

Chronology of Black Mountain Ski Area , New Hampshire

Compiled by Jeff Leich, 2023

June 16, 1894 & following: “On June 16, 1894, Edwin Moody purchased from Orrin W. Hackett what was known as “The George Hackett Homestead Farm”.

The Hacketts had taken in a few boarders in their one and a half story home. The school house across the road beside Great Brook was moved a little way up the road because the school children were a disturbance to the boarders.

The Moodys ran a complete farm and boarding house business. Soon after the purchase, they raised the building for another full floor underneath. At some later date an ell of two stories was added to the north side for more dining room space and an extra bedroom. This made ten bedrooms with one turned into a bathroom and storage area. Guest demand was so great that they built four cabins beside Great Brook and a recreation room called “The Dance Hall”. They also used rooms in neighboring farms for overflow.

Skiers found the beautiful hill behind the farm in the early 1930s. In fact skiers inundated the simple farm-boarding house, where a room and 3 meals cost \$2.00 per day.

In the winter of 1935-36, a ski tow was installed on the Moody hay field. Ed Moody supplied the hill and a small building for the motor; George Morton, local mechanic, invented and supplied the lift. Phil Robertson, manager of the local electricity company was also a promoter. This tow was a steel cable, with ropes hanging from it on a vertical sheave, and was the first overhead cable lift in the country.

The Moodys were hardworking people; Ed with a fulltime farm to oversee and Ada constantly cooking for their boarders. The sincere warmth in their friendship to everyone, along with the wonderful food, gained them many lasting friends. After 42 years of running a boarding house, they sold in 1936 to the H. Holland Whitneys all but a small acreage with a house up the road under the name “Brooksbank” (now the Cheney place). There they continued to take in some of the people they had known for years. Three cabins along with the main house provided space for perhaps 25 people. They remained in the business until the 1940s.”

Betty Whitney, “Whitneys’,” in Margaret Garland, (Ed.), *Yesterdays: Lodging Places of Jackson and Their Recipes*. (Berlin, New Hampshire: Jackson Historical Society, 1978), 79-80.

February 13, 1936: “The ski tow on this famous slope was completed last week and put in operation this last week. The builders encountered many difficulties which they could not foresee but all the wrinkles have finally been ironed out. Experienced skiers who have used this new tow pronounce it the best they have seen anywhere.

This tow consists of an endless steel cable, suspended from pulleys, 900 feet long. It pulls the skier from the foot to the top of the hill, a vertical ascent of about 175 feet. From this spot descents can be made in different directions on all degrees of slope up to 35 or 40% grade. From the cable 6-ft. ropes or sleeves are hung about every 35 feet for the skier to hand onto. This prevents the trouble found on other types of tows where the cable is gripped by the skier and as

the rope turns mitts and even shirts are torn off the unfortunate wearer. The builders have attempted to build a tow on which there is no hazard and they seem to have accomplished this end.

Moody Farm Slope is justly famous as the best slope in the east. It is perfectly smooth, no obstructions, all degrees of grade and a good run-out at the foot. The tow house now furnishes a chance to warm cold fingers on bad days and five 1000 watt lights make night skiing possible.”
“Hi Skiers: Moody Farm Slope, Ski Tow,” *The Reporter*, 27, no. 48, February 13, 1936, 1.

February 27, 1936: “The Moody Farm tramway will be operated Saturday evenings and all day Sunday and any party of eight or over can make arrangements to use the tow any week day by calling the Moody Farm.”
The Reporter, 27, no 50, February 27, 1936, 3.

September 24, 1936: “The Moody Farm, after forty-three years of successful operation by Mr. and Mrs. Erwin Moody, was recently sold to Mr. and Mrs. H. Rolland (*sic*) Whitney, formerly of Boston, and better known to skiers of that city as Bill Whitney and Betty (Welch) Whitney.

The Whitneys have taken possession of the property and are making extensive changes and improvements, though they will continue to receive guests during the alterations. They plan to operate it throughout the entire year, offering accommodations to the many who have been guests of the house in the past, together with their own large circle of acquaintances among Boston sportsmen and skiers. The name will be changed to “Whitney’s in Jackson.”

