



Journal of the New England Ski Museum

Spring 2015

Green Mountains, White Gold: Origins of Vermont Skiing Part 3

Issue Number 96

By Jeff Leich

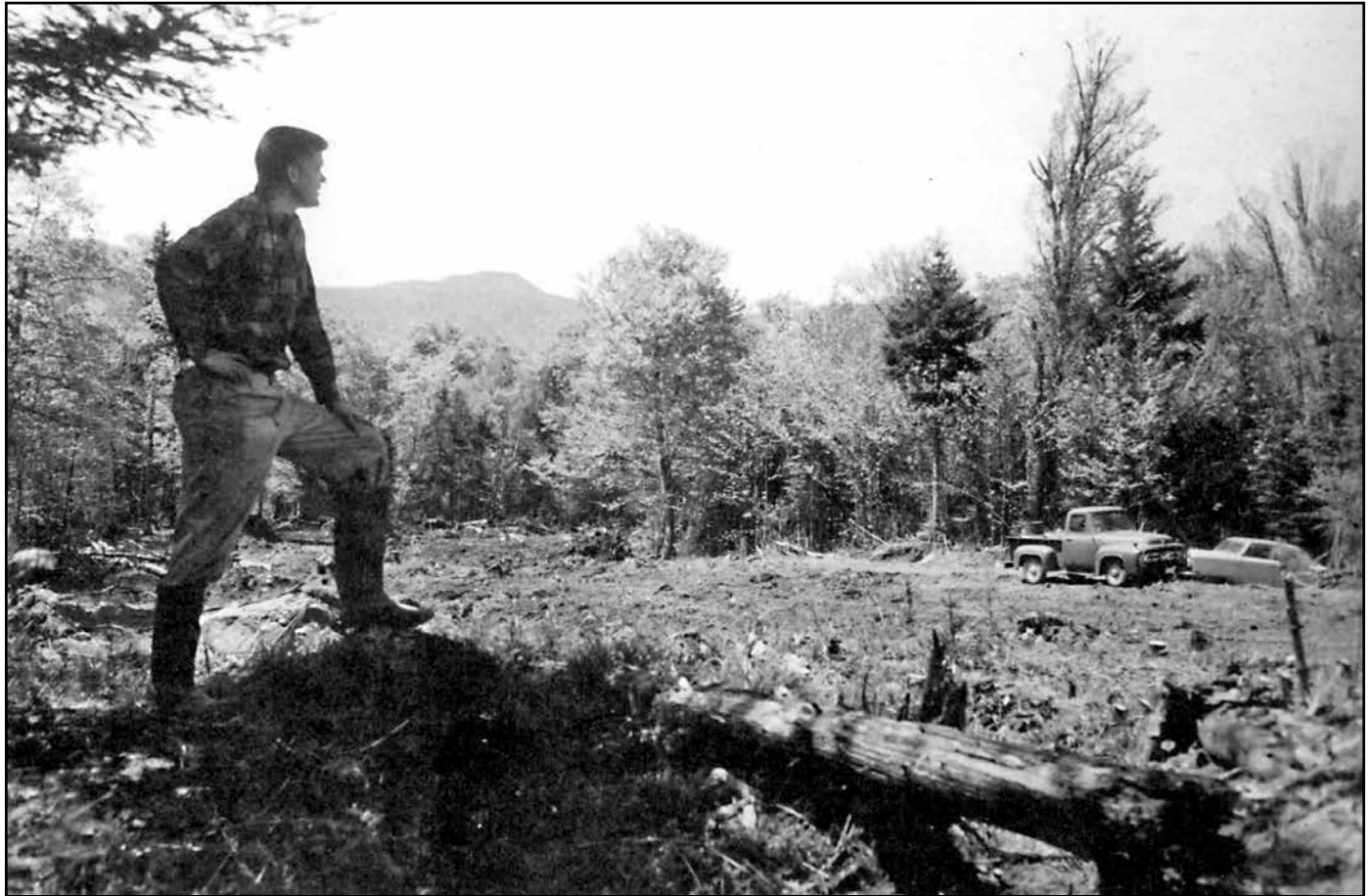


Photo by Walter Morrison, courtesy of Karen Lorentz

The State of Vermont appropriated over a half million dollars of highway funds for construction of access roads to five fledgling ski areas in 1957. Included in that appropriation, Killington's approach road was built in 1958 by the state, which also added \$30,000 to the project for a parking lot and base lodge. Here, Preston Smith looks over construction of the access road.

Vermonters had long been aware that their neighbor to the east, New Hampshire, had taken a large role in the encouragement of the fledgling ski industry in the 1930s. The ski area that New Hampshire built around an aerial tramway at Cannon Mountain was seen in Vermont chiefly as an affront to private enterprise that would stifle future private investments in skiing. With the development of Mount Mansfield on state forest land, Vermont established a precedent for leasing state lands for skiing, and in the 1950s that policy was expanded to include funding for ski area access roads, parking lots and in some case, water and sewer systems.¹

Postwar ski area construction in Vermont surpassed that in New

Hampshire, so that in 1961, that state reported that Vermont had 60 major ski lifts, compared to 33 in New Hampshire. Of the nine major ski areas in New England, the top seven were in Vermont. Mount Snow alone had 60% of the uphill lift capacity of the entire state of New Hampshire, while Mount Mansfield had 40%. Clearly, Vermont's economic incentives for ski area development were effective.

So successful was the state support for skiing established in 1957, that by 1969 the Forest and Parks Department could assess that "the original intent...to help establish and foster the ski industry

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New England Ski Museum

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Mission

New England Ski Museum collects, conserves, and exhibits elements of ski history for the purposes of research, education, and inspiration.

Specifically, the Museum:

- ❖ collects and preserves examples of ski equipment, clothing, art, and ephemera;
- ❖ collects and preserves photographic records, films, and historic documents of skiing;
- ❖ maintains a reference library of ski literature, including books and periodicals;
- ❖ collects and preserves memorabilia of the 10th Mountain Division;
- ❖ maintains an oral history library of notable skiers;
- ❖ provides exhibitions about the history of skiing and its importance to social and economic development; and
- ❖ provides education programs for its community.

Paul Valar Society

Have you considered including New England Ski Museum in your estate plan?

