1 (December 10, 1947), 1.

December 1947: “Both the strength and weakness of Stowe have resulted from decentralization in the control of ski facilities. Undoubtedly the best run centers are those under single management, of which Cannon Mountain is a notable example. Stowe in the past has shown the lack of such direction, but at the same time has preserved an

atmosphere of non-commercialism and a feeling among amateur skiers of participation in regional progress.

The construction of an important ski area like Mad River Glen so near to Stowe is proving to be a unifying force among the diverse interests and enterprises in the region. They all realize, of course, that their futures are interdependent and their objectives are the same. The forthcoming business competition will be extremely beneficial, I think, in fostering closer community spirit.”

Harry Bentner, “Around The Mountain,” *Mt. Mansfield Skiing*, XIV, 1 (December 10, 1947), 3.

December 14, 1948: “The Sno-Cat arrived in Windsor on December 14 per contract. In order to fulfill this contract the Tuckers had paid retail prices for whole parts, paid overtime to their man, and sent the cat by Morris Tucker himself on their company truck, 3000 miles across the continent non-stop. We were one of three areas to order a cat this year; Big Bromley, Stowe and the Mt. Ascutney Ski Area. On December 15 we took a trial run on the Mt. Ascutney Toll road; Henry Moore of the Boston Herald and Pat Harty of the Boston Globe, guests at Juniper Hill at that time, accompanied us. Both writers gave us excellent write-ups, describing the ride up through the winter splendor as “breathtaking and beautiful”.”

“Minutes of the Directors’ Meetings of Ascutney Slopes, Inc. of Windsor, Vermont,” New England Ski Museum collection 2012.129.002

December 17, 1948: “The President discovered that eight sheaves, five of which were essential to the operation of the main tows, were not in Windsor. ...Mr. Plumb discovered that delivery would not be promised before the first week in January. The President decided this was an emergency and offered to send her station wagon to Pittston, Pennsylvania to pick up the 1400 lbs so that the area might operate during the Christmas holidays. This was accomplished by the volunteering of her niece, Margo Stafford, and Jack McElwain on a trip of nightmare proportions due to the dangerous weight, icy conditions, snow storm and subsequent accident. ...The area opened on Christmas Day; the sno-cat filled in as best it could hauling load after load of skiers up the slope, some in the cab, some ski juring, as the tows did not run until December 26.

This was the beginning of a series of breaks in the cat’s links....It was decided at a directors meeting in early January to return the cat and demand our refund. This was stated very firmly in a collect telephone call to Mr. Tucker in Oregon. The latter said this was unprecedented and would be remedied immediately by sending new pontoon and tracts by company truck....The Sno-Cat Corporation of New Hampshire, headed by David Gregg, Roy Deming and Senator Tobey’s son, which operates sno-cats on Mt. Kearsarge, had assisted us previously. They expressed their concern over our difficulties with the cat and their willingness to give us their new cat, should ours prove unsatisfactory, with the understanding we give theirs a fair trial both on our area and on the Toll Road. The replacements were made on our cat and it has been in perfect operating conditions since. Mrs. Rudolph, due to her previous experience and mechanical knowledge, did an excellent job with the sno-cat.”

“Minutes of the Directors’ Meetings of Ascutney Slopes, Inc. of Windsor, Vermont,”
New England Ski Museum collection 2012.129.002

Spring, 1949: “To sum up the situation: Several mistakes have been made: The theory of the sno-cat by which for \$6000 trails could be brought down from the top of the mountain in order to expand and continue our trails up the mountain without a major expenditure such as a lift since continual linked tows are impractical; the area kept in excellent condition; sensational advertising value was all very good. However, in practice, even after it was placed in running condition, we do not believe the cat is sufficiently developed to stand the strain of continual climbing....The Tucker people and the New Hampshire Corporation will endeavor to sell the cat.”

“Minutes of the Directors’ Meetings of Ascutney Slopes, Inc. of Windsor, Vermont,”
New England Ski Museum collection 2012.129.002

January 28, 1949: “Palmedo bought over 800 acres from the Ward Lumber Company and set about having a chairlift built in the fall of 1947. However, by Thanksgiving three to four feet of snow had fallen, causing construction to come to a halt. The chair was finished the following year with a formal debut on December 11, 1948; dedication ceremonies featured the Governor of Vermont and Miss Vermont. But since there was little snow that December, ski operations didn’t actually begin until January 28, 1949. Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 112.

Summer 1949: “The past summer has marked the biggest change which has taken place at Mt. Mansfield since the chair lift was built in 1940. For the first time since skiing developments were started most of the facilities on the mountain have come under single management.

The reorganized Mt. Mansfield Hotel Co., financed by Cornelius V. Starr of New York, now controls all of the lifts and tows on the mountain besides the company’s former holdings. Sepp Ruschp is general manager of the company’s operations.

Sepp has told me that the aims of the company in any expansion program will be governed by the needs of the region for summer as well as winter recreation. According to him, the welfare of the numerous other business enterprises at Stowe will be given primary consideration in future planning. Thus the influence of the Mt. Mansfield Hotel Co. will be paternalistic rather than competitive within the community, and it can be expected to assume a strong leadership in community ventures.”

A.W. Coleman, “Around The Mountain,” *Mt. Mansfield Skiing*, XVI, 1 (December 1, 1949), 5.

October 1949: “Walt Schoenknecht hopped a barbed-wire fence and climbed to the summit of a snow-covered Vermont mountain called Mount Pisgah. “...I saw the ski resort of my dreams: it would be the largest in the world, it would be second to none, it would be absolutely fabulous.””

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 148.

1950s: "Vermont was actively looking for ways to bring development into the state in the 1950s, and there were those in state government who saw the development of ski areas as beneficial and desirable. As noted, Perry Merrill was a major proponent of skiing as a natural and useful way to utilize the mountains and forests while at the same time augmenting state revenues. A policy of supporting the creation of ski areas by leasing state land was established during the 1930s when Mount Mansfield was developed, and was continued by Governor Ernest Gibson in the late 1940s. In the mid-1950s Governor Joseph B. Johnson supported the policy of the state building roads to access remote mountain areas where private ski developers would lease state forest lands. Mount Mansfield, Smuggler's Notch, Jay Peak, Okemo and Burke Mountain were all built on leased land with access roads and base shelters provided by the state. Additionally, the state approved the building of access roads for ski areas located on national forest land (Mount Snow and Sugarbush) and on privately owned land (Stratton)."

Karen D. Lorentz, *Killington: A Story of Mountain and Men*. (Shrewsbury, VT: Mountain Publishing,),1990, 33.

July, 1950: "In July 1950 a number of ski area operators met at Roland Palmedo's camp in East Dorset, Vermont to discuss the problems confronting them. ...Among those cooperating in the first meeting were Arthur Draper, Bellayre; Howard Moody and Roland Palmedo, Mad River; F.J. Nash, Hogback; Dolph Rath, Snow Valley; Sepp Ruschp, Mt. Mansfield; Janet Mead, Pico Peak; Fred Pabst, Big Bromley; Philip Robertson and Hannes Schneider, North Conway; and Perry Williams, Snow Ridge." Perry Williams, "Eastern Ski Area Operators Ass'n Dedicated to Betterment", *Eastern Ski Bulletin*, VI, 2 (November 15, 1957), 13.

1953: "Poor snow years caused them (Ascutney Ski Slopes Inc.) to go under so Windsor Machine Products, Inc. (partners/owners Robert Ely and John Howland) bought the land leases and assets in 1953 and took over."

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 7.

