

Winter Work: The CCC and New England Skiing Chronology

By Jeff Leich, New England Ski Museum

1927: "When volunteer parties of Appalachian MC skiers, with axes and brush hooks in 1927 began chopping a ski trail over Barrett and Temple mountains in the Wapack range 50 miles northwest of Boston, we doubt if a single mile of downhill ski trail had been constructed (as such) or was even projected, anywhere on this continent. Twenty miles of trail were completed in the Wapack region before the idea spread further northward in New Hampshire, first to the Belknaps in 1931, and then in 1932 to Franconia Notch, NH and also into the edge of the Adirondacks at North Creek, NY."
Ski Bulletin, January 25, 1935, page 5.

1932: "By 1932 more than 5 million young men were unemployed, and World War I veterans in huge numbers were also without jobs. These men roamed the country looking for work, went on the welfare rolls, or turned to crime.

Millions of acres of farm land were being eroded. Millions more were being threatened by fire or by indiscriminate timber harvesting. Recreational opportunities were being lost because of budget and personnel problems."

Stan Cohen, The Tree Army: A Pictorial History of the Civilian Conservation Corps, 1933-1942, Pictorial Histories Publishing, Missoula, 1980, page 6.

June 5, 1932: "Each fall I have had the desire to open up some of the old roads on the Cat for ski runs and hope to this fall. Every fall we have been so busy on some detail that it has thrown us off the work. This fall I know of no important work that will prevent us from doing considerable of this sort of work. On the Tuckerman project I think your suggestion is a corker and am going to propose to Scott to have the line spotted and we can surely get some volunteer work to swamp out the route to the ravine if the Forest Service will only spot it out where they want it to go. It would only require swamping to make it a good ski trail into the ravine."
Joe Dodge to Robert S. Monahan, June 5, 1932, Dartmouth College Library Special Collections, Monahan Papers, UP 42 10.

Summer 1932: "The Richard Taft Trail runs to the summit of Cannon Mountain..."

The trail was laid out during the summer of 1932 through the interest of Miss Katharine Peckett. It was originally surveyed by Duke Dimitri of Leuchtenberg, then an instructor at Peckett's Ski School. The trail lies partly on State land, and partly on land owned by the heirs of Richard Taft, who erected the Profile House in 1852 and was long prominent in the development of the White Mountain region. Construction of the trail and improvement have been made possible by the co-operation of the New Hampshire State Forestry Department, the C.C.C. and the Richard Taft heirs, who granted permission for the use of the land. Funds for the construction were originally raised by Miss Peckett and the people of Franconia."

Program, "Third Annual Downhill Championship Race of the United States Eastern Amateur Ski Association," March 18, 1934, Auspices White Mountain Ski Runners, NESM Collection 1990L.12.21.

Summer 1932: "Construction (of the Richard Taft) had been commenced by local subscription in 1932, and although used for some races that winter the trails was not really completed until the next year.

Work was begun in the summer of 1932, with a little more than three-quarters of a mile completed that year. By the next year, the Civilian Conservation Corps had entered the picture and the trail was completed by the CCC.

The Richard Taft trail was named by the late Mrs. Robert P. Peckett, Sr., for the man who started the original Profile House in Franconia Notch a hundred years ago. '

Roger Williams, "Major Eastern Mountain Racing Trails: The Richard Taft," American Ski Annual, 1952, pages 181-183.

February, 1933: "...the so-called Richard Taft which was hewn out of a birch and spruce forest on the north slope of Cannon Mountain this last year. Funds for the work were raised largely through the efforts of Miss Catherine (sic) Peckett by benefit bazaars, other affairs and by subscription, and carried out with the cooperation and efforts of people in the surrounding communities. For a mile and a half or more the trail plows in curves upward for 2,000 feet, 60 feet in width where necessary and no where less than 15 feet. The course provides a ski-run equaled by nothing in the East. The deep snowfall of Friday night afforded the first suitable skiing conditions for this run and Sigmund Buchmayer (sic) lifted the curtain on this new paradise by running the whole course straight, with only a few checks to await his companions, and without a fall."

A.H.B., Ski Bulletin, February 17, 1933, pages 6-7.

February 19, 1933: "Winnetoesaukee Ski Club Open Downhill, New Richard Taft Trail, Mt. Cannon...Sixty competitors entered, forty-five finished--some one ski. Insufficient snow and the unfinished condition of the trail made the event an "obstacle race."

Appalachia, June 1933, page 471.

March-April 1933: "It was not quite with biblical dispatch that the Civilian Conservation Corps moved from well incubated idea to reality during the exhilarating first days of the presidency of Franklin Delano Roosevelt in 1933. In a four week, five day rush, it passed through formulation, legislative tinkering, and bureaucratic birth pains to become a functioning relief-conservation program which was consistently to be judged as the most widely supported of all New Deal programs.

March 4, 1933: Franklin Delano Roosevelt inaugurated as 32nd President of the United States.

March 10, 1933: Roosevelt tests out a plan for a Civilian Reclamation Corps with three cabinet secretaries: Henry Wallace, Agriculture; Harold Ickes, Interior; George Dern, War.

March 21, 1933: Roosevelt's unemployment relief proposal sent to Congress.

March 31, 1933: Congress approves the proposal: Senate Bill 598.

April 5, 1933: Executive Order No. 6101 authorizes a Director of Emergency Conservation Work (Robert Fechner) and sources of funds for the program.

April 15, 1933: Site of Camp Wildwood, Woodsville (New Hampshire's first camp) identified.

April 17, 1933: Nation's first C.C.C. camp occupied in Edinburg, Virginia.

Forestry and conservation had been important interests and concerns of Franklin Roosevelt for more than two decades prior to his rising to the Presidency. Early on, he used lands acquired for his family's Hyde Park estate to undertake forestry experiments. As chairman of the New York State Senate Forest, Fish, and Game Committee, he proposed various conservation measures. And as Governor of New York, he initiated a forest conservation program similar to that of the Civilian Conservation Corps. Thus, it is not surprising that to deal with the economically and psychologically damaging rampant unemployment of the spring of 1933 he proposed a relief measure melded to conservation goals."

David D. Draves, Builder of Men: Life in C.C.C. Camps of New Hampshire, Peter E. Randall, Portsmouth NH, 1992, page 5.

Spring 1933: "The Army would run the camps. The agriculture and interior departments would be responsible for work projects and provide the personnel to manage them. The budget director would provide the financial assistance and the solicitor and judge advocate would offer legal advice. The Department of labor would coordinate the selection of enrollees. Roosevelt stressed the importance of speed. The government officials said they could do the job.

Roosevelt got the go-ahead from Congress on March 31. He had full authority to proceed at his discretion to establish the CCC.

Roosevelt's friend, Robert Fechner, a Boston labor leader, was tapped to head the new organization. He had a long career in the American labor movement and was to prove a capable director.

Thirty seven days elapsed between Roosevelt's inauguration and the signing of the first enrollee on April 7, 1933. Henry Rich of Alexandria, Virginia, was sent to Camp Roosevelt near Luray, Virginia. A miracle of cooperation among government agencies had occurred. Even mobilization during World War I did not match the CCC effort.

The initial call was for 250,000 "boys" to be enrolled by July 1, 1933. They were to be unemployed, between 18 and 25 years old and unmarried. They were to come from families on relief.

The enlistment period was six months with the option of re-enlistment for another six months up to a maximum of two years. The enrollee was paid \$30 a month, of which \$25 was sent to his family. The remaining \$5 could be used by the enrollee at the camp canteen or for personal

expenses of his choice. Room, board, clothing and tools were provided by the government. The enrollee was expected to work a 40-hour week and adhere to camp rules."

Stan Cohen, The Tree Army: A Pictorial History of the Civilian Conservation Corps, 1933-1942, Pictorial Histories Publishing, Missoula, 1980, page 7-8.

March 10, 1933: "Those who can visualize New England as America's future "winter playground" will be interested in the following comment by Alexander Bright, one of the Hochgebirge ski experts: "One of the most unusual phases of the outburst of interest in skiing in New England during the last two or three years" he states, "has been the lack of group effort to cultivate and facilitate this growth. To be sure, certain communities have been on occasion organized to care for the enthusiasts poured into them for carnivals or by the snow trains, but their efforts have been directed largely to caring temporarily for the skiers' personal comforts rather than toward supplementing and developing the natural advantages of location and terrain.

Individual enterprise and clubs have made notable constructive efforts and provided ski runs on trails such as we have learned by necessity to use and like. Outstanding and among the best known of these are the Mt. Moosilauke run, the Mt. Washington fire trail, the Wapack trail and the trails in the Belknap group. With the wisdom and courage so necessary for pioneers, Miss Peckett planned, financed by contribution and carried out the building of the so-called Richard Taft Trail on Cannon Mt., near Franconia Notch, carved out of a heavy forest on a steep north slope.

This trail is our nearest approach to what reasonably might be done with our apparently still unappreciated yet adequate mountains, for a skiing paradise in New England. This trail sweeps in grand curves and turns--in places sixty feet wide and at its narrowest fifteen feet--down a north slope where snows pile up and linger uncrusted until well into the summer. Just now the snow is packed to a depth of twenty feet in places, and the stumps and rocks, which brought it into the class of 'death rides' at the time of the successful Winnepesaukee Ski Club race, are covered on the vertical and the perpendicular beyond the excavating potentialities of any imperial toss.""