Mrs. Whitney was formerly with William Filene Sons Company of Boston, while Mr. Whitney was engaged in the insurance business there. Both are members of the Appalachian Mountain Club and have served on its skiing committee for several years. Both are expert skiers and instructors and a major feature of their operation will be the establishment of an up-to-date ski school, in cooperation with the Eastern Slope Ski School. It is particularly interesting to note that the instructor which the latter organization is to bring to this locality this winter was Mrs. Whitney’s instructor in Austria last winter, and she considers him as one of the best to be had. The ski tramway which was built last year and started operation toward the last of the skiing season will also be operated by the Whitneys as a feature of their school.

The transfer of the Moody Farm was handled by the office of Harold R. Stuart of Boston, who for many years has been active in Eastern Slope properties. Before September is over, Mr. Stuart will have effected at least three important negotiations in this locality, the first being the sale of the North Conway store of F.S. Allard & Company to R.L. Ormiston of Boston, with a third important dealing almost ready to announce.”
“Moody Farm Changes Hands,” *The Reporter* 28, no. 28, September 24, 1936, 1.

1936-1937: First winter when lessons were taught by Benno Rybizka for the Eastern Slope Ski School in Jackson.

February 6, 1937: “The Uncrossed Ski Club was honored to welcome Mr. Lowell Thomas to Whitney’s Slope on Saturday afternoon. Mr. Thomas wore a blue gabardine ensemble without bobble socks which were a cross between lavender and orchid. His skis, however, did not cross, and he traversed the hill in the characteristic Arlberg crouch.”
“Ski News: Uncrossed Ski Club,” *The Reporter*, 28, no. 48, February 11, 1937, 1.

1937-1938: Second winter of Eastern Slope Ski School in Jackson, Franz Kössler instructor.

February 1938: Photographs of tow on Whitney’s Hill show rope handles not shovel handles grasped by riders.
Harold H. Leich photographs

Winters of 1946-1947 and 1947-1948: “But back to Reed’s rope tow. It was eventually sold to Woody Stanton, who moved it from Cranmore to his slope in Bartlett. After World War II, the tiny tow was purchased by a group of young veterans and skiers and set up in a pasture on what is now Black Mountain Ski Area in Jackson in the winters of 1946-47 and 1947-48.

Included among that group was young Dick May, who was then just back from the European Theater as a member of the 10th Mountain Division Ski Troops. Other members of the investment group were Dick’s brothers, Bill and the late Jake May; Rink Earle, and 1933 Inferno racer Bob Cann, formerly of Freedom.

“We were just back from the war. We bought it for a few hundred dollars with our Army bonus checks,” said May.

The young men improved the lift by adapting its flat belt drive belt to a multiple V-belt to prevent slippage on the drive pulley.

“We kept busy. I don’t think we made any money. We charged \$2.50. I’ve still got some tickets silkscreened on cardboard from those days. We’d cut them out and tie it onto a piece of yarn,” said May.

Ultimately—like all rope tows—the Mays’ ski tow was the victim of progress. When Bill and Betty Whitney teamed up with Halsey and Stan Davis to purchase and develop what is now Black Mountain in 1948, it spelled the end for the little tow.”

Tom Eastman, “Towing the Old Ski Line: Remembering Ricketty Rope Tows,” *The Mountain Ear*, 18, no. 44, March 24, 1994, 8.

December 30, 1948: “Whitneys’ in Jackson on the six-mile circuit road need no introduction to the ski world because for some years they have been busy clearing slopes for the use of skiers of all abilities.

This year greatly increased facilities are being made available in this locality. The Black Mountain Tramways, Inc. with Bill Whitney of Jackson as president, Halsey Davis of Portland as

vice-president and Stanton Davis of Brockton, Mass. As treasurer, announce that the new 3,500-foot Alpine lift (T-bar) is now ready for operation.

[Lengthy description of trails and slopes]

Arthur Doucette of Jackson is head of the Jackson Ski School, available only at Black Mountain. Doucette, who started teaching skiing in 1936 with Benno Rybizka, has been operating the school since he returned from military service in 1946. With him as instructors are Ken Thompson of Lynn, who has taught skiing at Peterboro, N.H.; Irving Nutter of Jackson, who was with Doucette last year; Dick May, Bowdoin graduate, who has taught at the Jackson Ski School for three winters; Helen Davis of North Conway, graduate of Bouve, Boston School of Physical Education, who has taught skiing in the west; and Helen Fraser of Caribou, Me., who taught skiing last year at Pike's Peak."