April 22, 1953: "I am here just as a skier. About twenty years ago I appeared before the committee who were discussing the aerial tramway. Before that committee I was that G.D. foreigner. I happened to come from Massachusetts. What I am trying to get at today is the antecedence of obtaining up-hill facilities in the State of New Hampshire. For six years various people of whom I was one talked with the people in power here in the state with regard to getting the aerial tramway at Cannon Mountain. It happens that the area was under lease or had been given to the state under stipulation so that it can't be leased for more than twenty years to any individual private enterprise. That is the very large reason why private enterprise didn't initiate originally the tramway at Cannon Mountain. When private enterprise became so eager to initiate it, and it seemed likely that it might make money out of it, only then did the state finally decide it was a good project.

...It has been fairly generally said here and I absolutely agree with it that New Hampshire has fallen behind Vermont...skiing facilities at Cannon are virtually still through the woods on a narrow trail basis which has become antiquated during the war. "

Alexander Bright, "Hearing on (NH) House Bill No. 405, Committee on Resources, Recreation and Development, April 22, 1953," New England Ski Museum Collection 2001.164.002E.

December 12, 1954: "In 1950 Walt purchased land on the lower part of the mountain from farmer Reuben Snow and began gathering financial backers, cutting trails, and building lifts. He opened Mount Snow on December 12, 1954 with two chairlifts, two rope tows, seven trails and a base lodge.

He entered into lease agreements with the US Forest Service which oversees the Green Mountain National Forest upon which the upper mountain is located, and reached the top with lifts and trails two years later. He added a summit lodge and another base lodge at the Sundance area and more lifts and trails in quick succession."

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 148.

1954-55: "...a group of thirteen local citizens formed Ski Burke Mountain, Inc. They leased land on the upper mountain from the State, bought another 80 acres, and ferried skiers up to the trails in a Tucker Sno-Cat in 1954-55. In 1955, they completed a base shelter and parking lot and installed a Pomalift to the summit and a rope tow for a novice area."

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 55

1955: "The development of Jay Peak as a bona fide ski mountain was the brainchild of Harold Haynes, the first president of Jay Peak, and a group of businessmen and avid skiers in North Troy. They, like their counterparts at Burke, Okemo, and Smugglers, were concerned about a flagging economy and saw hope in the new ski trend and leasing land from the state for a ski area. Touting skiing's economic potential, they banded together to start a mountain enterprise by incorporating in January 1955, selling stock at \$10 a share, and hiring Walter Foeger, a prominent Austrian racer and instructor, as their first "ski pro"."

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 67.

May 1955: "Smith camped out on the mountain in winter, measured snow depths, and skied other areas, finally becoming convinced that Killington had "all the practical considerations of elevation, weather, [nearby] lodging and transportation."

He also determined that "of all the places in Vermont and New Hampshire, this place really had potential."

He returned to see Merrill, who said the State would lease the mountain to him and build a road in to Killington Basin. Merrill, who had sensed in Smith the dreamer and entrepreneur that would be needed to develop this mountain, told Smith, "We'll go to the Legislature and sell them on the idea of recreation for Vermont."

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 97.

November 11, 1955: "When 2,000 people start spending money in a tiny mountain community every weekend, the economy of the area reacts like Jack's beanstalk.

About two years ago *the Hartford Times* published the first announcement of a Connecticut man's plans to build Mt. Snow, a ski area in West Dover, Vermont...At the time the *Times* article said the economic effects of the area in southeastern Vermont would be enormous. Here is part of what has happened after one year of operation of the area.

Five new lodges have been started nearby this summer. A new country store and two new filling stations have been built. Four motels are planned, each to have from 10 to 60 units.

Real Estate has increased in value. For instance, a farmer bought 50 acres of woodland near the ski area just before the announcement that it was to be built. He paid \$200 for all 50 acres. He split it into six sections, of which he has sold four. The fourth went a short time ago for \$11,000.

A labor shortage has suddenly come into existence. It is possible to hire waiters, gas station attendants and other non-skilled workers, but carpenters, plumbers, glaziers, masons and men in other building trades work steadily for high pay.

Merchants as far as 30 miles away feel the difference in their business. Banks in Brattleboro, which for many years have been slow to lend money on land or buildings near the ski area, now advance funds for the building of ski lodges or the purchases of property on which to put them.

The number of beds for skiers increased from 400 to 1,200 during the summer. The capacity of lifts and other facilities at Mt. Snow was doubled.

Almost the only criticism of the Mt. Snow area heard last winter was that it was too crowded. From the operator's point of view, that was fine. But skiers complained that they had to wait too long for a ride on the lifts, and that it was hard to find a place to sleep nearer than Brattleboro.

...Mt. Snow operated at capacity most weekends last winter. Its 2,000 car parking area was filled much of the time. Each car brings about three persons, skiers and non-skiers, to the area, and each of them spends about \$25 on an average weekend. That comes out to

about \$150,000 in mostly out-of-state money flowing into southeastern Vermont on every good skiing weekend all winter long.”

John Cleary, “Mt. Snow Ski Development Primes Investment Flood,” (reprinted from *the Hartford Times*), *Eastern Ski Bulletin*, 4, 2 (November 21, 1955), 14.

1956: “Smugglers’ Notch Ski Ways on Route 108 in Jeffersonville was started by a group of Cambridge businessmen under the leadership of Dr. Roger Mann. They leased land from the State of Vermont as many small communities were doing in order to create economic opportunity through recreational ski facilities. They opened Smugglers’ Notch Ski Ways for weekend skiing with two Pomalifts, which in combination reached to the top of Sterling Mountain, in 1956. (The area was named after the nearby high-elevation pass through which British goods were smuggled in the early 1800s and alcohol in the 1900s during Prohibition.)

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 207.

February 1, 1956: “Like many Vermont ski areas started in the 1950s, Okemo began on a shoestring—even children invested \$10 in a share of stock to help it get going. Founded by Ludlow businessmen and skiers to benefit the local economy and run by a board of directors, Okemo’s early leaders thought big from the get-go with a goal of becoming “a major family ski center.”

To accomplish that, they started with inexpensive, fast Pomalifts. In addition to the lower Yellow Poma for the beginner area, the Upper “Red” was over a mile long, making it the longest in the country when Okemo officially opened on February 1, 1956.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 178.

October 5, 1956: “The upshot ... was that I offered Mrs. Cushman \$1,000 in cash and \$1,000 in a short-term note from Windsor Machine Products for the whole ball of wax. On October 5, 1956, my machine shop bought a ski area (Ascutney).

Windsor Machine operated on a calendar-year basis and had enjoyed a very successful year to date. In short, it had developed a tax liability. This made it easy and a lot of fun to put together a crew of twenty men to get the ski area ready for a Christmas vacation opening.

(Bob) Ely, the shop foreman at Windsor Machine, became the crew’s foreman....An artist, machinist, graduate of the Boston School of Practical Arts, and former ski trooper and instructor with the Army’s famous 10th Mountain Division, Bob had talents and skills that were particularly well suited to the task of designing and building a ski area.

John H. Howland, *Ventures & Adventures: The Memoirs of a Vermont Businessman*. (West Windsor, Vermont: Vermont Historical Narratives, 1999), 95.

Ca. December 1956: “About the time he was rebuilding our warming hut after the fire, Red Eastman saw an item in the *Popular Mechanics* magazine about making

snow by mixing water and air under pressure and discharging atomized water particles into the freezing atmosphere. I believe it was referred to as the Tey Method.

The idea caught our fancy, and Ely tried to make a small mechanism...produced nothing resembling snow. Ely set it aside, but he was hooked. Pretty soon he tried again. ...He set the contraption outside our shop window on top of a barrel of drill chips and turned on the water and air. The outside air temperature was in the 20s—and the thing worked. Ely was producing the first machine-made snow in Vermont, not at a major ski area, but in a machine shop yard down by the railroad tracks.

John H. Howland, *Ventures & Adventures: The Memoirs of a Vermont Businessman*. (West Windsor, Vermont: Vermont Historical Narratives, 1999), 97.