By including a financial bequest to the Museum in their estate planning, Paul Valar Society members continue the Museum's mission to preserve the history and heritage of skiing beyond their lifetime. The Society takes its name from Paul Valar, the charismatic and influential ski school director and coach who was the first president of the New England Ski Museum.

If you have made provision for the Museum in your planning, we would appreciate knowing that so we can thank you. Bequests need not meet any particular threshold, and the amount of the bequest need not be shared with the Museum. If you are considering such a step in concert with your financial advisor, a Museum board member or senior staffer can provide more information.

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New England Ski Museum*

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and sent as a benefit to all members.

We welcome your questions, comments, and letters.

Jeff Leich, Editor

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A lot of snow has gone over the dam and what a winter we had here in New England providing the greatest true powder snow that I can remember! It's been a little longer than normal since our last *Journal* but I would be remiss not to give you an update on the Museum's two racing events.

On the 7th of March we held both the Hannes Schneider Meister Cup Race at Cranmore Mountain Resort and the Bretton Woods Nordic Marathon at Omni Mount Washington Resort. There was a strong contingent of 10th Mountain Division soldiers at the Schneider race that included John Duffy, John Barton, Fred Hartwell, Bernie Peters, John McDonald, Dick Calvert and Nelson Bennett of the original 10th. The Associated Press was on hand to capture the memorable events of celebrating Nelson Bennett's 100th birthday and Dick Calvert running the gates at 91 years young. Dick still has what it takes as he beat all of the 10th "youngsters" quite handily! The Marathon had its biggest turnout yet with 325 competitors from around the US and Canada. These two events are the largest fundraisers to support the New England Ski Museum and our mission to preserve the history and heritage of the sport of skiing. They could never be so successful without the generosity of the host resorts, event sponsors, resort's staff and a large group of volunteers. We thank all of you very much!!

We had a delightful party at the Museum on June 12th to celebrate the opening of our new annual exhibit; *The Mountains of Maine: Skiing in the Pine Tree State*. We were very pleased to have Wende Gray, President of the Ski Museum of Maine, along with Bruce Miles, Executive Director, and Scott Andrews, Research Director. Our Museum is very grateful to the aforementioned for all of the assistance they provided to Jeff Leich and his staff in helping them put together this new annual exhibit. Also joining us that evening was John Christie the self-appointed spokesperson for Maine skiing and the author of the book *Sugarloaf*. Incidentally John along with some close friends recently skied Mount Washington. At the tender age of 79 I congratulate him on this feat even though they did access the upper snowfields by vehicle. A great example of working smarter not harder!

I was very sad to learn recently of the loss of Bob Thomson, who passed away this past April. He was a great friend of the Museum, a strong supporter of our efforts, a long standing Board member and served as the President of the New England Ski Museum from 1995 through 1997. We share the sadness with Bob's family and friends and we will miss him. You will find Bob's obituary in the back of this *Journal*.

I hope that you enjoy this issue and again ask for any feedback or subjects you'd like us to address in future *Journals*.

Director's Report

By Jeff Leich



You may or may not have noticed that we have fallen behind schedule with the *Journal*. Our usual pattern has been to acknowledge new members, volunteers, and donations received in one calendar quarter in each *Journal* issue, and to see that issue in print within two months of the end of that quarter. With this *Journal*, I hope that we will get back to our normal publication calendar, and this is why this

issue contains acknowledgement notices from the three quarters that ended on March 31. The lead article is the last section of our exhibit content from the 2014 exhibit on skiing in Vermont. The Vermont exhibit has given way in the Museum to our 2015 exhibit, *The Mountains of Maine: Skiing in the Pine Tree State*, which opened on June 12. The Maine material will appear in three upcoming issues, and we are also planning an in-depth article by E. John B. Allen on the Marquis Nicolò degli Albizzi, described by John as "one of the most curious figures in North American skiing".

In researching his Albizzi article, John made use of the digitized skiing-related papers of Lowell Thomas, which are a small segment of the larger Lowell Thomas papers at Marist College Archives and Special Collections. The college archivist at Marist kindly offered digital access to those skiing papers to Museum members,

and they can now be viewed from the Museum's website under the Collections menu. Lowell Thomas was not only a groundbreaking journalist in radio and television, but also a passionate skier who cultivated a wide acquaintance among the notable skiers of his day. Museum visitors may recall that vintage ski films are shown in the Lowell Thomas Theater in the Museum building.

Much of the digitized correspondence is between Lowell Thomas and two European ski instructors that he befriended, the Marquis Albizzi and Erling Strom. Both were outstanding personalities who taught skiing at Lake Placid in the 1920s, and pioneered skiing in Western Canada. These digital archives from the Lowell Thomas papers make for fascinating reading and represent a valuable research source.

Collections tasks here at the Museum usually escape notice due to their behind-the-scenes nature. Nevertheless, the work goes on. Two recent projects have been to prepare a comprehensive collections management policy, and to obtain funding to speed up the pace of digitization of images. Registrar Karin Martel has worked on the collections management policy that will guide the staff through topics such as acquisitions, loans and collections care. We have also applied for a grant to digitize some of our most important films, and if that funding is approved, we can hope to view little-known, historical, and entertaining footage of ski seasons past.



Rutland Herald, courtesy of Karen Lorentz

Preston Smith measures the snow depth at Killington in the winter of 1956. As a young college graduate, Smith approached Perry Merrill to discuss the possibility of purchasing Mount Ascutney, but financing would have been a barrier. Merrill, who had been thinking of Killington as a ski mountain since 1946, advised Smith to look at that mountain before making a decision.