"New Ski Facilities at Black Mountain," *The Reporter*, 40, no. 42, December 30, 1948, 1,6.

11-12-1949: "A kick-off meeting was held at the Base Station at Black Mountain, November 12th at which about 100 innkeepers and ski enthusiasts of the Eastern Slope Region were present. A few words of welcome by President H.H. (Bill) Whitney opened the meeting, and he introduced the various members of the staff who were present. Following this the new State of New Hampshire movie, "Winter Fun in New Hampshire" was shown. This is an excellent film taking about 26 minutes. It is in full color and has sound track.

Arthur Doucette, who will again lead the Jackson Ski School at Black Mountain, said a few words and indicated that he will be able to announce the names of his staff shortly. The new trails constructed on Black this summer and fall were described.

The general tone of the meeting was that it is going to be the best winter ever, and everyone went home convinced that this was so. Sunday morning it snowed quite heavily."

"Winter Interest Begins at Black Mt. Tramways," *The Reporter*, 41, no. 36, November 17, 1949, 1.

December 15, 1949: "Addition of a new trail, 85 percent improvement in trail grading and a tripled open slope area, will greet skiers at Black Mountain Tramways this year.

Spruce Run, new 4500-foot intermediate trail, features a 750 vertical foot drop. Especially designed so the steep pitches face east to hold the snow, the general southern exposure makes for a more comfortable climate in New Hampshire's prevailing winds. The new trail is located to the right of the aerial tramway and the popular Juniper Trail.

The overall grading improvement culminates many weeks of bulldozing this fall to make the slopes smooth enough to mow with a mowing machine. The Tramways management expressed belief only two or more inches of snow cover will now be needed for full operation.

New smooth areas have nearly tripled the open slope capacity at the base. Improvements and relocation of part of the famous Roller Coaster expert trail, now give it an ending of its own. It formerly came out on Hardscrabble Slope.

Temptation in the form of a wide radius turn on the Roller Coaster is a new feature for the Black Mountain addicts.

A new kitchen ell added to the school house warming hut will provide more room there, and a new oil burning heating system, added warmth.

Newcomers and Black Mountain returnees will find the four trails: Speedwell (int.); Roller Coaster (exp.); Juniper (int.); new Spruce Run (int.); and slopes Hardscrabble (exp.); Spruce Pasture (int.); and Whitney (nov.) in top condition.

In addition popular Bill and Betty Whitney will be entering their 14th year, ready to welcome the gang to their cozy and intimate lodge. A fire last summer leveled the staff annex, but it has been completely rebuilt. The main lodge and barracks were unscathed and the rooming capacity remains the same.

And—Arthur Doucette’s ski school will be back at the Black Mountain stand too.”
“Add New Trail at Black Mountain Tramways,” *The Reporter*, 41, no. 40, December 15, 1949, 1.

February 1, 1951: “Lack of snow forced postponement of Hospital Day when proceeds from the sale of ski lift tickets were to be turned over to the North Conway Memorial Hospital. The benefit will be scheduled at a later date.

The snow lack had one good point, however, it has enabled completion of the new Galloping Goose Trail that was started only Thanksgiving Day. The Goose runs between the also new 2,500-foot Jackson Standard Trail (where Thursday time trials are slated if it ever snows) and the popular Juniper Trail. Addition of the Galloping Goose makes a total of eight trails from expert to novice served by the Black Mountain T-bar.

The elbow bending set will want to investigate the Black Mountain Sapgatherers Association formed to take advantage of Bill Whitney’s expanded quarters. A clubroom for the dispensing of potables has been established adjacent to the game room. Membership cards are available for an insignificant sum.

Joe Moloney, Black Mountain manager, is guarding his patchy five-to-ten inch base zealously, refusing to run the T-bar lift until more snow is added. Spruce Run and Juniper Trail were opened for the first January snowfall and received a good play.”
“New Trail Added at Black Mountain,” *The Reporter*, 42, February 1, 1951, 8.

February 21, 1952: “The power plant switch at Black Mountain has been very successful and will now enable us to carry 700 to 800 skiers per hour with not difficulties whatsoever. Prior to this on a busy weekend with sticky snow we had to reduce speed to handle the crowd, and consequently this made long waiting lines. Now we can maintain speed or even increase it if desired with considerable leeway. In order to make this change the crew worked twenty four hours straight and we actually ran one day on one power unit and the next day on the

new one. They deserve great credit for being able to make this change without interrupting service.