June 1957: “When Vermont’s 1957 General Assembly completed its deliberations last June...over half a million dollars were earmarked for the construction of access roads to ski areas.

This was the first time that a Vermont state appropriation ever had been made specifically for such a purpose and certainly indicates the public acceptance of skiing as a valuable factor in the state’s economy.

Five ski areas were included in the appropriation act. Four of them—Burke Mountain, Mt. Snow, Okemo Mountain and Jay Peak—already are in operation. The fifth to be developed on the eastern slope of Killington Peak near Rutland is still in the planning stages. (A sixth proposed ski area, incidentally, on Lincoln Mountain in the town of Warren, made its bid to the Legislature too late in the session to be included). The total amount of the ski access road appropriation is \$572,401.16.”

A.W. Coleman, Traffic Engineer, Vermont Highway Dept., “Vermont Pegs Half Million for Ski Area Access Roads,” *Eastern Ski Bulletin*, VI, 2 (November 15, 1957), 16.

Winter of 1957-58: “Our whole approach to the snowmaking installation was to consider it insurance. If there was a season of no snow, we could make our own and stay in business. One year we had skiing at Christmas when Mt. Snow, for example, was closed.

The first year we made snow, I took a good ribbing from some of the ski giants. I remember being razed publicly by Big Bromley owner Fred Pabst at the New England Council Ski Show. He called it “carrying coals to Newcastle.” The next summer, though, he asked us a lot of questions and soon we read a news story that he was investing a million dollars so that Bromley could cover all of its slopes and trails with snowmaking.”

John H. Howland, *Ventures & Adventures: The Memoirs of a Vermont Businessman*. (West Windsor, Vermont: Vermont Historical Narratives, 1999), 100.

No date (placement in narrative suggests 1957 or 1958): “One day I saw an artist’s rendering of an alpine village ski area called Magic Mountain. It was a promotion on the back cover of Ski Magazine, advertising a package deal of land, ski stock, and skiing rights to out-of-state skiers. I became interested in the idea of advertising in that

magazine for building lots and ski stock at Ascutney. I was aware that there were “blue sky” laws governing the sale of securities, but I didn’t know how they might apply to our venture. I had checked with two lawyers, but they couldn’t help me. I’d been selling stock right along, of course, but if I were to embark on this next phase, I wanted to have some advice. I called the Securities and Exchange Commission office in Boston and told them what I had in mind. I asked if there were any rules that I should observe.

The man on the other end exploded.

“Yes, there are rules!” he said. “Don’t sell any more stock! Get your lawyer and your papers and get down here right away!”

I guess my innocence in calling was what saved me from serious trouble if they had stumbled on what we were doing. It turned out that practically every ski area in Vermont was in the same boat with Mt. Ascutney. We were all breaking the law.”

John H. Howland, *Ventures & Adventures: The Memoirs of a Vermont Businessman*. (West Windsor, Vermont: Vermont Historical Narratives, 1999), 106.

ND (winter of 1958?): “I started the thought of a professional ski patrol organization along with John King, when we were sweeping one night at Mt. Mansfield. We had a long wait because we had to wait for two people to get down to this point....I said, “John, what do you think of the paid patrol organizing a professional organization, not for the money, but just for the grouping, how the different patrols work, so we can exchange; don’t ever bring up payment, pay, or anything like that. This is just to get together with people doing the same job as an organization so we can compare.””
George Wesson, New England Ski Museum interview, May 1, 2007.

December 25, 1958: “That was a time when Sugarbush Valley Ski Area was the home to the Jet Set—celebrities like Oleg Cassini, Skitch Henderson, Kim Novak, Armando Orsini, and the Kennedys. It was the fashion-conscious tastes of New York models and others who came to be seen (and not necessarily to ski) that blurred the area’s reputation and led to the moniker “Mascara Mountain.”

In reality, Damon and Sarah Gadd and partner Jack Murphy had founded a real mountain, one with character and soul, steep pitches and long runs. With its opening on December 25, 1958, Sugarbush was the first ski area in the state to have an enclosed lift, a 9,300-foot, three-passenger gondola that was the longest single-span lift in the United States. The 2,388-foot vertical was the greatest in Vermont then, and with trails like Organgrinder, the area was known for its challenging skiing.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 258.

1958-59: "...instruction experiment utilizing short skis, conducted by Brattleboro Outing Club President Clifton Taylor in the club's weekly ski classes, is producing remarkable results. Taylor, a certified USEASA instructor and an advocate of short skis for the past seven years..."

"Use of Short Skis by Beginners Provides Early Mastery of Sport", *Eastern Ski Bulletin*, VII, 9 (April 6, 1959), p. 16.

1960: "Windsor Machine Products built this experimental chairlift at Ascutney for Larchmont Engineering's Lift Division. Each chair would slow down at the bottom and top to allow skiers to get on and off unassisted and it was designed to function without an operator. The chairs sometimes would gang up at the bottom, however, and then it would take several operators to straighten things out. The lift was in use for a year and then taken down."

John H. Howland, *Ventures & Adventures: The Memoirs of a Vermont Businessman*. (West Windsor, Vermont: Vermont Historical Narratives, 1999), caption, 122.

1960: "The new Larchmont Chair Lift is now in operation at the Mt. Ascutney Ski Area, servicing a 12 acre open slope known as the Executive Slope. The chair lift is novel in that it has a slow speed to allow skiers to seat themselves in the chair. Then the rapid traverse takes them up the slope at 10 miles per hour to the unloading area. Then the chair lift slows down again to two miles an hour which allows the skier the opportunity to unload from the lift without hurrying. The lift is 650 feet long. At no time is the skiing passenger more than 10 feet above the ground."

(Notes from donor John Howland, Jr.: "This was an unsuccessful experiment. After a season (or two?) it was dismantled." "The "executive slope" was later renamed "chicken hill"—all with tongue in cheek.)

Photo caption, *Vermont Journal*, Windsor, Vermont, March 3, 1960; New England Ski Museum collection 2012.129.005

December 26, 1960: "After a search for a good mountain that would accommodate a residential and commercial village at its base, Thorner purchased 640 acres on Glebe Mountain and opened Magic on December 26, 1960 with a 2,000-foot T-Bar and two open slopes. (He named the ski area...after the utopian vision in Thomas Mann's novel *The Magic Mountain*. Thorner's vision was to create a community where the mountain experience would provide a common bond and work its spell on those who dwelled there—pg. 123).

Thorner started Magic Mountain by selling stock. Anyone who bought \$3,000 worth could purchase a half acre lot for \$600 and was entitled to a lifetime of free skiing, with children under 18 receiving the same privilege. He required a Swiss building motif for the private homes for many years. Eighty homes were eventually built."

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 124.

1960-61: "New Hampshire's winter vacation travel business is faced with a serious challenge. The growth of major ski lift facilities in other areas in New England and Eastern America and the lack of comparable growth of the ski lift business in New Hampshire pose serious problems not only to ski area operators, lodging establishments and winter oriented business, but also is of concern to the state government. Vermont

offers treble the lift capacity when measured in either lineal transport feet or vertical transport feet which major lifts provide skiers each hour.

Number of Major Lifts, December 1960

| | |
|---------------|----|
| Connecticut | 1 |
| Massachusetts | 9 |
| Maine | 7 |
| New Hampshire | 33 |
| Vermont | 60 |

...The eight double-chair lifts which are operating at Mt. Snow, West Dover, Vermont have 60% of the capacity of the total major ski lifts in operation in New Hampshire. This development has almost 5.4 lineal miles of double-chair lift facilities. The installations at Mt. Mansfield, Stowe, Vermont have almost 40% of the capacity of the New Hampshire industry.

How did Vermont gain this big lead over New England? The Vermont Development Commission's Industrial Division led the way. They have emphasized the fact that the ski lift business is a function of private enterprise. The Vermont Development Commission effectively utilized all economic tools available to the state.