Edward Place, "Old Man Winter," Boston Evening Transcript, Friday March 10, 1933.

April 7, 1933: "Thomas Dreir, chairman of the New Hampshire State Development Commission, is one of those folks who believes in hitching your wagon to a star. He would like to see New Hampshire rivaling Switzerland and Austria as a playground for skiers, and what's more he has some ideas on how to bring this about. Skiers will be tremendously interested in the project Dreir proposes for the development of trails, through the aid of the new army of amateur foresters.

He explains the plan as follows: "No longer will the men and women who have dedicated their lives to the ski gods have to go forth armed with axes and shovels and build their own trails. We poor, old tottering human wrecks of snowshoers who make up the New Hampshire State Development Commission have at last awakened to the truth that although we may never limber up sufficiently to do stunts on skis, we may do something to help others risk their limbs. As I wrote you last week my own aged eyes were opened to the fun of skiing when Robert Peckett

and his daughter, Katharine, dragged me protestingly out to watch "Sig" Buchmayr and about a hundred others cavort (it may not have been cavorting but it looked like it) all over Sugar Hill.

When I returned to Concord it was with the idea that what New Hampshire needed was a ski trail that would start at the Vermont line and wiggle its way to the Maine line, with a number of side wiggles for the sake of variety and to reach many summer hotels that might just as well be opened all the year 'round. Don Tuttle and I went into executive session with the State Forestry Department and Messrs. Foster and (illegible)...are going to get busy on a definite plan. Mr. Peckett came down and joined us, and the first thing we knew we also had David Austin, the sage of Waterville Valley, Florence Morey of Notchland, and Arthur Gale, State senator from Jackson.

Friday afternoon we had a session of two dozen State department heads and assistants in the Senate chamber, with Governor Winant present, and I had the pleasure of telling that assembled multitude that even if all of them were aged and decrepit a new generation of winter sports folks had come into existence and that it was up to those of us interested in State development to provide those virile athletes with the natural facilities. There is no sense in spending money for advertising hotels and our snow-clad mountains unless we fix those mountains properly with needed ski trails and huts. Reaching the heights of oratory I went on to say, with gestures, that if we developed the right kind of trails in the North Country the thousands of people seeking winter sports would be sieved through the lower part of the State and the whole State would prosper.

State Forester John Foster is himself moderator of the town of Waterville and naturally he is interested in seeing that Waterville Valley is opened up to skiers, but he and all the rest of us know that what is needed is a comprehensive State plan that may be worked out over a period of years. Our hope is that with the help of this new army of amateur foresters that is to be send into the mountains, the main trails will be opened up so that they may be enjoyed next winter. New huts will have to be built and arrangements made with some of the hotels to open up.""

Edward Place, "Old Man Winter", Boston Evening Transcript Friday April 7, 1933, NESM Collection 1998L.100.13.

May 8, 1933: "Mr. Scott, the Federal Forester, is friendly toward the general plan of having ski trails cut in the National Forest and will I understand furnish a number of men out of the reforestation group to work on these trails. All he wants is direction or supervision by someone who knows what the trail should be like. It strikes me that we have an opportunity of a lifetime and I want to urge you to be sure to be at the meeting which is at two o'clock in the Senate chamber.

P.S. (handwritten): I saw Scott yesterday afternoon at (illegible) and he is apparently (illegible) to go ahead on this thing in a big way. He is anxious to have a representative group furnish him with definite suggestions as to what should be done and provide a capable supervisor. It's too big a job for anyone to do in spare time. I suggest we get someone like Charlie Proctor who can put all his time on laying out the trails under the direction of a committee."

John P., Carleton to William Fowler, May 8, 1933, Appalachian Mountain Club Library, Fowler Papers.

May 19, 1933: "In a recent talk with Mr. Hale, Assistant State Forester, he told me that the State Forestry Department will probably be able only to perform work on State owned land. As I told you on the phone, the Civilian Conservation Corps will be available only within the confines of the White Mountain National Forest...."

At the Ski Conference last Friday, a committee of seven was appointed with John P. Carleton of Manchester as chairman....I do not understand that this committee will have at its disposal any labor other than that which the State and the Federal Government can offer. It is my understanding, however, that this committee proposes to raise funds so that they can provide at least two experts to lay out and supervise the trails."

Donald G. Tuttle, Executive Secretary, NH State Development Commission, to Robert Gould, May 19, 1933, NESM Collection, 1999L.14.1.10.

May 31, 1933: "At 11:15 a.m. the 156th Company C.C.C. arrived by truck and bus, having detrained at Gilead a half hour before. This outfit comprises 212 rookies, all from N.H., and the last of the 1,000 N.H. quota. Incidentally, N.H. is the first of the states to have filled its quota. Many of these fellows are from this section....Many of the chaps are from Gorham and Berlin and the second cook is from Jackson. The whole outfit appears very well and I haven't found a slacker yet."

The afternoon was certainly a busy one. Eight hospital tents, accommodating 24, and all brand new, were erected along with a dozen smaller ones. Our quartet is located in a 16 x 16 wall tent and in one corner of this I found awaiting me a cot, tick, and pile of straw, bale of four brand new blankets, etc. but I shall probably use my campaign bed roll, which consists of my Alaskan sleeping bag and air mattress. We put a gravel surface on the side road leading to camp, improved the water supply, and completed all those incidentals that go to making camp.

The army organization deserves congratulations for the men were all well equipped and the kitchen and similar departments were all ready for use. I like the captain and non-coms first rate and I am sure that we shall be able to pull together successfully."

Robert S. Monahan to his mother and father, May 31, 1933, Dartmouth College Library Special Collections, Monahan Papers, UP-42, 15.

June 7, 1933: "...we are served by a couple of waiters...on an oil clothed table. This evening's supper for the entire camp consisted of corned beef hash, creamed cauliflower, mashed turnip, coffee and ice cream. The captain's wife and child, who have a rent in Bethel, were guests tonight at our mess tent."

Everyone else is living under canvas but the construction company now nine miles over the mountain at the Cold River Camp, North Chatham, is due here as soon as they complete those barracks. The lumber is all here now and what a pile it is. The new buildings will be equipped with showers, electricity and I have heard rumors of steam heat. One advantage of eating with the captain is that we know just about what is going on. And how the rumors fly in a camp like this.

My job the past two days has been to supervise some 78 men in the task of beautifying the bank of the Wild River, which the Forest Service road parallels for nine miles. As you may have noticed the banks of many of our streams have been lined for years with debris deposited there by the 1927 flood. It was a stupendous task to restore the appearance of these stream banks but with 80 men at one's disposal, a lot can be done along those lines."

Robert S. Monahan to his mother and father, June 7, 1933, Dartmouth College Library Special Collections, Monahan Papers, UP-42, 15.

June 9, 1933: "...a contingent of the CCC, the federal jobs recovery program, arrived in Waterbury, Vermont, just down the road from Mount Mansfield. Vermont State Forester Perry Merrill, himself an avid skier, had just the project for these eager young men: He would have them cut a ski trail from near the summit of Mount Mansfield almost to the Mountain Road in Stowe. This was the Bruce Trail, named for a well-known local lumberman. It was the first ski trail on Mount Mansfield."

David Goodman, Backcountry Skiing Adventures: Vermont and New York, Appalachian Mountain Club Books, Boston, page 111.

July 17, 1933: ""Inspected ski trail locations with Charlie Proctor. Started work on 1 1/2-mile ski trail climbing 2,000 vertical feet to Summit E with Ed LeBlanc in charge"....Ed LeBlanc was an able foreman being paid all of \$45 per month to boss a crew of enrollees receiving Depression wages of \$30 per month, plus food and medical care. During the summer of 1933 that unit, stationed at the Darby Field SubCamp of the Wild River C.C.C. Camp, cleared the Wildcat Ski Trail, the first major ski run to be swamped out in the Northeast by the Conservation Corps."

Robert S. Monahan, Eastern Ski Bulletin, March 7, 1958.

August 2, 1933: "Basing my opinion on experiences covering five weeks at the 212 man Wild River Camp of the 156th Company and more than three weeks at the 35 man Darby Field sub-Camp of the same company, I confidently believe that many types of forest improvement projects being undertaken by the C.C.C. can be more effectively administered and executed at the smaller unit...."

To my mind, the chief merit of the smaller camp is its proximity to the various jobs at hand, thereby reducing transportation costs and increasing the number of productive hours. For example, details from this camp are now engaged on five separate projects, no one of which is more than three miles from the camp location."

Robert S. Monahan, "Memorandum Report: The Execution of Forest Improvement Projects at a Sub-Camp," August 2, 1933, Dartmouth College Library, Special Collections, Monahan Papers, UP-42, Box 21.