Incidentally, while we are on the subject, this week is the 17th anniversary of the Whitney Lift, which I think makes it one of the oldest in the state outside of a rope tow, if not the oldest. Certainly it was the start of up-hill skiing in the Eastern Slope Region. This is now, of course, a part of the Black Mountain Development.”

“Black Mountain Installs New Power Plant,” *The Reporter*, 43, no. 50, February 21, 1952, 1.

3-30-1952: “The second annual running of the Jackson Sap Run, sponsored by the Jackson Ski and Outing Club, will be held this Sunday, March 30, starting at 10 am. This is a spring event to be held each year, according to present plans, on the Sunday falling nearest April 1. This year it will be held at Black Mountain Ski area in accordance with the plan of alternating the race between the two major ski areas.

Last year the race was held at Thorn Mountain Ski area and proved to be a great success. It was won by Doug Burden, then of Proctor Academy, Ralph Miller, then of Hanover High placed second, and Colin Stewart, former Olympic skier, took third place. (Miller recently made himself famous in the region by winning the Eastern Championship Downhill on the Wildcat Trail. The next day he placed fourth in the slalom at Cranmore to win the combined title). Best time for the ladies was turned in by Carolee Chisholm of the Lynn Snowchasers.

The race is open to Classes A, B, C, unclassified, Juniors and Veterans. Juniors must be 13 years of age or over. As this is a sanctioned meet, all racers must be members of the U.S. Eastern Amateur Ski Association.

The first prizes for men and women will be hand-turned sap buckets with inscribed silver plates. These will be permanent trophies to be retired only after being won three times by the same individual. Miniature sap buckets will be awarded to the winners of each class.

Anyone wishing further information or entry blanks may contact Arthur Doucette, race chairman. Dick May will be the chief-of-course and the timers will be Joe Dodge and Wendell Lees.”

“Jackson Sap Run at Black Mountain,” *The Reporter* 44, no. 3, March 27, 1952, 1.

12-30-1954: “Black Mountain Tramways opens this weekend for the start of the new ski season. Snow cover, although a little bit thin, is nevertheless adequate and it is hoped all lifts will be running barring any unseasonable weather.

Perhaps the biggest change is the passing of the old Whitney shovel handle lift. This has now become a J-bar for the greater comfort of the many novices who use this lift, perhaps for the first time in their up-skiing careers. In addition, the Maple Slalom Trail, which was prepared in part last year, has now been completed and the same thing applies to the Sugar Bush Boulevard, each of these now being a complete trail from top to bottom and bringing the total number to 11 separate trails. This new construction conforms to our rigid standards of wide, smooth trails skiable on a small amount of snow; and the Maple Slalom is in the expert class while the Sugar Bush Boulevard is in the novice class.

A weasel has been purchased for the mechanical packing of the snow and several improvements in snow conditioning equipment have been made according to the latest practices. Black Mountain Tramways is now a full-fledged member of the Eastern Ski Area Operators Association and conforms with the standards set up by that organization for its member areas.

Popular Joe Maloney will be back once more as manager and the Ski Patrol will be headed this year by George Hand of Lynn. He will be assisted by Dick Walker and George E. Abbott on the regular crew, supplemented by others in the rush periods. Arthur Doucette will again head the Jackson Ski School at Black Mountain with his usual competent staff of approved instructors.” “Whitney’s in Jackson Opens This Week-end,” *The Reporter*, 46, December 30, 1954, 1.

June 3, 1955: “Announcing the opening of the Black Mountain Chairlift, Jackson, New Hampshire. A safe, comfortable ride to the top of Black Mountain Knoll in your own armchair. Designed and built by John Roebling’s Sons, Co. (the builders of the Brooklyn Bridge). At no time are you more than six or eight feet off the ground. You can have fun riding the Black Mountain Chair Lift every day except Monday. Will run July 4. Adults 75 cents, children 50 cents.” Advertisement, *The Reporter*, 47, no. 17, June 3, 1955, 2.

November 28, 1957: “Mark Twain is said to have said “Everyone talks about the weather but nobody does anything about it.”

That saying isn’t true at two New Hampshire ski areas—Black Mountain in Jackson and Mittersill in Franconia.