New England Ski Areas Ranked by Major Ski Lift Capacity Winter 1960-61:

1. Mt. Snow
2. Mt. Mansfield
3. Big Bromley
4. Sugarbush
5. Killington
6. Jay Peak
7. Okemo
8. Cannon
9. Wildcat

The three principal development tools, currently in use by Vermont, may be summarized as follows:

- (1) State highway funds are used to construct access roads to ski areas;
- (2) State highway funds are used to construct parking lots and keep them free of snow. Parking fees are charged skiers;
- (3) When ski lifts are constructed on state lands, Vermont builds, leases commercial concessions within, and maintains shelter areas. Water and sewage facilities are included in these installations.

In many instances, Vermont ski area developers need only assume the costs of lift construction and slope and trail development. ...The Vermont Development Commission justifies this form of state subsidy on the basis that public roads to ski areas benefit not only the ski area but also the local community and the distributive and service industries of the entire state.

Even more serious to New Hampshire is the fact that the Vermont Development Commission has quietly cited that New Hampshire government engages in private enterprise. They point to the state developments at Cannon and Sunapee and the Belknap County development at Gilford. These government-owned facilities provide 37% of the major ski lift facilities in New Hampshire. By citing this governmental ownership they claim New Hampshire government competes with private enterprise.

The development and creation of winter sports areas can have profound effects on a community's overall development and well-being. In the area near West Dover, Vermont, in 1953 there were 300 beds available in winter for overnight lodgings. At the beginning of the 1959-60 winter season, 3,400 beds were available in this area. In each of the major Vermont ski areas one finds a well-balanced aggressive group with their own individual pattern of regional promotion and development. Many Vermont area operators examined and even tried to develop major areas in New Hampshire, and in the end chose Vermont."

New Hampshire State Planning and Development Commission Research Division, "Special Summary: Capacity of Major Ski Lifts in New England and Eastern America, Winter 1960-61," New England Ski Museum Collection 2001.164.002E.

1961: "By the time the *Boston Globe* story described Mount Snow as the world's largest ski area, it had grown to 35 trails, 8 lifts and 3 lodges, which was indeed a lot for 1961. A lift ticket cost \$6.50. That was a lot then too.

It turns out that Walt's boast about being "the largest ski area in the world" actually referred to the fact that Mount Snow handled the "highest volume of skiers per hour." Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 148.

April 1961: "Winter facility development, like industrial development, can be stimulated by various forms of government assistance. The Vermont government, realizing this, has placed heavy accent on the development of the vacation/travel sector of the economy through a program of governmental assistance to private enterprise. The principal development tools, currently in use by Vermont, may be summarized as follows:

1. Construction of access roads to winter ski areas located on public and privately owned lands.
2. Construction of parking lots, maintenance, plowing of snow and providing parking attendants for same.
3. Construction of shelter, warming, and rest areas on public lands.
4. Leasing of public lands to responsible developers and operators of ski lifts.
5. Land unitization."

New Hampshire State Planning and Development Commission, "Winter Facilities Development Committee: Report to the 1961 N.H. Legislature," April 16, 1961

December 23, 1961: “In 1959 Bob Wright, a ski instructor from Stowe, convinced Frank Snyder a skier from Greenwich, Connecticut, that 3,875-foot Stratton Mountain would make a great place to ski and should be considered for skiing. The snowbelt location and height were persuasive factors, and when ski-area designer Sel Hannah confirmed it would be a good mountain for skiing, Snyder began what would become a long association with a group of people who would help make Stratton a reality.

The search for financing was an uphill battle and the original founders who had formed the Stratton Corporation struggled to get the area operating. With no Wall Street firms willing to bankroll a ski area, they ended up doing what others did, they sold shares of stock to investors with incentives of lifetime passes and an opportunity to purchase building lots or chalets at a discount.

The founders also convinced the state legislature to build a four-mile “access road” to the mountain, and they utilized a helicopter to place towers for the three chairlifts they installed for the first season. This use of a helicopter was a Vermont (and ski industry) first that enabled the area to open as planned on December 23, 1961 with skiing on ten trails.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 243.

1962: “By 1962, Vermonters questioned the social and environmental impact of ski resort development. ...the tremendous influx of visitors demanding amenities and accommodations led to increasing sprawl and commercial development. Furthermore, interest in vacation homes caused real estate prices to skyrocket, making it prohibitively expensive for Vermonters to live in ski towns.”

Maya Paisley von Wodtke, “Discovering White Gold: The Changing Role of Government in Vermont’s Ski Industry, 1934-1975,” 43.

1963: “Their unique challenge was to compete with a famous neighbor by the name of Stowe. To do that a group of New York investors led by IBM Chairman Thomas J. Watson, Jr., bought and began improving the area—building a 6,000-foot double chair to Madonna’s summit in 1963, putting in more ski trails, replacing Pomas on Sterling with a chairlift, and changing the name to Madonna Mountain.”

Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 208.

Ca. 1963: “The whole affair is a pleasing, slightly masochistic catharsis known as the Washington’s Birthday Cross-Country Ski Touring Race which occurs in the country near Brattleboro, Vermont.

The WBXCSTR expresses a new interest in the forgotten (and often disdained) art of cross-country racing and touring. Started four years ago by Eric Barradale, a Brattleboro dentist who prefers xc to drills, and sponsored by the Brattleboro Outing Club, the race is run to acquaint all ages with the fun of cross-country skiing.”

“Charge of the XC’ers in the WBXCSTR”, *Vermont Skiing* (Winter 1966-67), 32-34.

1963-64: “The new Glen Ellen area in Waitsfield, Vermont emerges as the outstanding representative of the continuing consumer interest in quick rides uphill, even faster rides down. Situated just south of Mad River Glen on Route 100, the new development has undertaken a three-year construction program which will produce an area with a 2700’ vertical drop—unequaled in the east and scarcely 600’ less than the western giants of Aspen and Sun Valley. For ’63, the mountain will offer two Stadeli double-chair lifts, 6,250’ and 2,400’ long, in addition to a 1,000’ T-bar—all servicing ten trails, two open slopes and a 1,600’ vertical drop. The outgrowth of this expansion could be enormous in light of the proximity of Sugarbush Valley to the south and Mad River to the north (the Mad River and Glen Ellen chairlift summit terminals will be within 300’ of one another).”

Edward D. Hurley, Jr., "New England Ski Developments", *Appalachia*, New Series XXIX, 12 (December 1963), 765-6.

1965-66: Bromley installs top-to-bottom snowmaking covering 71% of acreage. Advertisement, *Skier*, XIV, 2 (November 1965), 2.

Winter 1964-65: “Raw land (woods or meadows with no houses) sells from \$15 per acre (as reported in Chester) up to \$4000 (as reported near Mt. Snow, Sugarbush and Stowe). Ten years ago this same land was selling from \$3 to \$200 an acre with very few exceptions. The average price of one to ten acre plots near ski areas is now \$1000-\$1500 per acre.”

Peter M. Miller, “Bull Market in Ski Land,” *Vermont Skiing* (Winter 1964-65), 22.

1960s and 1970s: “...the relationship between government and the private entities associated with the ski industry shifted from one of partnership to adversaries as uninhibited promotion halted and regulation increased in the 1960s and 1970s. The intricacies of this shift reflect broader cultural changes of the time, and illustrate the ways in which Vermont’s citizens and government responded to a shifting environmental consciousness.”

Maya Paisley von Wodtke, “Discovering White Gold: The Changing Role of Government in Vermont’s Ski Industry, 1934-1975,” 11.

Winter 1966: “A new form of ski country living makes its appearance in Vermont this winter with the advent of the co-operative apartment and the condominium...Most of the larger and longer established ski areas in Vermont already have co-operatives or condominia ready for occupancy this winter.