Undated description of Darby Field Sub-Camp: "There was thirty-five of us just below the AMC huts, Pinkham Notch. When we went in there it was nothing but a big gravel pit. They just raked the side down, cleaned out the wood, pitched the tents. Had a nice place there. Peabody River run right down by there. That was cold in the winter, water right off Tuckerman's Ravine ice field (laugh). About the 21st of October come up a good rainstorm, tend to snow. Twenty-four man tent started rippin'. We just took 'em down, moved everything. In the

meantime, me and Joe Dodge had gone made arrangements to use the building down to the Glen House there at the end of the toll road. We stayed there that winter."

Howard Hooper, in David D. Draves, Builder of Men: Life in C.C.C. Camps of New Hampshire, Peter E. Randall, Portsmouth NH, 1992, page 61.

1933: "The 1933 race, run as the first ever National Downhill, was a smashing success, but three weeks before the race the Taft Trail on Cannon had been run for the first time. Unlike the narrow twisting Carriage Road, "The Taft" was wide open and substantially steeper, and those who correctly interpreted this development knew that the future of downhill racing lay on that kind of trail and that the Carriage Road was obsolete. Was it possible for the club to maintain its leadership in regional skiing by building such a run themselves? Hatch and Otto Schniebs, the Dartmouth ski coach, looked at the steep west slope of Gorge Brook Ravine and saw a possibility.

Almost immediately, Hatch was at the front of a drive to build an extreme ski run in that location, and have this be the centerpiece of a Dartmouth-at-Moosilauke ski resort. The proposal call for acquiring Parker-Young land on the Gorge Brook slope and putting in a road to the Camp 2 site that summer and "building some ski trails." The club's council gave its blessing to the idea and \$1400. The rest of the money, Hatch proposed, would come from alumni contributions. Hatch knew that construction that summer was imperative if the club was to maintain its leadership in skiing and make use of the axmen of the classes of '33 and '34. So he worked a deal with Parker-Young to allow the club to proceed with construction on its land on the strength of alumni pledges alone, and that the actual transfer of land would proceed when all funds were in hand. With this, construction of the club's Hell's Highway Ski Run would begin that summer. A student crew was hired.

...the rough spots were smoothed out and the entire length of the 38-degree "Rock Garden" section was cleated with logs to hold snow. "

David O. Hooke, Reaching that Peak: 75 Years of the Dartmouth Outing Club, Phoenix Publishing, Canaan NH, 1987, pages 158-160.

November 30, 1933: "With 35 miles of brand new ski trails, permitting exploration of some of the most picturesque sections of New Hampshire, devotees of winter sports probably will be attracted here the coming winter in greater numbers than ever before.

These trails are the direct outcome of a conference called last summer by the state Development Commission. The purpose was to bring about better opportunities for cold weather pastimes in New Hampshire and the immediate result was the appointment of a committee of which John P. Carleton, Manchester attorney and former intercollegiate ski champion, was chairman. This proved to be not the sort of committee that has a meeting, adjourns and does nothing else. On the contrary, it was a working committee, with a working chairman, and the fruits of its labors are now apparent....

In the work of the summer, Mr. Carleton had as assistants his fellow committee members. Arthur C. Comey and Alexander H. Bright of Boston, Warren F. Hale of the State Forestry Department,

Davis S. Austin 2nd, of Waterville Valley, Miss Katharine Peckett of Sugar Hill, and Gordon Langill of Laconia.

Most of the actual surveying was done by Charles N. Proctor of Boston and Duke Dimitri von Leuchtenberg, once of Russia, with assistance from Mr. Langill. ...

Mr. Carleton and his fellow committee members gratefully acknowledge valuable assistance from a number of persons. Particularly helpful was James E. Scott, supervisor of the White Mountain National Forest, and much work was done under the direction of state and federal officials attached to the camps of the Civilian Conservation corps. The Forestry Department gave assistance in many places and cordial interest was displayed by Ski Club Hochgebirge of Boston, the Dartmouth Outing club and the Winnipiseogee Ski club of Laconia.

The state Highway Department has promised to plow the roads that lead to the ski trails and also will clear parking spaces for automobiles.

If the trails laid out last summer prove as popular as it is hoped they will, it is not unlikely that there will be further surveys next year under the direction of Mr. Carleton's committee."
"Winter Sports Boom Seen With New Ski Trails," Manchester Union, Thursday November 30, 1933.

December, 1933: "It took a depression, a political revolution in America, and the creation of the nation-wide Civilian Conservation Corps with thousands of men working in the forests to make it possible. And apparently New Hampshire is the only State in the Union to have thought of it. But they did, and as a result New Hampshire today has the greatest network of cleared down-mountain ski trails on the North American continent...."

A year ago...the Richard Taft was cleared on the north slope of Profile Mountain. The first results appeared to be extra patients for the Dartmouth Hospital, but the skiers quickly came to realize that such a trail is not for the novice. However, with the snows of February and March the Taft trail became very popular and a number of down-mountain races were held on it.

With this trail as an example of what could be done on forested mountains and with the sympathetic cooperation of the C.C.C. officials, the whole network of new trails was laid out and more than forty miles of them were cut this past summer and are now ready for use. Particular credit must be given to John P. Carleton, Chairman of the New Hampshire Ski Trails Committee, to Charles N. Proctor..."

New Hampshire Ski Trails--1933 (partial list)

Wapack, Ashby et al

Bear Mountain, Bartlett

Richard Taft, Franconia

Wildcat, Gorham

Winrose, Greenfield

Maple Villa no 5, Intervale

Mount Tecumseh, Waterville Valley

New Moosilauke Ski Run, Warren (Hell's Highway)"

Carl E. Shumway, "New Hampshire Leads the Nation," The Sportsman, December 1933, pages 34-36, NESM Collection 1984L.17.9

December 8, 1933: "Harold (sic) Paumgarten will be in charge of winter sports at Peckett's on Sugar Hill this winter, while the Duke Dimitri von Leuchtenberg will remain there until the first of the year. Katherine (sic) Peckett is making a tour of the ski schools abroad and is expected to return in the spring with many new ideas...."

The newest phase of the development of winter sports possibilities in New Hampshire was the outcome of a trails conference, called by the State development commission in Concord last summer...

It may be interesting to know how the work of cutting the trails was done, as described by Proctor, who was so intimate with the operations. Simply cutting down the trees was a very small part of the labor involved. Consider a typical crew set-up of ten men. Out of this crew, two men went ahead as ax men; they were able to cut and limb all the trees that four men could dispose of. These four men followed along and put all the brush to one side, and piled up the tree trunks, which had been cut to suitable length for easy handling. Two more men came along with grub axes, grubbing out stubs and old stumps. The other two men worked along with the crowbars to remove small rocks, etc. After this rough work was done, another crew had to go over the trail and take out with dynamite any of the larger rocks and smooth over the entire surface. It was impossible to burn brush during the summer because of the fire danger, but now when there is snow on the ground, much of the brush that was hauled off the trails is being pulled back onto the trails and burned."

Edward Place, "Old Man Winter," Boston Evening Transcript, Friday December 8, 1933.

December 16, 1933 "What may prove to be the first of the snow planes and the advance guard of winter travel to Vermont will arrive this afternoon at Montpelier-Barre airport bearing champion skier Charles Proctor and "Jim" Cruickshank, winter sports authority, both of Boston, enroute to Stowe, where they will be guests of Franklin E. Griffith, president of the Mount Mansfield Ski Club..."

The purpose of this visit is to inspect existing ski trails and the new ones now under construction to the west and south of Barnes Camp by the C.C.C. under the supervision of the Vermont Forestry Department."

"Will Inspect Mt. Mansfield Ski Trails," Burlington Free Press and Times, December 16, 1933, NESM Collection, Proctor scrapbook.

December 1933: "The emergence of ski running as a major winter sport during the past few years brought the problem of where to ski to an acute stage at the close of last season. The existing footpaths through the hills and mountains were recognizes as inadequate..."

Then came the magic of the C.C.C. Hundred of husky youths were to be put to work in the mountains. From the ski runner's point of view, what nobler purpose could be achieved than the construction of ski trails?

It is hard to say just how it started. There took place a ski banquet or two, a few informal meetings on ways and means, and a conversation that should be historic between James E. Scott , supervisor of the White Mountain National Forest, and John P. Carleton of Manchester.

Then came invitations from the New Hampshire State Development Commission for a meeting in Concord to discuss ski-trail construction, addressed to representative ski runners and those New Hampshire hotel and resort owners genuinely interested in the development of skiing. The meeting produced an illuminating general discussion of the problem. It was agreed that ski trails would be a desirable and valuable addition to the recreational facilities of the State. It was also agreed that the trails should be built primarily for skiing, rather than as general purpose footpaths, which experience had amply demonstrated to be unusable for general skiing.

At the suggestion of William P. Fowler, chairman of the A.M.C. Committee on Skiing, a representative ski trails committee was formed to cooperate with the Development Commission in furthering plans for trail construction. The committee consisted of John P. Carleton, chairman; Alexander Bright, Boston; Arthur C. Comey, Boston; Miss Katherine Peckett, Franconia; David Austin, Waterville; and Gordon Langill, Laconia.