Each of these ski areas is installing equipment for making their own snow. The “machinery” includes a system for piping water up the slope and an air pressure pump. The water is sprayed with a strong jet of air which disseminates it into fine particles which fall on the slope as snow. The temperatures must be below freezing of course, and the type of snow is said to vary with the humidity of the air. Similar snow-making machinery was used successfully in the Berkshires in Massachusetts last winter.”

“Two New Hampshire Ski Areas Install Snow Making Machinery,” *The Reporter*, November 28, 1958.

12-18-1958: “George Macomber (left), President of the Wildcat Mountain Corp., and H. Holland (Bill) Whitney, President of the Black Mountain Tramways, Jackson, N.H. announce a cooperative 7-day ski ticket for use at both popular ski resorts. This is the first ticket of its kind ever issued in the Eastern Slope Region, and offers greater lift and ski facilities in the White Mountains of New Hampshire. The 7-day pass is priced at \$30.00 and it will offer skiers a choice of twenty miles of trails and one hundred acres of open slopes served by J-bars, T-bars and the Wildcat Gondolas, all having a total capacity of 3,000 skiers per hour.”

Photo caption, *The Reporter*, December 18, 1958, 1.

November 17, 1960: “This winter is the Silver Anniversary of Whitneys’ and we are celebrating by putting in a brand new lift at Black Mountain, to be known as the Silver

Anniversary Lift. The lift by Muller (*sic*), in Switzerland with a vertical rise of 800 feet and a capacity of 850 per hour. This brings the total capacity at Black Mountain to 3,000 per hour.

[Lift was planned but not constructed in 1960].

New trails and slopes have been constructed in connection with this, which makes a total of fourteen trails and four slopes. With the construction of this new lift and new trails, it will be possible to ski from the top of any lift to the bottom of any other lift. This gives a complete circuit and a very diversified area.

The skating rink at Black Mountain which was so popular last year, is being regraded this fall to enable quicker flooding and thus smoother ice.

Arthur Doucette will again head up the Ski School, at Black Mountain. With the exception of a turn with the 10th Mountain Division in the war years, he has been here every winter since 1935. We believe this is somewhat of a record.”

“Black Mtn. Observes 25th Anniversary”, *The Reporter*, November 17, 1960, 5.

February 22, 1962: “Lewis Bowie, manager of Black Mountain Ski Area reports a most successful Washington’s birthday week with excellent skiing and all lifts operating every day.”

Barbara Moreton, “Jackson,” *The Reporter*, February 2, 1962, 7.

December 20, 1962: “Black Mountain was also open. Their snow-making machine furnished 10 inches of snow and many a skier was having a wonderful time.”

Andree Mitchell, “Ski News,” *The Reporter*, December 20, 1962.

December 26, 1963: “New Base Lodge, Black Mountain Tramways, Inc., Jackson, N.H. just completed. Dining facilities upstairs, ski shop and rentals downstairs. Photo by Dan Noel.”
Photo caption, *The Reporter*, December 26, 1963, 6.

October 14, 1965: “Bill Whitney, owner of Black Mountain ski area, Jackson reports that their new Mueller Double Chair Lift now under construction will be in operation by the beginning of the ski season. The new lift to the south summit is 4,360 feet in length, with a 1,000-foot vertical drop and will increase the mountain’s lift capacity to 2,900 skiers per hour combining the present J-bar and two T-bars. Black Mt. has three main slopes and 15 trails, all of which have been smoothed and cleared this summer. The Arthur Doucette Ski School is adding instructors to service the increasing interest in its facilities.”

“Mt. Washington Valley Increases Ski Lift Capacity,” *The Reporter*, October 14, 1965, 1.

January 30, 1966: “Black Mountain chair lift started operation appropriately on Sunday in the teeth of one of the worst blizzards to hit New England in years. Despite the over-cooperation of the weather, everything worked beautifully and an enthusiastic group skied right up to the time that 75 mile an hour winds caused a shutdown in the interest of safety. Operation continued Monday to a capacity midweek crowd.

The new lift is manufactured by Mueller of Switzerland. It is a double chair, designed to carry 900 skiers per hour and is 4,360 feet long with a vertical rise of 1,000 feet. Everybody agreed that it gives one of the smoothest rides and is one of the fastest loading and unloading lifts yet built.”

“Black Mountain Chair Lift Starts Operation,” *The Reporter*, February 3, 1966, 9.