While the condominium is a new term in Vermont (there is no “condominium law” in the State), the practice is not only common in many states but goes far back in history.

Lacking specific legislation to identify ownership of one apartment stacked on top of or overlapping another, Vermont architects and builders have skillfully created the physical characteristics which satisfy condominium status without benefit of special legal

treatment. Various called apartments or town houses or row houses, each dwelling is a single unit from ground to roof and can thus be treated as an independent entity, subject to outright ownership.

This is the case at Mad River and Sugarbush, which are credited with pioneering the co-operative and the condominium in Vermont, with John Sherwin of Rye and New York broker Bradford Swett as developers and Robert Burley of Waitsfield as planner and architect. In 1962 Sherwin built five co-operative apartments in Fayston and, as the tale goes, the first seven letters to prospective buyers produced five sales by return mail. Rockwell R. Stephens, "Co-ops and Condominiums at Ski Resorts," *Vermont Skiing* (Winter 1966), 41-42.

Fall 1966: "Somewhat startling news for the layman who assumed that all ski areas made money all the time appeared last winter when Barron's, the financial weekly, published a survey appropriately captioned "Financial Sitzmarks." It included a table of fourteen selected major ski areas—eleven in Vermont and one each in Maine, Massachusetts and New Hampshire. Figures on Mt. Mansfield, Hogback and Mad River covered ten years' operations; the rest from their inception, ranging from one to the seven years Okemo, Killington and Sugarbush had been open. Seven of the fourteen showed cumulative deficits—profits from "good" years buried under losses from lean ones.

Figures showing the number of years each area operated at a profit or loss revealed some interesting batting averages. Okemo, steadily in the black, rates a 1,000 average on this basis. Jay Peak leads the Vermont batting order among the areas selected with .835, Stratton is next with .750, followed by Mad River with .700, Hogback and Mt. Mansfield with .600 for 6 and 4. Sugarbush hit 4 and 3 for .571, Magic Mountain for .400 and three-year-old Glen Ellen just turned the corner while Haystack was still in the red.

These averages are not a fair index of performance in the sense that the older the area, the greater the exposure to losses from lean snow years which even a good year may not wipe out. Jay, Magic and Sugarbush all show cumulative deficits at the end of 1965, and even Mt. Mansfield with total receipts for the ten years five times the size of the largest of the others still carried at \$330,000 accumulated loss into 1966.

Rockwell R. Stephens, "Anatomy of the Ski Resort Biz", *Vermont Skiing* (Fall 1966), 25

Ca. 1968: "With specific regard to the ski industry, the Vermont State Planning Council pointed out the potential for positive growth while also recognizing the negative implications associated with rapid change: "The advent of mass skiing coupled with high-speed highway construction in the 40s and 50s greatly accelerated purchases of land for recreation and vacation home development, and escalated land values by phenomenal proportions..." Skiing, real estate, and highways expanded and changed together as intertwined factors in Vermont's struggle with modernization. ...The effect of the ski industry on land use indicates a dangerous trend by which the "growth coalition" expropriated land from native Vermonters. This trend occurred not only in Vermont but also in ski towns in the American West. Hal Rothman explained how new residents with more capital, "also acquired more influence than the old-timers...most of the old-timers

had already been divested of their greatest resource—the ownership of property.” The problems associated with expropriation appeared in ... Vermont at the same time, as “neonatives” moved in quickly, with massive amounts of capital and corporate control.” Maya Paisley von Wodtke, “Discovering White Gold: The Changing Role of Government in Vermont’s Ski Industry, 1934-1975,”47.

1960s: “Not only did this sentiment arise due to the social and economic impacts of accelerated ski industry growth, but the environmental degradation associated with fast-paced development also came to the forefront in the 1960s. For example, many Vermont ski towns faced water contamination problems due to increased volumes of effluent. Under no environmental regulations, large condominium complexes, second homes, and winter recreation facilities had been constructed without sufficient changes to existing sewage systems. In 1969, newly elected governor, Dean C. Davis, witnessed this problem in West Dover, home of Mt. Snow. There he saw “sewage bubbling out of the ground next to some quick-built ski chalets...””

Maya Paisley von Wodtke, “Discovering White Gold: The Changing Role of Government in Vermont’s Ski Industry, 1934-1975,”50.

1968-69: “I arrived just before Christmas in 1968. All I had were my clothes and my equipment. The only equipment we had at the lodge were the skis I had shipped over from Norway—perhaps 50 pairs. I think we had 20 or 30 pairs for rental, and the rest for sale. As it turned out, we sold everything that first year and had to order more.

...In the beginning, we used logging and horse trails. We set them up just the way we did in Norway, measuring distance to certain points. ... We had no grooming equipment at all, and had to walk over the trails.

We invited the Austrian ski instructors from up on the mountain to come when they were finished teaching. They got their skis for free, and they could just come and ski. They brought people with them. We had a nice bar at the lodge, so we had a good time afterward at the lodge.

That first winter, we were open seven days a week, We started in the garage across the road from the current ski shop. We sold only ski equipment and a few mittens.” Per Sørliie, quoted in “Trapp Family Album”, *Cross Country Skier*, (December 1993), 53-55.

1968-69: “I grew up when in the 40s skiing when you just had skis and you had a cable binding that you could tie your heel down or you could set the binding a little different and your heel would come up fairly freely. And we used to ski around the lodge a lot. And the same skis you would use to ski down the mountain but my college roommate was Norwegian and he introduced me to ski touring as the Norwegians do it. I had raced a little cross country not spectacularly successfully. I was a smoker in those days and after about 10 kilometers my wind got a little short. My college roommate would come up with me for the weekend and we would go up to the mountain and you could buy single rides on the chair lift in those days and we would two or three runs on

the mountain and then it would get really crowded with hour long waits and so we would come back here and put our cross country skis on and ski all over the place on cross country skis. In the mid 60s I was looking for something to improve our occupancy in the hotel and I thought I enjoy doing this maybe there is a little niche market there. So I bought a dozen pairs of skis and two dozen pairs of boots and put them in the corner of the garage and put a little sign up and nothing happened so I figured that this program needed somebody to drive to make it happened and called up my erstwhile college roommate and asked him to put an ad in the appear in Oslo for a ski instructor. He got two or three hundred responses and he was kind enough to winnow them down to three for me and the first one I interviewed was such a nice guy and impressed me so much that I didn't even interview the other two I made him an offer right there and he accepted it. And Per Sorli (sic) came over from Norway that fall and he stayed for four years, he always went back in the summer but he stayed here for four years and did a fabulous job. He was not a racer although he was a very strong skier. He had been an underwater frogman in the Norwegian army and he was a great athlete. But he had great charm and he really knew how to make people feel at ease. He came at the sport from the standpoint of having a goodtime. It was just the perfect guy for the position.”
Johannes von Trapp, Transcript of Oral History Interview with Meredith Scott, Vermont Ski Museum, September 5, 2008.

Ca. 1969: “Meanwhile, a big brouhaha was breaking out in Wilmington, 18 miles to the south. There, a new ski area, Haystack, had sold a large number of lots without sewer lines or treatment plant and had then run into trouble with town authorities. Now the developers were locked in legal battle with the Town, a battle that Haystack was not going to win and which would finally lead it to bankruptcy.

It was not long before the State got into the act: Ed Janeway, who was senior State Senator for the County, invited Governor Deane Davis to come down for a first hand look. The governor came and he was shocked at the strip development that had sprung up along Route 100 between Wilmington and West Dover.

“I can't believe I'm still in Vermont,” he kept saying, as he drove by the motels, ski shops, and fast food shops of Mt. Snow's “Valley of the Inns.””
Martha Sonnenfeld and Frank V. Snyder, *The Stratton Story*. (The Stratton Corporation, 1981), 59.