This committee formulated general plans for the location and construction of trails, and engaged the Marquis degli Albizzi and the writer to lay out the trails and supervise their construction. The former was to locate and improve trails in the Franconia Notch and Waterville districts, the latter to function similarly in Crawford Notch and Pinkham Notch, and in any other areas that might be selected as suitable. The first actual survey work was started early in June (1933).

Late in July the Marquis degli Albizzi was forced to give up the work, and in September the committee was able to secure the services of Duke Dimitri of Leuchtenberg, builder of the Richard Taft Trail in Franconia Notch.

The work was started without funds, but with the anticipation that financing could be accomplished through contributions to a general fund by individual ski runners and clubs. The committee's appeal for funds met with generous response. After the work was well launched, however, the committee, through the chairman, secured an appropriation from New Hampshire State funds to insure its continuation through the summer."

Charles N. Proctor, "New Ski Trails", Various Notes, Appalachia, December 1933, pages 599-603.

February 1934: "First race on Mount Mansfield, on Bruce Trail. The winner was Dick Durrance...:placing second in that race was the late Charlie Lord, who directed the CCC in cutting the trail and who later became the master designer of Mount Mansfield's downhill ski trail system." (per Charles Lord Skiing Notes, race Durrance won was on 2-25-1934, with Kelly 2nd--see next entry).

David Goodman, Backcountry Skiing Adventures: Vermont and New York, Appalachian Mountain Club Books, Boston, page 111.

February 11, 1934: "Ab, Bondy, Pine, Griggs , Brown and I went to hut via Bruce (shelter where Stone Hut is now), built a fire and rested. Commenced to snow about one-half mile from Toll Road. First downhill race on new trail, the Bruce, starting at 2:15 p.m. I was # 1, snow very fast, took numerous spills, (planned sitz-marks I guess). Results: Jack Allen 1st, me 2nd, Burt, Jr., 3rd, Bondy 4th and Ab 5th. Enjoyed the race even though nearly done us in by it." Charles Lord, "Skiing Notes", June 1980, photocopy in NESM Collection, 2002.055.001.

1934: "Construction of the Nose Dive was commenced by the CCC in 1934 under the supervision of Albert W. Gottlieb who is now Deputy State Forester in the Vermont Forest Service. Although the trail was cut through for use that winter, considerable clearing remained to be done before racing was possible." Alan Hadley, "Major Eastern Racing Trails: The Nose Dive," American Ski Annual, 1952, page 185.

April 1, 1934: "The trail TAFT , is an excellent one--very steep in spots and sufficiently wide even for beginners." Charles Lord, "Skiing Notes", June 1980, photocopy in NESM Collection, 2002.055.001

April 2, 1934: "The racing portion of this trail is very steep, especially the 38 degree part which we negotiated in a series of desperate lifted stems and several would-be jump turns conceived in a moment of ultimate despair. The tiny flame of life flickered and sank to a new low as we hurtled down the infernal slopes of Hell's Highway. This trail only is for experts." Charles Lord, "Skiing Notes", June 1980, photocopy in NESM Collection, 2002.055.001

April 3, 1934: "After dinner we left for Bear Mt. Trail. We were able to drive up road that intersects trail was (sic) saved all the grubby going on the lower portion. Started up trail about 1:20 and arrived at top around 2:45. Spent some time on top taking pictures. Visibility poor--temperature above freezing. Snow wet at bottom and higher up it was breakable crust. The trail is an excellent one with wide turns and quite steep--well worth trying again. Got back at 4:00. Note--Coleman guzzled beer that evening." Charles Lord, "Skiing Notes", June 1980, photocopy in NESM Collection, 2002.055.001

June, 1934: "The idea of a championship trail for Massachusetts was first suggested at a meeting of the Western Massachusetts Winter Sports Committee. I was named the Chairman of the Trails Committee, but Dwight Francis, who had just returned from extensive skiing in Europe, really carried the ball. Other members were Nelson Bond, Kenneth D. Cuddeback and George F. Maynard. Receiving the enthusiastic cooperation of the then chairman of the Mt. Greylock Reservation Commission, A.K. Sloper, the work got under way in June 1934. The work was done by the Civilian Conservation Corps, which did a wonderful job." Bartlett Hendricks, "Major Eastern Racing Trails: The Thunderbolt," American Ski Annual, 1952, page 187.

1934: "The new ski run on Greylock is progressing fast and will surely be ready for use this season as they have cut at least 3/4 of it now. ...Dwight Francis, Bartlett Hendricks, and ken Cuddeback have done most of the planning and laying out of the trail. Dwight Francis' hand is particularly noticeable in it. "

Charles L. Parker, "Greylock Ski Trail", U.S. Eastern Ski Annual, 1934, page 117.

1934: "The high road to downhill skiing competition was opened to them when the Thunderbolt, a "Depression Baby," was born as a Civilian Conservation Corps project in the late summer and fall of 1934."

The CCC boys of the 107th Detachment stationed atop the mountain blasted and hewed out the trail under the direction of Supervisor George O'Hearn who followed a plan dreamed up for the National Park Service by the present Mt. Greylock Reservation Supt. Charles L. Parker." *Edwin Matesky, "The Thunderbolt," Skier, November 1962, pages 24-25.*

October 9, 1934: "...eight new ski trails, which will be open for the first time this season.

Tuckerman Ravine Ski Trail is the major opus and showpiece of CCC activities carried on under the direction of the Federal and State forestry services. The other new trails are: Two out of Jackson, on Black Mountain and on Doublehead; the Alexandria Trail on the side of Mt. Cardigan; the "Duke's Trail" on Cardigan; two trails in the Uncannoonus (sic) development at Goffstown; and a new one on Stinson Mountain, three miles to Rumney. Add to this a general grooming and brushing of all the fifty miles of ski trails which were open last winter and very considerable engineering on Taft and Wildcat, the latter particularly, to put it in shape for the championship downhill races.

The new Tuckerman Ravine trail is a wide ribbon from the headwall to the floor of the ravine that takes out the grief of that section...It was begun as a public works project and finished as a CCC job.

The trail on Doublehead Mountain...was laid out by Gordon Langill of the Winnispesaukee Ski Club. These two trails (Black, Doublehead) were cut by the Saco CCC under the supervision of Mr. Mattoon's office (WMNF Supervisor).

On Stinson Mountain...is another Langill trail...The Warren CCC, under Federal direction, built this trail.

Other trail notes...show a smoothing up and some blasting on the Taft, corduroy in the holes and stumps cut on the upper part. This is also a CCC job under Federal supervision on the upper stretch and State on the lower. Wildcat also has been smoothed out and trees which were left in last year have been cut out. Corners have been widened and widening also has been carried out on the lower quarter mile. One of the projects, as yet incomplete, is the building of a 14 x 20 foot log shelter at the top. This will be done unless snow sets in within the next few weeks.

...North Country Development Commission met as the guests of the proprietors of Pecketts-on-the-Hill, Sugar Hill, at the Coppermine Camp on Mt. Cannon, Sunday. About one hundred representatives of the various hotels and of the civic and mountaineering organizations of northern New Hampshire were present. James M. Langley, editor of the Concord (NH) Monitor and chairman of the State Planning Commission, presided...

The two main subjects of the discussion were the aerial tramway on Mt. Cannon, sponsored by various skiing organizations and the scenic drive on the Mt. Washington range proposed a year ago by Colonel William Barron of the Crawford House."

E. Bigelow Thompson, "Eight New Ski Trails Are Built by CCC in the White Mountains," Boston Evening Transcript, October 9, 1934, in NESM Collection, Proctor scrapbook.

Ca 1934: Shepler article on Duke Dimitri
Dwight Shepler, "Duke Dimitri of Leuchtenberg and St. Saveur Has the Snow of the White Mountains and Laurentians on His Ski Boots," Boston Herald, N.D., NESM Collection 1990L.12.7.

1935: First race on the Wildcat Trail, AMC Invitational, won by Bob Livermore of SCH.
Rockwell R. Stephens, "Major Eastern Racing Trails: The Wildcat," American Ski Annual, page 184.

February 22, 1935: "Clear and cold. Climbed Nose Dive marking stumps and looking trail over...Came back down Bruce."
Charles Lord, "Skiing Notes," June, 1980, photocopy in NESM Collection, 2002.055.001.

Fall 1935: "The new Gulf of Slides Ski Trail in Pinkham Notch is fast nearing completion and the Peabody CCC camp has approval by the Foresters of two projects that will benefit the skiers in this region. One is a ten acre clearing for ski practice on the side of Wildcat mountain about one-quarter mile from the AMC camp, off the Pinkham Notch Trail, and the second is a new forty foot bridge across the Cutler River at the bottom of the Tuckerman Ski Trail.
"New Hampshire Notes, *American Ski Annual*, 1935-1936, page 163.

February, 1937: "This event (Eastern Amateur Downhill Championship) was scheduled to be held on the Thunderbolt on Mt. Greylock, February 22, 1937. However, poor snow conditions prevailing throughout the East forced the removal of the event to the Nose Dive Trail on Mt. Mansfield. Our decision to change the location was arrived at three days previous to the announced date. Through the courtesy and cooperation of Mr. Frank Griffin and the Mt. Mansfield Ski Club, who were blessed with the only skiable snow this side of the North Pole, the change was made with very little confusion.