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has been achieved, and it should no longer be necessary to nurture the industry.”²

The increase in ski tourism was accompanied by rising land values, increasing real estate development, and higher property taxes in ski towns. Rapid development reached such a pitch in the late 1960s that legislation regulating land use and water quality was introduced and passed as Acts 250 and 252 in April, 1970. The Wilmington-Dover area was the epicenter of the most concentrated real estate development, and it was there that Governor Deane Davis, when shown highway strip urbanization and failing septic systems, concluded the environmental legislation was necessary.³ While the legislation was aimed at overall development, not specifically at the ski industry, ski area growth seemed to suffer for the first few years of Act 250. However, later studies concluded that some 94% of projects considered under Act 250 up to 1972 were approved, with 6% denied or withdrawn.⁴

Act 250 was not the only headwind that ski areas faced in the 1970s. In addition to several winters with poor snow, and rising energy costs associated with the 1973 oil embargo, a large jury award arising from a skier’s injury at Stratton Mountain set a legal precedent that initially called into question the continued availability of insurance for ski resorts. In *Sunday vs. Stratton*, James Sunday, a 21-year-old novice skier who had suffered a paralyzing injury at Stratton in 1974, was granted a \$1.5 million settlement in 1977. Not only was the sheer size of the award astounding for the time, but the precedent the case established that ski areas were responsible for the safety of skiers appeared to alter the long-standing convention that the skier shouldered the risk of injury.⁵

The new legal landscape was addressed in a statute drawn up by Rutland attorney David Cleary and passed by the legislature that clarified the relative responsibilities of skiers and resorts, largely restoring the historic balance whereby skiers assumed the risks of the sport that existed before the Sunday case. The Vermont statute was promulgated by the National Ski Areas Association as model

legislation for other states with ski areas, and by 1979 similar codes were pending or passed in 28 states.⁶

The novelty of uphill transport options for skiers in the 1930s and 1940s contributed immensely to the growth of what was called then downhill-only skiing, but the uniqueness seemed to wear off for some skiers beginning in the 1950s. Nordic skiing had never gone out of fashion in the prep schools and colleges, and the Putney School and Vermont Academy, both in the Brattleboro region, were reservoirs of Nordic expertise.

The Putney area in particular became a hub of Nordic skiing ferment, as 1952 Olympian and Olympic team coach John Caldwell cemented a reputation as a cross-country training guru that attracted prospective Olympians from afar. Among the Nordic Olympians to emerge from the Putney center were Mike Gallagher, Martha Rockwell, Bob Gray, Caldwell’s own four children, and Bill Koch, owner of the only American cross-country Olympic medal to date. As cross-country touring came into its own phase of popularity in the 1960s and 1970s, Caldwell’s 1964 book *The Cross-Country Ski Book* became a skiing best seller.

Cross-country would emerge early at Stowe as well as Brattleboro. Mount Mansfield’s Sepp Ruschp and longtime Nordic instructor Erling Strom cooked up the Stowe Derby in 1944, a race from the summit of Mansfield to the town of Stowe modeled on the Parsenn Derby.⁷ Several decades later, the Trapp Family Lodge near Stowe opened up the first resort ski touring center in the winter of 1969, with a Norwegian, Per Sørli, as an instructor, skiing on ungroomed

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Sports Illustrated

Joseph D. Sargent, on the right, was Preston Smith’s first partner and investor in Killington. Sargent, like Smith from Connecticut, was a Yale graduate who had been a ski racer and patroller at Stowe and Mohawk while in college. He became a partner in an investment firm specializing in insurance companies. Smith and Sargent were soon joined by Walter Morrison, who had run a sawmill and timber business in Oregon, and the three of them issued a stock prospectus and slowly accumulated a bare minimum of capital to proceed with construction once the access road was complete. Here, Smith and Sargent and their wives, Sue Smith, left, and Mary Sargent are seen on the mountain in the winter of 1959.



Sue Smith, courtesy of Karen Lorentz

Sue and Pres Smith view plans in their first office, in the 1860's-era Bates farmhouse that was the closest house to the mountain. Conditions at the farmhouse were primitive at best in the late 1950s, and at least one prospective jobseeker, Hans Thorner, soon to be developer of Magic Mountain, was turned away by the rough edges of the future Killington operation. Susanne Hahn Smith was a native of Vienna, Austria whose parents moved to Connecticut in 1938. She met Smith in Connecticut and they were married in 1955.



Courtesy of Karen Lorentz

Killington opened with two Poma lifts on 3,592-foot Snowden Mountain on December 13, 1958. The next year a chairlift was planned for Killington Peak itself, financed by a second stock issue and a \$50,000 loan from the Vermont Development Credit Corporation (VDCC). Approval of that loan had to wait until the VDCC's ski consultant, Sepp Ruschp of Stowe, who had vetoed the project the year before, traveled to Europe. Building the 6,300-foot Pomalgalski chairlift, delivered behind schedule, took place in the bitter winter of 1960, with crews hampered by extreme wind, cold and snow depths as they struggled to erect the lift, largely with hand labor. Despite the harrowing installation process, Killington's first chairlift opened in March, 1960.

In the three years from 1968 through 1970, Killington's four-person, three and a half-mile, three-section gondola was built to the summit of Killington Peak. Originally designed by the Carlevaro-Savio firm, the massive project forced the Italian lift builder to sell to a larger company, Agudio. In the end Killington personnel had to do much of the design and installation.