1960s: “The result, in short, is that land was sold off in half-, third-, and quarter-acre sites with no central sewerage or water systems, with no percolation tests (unless the buyer was sophisticated enough to ask—at which time, usually, the land was not sold to him), with inadequate road grading and paving (stories of roads washing out every spring are legion along Route 100), and certainly with no thought to the visual pollution and the traffic snarls.”
I. William Berry, “Vermont's Last Stand,” *Ski Area Management*, 9, 4 (Fall 1970), 38.

1969: “Fourteen hundred second homes were planned for Stratton, and Stratton had no subdivision regulations, nor for that matter did Vermont. If all nineteen of the

vacation home subdivisions planned for Dover in 1969 were built, its population would have increased from 370 to 16,000 in a short number of years.

Governor Deane Davis heard the concerns of southern Vermonters, and took a tour, led by Windham Regional Planner Bill Schmidt in the spring of 1969, and what he saw infuriated him. Jim Jeffords, who was Vermont's Attorney General at the time, later wrote, Governor Davis saw raw sewage "bubbling out of the ground next to some quick-built ski chalets," and that was enough for him.

Davis is such a charismatic figure in Vermont history. The Governor single-handedly stopped the Stratton development by calling up the president of International Paper Company and asking him to abandon the project—and he did. Even though Vermont had virtually no formal control mechanism to condition or prevent the development, in 1969 a little gubernatorial persuasion was enough. But everyone saw this as a close call. Something had to be done."

Paul S. Gillies, Esq., "The Evolution of Act 250: From Birth to Middle Age," *The Vermont Bar Journal* (Fall 2009), 12.

May 28, 1969: "...following a long, public hassle, outside tax assessors were brought in to reappraise (in Wilmington-Dover). They upped the farmland to the same valuation as the speculative land, and farmers suddenly found that their tax base had been increased six-and eight-fold. Whether it just happened, as occurs in public life, or whether the developers finally amassed enough political clout to put the squeeze on the farmers who weren't selling is hard to pinpoint. What's easy to pinpoint is what happened next: The farmers screamed.

...The governor decided to come down to southern Vermont to take a look at what was causing the public to scream. The people showed him. Then some of the people showed him what was happening at some of the developments and subdivisions in Windham County. And the governor screamed.

...The governor's first act was to halt a Stratton Mountain-International Paper development. He also appointed a panel of experts and interested citizens to investigate the entire land-development situation and to suggest how to change it."

I. William Berry and Richard Sapir, "Vermont: The Beckoning Country", *Ski*, 35, 2 (October 1970), 82-143.

1969: "The State of Vermont, Department of Forest and Parks, became involved in skiing for the explicit purpose to help foster the ski industry in the state of Vermont. To foster is to sustain and promote during the infancy period, which the Department did...It must now be considered that the ski industry in the State of Vermont is no longer in its infancy stage. The original intent or goal of the program to help establish and foster the ski industry has been achieved, and it should no longer be necessary to nurture the industry."

Rooney A. Barber, State of Vermont Department of Forest and Parks, "The Department's Role in the Ski Industry," Montpelier, VT, December 4, 1969, Vermont State Archives, Series A077-00019, quoted in von Wodtke, "Discovering White Gold", 43.

1969: "With this governmental shift away from "nurturing" the ski industry, a new, non-governmental organization formed to fill that role in Vermont. In 1969, Joe Parkinson founded the Vermont Ski Areas Association as a private, non-profit trade organization designed to represent the ski industry at the State House. Parkinson had formerly managed Glen Ellen Ski Area, and became a part-time lobbyist for the ski industry when the legislative attitude towards skiing shifted in the late 1960s. With fewer subsidies and tighter controls, Parkinson's role as a lobbyist suddenly became necessary to maintain the voice of the ski industry in Montpelier. In 1969, after working to turn back a proposed sales tax increase on lift tickets, Parkinson saw the lack of advocacy for the ski industry in the State House, and established the VSAA on State Street in Montpelier. Parkinson's charisma, passion for Vermont skiing, and ability to forge alliances contributed to the success of VSAA, which helped the ski industry navigate policies that would impact ski areas in the following year. These included environmental and land use regulations, electric utility costs, tax laws and water quality laws." Maya Paisley von Wodtke, "Discovering White Gold: The Changing Role of Government in Vermont's Ski Industry, 1934-1975," 44.

1969: "In 1969, with a new 3% sales tax proposal handed down to the legislature for passage by Governor Deane Davis, Joe Parkinson, who was then the General Manager of the Glen Ellen Ski Area, was hired by the ski industry to lobby part-time at the State House. Joe successfully turned back an effort to set a separate, much higher sales tax on lift tickets and, realizing that governmental affairs demanded a full-time presence in Montpelier, left Glen Ellen and established a VSAA office on State Street where the association operates today. Subsequent years saw the addition of more staff to the office and the expansion of VSAA's mission into marketing and public affairs.

"Joe founded VSAA in response to a real need for the ski industry to have a dedicated voice at the state house and with the state's governmental agencies," said VSAA President Parker Riehle. "During his tenure, Joe navigated the industry through the ongoing development of state policies that affect the industry, including land use regulations, electric utility costs, tax laws and water withdrawals for snowmaking." "Ski Industry Celebrates the Life of Joe Parkinson," *VSAA Reports*, (Fall 2009), 1.

Late 60s and early 70s: "The Putney hills in the late Sixties and early Seventies saw the height of elite cross-country ski racing the Caldwell-Putney way. Bob Gray lived and trained here. So did Martha Rockwell. Between them over 20 national titles were accrued. Perennial US champ Mike Gallagher visited frequently from Killington. Training camps corralled Olympians Mike Elliot, Ev Dunklee, and Joe McNulty. Caldwell could keep tabs on the US team with a quick glance out his office window.

Those scrawny kids tagging along for the workout? Bill Koch and Tim Caldwell (John's son), the best juniors anyone in the country had ever seen. Behind them? Jim Galanes and

Stan Dunklee from Brattleboro. Here was a coterie of excellence unmatched on this continent. America's elite was nurtured in Putney and as Caldwell's book began to sell in impressive numbers (*The Boston Globe* dubbed it the "Bible of the Sport"), and as magazine articles spread, their rearing and their exploits became The Word." Eric Evans, "Tracking John Caldwell", *Sportscape* (November 1983), 20-21; New England Ski Museum Collection 1992L.043.002

1970: "The Burke Mountain Academy was founded in 1970 as the first full-time US ski academy and was located in remodeled farmhouses on a lower northeastern flank of the mountain. It soon became known as a high school that specialized in training ski racers. BMA founder and former headmaster/coach Warren Witherell was a pioneer in ski boot fitting (canting) and one of the first to popularize the carved turn and make it a mainstay in modern race training. Karen D. Lorentz, *The Great Vermont Ski Chase*. (Shrewsbury, Vermont: Mountain Publishing, Inc., 2005), 55

April 4, 1970: "Toward that objective, the Gibb Commission produced draft environmental legislation written by Vermont Attorney General James Jeffords and Assistant Attorney General John Hansen outlining the contours of a statewide system of land-use controls. That legislation—ultimately referred to as Vermont's Land Use and Development Law—was quickly introduced in the state legislature. After a few months of modest debate and revision, it passed almost unanimously on April 4, 1970. The bill, which became known as "Act 250" for its sequential number in the legislative session, created a new review and advisory group, the State Environmental Board, to oversee the implementation of the law's core provisions. Those provisions included a mandatory permitting process and period of review for any development of ten acres or more, whether a vacation home development, ski area expansion, or new shopping complex. Developers were required to submit their plans to local review boards in the town of their development and to one of Vermont's eight new "district environmental commissions" established to help administer the law. Local and district commissioners would review each permit application based on ten criteria. The first three of these focused on protecting water and air quality. The next five focused on a range of issues including soil erosion, scenic degradation, historic preservation, traffic safety, education and local government. The final two criteria required that developments conform to a series of follow-up state-level plans yet to be passed (criterion nine) and to local or regional plans (criterion ten.)