One hundred members of the Mt. Greylock Ski Club journeyed two hundred miles to assist in the operation of the race....

Short wave radio stations were set up at the start and finish lines to start and time the racers and maintain direct communication throughout the race."
American Ski Annual, 1937-38, page 183.

February 21, 1937: "Enormous crowd on mountain today. USEASA race transferred from Mt. Greylock to Nose Dive. About entries including Dick & Jack Durrance, Alex Bright and the Swiss team....After lunch organized the patrol and proceeded to post them down the

Nose Dive to a point just below the Houghton trail where I met Brother Burt who had worked up posting the ski patrol. A big crowd on hand to see the race which started at 1:30 pm. The upper part down to the middle schuss was in good shape and quite fast. The lower section was soft and stumps showing, however no one got hurt. Clouds settled in on upper portion during race. The race was electrically timed and handled by the Mt. Greylock Ski Club. The largest crowd ever assembled on the mountain resulting in a horrendous traffic jam. Jack Durrance won the race in 2:5:2 with Francioli (Swiss) in 3:01:4; Dick Durrance in 3:05:4; and Alex Bright in 3:08:5. It was estimated that nearly 10,000 people were present."

Charles Lord, "Skiing Notes," June, 1980, photocopy in NESM Collection, 2002.055.001.

Fall 1937: "For the winter enthusiasts, the mountain station is within 200 feet of the famous Richard Taft Ski Trail. The Cannon Mountain Ski Trail, which was partly constructed last Fall, will be built to the mountain station."

Roland Peabody, "The American Beichert-Zuegg on Cannon Mountain, NH," Appalachia, June 1938, page 125.

1938: "The CCC was around then and three crews were put to work on the new mountain. The two existing trails were the Coppermine... and the Taft...Neither of these trails were located to help tramway revenue appreciably, so the Cannon Mountain trail was designed to run from the mountain station to the top of Three Mile Hill. It was revolutionary. The minimum width was forty feet and at places it widened to sixty. The CCC crews pulled stumps by hand, broke rock with sledges, graded with grub hoes while John Foster of the Forestry Department counted the trees cut and made sure that not a single extra one disappeared. That fall the hurricane made hash of his pettiness! The hundred odd CCC boys accomplished the construction of Cannon that summer and made a start on the Ravine trail which runs vaguely parallel to Cannon...Roland pulled another first out of his fertile imagination. The paid Cannon Mountain first aid patrol became a model which slowly other major areas studied and copied. He realized that the trails would need maintenance to repair the damage done by the heavy traffic..."

Sel Hannah, Notes for Speech to Littleton Rotary Club, May 25, 1955, NESM Collections 2001.164.002E

1938: "This was despite the 1938 hurricane, which demolished Hell's Highway and practically all the remaining virgin timber on the mountain..."

Though Hell's Highway had been cleared as far as the bottom of the Byway that fall by student crews, the entire upper Ravine was impenetrable because of hurricane debris.

The most famous part of the Moosilauke skiing itinerary, the Hell' Highway and Byway, remained blocked by hurricane debris, and it was not until the fall of 1941 that both were cleared."

David O. Hooke, Reaching that Peak: 75 Years of the Dartmouth Outing Club, Phonenix Publishing, Canaan NH, 1987, pages 180-181.

Fall 1938: "To accommodate skiers attracted by the prospect of a 2,022-foot ascent in under 8 minutes, a new Cannon Mountain ski trail has been cut and cleared so that it will be skiable with only eight inches of snow. This trail will be over two miles in length, with continuous

curves and a width varying from 25 to 75 feet. For December is planned the construction of a cut-off from the Cannon Mountain trail, which will lead down to within 1,000 feet of the tramway, where four or five acres are to be laid out as practice slopes."

M.H.C., "Aerial Tramway on Cannon Mountain, Franconia Notch, NH," Appalachia, December 1938, page 267.

Fall 1938: "The September hurricane played havoc with most of the ski trails, but in the White Mountain National Forest, it is expected that the more important trails will all be cleared by early January. The US Forest Service is doing a splendid job, considering the difficulties. Some of the trails are so filled with blow-downs that it is easier to re-locate in standing timber than to clear the original location. This will be done only where it will not make the trail less interesting.

Before the hurricane, it was decided to abandon some of the ski trails which had little use. The following trails in the White Mountain National Forest will no longer be maintained by the Forest Service.

...Pinkham Notch--Hopper Loop, south
Hopper Loop, north
Wildcat Col Trail
Go-Back Trail

C.L. Graham, "Some Ski Trails to be Abandoned in the White Mountain national Forest," Appalachia December 1938, pages 267-68.

January 3, 1939: "...There are so many fine snow fields that have not been skied on. A ski trail to timber line on the north side of Mt. Adams would open up this extensive area to spring skiers. Charlie Proctor has made a preliminary survey for this trail, from Randolph. It will be the only racing trail to go above timber line, in the East. Here's hoping."

Winston Pote to Christine L. Reid, January 3, 1939, NESM Collection 1998L.101.62.

January 13, 1939: "The earliest reports on skiing conditions date back to those pioneer days of 1930 when Joe Dodge, hut manager of AMC Pinkham Notch Camp, sent out short wave messages to amateur radio operators in Boston who passed the word on to their skiing friends, who in turn relayed the news to their skiing friends, and so on. When the Mount Washington Observatory began its existence in...1932...the Pinkham Notch short wave messages commenced to acquire a greater scientific significance and an official rating which has made them a permanent factor in the present up-to-date weather forecasts and predictions of prospective skiing conditions."

Christine L. Reid, "Snowflake Telegraph", Boston Evening Transcript January 13, 1939, NESM Collection 1998L.101.

February 3, 1939: Description of ski trip on Wildcat trail with Mary Bird Young et al. "At Carroll's Corner above the big schuss..." Hans Thorner on trail.

Christine L. Reid, "Snowflake Telegraph," Boston Evening Transcript, February 3, 1939, NESM Collection, 1998L.101.

March 22, 1939: "Last week as we stood on Bear Mountain (at Third annual Schussverein invitation downhill on March 19; see Ski Bulletin March 24, 1939) and viewed the complete snow covered beauty of Mt. Washington, there was a hew and cry from the old guard that we must revive the old Hochgebirge Inferno Race, which means the old down Mt. Washington Race from Summit to Pinkham Notch. Joe dodge who was on hand generously and spontaneously fell in with the idea and said he would help us with radio timing.

We have mulled the idea over and the Appalachian Mountain Club and we have decided to join hands and run the race if plans can be worked out which do not involve too much overhead." *Alexander H. Bright to Clifford L. Graham, March 22, 1939, Dartmouth Special Collections, Monahan Paper, UP-42, 2 PQ.*

Summer 1939: "The tramway, this winter (1939) was limited for trails but another winter we hope to be able to offer the skiers more. The hurricane of September handicapped our trail construction. We hope to be able, this year, to lay out one new trail in the ravine between Taft and Cannon Mountain Trails. This trail will be constructed so that anyone who has mastered snow plow turns will be able to ski down in perfect safety.

The tramway carried nearly 35,000 skiers to the summit. Of this number probably 95% skied down the trails, and yet, during the whole winter, we had only fifty-six accidents, which I think is a credit to the ski patrolmen who maintain the trails and watch out for the safety of the skiers. The members of the Patrol are all qualified first-aid men, having taken the twenty-hour Red Cross course. Some of them took the thirty-hour instructor's course. *Roland Peabody, "Facts About the Cannon Mountain Aerial Tramway," American Ski Annual, 1939-40, page 137.*

1940: First Aid caches and field telephone installed on Wildcat by US Forest Service. *Rockwell R. Stephens, "Major Eastern Racing Trails: The Wildcat," American Ski Annual, page 184.*

April, 28, 1940: "Last day of skiing before the advent of the Chair Lift. Approximately 164 ascents of Mansfield by me. I did a few climbs after the Chair Lift was operational but they are not recorded." *Charles Lord, "Skiing Notes," June 1980, photocopy in NESM Collection 2002.055.001.*

1940-41: "A huge steel contraption, an aerial chair lift has been constructed to the top of Mount Mansfield. The peak, accessible in winter only to the hardy in past years, can now be reached in twelve minutes from bottom to a point just below the summit." *"Vermont for Winter Vacations," Playtime Guide to America's Playlands, December 1940, page 12.*

1940-41: "Bear Mountain Upper Trail in the WMNF at Bartlett has been widened, smoothed, and lengthened by CCC boys, and hazardous corners eliminated to increase safety and speed. The trail will be in use during the season for the U.S. Eastern Amateur Ski Association time trials, and greatly increased use by advanced skiers is expected.

CCC boys have also buried a telephone line along the Wildcat ski trail at Pinkham Notch for timing races and time trials. This replaces a temporary line strung there last winter.

A major development in the aerial tramway development on Cannon Mountain, Franconia Notch, is the addition of an Alpine ski lift 1946 feet long, from the 3200 to the 4000-foot elevation near the summit, scheduled to begin operating early in January. This lift of a type used successfully in Switzerland, is being installed with the guidance of the Swiss engineer who invented it, and is being provided especially to relieve congestion at the valley station of the aerial tramway on busy week-ends, and to accommodate late season skiers when the snow is good on only the upper half of the mountain."