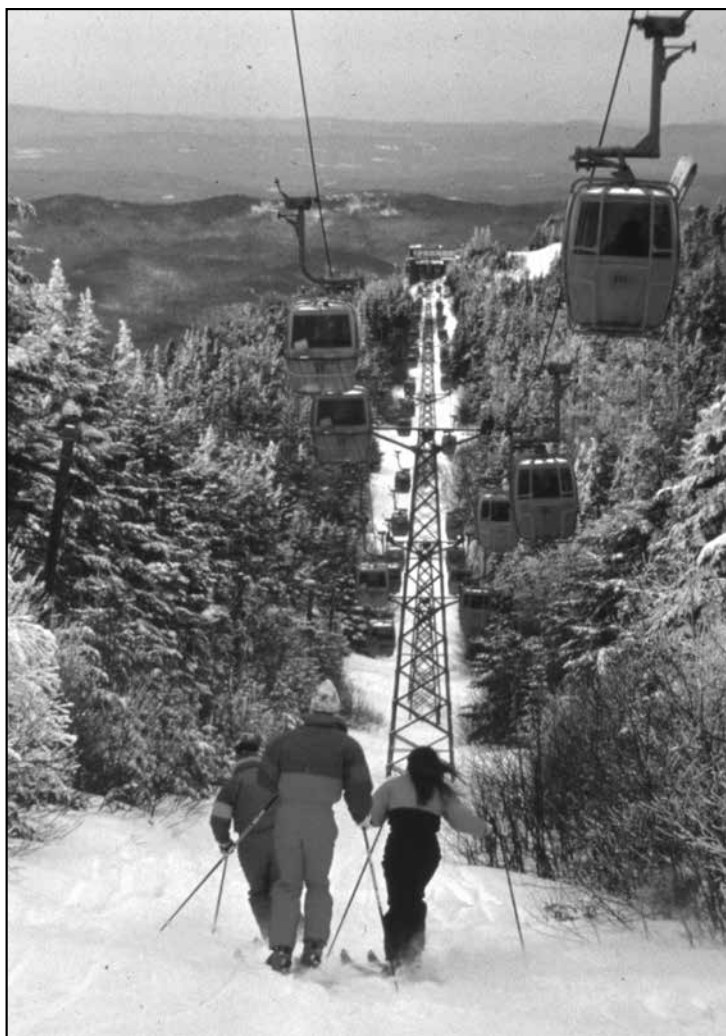
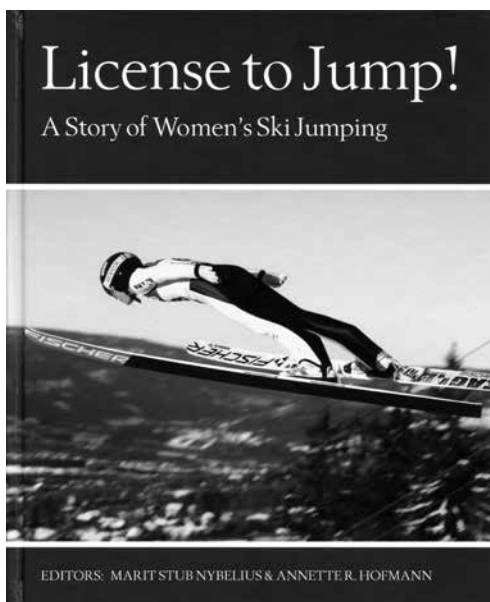


Photo by Bob Perry, New England Ski Museum

NEW IN THE SKI MUSEUM LIBRARY

by E. John B. Allen



The Laurence R. Young collection of books concerning ski safety comprises about 30 books, journals, congress papers from the world over, Switzerland, Japan, Kazakhstan and Norway besides the USA. They reflect one of Larry Young's scientific passions with skiing safety and trauma. The time span is from the 1970s until 2014 and the collection provides foundation research possibilities for anyone following in Larry's footsteps researching skiing trauma and safety. They are a magnificent addition, for example, to some of the papers left to the museum recently by John Fry.

Nybelius, Marit Stub and Annette R. Hofmann, *License to Jump! A Story of Women's Ski Jumping*. Stockholm: Beijbom Books, 2015.

Published during the World Cup Championships at Falun in February, Nybelius and Hofmann seized the moment to analyze just how and why women have had such a hard time being permitted into international ski jumping competition. The book starts with a general overview and history of ski jumping (John Allen), has a chapter on North American women jumping history (Ingrid Wicken) and then comes the heart of the book dealing with the way that officials (men) delayed the permission to jump, even managing to defeat a law suit brought on by the women at the Vancouver Olympics in 2010 (Nybelius, Hofmann, Patricia Vertinsky, Sharon Jette and Gerd von der Lippe). Women were on the program at the Sochi Games and now in the World Cup....Is ski flying next?

Photo by Bob Perry, New England Ski Museum



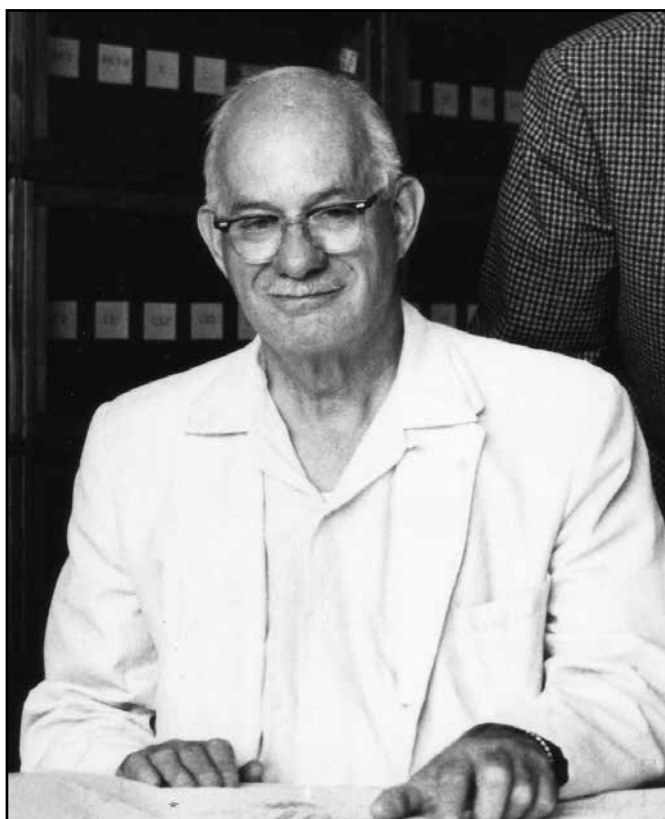
The Bear Mountain section of Killington was opened in late 1979. The development of a ski trail on the extreme gradient of Outer Limits, seen here, was made possible by the ongoing advancement of snowmaking and grooming technology. Bear Mountain's first season, the winter of 1980, was a notable low-snowfall winter in New England, but Killington managed to operate for 221 days.