By the time Act 250 became law, it was clearly impossible to argue uncritically that what was good for tourism was good for the state as a whole. Vermonters believed more strongly than ever that tourist development was itself a threat to landscape and identity in their state, and they deployed social, economic, and, most importantly, environmental arguments to make a legislative case against uncontrolled tourist development.

Act 250's passage in April 1970 was really just the law's first step. The law mandated three additional steps, beginning with the passage of the Interim Land Capability Plan, a broad statement of development criteria and an inventory of land use statewide. Next, the

law called for the passage of the permanent Land Capability and Development Plan. This plan would replace the interim plan, in addition to outlining a more detailed vision for the future of planning in Vermont and setting the stage for the third and final step: the passage of the comprehensive statewide Land Use Plan. This plan would map the entire state according to four developmental categories: agriculture, recreation, forestry, and urban growth. It would determine where certain kinds of development should and could take place, and it would serve in place of local land-use controls in towns without zoning ordinances or development plans of their own. Taken together, these three steps were intended to make Act 250 a strong regulatory statute rather than a permitting process alone, and together they were intended to re-define landscape and identity along new, legislatively determined lines.”

Blake Harrison, *The View From Vermont*. (Burlington: University of Vermont Press, 2006), 223-224.

1972: “...the need for Act 250 is a point of agreement among ecologists, environmentalists, land owners, and real estate developers, including ski area operators. It is the implementation of the law that has hair flying.

Act 250 was promulgated to stop fast-buck, second-home developers who swarmed into the state in the late 1960s, turning scenery into home sites at an alarming rate. The alarm united nearly all Vermonters in a groundswell of support for quick passage of laws protecting the environment. In January 1970 Act 250 was passed and hailed by almost everyone in the state. Today it is still considered model legislation, even by those who have crossed swords with environmental interests because of it.

But now that the imminent threat to quickie developers has been turned away, people have reservations about the law. Some say the state legislature did not comprehend the full implications of Act 250 or it would never have passed the 15-page document.

The principal reservations do not concern such basics as water pollution and soil erosion, although Act 250 is believed to have slowed down both if for no other reason than that it has delayed ski area development and expansion. In addition accompanying water quality legislation titled Act 252 virtually prohibits the discharge of even treated waste into Vermont’s mountain streams. As a result ski areas are having to provide off-stream discharge of treated waste, mostly in the form of costly spray irrigation systems. Coping with this second measure is expensive and sometimes gets a howl, but it rarely provokes an ideological fight.”

L. Dana Gatlin, “An Environmental Look at Verdant Vermont,” *Skiing Area News*, 7,4 (Fall 1972), 16.

1973: “After months of negotiation, the Environmental Board and Governor Davis approved the Land and Development Plan, handing it off to the legislature and a new governor, Thomas P. Salmon, in January 1973. In the coming months the plan ran into countless committee roadblocks and underwent repeated revisions, all of which slowly weakened the measure as it worked its way through the legislative process. What remained of the original proposal passed in the spring of 1973, leaving only the statewide

Land Use Plan unresolved. Amidst conflicts between the State Environmental Board and the State Planning Office, between developers and environmentalists, between property-rights advocates and zoning enthusiasts, support for the plan weakened as 1973 passed into 1974.”

Blake Harrison, *The View From Vermont*. (Burlington: University of Vermont Press, 2006), 234.

Winter 1973: “I’d have to say that in Vermont the environmentalists have had a very significant curtailment on ski area growth. There’s no question that Vermont was ripe for a boom. Those of us who have been developing reasonably and responsibly, with a great amount of care for the environment, have been faced with the stringency of the law. That in itself isn’t so bad. I don’t mind these setbacks—they’re transitional, a part of doing business.

What really bothers me are those who have made a political football out of the environment, those whose only aim is to stop everything. They stir up controversy, they create divisiveness. This kind of misdirected reaction has kept us from improving on our own design efforts as much as we would like because, paradoxically, the state is forcing so many varied regulations at one time.

On the other hand, as a result of Act 250, development in Vermont is now better conceived than it has ever been. Attaching conditions to permits has improved the end-product of all development in the state. Furthermore, it has cut a tremendous amount of helter-skelter development that would have otherwise occurred. Act 250 is a great thing for the state. It’s going to make the big difference in Vermont—and we’re going to prosper with it.”

“The Eastern Gyro Behind the Jolly Green (Mountain) Giant: SAM talks with Killington, Vt. President Preston Smith”, *Ski Area Management*, 12, 1 (Winter 1973), 62.

1973: “Mt. Snow has probably introduced more souls to the sport of skiing than any place else in the world. It has been the metaphorical funnel through which great numbers of us have discovered this marvelous activity. The wear and tear on the funnel, both physical and psychical, has been immense. As the first really big development in the Vermont mountains, it demonstrated not only how big you could get, but what could go wrong on the way there. It was built before the ecological crunch came, but it lessened the eventual crunch by teaching other areas how to avoid some of the mistakes that went with bigness. And if it earned its lightning-rod status as the place where the environmental fires struck first, it is reacting to the environmental lightning a lot faster than the environmentalists reacted to it.”

John Jerome, “Mt. Snow in the Age of Ecology,” *Skiing*, 26, 3 (November 1973), 203.

1974: “By March 1974 there was little hope that the plan would ever make it through the state legislature. The Land Use Plan was unceremoniously labeled “dead” for 1974 and effectively thereafter. After languishing in House and Senate committees for years to come, the mandate to pass the Land Use Plan was stripped from Act 250 in 1984. What many had hoped would give Act 250 its sharpest teeth was no longer an option.”

Blake Harrison, *The View From Vermont*. (Burlington: University of Vermont Press, 2006), 234.

1974: “I had just been fired from the Killington Ski Patrol. I got a job teaching Nordic skiing at Mountain Meadows, one of Joe Pete Wilson’s chain of touring centers. Mike Gallagher and John Tidd were there also. I was an alpine skier and missed the downhill. I saw a picture (of the telemark turn) in a book and took my Nordic skis to Killington.

I didn’t know about telemarking in the west. We were both rediscovering it”.
Dickie Hall, Telephone interview with Jeff Leich, May 1, 2009

February 10, 1974: “A twenty-one year old novice, James Sunday, on his fourth day on skis at Stratton Mountain, Vermont, was gliding down a cat track and suffered a fall that paralyzed him from the waist down. It would confine Sunday to a wheelchair for the rest of his life. He sued Stratton Mountain, blaming his accident on the negligence of the resort in not removing underbrush growing out of the snow.”
John Fry, *The Story of Modern Skiing*. (Hanover and London: University Press of New England, 2006), 60.

1976: “It was an absolute dream come true, especially for me, since I’d been dreaming about it since I was a small boy...It happened earlier than I thought it would...As I was dreaming about being in the Olympics I only dreamed about winning the medal. I never considered all the other aspects of winning a medal, I never considered what it was like to be The Man, having lots of people calling and lots of pulling in different directions that come with being a well-known person. That caught me completely by surprise.

I think the sport was destined to go through a growth spurt right then, in the mid-70s, and certainly the medal didn’t hurt things, it spurred things on even more...everything converged, and I was kind of in the middle of it, and as I look back on it now it was a really special time to have been there doing it, because the sport transformed during my career, and I got to be there to see it all, right from the front row. I got to see the skating start, I got to see the groomed tracks, the fiberglass skis, and all the stuff that happened in those ten years”.

Bill Koch, videotape of interview with Meredith Scott of Vermont Ski Museum, no date.