Don Tuttle, "New Hampshire Lures Skiers With Many New Developments," Playtime Guide to America's Playlands, December 1940, page 6.

March 23, 1941: "A new spring smiled with approval in welcoming the Schussverein, on their annual return to Bear Mt., this time for their fifth invitation downhill on the mile long class A trail....There was not a patch of ice or an exposed area to trick the rugged Garrett, winner of many eastern downhills, as he dropped 1700 feet through almost twenty angular turns that make the Bear Mt. Run one of our most testing of accurate turning and racing judgement and so distinguish it from many race routes characterized by schusses."

Roger B. Corey, "Taming the Bear," Ski Bulletin, March 28, 1941, page 7.

March 23, 1941: "Those who climbed to the top of the mountain early this morning had time to notice the creditable job the CCC boys had done in snow-shoe tramping the trail, from tree line to tree line." (Fourth Annual Eastern Women's Downhill and Slalom Championships).
Libby Till, "Tecumseh", Ski Bulletin, March 28, 1941, page 8.

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, NESM Collections 1984L.92.1.

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, NESM 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, NESM 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, NESM 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, NESM 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, NESM 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, NESM Collection 1987L.8.1.

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 NESM Collection 1987L.8.1.

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, NESM Collection 1987L.8.1.

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."

JN Cooke to Roland Palmedo, March 26, 1946, NESM 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, NESM Collection 1987L.8.1.

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, NESM Collection 1987L.8.1.

1947: "New Hampshire surpassed by Vermont in number of major ski lifts, rope tows not included:

Vermont 10

New Hampshire 8"

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," NESM Collection 2001.164.002E.

1947: "The purpose of the survey was to lay out improvements on the present trail system and to explore for future development. The report discusses the trail improvements first. ... Where major cuts and fills are required, large numbers have been painted on the rocks to correspond with similar numbers on the maps. Where bays and corners are to be cut, string has been set out as in the original trail construction. Rocks, stumps, and so forth which need to be removed have been daubed with red paint.

Taft Race Course: The whole trail needs conditioning. Stumps are now quite rotten and should be pulled or knocked down. Many rocks need moving or blasting. The tolerance should be no more than six inches.

Lower Schuss (of Taft, with Bright's Corner and Constant's tree): Cut as strung. This section of the trail is out-moded and extremely dangerous. It should be changed before it is raced again. These changes will not make it easier for they will speed up the Lower Schuss considerably--but they will make it safer.,

Selden Hannah and Edward Blood, "Survey of Cannon Mountain Ski Trail system," NESM Collections 2001.164.002E

1950: "Cannon's first director, Roland E. Peabody of Franconia, served from that year (1938) until his death in 1950, the same year that the development was taken over by the State Recreation Division under a state reorganization act."

Hank Crawford, "New Hampshire Joins the Parade," American Ski Annual, 1953-54, page 59.

February 1950: "It was a good thing for New Hampshire that John Carleton had to climb Cannon Mountain on foot one day last February, in order to keep a ski date.

For the Granite State's admitted lost leadership in skiing is getting a "shot in the arm" out of that rugged hike.

Ever since the war, it has been increasingly evident that this state just was not competing any more with Vermont and the West for ski business. Where New Hampshire a decade ago was THE ski center of the nation it is now--in general--an also-ran.

The weekend the Manchester lawyer sweated up Cannon because the tram had a two-hour waiting line he also visited Stowe, Vt. A careful check showed the two areas had about the same snow cover. Yet--

Skiers were jamming Stowe, because the lifts and variety of slopes could keep 'em skiing, instead of waiting in line. And they were staying overnight, to get more skiing next day. Every inn and hotel was filled to the rafters.

But at Cannon, the bottleneck is the tram, where skiers must wait for service because there is no other ride up the mountain. Neither the lifts nor the trails give as much variety or as much skiing in one day as at Stowe. Result: Only 40 skiers were staying overnight in Franconia that weekend.

When the opportunity arose, Mr. Carleton took his dissatisfaction to Gov. Sherman Adams. The governor knows the North Country by heart, took an immediate interest in the problem and named his visitor chairman of a special subcommittee of the state Planning and Development Commission.

Reg Abbott, "Little Incident Stirs Big Plans to Regain Skiing Leadership for N.H.," Manchester Union, October 9, 1950, page 16.

March 7, 1950: "I talked with Governor Adams on the telephone this morning about the general problem in Franconia and he expressed great interest in discussing it with me....

I told him that Franconia used to be regarded as the best development in eastern United States but that Stowe had now outstripped it. I said that although I felt that expansion had occurred in the eastern slopes region Franconia Notch sort of represents the symbol of New Hampshire's standard of ski facilities and that New Hampshire was generally judged by the best it had to offer and that that is not now good enough. "

John P. Carleton to Mr. Hubert Pantz, March 7, 1950, NESM Collection 2001.164.002E.

March 23, 1950: "I took Roger Peabody and Austin McCauley to Stowe yesterday. On the way I had a long talk with Roger. He was greatly interested in what was going on at Stowe. We did the whole mountain and observed the lifts, the type of trails, slopes and people skiing each.

...

Since I have got after him to do some maintenance, he has begun to do quite a bit and after seeing Stowe and the setup there, I had the feeling that re realized how far behind we actually are."

Sel Hannah to John Carleton, March 23, 1950, NESM Collection 2001.164.002E.

March 1950: "Last winter provided an excellent study in the importance of trail maintenance. On successive days I visited Sunapee and Stowe....At Stowe, the snow depth was no more than at Cannon, but the Nosedive, which has a rougher base than our trails, had beautiful skiing. A crew of shovellers and packers were at work filling in ruts and patching bare spots. The Stowe lift was carrying few empty chairs. Back at Cannon there was virtually no business. The trails were poor. Rocks stuck out, and ruts and banks made skiing difficult."

Sel Hannah, Chairman, "Report of Franconia Area Sub-Committee to the Advisory Committee on Winter Recreation," NH State Planning and Development Commission, June 27, 1950, NESM Collection 2001.164.002E.

Summer or Fall 1950: "One of our major changes this year has been the construction of a new intermediate trail called Paulie's Folly which branches from the Cannon Mountain Trail between the two lower links and drops steadily down to a point adjacent to the Valley Station Practice Slope."

Roger A. Peabody, "Cannon Mountain," *American Ski Annual* 1950-51, page 201.

February 3, 1953: "...this correspondent learned that Gov. Christian Herter of Massachusetts has appointed a five-man committee in Berkshire County to advise him on the potentialities of constructing an aerial tramway to the summit of Greylock. It would be similar to the one which services Cannon Mountain in Franconia, NH.

Several steel companies have looked over the proposed sites on the east side of Greylock and have turned in blue prints on suggestions for a tramway to accommodate 400 persons an hour, winter and summer."

Frank Elkins, "Mt. Greylock Tramway Possible," Eastern Ski Bulletin, February 3, 1953, page 1.

1953: "In 1953 the Massachusetts Legislature set up a Mount Greylock Tramway Authority, with full powers to develop its summer and winter recreational facilities, but with no financial help from the state.

The expected sale of bonds never materialized and the project apparently had been forgotten by the spring of 1959.

The Greylock Reservation Commission had never thrown its support to the project, which was attacked by conservationists and supported primarily by Adams residents."

John C. Hitchcock, "Greylock Development Hanging Fire for Years," Eastern Ski Bulletin, January 25, 1960, page 16.

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, NESM Collection 2001.164.002E.

April 4, 1955: "On Friday afternoon, April 1, Lester F. Brown of Intervale, NH and Edward K. Hampshire of Jackson came here by appointment to discuss the proposed Wildcat Ski Development. It seems that the above listed plus--

Joe Dodge,
Tom and Ruth Darville of Jackson
Freeman Frost of Jackson and
Dick May of Jackson

Have formed the so-called "Pinkham Notch Development Assn."having employed John McLain of Manchester, as their lawyer. They are considering incorporating in the near future.

The gist of their discussion with me was to the effect that they are not in a good position to raise capital until they have some sort of assurance from the Forest Service that the necessary land can be placed under permit to them, and they want to know if assurance will be given provided they can meet our requirements."

H.E. Adams, District Ranger to G.E. Wheeler, Forest Supervisor, April 4, 1955.

Spring, 1955: "...I got a phone call from either Malcolm McLane or Joe Dodge, I don't remember whom. I do remember the message: "We want to develop Wildcat into a ski area, and we want your help." "We" included Malcolm and Joe; Joe's son Brookie, and Mack Beal, a friend of ours from Jackson.

I went up the next weekend and four of us--Malcolm, Brookie, Mack and I--surveyed Wildcat from the top of Tuckerman Ravine. Within a short time we had formed a corporation to develop Wildcat. Joe was our president for two weeks, or until the Appalachian Mountain Club got wind of our plan and said no. They saw a conflict of interest: if Joe was going to continue managing AMC huts, he couldn't be president of an outfit that wanted permission to build a ski area on undeveloped Forest Service land. I became president after that."