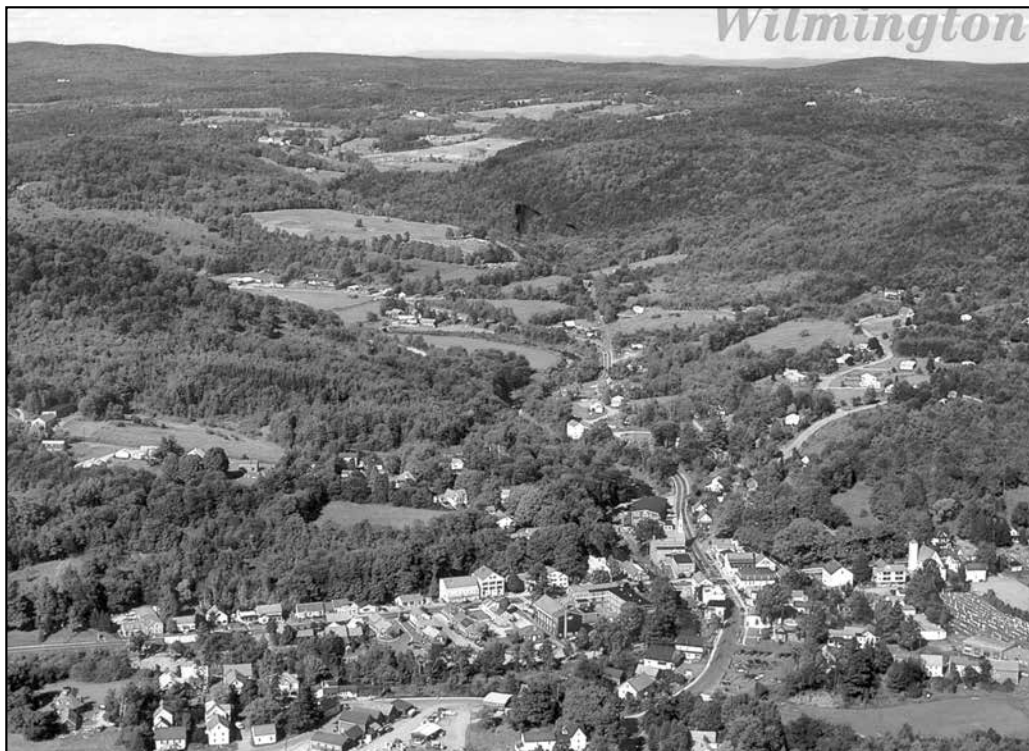
Photo by Bob Perry, New England Ski Museum

Killington's reputation as a late season mountain stretches back to the late 1970s, when expanded snowmaking made it possible for the resort to routinely operate into late May.

Courtesy of Karen Lorentz



As a young forester, Perry Merrill traveled to Sweden as a fellow at the Royal College of Forestry. There he observed the mass appeal that skiing held for Swedes, and envisioned creating ski facilities in his home state of Vermont. Named as state forester in 1929, Merrill was among a small group of his state peers brought to Washington as the Civilian Conservation Corps was in the planning stages to vet the proposal. Hence he was well-positioned to assign ski trail projects to the CCC crews once they were activated in Vermont, and Mount Mansfield was their first focus. After the Depression and war were over, Merrill took the lead in leasing state mountain holdings to private ski area builders, and in convincing the state legislature to support the sport as an economic development policy.



When Mount Snow opened in December, 1954, Wilmington, seen here, and West Dover experienced an immediate upturn in business activity. The *Hartford Times* reported that most weekends the parking lot reached its capacity of 2,000 cars. Lodging was scarce that first winter, so in the summer of 1955 lodges were built as Brattleboro banks loosened previously tight lending guidelines regarding ski businesses, and that summer a shortage of skilled labor was noted. Real estate prices jumped immediately. The *Hartford* paper reported on a farmer who subdivided a 50-acre parcel that cost him \$200 and sold just one lot for \$11,000. This was welcome news in the hard economic times of the mid-1950s, but as the years progressed and development did not stop, negative aspects like increased taxes brought on by rising real estate values, strip development and inadequate or non-existent infrastructure like sewage systems became evident.



Mount Snow's 300-bed Snow Lake Lodge opened in 1963. It had twin A-frame entrances on each side, and from one of them the Air Car, a base access gondola, shuttled skiers in a modernist cabin from lodge to base across Snow Lake.



Mount Snow's heated outdoor swimming pool was a new feature for eastern ski resorts when it opened in 1958.



The concept of an alpine village with ski lift access within walking distance was in the air in the late 1950s. Hubert von Pantz at Mittersill, Pete Seibert at Vail, and Frank Snyder at Stratton were early advocates. Hans Thorner's Magic Mountain, operational in 1960, was the earliest such village in Vermont, the first of many that would be built in succeeding decades. This substantial chalet is at Magic Mountain.



Amateur Ski Club of New York member Frank Snyder learned about Stratton Mountain from Stowe ski instructor Bob Wright in 1959, who had already sketched out a development plan. Ski area consultant Sel Hannah wrote Wright "I have always been disappointed that most groups were interested only in erecting lifts and building trails...I am pleased that you have land options to allow for private cabins, chalets and homes." Frank Snyder assembled a group of investors and after the sort of struggles with financing and construction on difficult terrain that were common to most Vermont areas, opened Stratton in late 1961. While in Austria in 1960, Snyder was taken with the architectural style of buildings in the village of Alpbach near Innsbruck, and had his architect incorporate that look into the design of the Stratton base lodge and associated buildings.

The Stratton Mountain base lodge designed by Alexander McIlvaine in Austrian style is seen in this postcard of Stratton. Austrian themes and personalities were ubiquitous at Stratton. Ski school director Emo Heinrich hired musically inclined Austrian instructors who entertained as the Stratton Mountain Boys. In 1977, Heinrich hired NYU economics graduate Jake Burton Carpenter as a bartender at his Birkenhaus lodge. In his spare time Carpenter began fabricating snowboards in Heinrich's wood shop, the beginning of the Burton company that would come to dominate the new sport. Stratton Mountain became one of the first ski resorts to embrace snowboarding.



New England Ski Museum



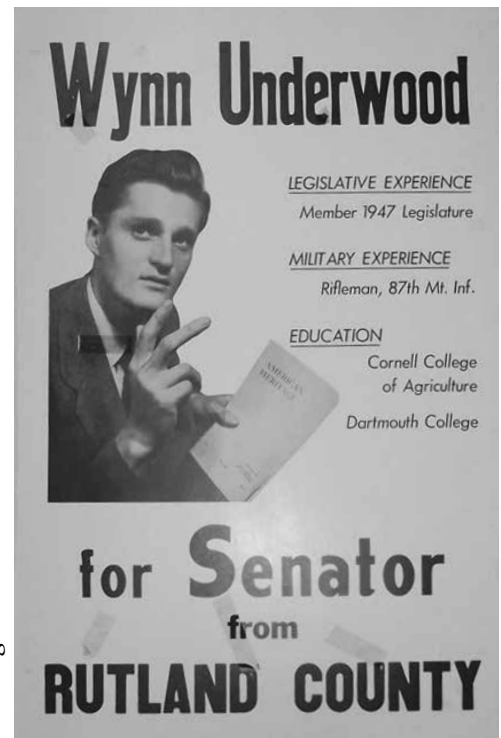
New England Ski Museum

Townhouses and condominiums appeared in Vermont in the mid-1960s, though at that time the state did not have the specific legislation governing condominium matters that other states were passing. As a result, architects were careful to design individual units that would fit existing regulations as independent units. These buildings are near Bromley.