1977: “In 1951, the courts had taken the view that people knowingly assume a risk when they go skiing. But after 1977, the legal environment changed. A Burlington, Vermont judge and jury awarded James Sunday \$1.5 million in damages as a result of his Stratton accident. The judgment was unexpected and unprecedented. Here was a judge saying “The novice ski trail of today is a far cry from the stump and rock strewn slashed on mountains in 1951. Now the stumps and rocks are removed with bulldozers and the holes are filled in.”

...To a non-skiing jury, however, the Stratton decision was clear. The modern ski area—by promoting groomed, manicured slopes—was enticing people to believe that the sport was easy and safe. But their marketing, it turned out, was attracting litigators as well as

customers. If a skier like Sunday could successfully sue for a million and a half dollars, an army of contingency-fee lawyers must be waiting in the wings.

...After the James Sunday trial, Maurice “Hank” Greenberg, the head of AIG, insisted that he would no longer extend insurance to Vermont ski areas if they didn’t take steps to persuade the state legislature to enact a statute defining the responsibilities of people when they ski. Skiers should recognize the risks inherent in going fast, of steep terrain, of trees that naturally line the trails. Common law, to say nothing of common sense, long ago established that a person undertaking to ski or to dive into a pool or scale a mountain, does so at his or her own risk. What had been absent were written statutes or codes protecting ski areas specifically from unreasonable claims of negligence, except in cases such as chairlift accidents and negligently operated equipment when the ski area was at fault.

Spearheaded by Rutland attorney David Cleary, the Vermont statute was enacted, and in 1978, guided by Cleary, the NSAA drafted model legislation used by state ski associations across the country. Local lawyers and lobbyists went to work, and by the next year skier responsibility statutes or codes had been enacted or were pending in a dozen states, alongside similar statutes already in place. Thereafter plaintiffs’ lawyers faced far greater obstacles in recovering damages for injury.”

John Fry, *The Story of Modern Skiing*. (Hanover and London: University Press of New England, 2006), 61-62.

1977: “The award was staggering: \$1.5 million. To underscore their verdict, the jury even tacked on a cool quarter million more than the plaintiff had asked for.

It all started back in 1974 when a young student, James Sunday of Burlington, Vt., was skiing at Stratton. Sunday was a rank novice, and he was being shown the ropes by a friend. They were on a 20-ft wide trails which is actually a summer access road for vehicles and tractors. Sunday fell and hit his head on a rock off the trail. In his suit he claimed his ski had caught on underbrush under the snow, causing him to fall. He is now paralyzed from the shoulders down, has no excretory control and faces the rest of his life in a wheelchair.

The jury, three of them skiers, and evenly divided between men and women, found Stratton 100 percent liable for Sunday’s accident.

But it was the size of the award, the judge’s ruling and the totality of the plaintiff’s victory in the face of fact, precedent and reasonableness that alarmed the ski industry. And with good reason: regardless of what happens on appeal, much of the damage has been done.”

David Rowan, “Ski Area Management Issues”, *Ski Area Management* 16, 3 (Summer 1977), 12.

1979: “...Fortunately the red-hot pain of 1977 has subsided into a dull, throbbing ache in 1979, thanks to the efforts of one David Cleary.

Cleary was first retained by the Vermont Ski Areas Association to prosecute the Stratton case appeal. He had as much chance of winning that one as I have of whipping Andre Arnold, but as matters progressed he also helped to draft the statute for Vermont that reversed much of the confusion over the Sunday case. The statute soothed the insurance companies; area liability coverage wasn't withdrawn (as had been threatened), and skiers and area operators' survived another "crisis".

Along the way, Cleary also became special counsel for NSAA, helping to draft a model code as a basis for other states and –when, where and if necessary—offering specific help. Today, liability codes have either passed or are pending in 28 ski states."

(per chart with article: 17 states had laws, 11 states had statutes pending).

I. William Berry, "Warning: Skiing beyond your ability may be a crime," *Ski*, 44, 1 (September 1979), 62.

1979-80: "I travelled Vermont looking for an area that would let me run a telemark ski school. Stowe wouldn't let me on their lifts. Killington and Sugarbush were not interested. Ken Quackenbush at Mad River Glen told me "that's a really cool idea"; he had a photo of himself making telemark turns in the 1930s at Middlebury. I started a touring center at the Mad River Barn and worked at Mad River Glen as the telemark ski school director.

The ADK, AMC and DOC were doing workshops, and I was getting involved with PSIA. PSIA didn't seem interested in telemark, so I quit and started North America Telemark Organization (NATO). Rossignol and Fisher supported us, and we did festivals at Mt. Tom, Sunday River, Jack Frost in PA and in WV.
Dickie Hall, Telephone interview with Jeff Leich, May 1, 2009

1980: "...Koch spotted the value of skating while watching a Swede use it entirely to win a 30-kilometer race down a frozen river in 1980. Thus he picked up something the Scandinavians had spot-used and made it a viable style."
Paul Robbins, "The Inside Edge: Controversy and Competition," *Cross Country Skier*, IV, 2 (November 1984), 33.

1982: "It was in '82 when I really got back where I had left off in '76, and that's why I won the World Cup. The World Cup in '82 was due in large part to the skating. For me, after the '80 Olympic disaster, all the Olympic racers got invited to a race in Sweden, where the Olympic racers were racing against the World loppet racers, and the World loppet racers were all, the top guys were all skating at that time, and so that was the point of the race, to put skating against classic technique and see what happens, and the skaters won. And that's when I realized that skating was faster and I just decided I was just going to go for skating, and so I took the next year off from the World Cup and just went with the World Loppet and learned to skate with those guys.

So when I came back on the World Cup in '82, I was the only one skating at first, it was just a gift, and I won a few World Cups doing that, and all of a sudden, bang, I was leading the World Cup. Then I got really sick and was behind again, and actually ended up winning in the very last race, so it was a pretty intense season. I think without skating, I probably wouldn't have won the World Cup.

A lot of people were excited with a new thing, people were jumping on the bandwagon, but on the other hand, the real story was the people who really freaked out about it, they hated it, the Scandinavians in particular. And it's very understandable, it's a Scandinavian sport, and to see it dramatically change like that overnight is pretty unsettling, to say the least. So, that year was World Championships in Oslo, Norway, the Holmenkollen was the World Championships, and I was booed for skating. And I understand it, I can sympathize with it, but it was tough to be booed.

The general consensus was in the early World Cups I was getting away with skating, but I would meet my maker in Holmenkollen, because those were tougher courses, and so when I still skated and won a medal in the World Championship that was when everyone realized skating was for real and you had to start skating, so by the end of the year everyone was skating.”

Bill Koch, videotape of interview with Meredith Scott of Vermont Ski Museum, no date.

1982: “...Bill Koch used the marathon-skate technique to such advantage en route to winning the 1982 World Cup title...”

...Scandinavians led the opposition to skating after Koch won four individual races in 1982 and became the first American to capture the overall World Cup championship, which had previously been a Scandinavian or Soviet prize. The anti-skate faction claimed the technique, which has been used for decades by nordic hunters and for a couple of years by elite marathon racers, was “Untraditional”.”

Paul Robbins, “The Inside Edge: Controversy and Competition,” *Cross Country Skier*, IV, 2 (November 1984), 32.

2006: “And what of Act 250? The law's permitting process remains in force today as a legacy of Vermont's response to uncontrolled tourist development....Its most ardent critics continue to complain that it discourages businesses from coming to Vermont, and that it poses obstacles to all avenues of economic growth, including tourism. Supporters have refuted such claims ever since the law went into effect. Within a year of its passage, supportive studies suggested that development projects in Vermont were not being undermined but were simply becoming more complex due to an expanded bureaucratic system. According to the Vermont Environmental Board, only 52 proposals out of 839 submitted under Act 250 by September 1972 had been either denied or withdrawn. The remainder had been approved.”

Blake Harrison, *The View From Vermont*. (Burlington: University of Vermont Press, 2006), 235.