Macomber, George. Plunging In. Memoirs Unlimited, Beverly, MA, 1997, p. 108-109

June 1, 1956: Closing date for proposals to be received by White Mountain National Forest for permits to develop and operate facilities at Wildcat Mountain. The wording of the

Prospectus was mainly developed by Sel Hannah in his *Preliminary Study Report of Proposed Wildcat Ski Development, White Mountain National Forest*.

"The area is located in one of the most dependable snow sections in the East. Past records indicate that an average total snowfall in excess of 150 inches can be expected at the valley bottom and it would seem possible to expect a skiing season from the latter part of December well into April. As the exposure is north-northwest the effects of the prevailing winds will probably be felt. However, the area is protected by two ridges and lies in the lee of Mt. Washington and it is possible that wind may not be a serious problem. While there is little indication of wind damage shown in the timber on the proposed area, certain sections of the Wildcat Ski Trail do show wind damage."

Prospectus For a Proposed Recreation Development at Wildcat Mountain Within the White Mountain National Forest, New Hampshire.

Fall, 1956: "Motivating the major renovations on Mt. Greylock's Thunderbolt Trail last fall is the almost revolutionary development of competitive skiing in the past decade. With emphasis on high speed, changes effected on Thunderbolt by the Williams College Outing Club were designed to more adequately test the skill and racing judgement of competitors with an eye toward greater safety.

These renovations included extensive timber removal, grading and the widening of the trail at one of its most dangerous points, the Needle's Eye. The safety factor was also paramount in cutting down on the turn at the bottom of Hell-Dive and a widening of the bridge at the foot of the run. ...

Much credit for the work is being accorded Charles Parker, director of the Greylock Mountain Reservation, for his extensive cooperation with the project.

Scheduled for Greylock is the Williams Winter Carnival, February 23-24, and the USEASA Class A and B Downhill, March 9-10."

Michael W. Curran, "Renovations at Thunderbolt Encompass Saftey Factors," Eastern Ski Bulletin, January 11, 1957.

Summer, 1957: "The plans for the gondola were in Italian, and they were metric. We had them converted to U.S. equivalent, as we had to order the steel and build the concrete foundations here. We seemed to be doing fine until one day Mr. Savio, the president of Carlevaro-Savio, arrived and looked at the base building. "It's backwards!" he said. I could have fallen through the ground. Somehow the base terminal had been reversed. The mistake had eluded me, the engineers, and the Forest Service. Savio was a genius, however, and it took him only ten minutes to figure out how to correct the problem by redesigning just ten pieces of track. But what a terrible ten minutes!"

Macomber, Plunging In, p. 114.

January 1, 1958: "We finished building in December 1957. Everything was tested, and had the approval of the tramway board. But we didn't have any snow. Then on New Year's Eve, it snowed fourteen inches, and on January 1, 1958, we opened the T-bar slope."

Macomber, George, Plunging In, p. 114.

January 1958: "A new ski area at the foot of one of the East's oldest and most famous racing trails offers rope-tow, open slope skiing for this winter and the promise of a full-fledged lift area in the near future.

Named the Thunderbolt Ski Area, it is located on the 300-acre Louis Picard farm, where climbers have left their cars for the last 25 years, as they headed for Greylock's 3505-foot summit and a run down the state's only Class A racing trail.

Roger Picard, 22-year old son of the land owner, is the developer of the new area, which starts at the 1,400-foot level. Picard captained the Adams High School ski team in 1953.

Work this year will be limited to a 1,200-foot rope tow, running to the top of a 40-acre, stone-free open slope. It will be skiable on four inches of snow.

Future plans call for extending the rope tow another 1,000 feet and the installation of a 4,000 foot Alpine lift, serving the Thunderbolt and new trails, which could be cut up to 1 1/2 miles long.

The Picard barn, 78 by 30 feet, can be converted to a lodge, with dormitory accommodations for 200 and a restaurant and ski shop, said young Picard, who works in Pittsfield as a hairdresser."

John C. Hitchcock, "Begin New Ski Area on Lower Section of Mt. Greylock," Eastern Ski Bulletin, January 10, 1958.

January 25, 1958: Wildcat Mountain opens on same day as Whiteface, NY.

Eastern Ski Bulletin, 2-7-58.

July 18, 1958: "The winter sports and recreation business, in particular skiing, has in recent years experienced such an immense growth that it is now becoming recognized as a major industry. As such, it is felt to have a serious need for competent professional sources of specialized engineering and other services, as well as certain specialized equipment, in meeting the many problems and pitfalls accompanying the introduction of new area operations and the survival and expansion of existing enterprises.

Recognizing this need, Sno-Engineering, Inc. was formed on July 18, 1958 by Selden Hannah, David Heald, William F. Shaw and William A. Walsh, Jr."

Sno-Engineering, Inc., Press Release in NESM Collection, 2001.164.002A.

March 6, 1959: "On March 6 George Macomber, President of the Wildcat Mountain Corporation called in the office and the following notes are made to record the important items that developed during his visit:

1. He indicated that the Wildcat Mountain Corporation is in poor financial condition and that they have had a very poor, if not disastrous, winter season. This has largely been due to the fact that they did not have adequate snow for good skiing between the period of January 1 to February 22 as well as the fact that the snow has been pretty spotty since February 22. Apparently the gondola lift can only be speeded up to around 570 skiers per hour or less rather than the 600 that they originally hoped for. It seems that the equipment is just not designed to handle any bigger load and if they try to speed up the unit they have difficulty with the launching devices.

2. He indicated that there was beginning to develop in his mind a question as to whether the area would ever be successful unless they were permitted to provide living accommodations for skiers so that they could provide for a "package deal" type of business which has proven so successful at other ski areas. He seems to feel that the area is just too far away from either Gorham or Jackson to get any more than skiers that cannot find good skiing further south. I reminded Mr. Macomber that in our prospectus and in our presentation of the material to various groups and individuals, that it had been made plain that the area would have to stand on its own feet as a winter sport and summer lift development...He said he remembered that, but there was considerable doubt in his mind that the area would ever be a financial success without such facilities. I did not offer him any encouragement concerning adjustment of the permit to provide for sleeping accommodations for the public.

4. Mr. Macomber said that they had borrowed an additional \$150,000 from a Mr. Little last fall and that \$50,000 of it had been used to paying existing debts."

Memo for the record, G.S. Wheeler, Forest Supervisor, White Mountain National Forest, March 10, 1959.

March 21-22, 1959: USEASA Alpine Championships at Wildcat; Gordon Eaton, Penny Pitou, Betsy Snite winners.

Eastern Ski Annual, 1959, pp. 256-258.

March 21-22, 1959: "the Mount Washington Valley bustled with athletes, coaches and fans that week. New Hampshire natives Gordon Eaton and Penny Pitou and Vermonter Betsy Snite were among the competitors vying for a chance at Olympic gold. The competitions also were important ones for American sports writers, and reporters from all the major press outlets attended the week's events. Those present included Mike Strauss of *The New York Times*, Henry Moore of *The Boston Herald Traveler*, Mike Beatrice of *The Boston Globe*, Walter Green, photo editor for the Associated Press, Dana Gatlin of the *Christian Science Monitor*, Frank Matzek of the *Providence Journal*, John Hitchcock of *Sports Illustrated* and George Ouellette of Channel 8 in Poland Springs, Maine.

While gathered in the pressroom under the gondola, the media list of Wildcat promotion manager Jacquie Jones caught the journalists' attention. Here was the most comprehensive collection of reporters covering skiing that they had seen. Mike Beatrice was particularly impressed. It occurred to him that the people on the list might be interested in forming a professional association, to exchange information and ideas, share news of ski areas and events and to socialize.

"He said 'I had no idea there were so many people writing about skiing, '" recalled Jacquie Jones. "I knew all the people on the list and I told him who they were and what they did. He said 'We need an organization for people who write about skiing. Can we use your list?'" Jones agreed, and she invited the reporters to her home in nearby Jackson to look through her materials. Soon afterward, the group reconvened in Jacquie Jones' kitchen for cocktails and discussed plans for starting an association for ski writers. "There were about four or five of use. Mike Beatrice and Henry Moore were there. Mike Strauss and may George Ouellete," said Jones. Beatrice asked her to assist him in contacting the journalists to organize a meeting. "I met with Mike Beatrice again after that, and when we thought we had enough to get started we sent (notices) out to the writers."

Janet E. Frantz et al., From Lifeline to Byline: A History of the Eastern Ski Writers Association's First Forty Years, 2003, page 3.

1959: "The passage of an amendment to a Greylock hunting and fishing bill threw the entire state into turmoil, however, when in the final days of the 1959 Legislative session the state's financial backing was pledged to the tramway.

Opponents immediately attempted to have the State's Superior Court declare the amendment illegal. Other solons filed bills to nullify the action on the basis that it would set a precedent for the Massachusetts Turnpike Authority and other groups seeking state backing.

To answer the blasts of his critics, Governor Foster Furculo appointed a 13-man conservation advisory committee to the Tramway Authority, naming both supporters and detractors to the group. Members included ski movie maker John Jay and ski writer John Hitchcock.