In the winter of 1965, land near ski areas was reported to cost as much as \$4,000 per acre. Demand continued to grow in the late 1960s, and Haystack near Mount Snow, seen above, sold large numbers of small lots. Lacking a central sewage system, the development caused a dispute with the town authorities, just at a time when Governor Deane Davis was invited to the Wilmington-Dover area to view the rapid development there. "I can't believe I'm still in Vermont," he was reported as saying when he viewed the strip development. Accompanying him was state Attorney General James Jeffords, who wrote that the governor saw untreated sewage "bubbling out of the ground next to some quick-built ski chalets." This and other perceived threats to the state environment resulted in the passage of legislation written by Jeffords and others called Act 250 in April, 1970. Act 250 and its companion piece Act 252, which dealt with water quality, required new developments of ten acres or more to go through a state review process. Though not aimed specifically at ski areas, the act did halt or delay some ski area expansion plans for several transitional years, while ultimately encouraging the kind planned development that most areas were already practicing. "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," Preston Smith of Killington, a member of the first State Environmental Board told a reporter.

Consternation across the ski business was the result of a 1977 jury verdict arising out of the Sunday versus Stratton case. In 1974 James Sunday was seriously injured while skiing at Stratton, becoming paralyzed below the waist. His attorneys claimed that he became tangled in underbrush on the trail he was skiing, brush which the area should have removed. Ironically in view of the disruption this case caused in the ski business then dominated by veterans of the 10th Mountain Division, the judge in the case, Wynn Thomas Underwood, also was a veteran of company I, 87th Mountain Infantry, he noted in this early election placard. The \$1.5 million award to Sunday and the legal precedent set that held areas responsible for injuries to skiers gave pause to companies that insured ski resorts. The outcome within several years was that attorney David Cleary of Rutland drafted legislation that explicitly placed the risk of injury on skiers, not ski areas, as previous practice and precedents held. Once passed by the Vermont legislature, Cleary's statute was adopted as a model by most states with ski areas.



Courtesy of Martha Coughlin



The first residential ski racing academy in the country emerged in Vermont in the winter of 1969-70. Martha Coughlin, whose family had recently relocated from New Hampshire ski country to the Boston area, cajoled and convinced her high school principal to allow her to complete her course work remotely while she lived at Burke Mountain near Lyndonville. Simultaneously she enlisted Warren Witherell, formerly a ski coach and teacher at prep schools and USEASA national junior coach who was working with St. Johnsbury skiers, to coach her in skiing and tutor her in her studies while she lived with area manager Joe Pete Wilson and his family at the mountain. The cobbled-together arrangement agreed with all concerned after the first winter, and several more students gravitated to what became Burke Mountain Academy the following winter. Coughlin was invited onto the US "B" ski team in 1971, and the academy concept quickly spread to other ski venues nationally: Green Mountain Valley School in the Mad River Valley and Stratton Mountain School at Stratton were two of the earliest.

Photo by Malcolm Reiss, New England Ski Museum



*After two years as a national junior coach, Warren Witherell worked to establish an alpine race training center at Burke Mountain, with the cooperation of area owner Douglas Kitchell. The financial stability of Burke at the time was undergirded by the fact that Kitchell's wife Helen was a member of the Binney & Smith family, makers of Crayola crayons. Martha Coughlin's reluctance to leave Witherell's alpine training center after the December 1969 vacation session for her new home in Swampscott and her academic and racing success in the winter of 1970 validated the notion of a full academy for ski race training, so that Witherell often credited her as a co-founder of Burke Mountain Academy. Witherell was an early advocate of boot canting and the efficiency of carved turns. His influential 1972 book *How The Racers Ski* developed those ideas with numerous photos of Burke and international racers, and was a best seller in the context of ski instruction books.*



Courtesy of Philip Drake

Austrian skiwear manufacturer Bogner opened this factory in Newport, Vermont beginning in the 1980s. An earlier American skiwear maker, Slalom Skiwear, also worked out of Newport. The Bogner plant at Newport is seen here in 1992.

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logging roads and trails, and a fleet of imported Nordic skis. The touring center concept spread quickly in the few years after the von Trapps demonstrated its viability, as Nordic skiing enjoyed a rush of popularity reminiscent of the rise of alpine skiing in the 1930s and 1940s.

A revival of interest in the almost-forgotten telemark turn accompanied the surge in cross-country skiing, as backcountry skiers sought to combine the light weight and comfort of cross-country gear with the ability to ski downhill under control. In Vermont, a former Killington patroller named Dick Hall happened on a photo of the telemark turn in a book, much as others had in other mountainous regions, largely unknown to the others. Hall established a telemark instruction program at Mad River Glen in 1980, and founded the Vermont-based North American Telemark Organization to spread instruction in this hybrid of alpine and cross-country disciplines.⁸

A unique innovation in ski race training emerged in the winter of 1970 at Burke Mountain. Ski coach and educator Warren Witherell was coaching St. Johnsbury racers there in the fall of 1969. One promising racer in the program, 14-year-old Martha Coughlin, had grown up in North Conway, New Hampshire before her parents moved the family to Massachusetts. Coughlin arranged with her high school to pursue her course work independently with Witherell as a tutor, devoting half a day to race training at Burke and half to her studies. Coughlin's hand-drawn sign "Burke Mountain Academy" posted on the school's door was the first use of the name, and her successful studies gave proof of the concept's viability. The next winter, 1971, several other students joined Coughlin, though her time there was limited as she was named to the US B ski team.⁹ Burke Mountain Academy was the first of dozens of ski racing academies in the country. The academy system of ski and snowboard training has proven its effectiveness in the quality of the colleges and universities its alumni attend, and the degree to which its graduates dominate selection onto the US ski and snowboard national teams.

Endnotes

¹ 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.

² 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.

³ Paul S. Gillies, Esq., "The Evolution of Act 250: From Birth to Middle Age," *The Vermont Bar Journal* (Fall 2009), 12. Martha Sonnenfeld and Frank V. Snyder, *The Stratton Story*. (The Stratton Corporation, 1981), 59.

⁴ "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. Blake Harrison, *The View From Vermont*. (Burlington: University of Vermont Press, 2006), 235.



Photo by Hubert Schriebl, New England Ski Museum

Much the same way that Andrea Mead Lawrence's two gold medals in alpine energized American skiers in 1952, Bill Koch's 1976 silver medal in the 30 kilometer race at Innsbruck, the first Olympic medal won by an American in nordic, sparked extraordinary enthusiasm among nordic skiers just a half decade after it had seen a surge in popularity. Koch lived in Guilford, near Brattleboro, and trained with the John Caldwell clan. In 1982, he intruded on traditional Scandinavian turf by winning the World Cup with the skating technique, which he had seen used occasionally but which he used throughout whole races. Here, Koch is seen hoisting a trophy at Stratton Mountain.

⁵ David Rowan, "Ski Area Management Issues", *Ski Area Management* 16, 3 (Summer 1977), 12.

⁶ "Ski Industry Celebrates the Life of Joe Parkinson," *VSAA Reports*, (Fall 2009), 1. I. William Berry, "Warning: Skiing beyond your ability may be a crime," *Ski*, 44, 1 (September 1979), 62. John Fry, *The Story of Modern Skiing*. (Hanover and London: University Press of New England, 2006), 61-62.

⁷ John Lazenby, "Stowe Derby: Cross-Country with a Downhill Slant", *Nordic World Magazine*, 4, 5 (January 1976), 24-25.

⁸ Dickie Hall, Telephone interview with Jeff Leich, May 1, 2009.

⁹ Warren Witherell, transcript of interview with Meredith Scott, Vermont Ski and Snowboard Museum, April 29, 2006. Martha Coughlin, transcript of interview with Meredith Scott, Vermont Ski and Snowboard Museum, April 8, 2006. Margery Gootnick, "Martha Coughlin to head Glenwood junior program," *Ski Racing* 6, 14 (December 12, 1973), 4.

NEW MEMBERS

July 1, 2014 to March 31, 2015

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In Memorium

Robert B. Thomson

Robert B. Thomson, President of New England Ski Museum from 1995 to 1997, died peacefully April 13, 2015, at his home in Brooksville, Maine. Born May 10, 1923, he was son of Lillian H. and Arthur D. Thomson. He graduated from Quincy High School, in Quincy, Massachusetts, in 1941. He began studying industrial engineering at Northeastern University that fall, suspending his studies to serve in World War II. He graduated in 1949, and soon after served in the Korean War. Robert married Deborah Blanchard D'Arcy of Dover, New Hampshire, on June 22, 1963. Together they raised three children in Carlisle, Massachusetts, and were happily married for 51 years. With Al Armstrong and Whitey Crampton, he founded Crathco, Inc., a leading manufacturer of cold beverage dispensers, 1962 in Canton, Massachusetts. He acted as president until the company was sold in 1988.

A lifelong skier and outdoor adventurer, Bob was active in skiing throughout his life as a competitor, coach, official and volunteer, serving as president of the United States Eastern Amateur Ski Association and later the United States Ski Association. Committed to celebrating the heritage of New England alpine skiing, he was also active with the ski museum, where he served as president. Bob cherished the outdoors, and taught his family to love nature, skiing, sailing and hiking as much as he did. He was particularly fond of building stone walls, paths and waterways, and with his patient skill, made many beautiful places even more so. An avid genealogist, historian and patriot, Bob was a member of the Carlisle Colonial Minutemen, and designed the seal for the town of Carlisle. He also loved music, playing French horn, piano and more with zest. His energy, vitality, inquisitive nature and positive spirit touched and will be remembered by many. He is survived by his wife, Deborah, and their children, D'Arcy Thomson of Boston, Massachusetts, Tracy Teare of Yarmouth, Maine, and Samantha Weld, of Reading, Massachusetts. He also leaves two sons-in-law and six grandchildren, as well as his brother Donald Thomson and Don's wife, Hope, and his sisters-in-law Virginia Thomson and Elisabeth D'Arcy, as well as several nieces and nephews.

Reprinted from The Boston Globe

THE 19TH ANNUAL HANNES SCHNEIDER MEISTER CUP RACE

After a colder than normal winter, the sunny weather with temperatures near the freezing mark put the participants in the 2015 Hannes Schneider Meister Cup Race at Cranmore Mountain Resort in a festive mood. Seventy years after they endured combat in Italy in 1945, seven veterans of the 10th Mountain Division were on hand to see one of their own, 100-year-old Nelson Bennett, be honored by Sergeant Major Gonzo Lassally of 2nd Battalion, 87th Infantry Regiment from Fort Drum, New York. In addition to Bennett, 10th veterans Dick Calvert, John Duffy, John Barton, Fred Hartwell, John McDonald, and Bernie Peters attended. Calvert was the only World War II veteran still racing, and he placed a very respectable 117th in the field of 197. The top male and female finishers were Alec Tarberry and Hilary McCloy respectively, and the WMWV team won the team competition. Highlights of the off-course pageantry included the EMS night ski tour, vintage skiwear competition, ice carving demonstration, music by the Bavarian Brothers, and the Sunday morning Harvey Dow Gibson Memorial Lecture by Stefi Reed Hastings that drew 60 people.

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THE 7TH ANNUAL BRETTON WOODS NORDIC MARATHON

With a record field of 326 skiers, the Bretton Woods Nordic Marathon, which took place on March 7, 2015 was a hybrid beast with fierce battles among the top finishers, a friendly competition throughout the pack, and a gliding party through the woods for many of the recreational participants who skied in groups through the entire 21K and 42K courses.