The new policy of the reservation commission became apparent when Supt. Charles L. Parker, a charter member of the Mount Greylock S.C. and one of the persons laying out Thunderbolt, declared that a ski development to rival anything in New England could be established on the Saddle Ball area of Greylock, just south of the proposed tramway. He envisioned a multi-chairlift area with a vertical drop of nearly 2,000 feet, capable of serving 6,000 to 8,000 skiers a day.

The Mount Greylock S.C. passed a resolution against the tramway, in its proposed location, as a ski lift, and suggested that the area to the north was the only place for a ski center.

Oddly enough, even with the contested state backing, no announcement has been made of the sale of bonds. It is expected that another bill will be filed, limiting the state backing to three-and-one-half million dollars.

With the support of Governor Furculo, who says the declining textile mill business in Adams would benefit from the ski and resort business, and the area lawmakers, plus the Mohawk Trail Assn. And various tourist and trade groups and the all-powerful Reservation Commission, it looks pretty certain that skiers will be riding up some sort of lift within the next two to five years."

John C. Hitchcock, "Greylock Development Hanging Fire for Years," Eastern Ski Bulletin, January 25, 1960, page 16.

After ca. 1960: "Williams opened its own ski area on Berlin Mountain in Williamstown and only a few races were held on the Bolt after 1960. The trail was largely abandoned by the Mount Greylock Reservation Commission from then on."

John C. Hitchcock, email communication to Jeff Leich, May 19, 2004.

March 17-19, 1961: National Alpine Championships held at Wildcat, sponsored by EICSL. GS winners: Gordon Eaton, Nancy Holland. Slalom winners: R. Hebron & Linda Meyers.

Skier, October 1961, p. 29.

1958-1962: "The mountain's potential is still a powerful lure for aspiring developers. The Mount Greylock Tramway Authority, for instance, has for the past four years been attempting to sell, without luck, bonds to construct a \$2.7 million ski resort, complete with aerial tramway on the mountain. Staunch factions for and against the tramway have sprung up."

Edwin Matesky, "The Thunderbolt," Skier, November 1962, page 24.

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

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."

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," NESM Collection 2001.164.002E.

Unknown Date (early 1960s?): "I did the survey there for the Mt. Greylock Tramway Commission when they were considering developing the mountain. At the present time a new Commission is working on development. Generally, the mountain is unsatisfactory for a ski development per se. The cone is windy, the potential slopes limited by terrain problems and exposure, and the lower elevations lack reliable snow cover. However, I understand that there is likely to be a change in the overall conception of the development. There seems to be some doubt that sufficient money for a tramway will ever be forthcoming and some members of the Commission have expressed a desire to develop, or allow to be developed by private capital, a ski area in the reservation."

Sel Hannah to John Gibbons, Study of Mt. Everett and Vicinity, NESM Collections 200.032.003.

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

August 1962: "MacNeil and Hannah followed the old ski trail from the point where it crosses the Bear Notch Road to the Summit. The route has no potential. The grades average about 10% to the 2100' elevation and there does not appear to be any way to improve this. From that point grades steadily increase to the 2450' elevation where the trail slabs a ledge with a 60% traverse. From this point to the top, the trail continually slabs the fall line. It is impractical to design a trail of useable width across these traverses which in some place contain grades up to 75%"

Sel Hannah, "Bear Mountain Study--Continuation, Northeast Exposure", NESM Collections 2001.164.002F.

September 18-19, 1962: "First organizational meeting of Eastern Ski Writers Association, in Suite 208 of the Eastern Slope Inn, North Conway, NH. 10 people attend."

Janet E. Frantz et al., From Lifeline to Byline: A History of the Eastern Ski Writers Association's First Forty Years, 2003, page 6.

October 1965: "The diverse terrain potential coupled with the valley setting and the known heavy snow accumulation provide a unique potential for year round recreation, focused on Winter activity. Initial cruising indicated the existence of over 400 acres of potential new ski slopes and trails with the Mt. Tecumseh site offering the major possibilities. These attributes suggested development as a major vacation resort.

There are few comparable development sites in the nation. Control of the private land virtually controls the valley. ...Preliminary thinking centers on the development of a vacation village in keeping with modern land use principles and in harmony with the New England surroundings.

Mt. Tecumseh is one of a few major undeveloped mountains in the East with suitable terrain and snow cover for skiing. The main peak (4004') rises to the northwest of the valley floor....The resulting vertical drop of 2050' will place Waterville Valley in the "major" category."

"Sno-Engineering, Inc and Systems Analysis & Research Corp, "Feasibility and Economic Impact of Ski Area Development in Waterville Valley," October 1965 pages 1-2, NESM Collection, 2002.074.001.

1966: "Due to pressures from conservation supporters and Audubon types, all blueprints to date for lift development on Greylock have been blocked and no important national races have been held since old Greylock's days of glory in the 1930s. But locals and other who remember the great potential of her terrain still hope things will one day pull together and bring this great mountain into the limelight it deserves in Eastern recreational skiing and in the racing circuit.

John Jay, Ski Down the Years, Universal Publishing, New York, 1966, page 70.

1966: "...after the then state Department of Environmental Management took over in 1966 the trail (Thunderbolt) continued to lose out to bushes and saplings, although a few skiers continued to climb to the summit and work their way down."

John C. Hitchcock to Jeff Leich, May 19, 2004.

1966: "in 1966 the state Supreme Court ruled the plan too commercial and abolished the tramway authority, but gave permission for a ski center on the Saddle Ball section of the Greylock Range, just south of the summit. At that point, Springfield industrialist Joseph Delisio purchased several farms at the base of Greylock, totaling more than 1,000 acres and submitted plans for a Saddle Ball ski center."

John C. Hitchcock to Jeff Leich, May 19, 2004.

March 10-12, 1967: North American Alpine Championships, Cannon Mountain

1972: "Joseph R. Dragone of Springfield, his (Delisio's) consultant who had been executive director of the tramway authority, then convinced Alan Canter of Springfield to buy the Delisio land at Greylock and they launched in 1972 plans for a mini resort at the base with three chairlifts, a golf course and a 350-room hotel. The environmentalists, include the Greylock Protective Association, the Mass Audubon Society, the Sierra Club and assorted others, again sprang up in opposition and in November, 1974, work stopped on the hotel and ski area, although the golf course did open in late 1975 and was considered an outstanding facility, but by then the Holyoke Saving Bank was in control and eventually sold the land to the state."

John C. Hitchcock to Jeff Leich, May 19, 2004.

1973: "Ground was broken for Greylock Glen in September 1973; the resort-to-be is located at the eastern base of Mt. Greylock...Greylock Glen's developer is Alan S. Canter of Springfield, Mass. (an early-40s entrepreneur whose world-wide interests range from potato farming in Calgary to real estate near downtown Kutzbuhel). What Cantor has in mind is a 1,040-acre, convention-oriented resort with a 350-room hotel, condominiums and homesites, an 18-hole 6,400 yard championship gold course, facilities for riding and polo, hiking, biking, hunting, and fishing--and oh, yes...a ski area.

The area will be novice-intermediate, a family affair....What you'll find here are seven trails and two slopes (east-southeast exposure; 750-foot maximum vertical), three double chairs and a J-bar, snowmaking on 50 acres, a multi-level base lodge....

At this writing, the state of Massachusetts has approved a \$70,000 restoration of the old racing trail. (It's an interesting commentary on the Depression-bred Civilian Conservation Corps that work on the trail will involve little more than soil replacement and reseeding, selective widening, and correction of fall-away turns. "The course of the Thunderbolt," says Joe Cushing of Sno-engineering, who did the initial survey, "is basically where it ought to be. Even though they cut that trail back in the mid-30s, they sure knew what the hell they were doing.") So, if all goes according to plan, this year you'll be able to ride to the top of Greylock Glen's longest chair (3,400 feet), traverse cross-slope about 400 feet--and ski the lower (and less precipitous) two-fifths of the famed Thunderbolt racing trail."

Robert Morrow, "Approaching Two Untouchables," Skiing, October 1974, page 146-147.

1980s: "the DNR awarded the concession to Heritage Development Group of Southbury, CT., which announced plans for the ski and golf resort with 1,250 condos. After five years of

struggles with financing and the environmentalists, Heritage walked away. Some five years later the DNR lined up with the support of GOP Governor William Weld a group called Greylock Management Associates who had big plans but little money and by 2000 the deal was dead. By then the control of the 1,063-acre Greylock Glen tract had shifted from the DNR to the Massachusetts Capital Planning Group which is currently revising plans and specifications for a more modest resort with emphasis on hiking, bird watching and XC skiing...No ski lifts or golf course..."

John C. Hitchcock to Jeff Leich, May 19, 2004.

1997: "If we had been looking for the best mountain in New England to develop into a commercial ski area, we never would have chosen Wildcat. But we went at it backwards: we loved the mountain, so we developed it. Wildcat was a famous mountain, and if we hadn't seized the opportunity, some other fools probably would have. You can't think about a project like this only in economic terms. You have to do it for the love of it."

Macomber, Plunging In. p. 122.