A major fundraiser for the New England Ski Museum, the Bretton Woods Nordic Marathon merges the contributions of generous sponsors, with Audi of Stratham, Alpine Clinic, and Omni Mount Washington Resort making contributions in thousands of dollars, in combination with many other sponsors (see full list!) and the entry fees paid by skiers who choose to participate in a timed or untimed basis at their choice of distance. A youth race, which is hosted by the local Bretton Woods Nordic Club, is also part of the event.

As soon as the racers hit the trail, the finish line came alive with activity including the Audi of Stratham hospitality tent where each race's winners were honored with a "flower ceremony" shortly after crossing the finish line. Representatives of the U.S. Forest Service, which owns much of the land through which the race course travels, were on hand to meet and greet racers, recreational skiers and spectators, too. An awards party in the Grand Ballroom of the Mount Washington Hotel brought the event to a close in grand style.

Top men's finishers for this year's 42K marathon were Gordon Vermeer, David Sinclair and Andrew Dougherty. Isabel Caldwell, Tsiana Mahlen, and Olivia Meyerson were the top three women finishers in the 42K. In the 21K half marathon, Chase Marston, John Caldwell and Chris Burnham took top honors for the men, while Joanne Hanowski, Vivian Hawkinson and Sarah Pribham finished first, second and third.

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Anonymous (Prizes)
World Cup Supply
Jackson Timing
Appalachian Mountain Club
Pat's Peak
Sysco
Darn Tough
Coca Cola

RACE ORGANIZING COMMITTEE

Ellen Chandler
Craig Clemmer
Chris Ellms
Phil Gravink
Amy Patenaude
Judy Ratzel

VOLUNTEERS

Heidi Allen	Sam Harding
John Allen	Jim Hastings
Chris Ayer	Bob Heiges
Dick Ayer	Julie Higgins
Frank Benesh	Janet Hill
Hank Benesh	Jim Irwin
Martha Benesh	Karen Irwin
Clair Bouffard	Denise Kwasnik
Paul Bouffard	Joe Kwasnik
Ellen Chandler	Vic Levesque
Jim Chesebrough	Nancy Lundquist
Lydia Combee	Roy Lundquist
Russ Combee	Rolf Madsen
Greg Connolly	Tina Madsen
Pat Connors	Karin Martel
Nancy Damboise	Ray Mitchell
Mike Davenport	Michael O'Connor
Sara DeLucia	Paul Palubniak
Sean Doll	Amy Patenaude
Hank Dresch	Meg Phillips
Linda Dresch	Laura Riggs-Mitchell
Phil Gravink	Steve Swenson
Shirley Gravink	Gwen Vosburgh
Betsey Harding	Brad Whipple

PEOPLE AND EVENTS OF THE NEW ENGLAND SKI MUSEUM

Jamie Gemmitti photo



Nelson Bennett, 100, receives a commemorative plaque from Sergeant Major Gonzo Lassally of 2nd Battalion, 87th Infantry Regiment at the 2015 Hannes Schneider Race.

Jamie Gemmitti photo



Chuck Henderson, aide to Senator Jean Shaheen, reads a letter from the Senator at the Hannes Schneider Race Opening Ceremony. Henderson himself represents a piece of Schneider Race history, having been the manufacturer of the Chuck Roast event jackets of the 1990s and 2000s.

Courtesy of Allan Girard



The Pizzagalli Construction crew that built the Cannon Mountain Tramway paused to have their photograph taken, probably in 1979. Two current Cannon Mountain staffers, including the operations manager, are in the photo. Can you identify them?

Karin Martel photo



The top four finishers of the 2015 Bretton Woods Nordic Marathon are, L to R: David Sinclair, second place; Gordon Vermeer, first place; Andrew Dougherty, third place; and Jeff Tucker, fourth place.

Kay Kerr photo



2015 Don A. Metivier Golden Ski Award winner Drew Duffy of Warren, VT, third from left, with his family and friends at the Opening Party June 12, 2015 at the Museum. The Golden Ski is presented annually by North American Snowsports Journalists Association-East to the top male and female junior ski racers in the east. Nina O'Brien of Burke Mountain Academy won the women's Golden Ski this year.



UPCOMING EVENTS

Annual Meeting and Dinner

Saturday November 7, 2015

at the Log Cabin, Holyoke, Massachusetts

Please join us as we honor Cal Conniff

With the 10th annual Spirit of Skiing Award

Boston Ski & Snowboard Expo

November 12-15, 2015

Visit our booth at the Expo at the Seaport World Trade Center

Bretton Woods Nordic Marathon

Omni Mount Washington Resort

March 5, 2016

Hannes Schneider Meister Cup Race

Cranmore Mountain Resort

March 12, 2016

CURRENT EXHIBITS

Through June, 2016

New England Ski Museum, Franconia Notch, NH
The Mountains of Maine: Skiing in the Pine Tree State

Bretton Woods Resort Base Lodge, Bretton Woods NH
Green Mountains, White Gold: Origins of Vermont Skiing

Intervale Scenic Vista, Route 16, Intervale NH
Skiing in the Mount Washington Valley

Eastern Slope Inn, North Conway, NH
Ski Area Survivors: Prewar American Ski Centers with a History

Sign up for our e-mail newsletter at www.skimuseum.org

MEMBERSHIP APPLICATION

I/We wish to join New England Ski Museum in the class checked.

Name _____

Address _____

Phone _____

E-Mail _____

New England Ski Museum
PO Box 267
Franconia, NH 03580-0267
Phone: (603) 823-7177
Fax: (603) 823-9505
E-Mail: staff@skimuseum.org



New England Ski Museum is officially recognized by the United States Ski and Snowboard Association as a Regional Ski Museum.

Membership Levels

100% Tax deductible

- ☐ Life: \$1,000 Single payment
- ☐ Sustaining: \$125/Year
- ☐ Supporting: \$75/Year
- ☐ Family: \$50/Year
- ☐ Individual: \$35/Year
- ☐ Ski Clubs: \$75/Year
- ☐ Corporate: \$100, \$250, \$500, \$1000/year

Membership Privileges

- Newsletter Subscription
- 10% Discount in the Museum Shop
- NESM pin and decal
- Invitation to special events
- Access to the Library by appointment

_____ Exp. Date _____
American Express, Discover, MasterCard, Visa # _____
V# _____

Cardholder Signature _____