January 23, 1969: “Black Mountain in Jackson has so much snow that bulldozers were necessary to plow out the lift line on the big T-bar after the last storm. This has been a big snow year for Black and the whole Mount Washington Valley. Since the first flake appeared way back in November, all time records have been broken both on the Mount Washington summit and down here in the Valley. November and December produced the heaviest snowfalls ever recorded plus the greatest amount of snow accumulation in one 24-hour period. (37.5” on Dec. 15th). As of December 31st Mt. Washington Valley had received 9 inches more than the mean total annual snowfall for 36 years. All this has left the five mountains in excellent shape, with up to 70 inches of snow at Wildcat.”

“So—What’s Happening in Mount Washington Valley?” *The Reporter*, January 23, 1969, 1.

November 1, 1969: “Mr. and Mrs. H.H. Whitney announce the sale on November 1 of Whitneys’-in’ Jackson to a group of five business men, most of whom reside in the southern part of the state.

The new corporation will run both the inn and the ski area under an incorporation called the Black Mountain Resort.

One of the group is Don Murray and he and his wife Cathy are the active managers. Don has been at Whitneys’ for many years, acting mostly as head of the ski patrol and Cathy ran the shop last winter. Both have been at the inn all summer learning more about the entire business. They plan to carry on in the same tradition for which Whitneys’ has been noted.

Mr. Whitney and his wife have run this well-known resort for 34 years. During that time they have constantly enhanced the property by adding new cottages, chalet apartments and improving and adding to the ski area.

They have made Whitneys’ one of the best known and successful resorts in New England. Their host of friends wish them great success in their many plans for retirement.”

“Announce Sale of Whitneys’-in-Jackson,” *The Reporter*, November 6, 1969, 1.

May 28, 1970: “Black Mountain Tramways, Inc. is pleased to announce the appointment of Arthur “Sonny” Lynch of North Conway, N.H. as Director of the Black Mt. Ski School. Sonny is no stranger to the teaching profession. For the past 13 years he has been an instructor at Cranmore Mt. Sonny has been certified since 1960 and is a charter member of PSIA. He and his instructors will be teaching the American technique.

The Jack Frost Shop under the supervision of Bill Frazier will take over the operation of the ski shop as well as the rental and repair shop. The Frost Shop well known for their distinguished

fashions and all around ski knowledge will offer the same fine service and up-to-date fashions just as they do in the village.”

“New Ski School Director and Ski Shop at Black Mt.,” *The Reporter*, May 28, 1970, 1, 4.

December 30, 1971: “The Jackson Resort Association has cut 12 ski touring trails so that cross country enthusiasts will be able to enjoy a big “winter in the woods”. Due to the combined efforts of Whitneys’ Inn, Sonny Lynch Ski School and the Jack Frost Ski Shops, Mr. Avery Caldwell will be this season’s volunteer instructor on cross country skiing. He will be assisting Sonny Lynch, the Ski School Director, in this new program of ski touring instruction. He will also coordinate programs, plan guided trips and give free clinic lessons in Jackson. A native of Rumford, Me., Caldwell is a 1969 graduate of Middlebury College. In 1970 he was a member of the USEASA Senior and National Nordic Training Squad, specializing in Nordic Combined. He is a member of the U.S. National Nordic team and is currently training for the U.S. Nordic team tryouts in hopes of representing the U.S. in the ‘72 Olympics. Mr. Caldwell will reside at the base of Black Mountain at Whitneys’ Inn. A booklet on ski touring trails is available upon request from any member of the Jackson Resort Association.”

“Jackson—A New Ski-Touring Center Offers Free Clinic,” *The Reporter*, December 30, 1971, 12.

January 23 & 30, 1972: “In response to the increasing interest in ski touring, Avery Caldwell, Jackson’s resident cross country expert has planned several tours for the coming weeks. On Sunday Jan. 23 an intermediate tour is planned from the Black Mountain base lodge to the Davis Memorial Tower on the summit of the last knob of Black. ...

On Sunday, Jan 30 a special beginner’s tour will leave the Black Mountain base lodge for an easy ski-hike to the Davis sugar house via the Great Brook trail....”

Dee McClave, “It’s Tour Time in Jackson...And Aw-a-a-y We Go,” *The Reporter*, January 20, 1972, 6.

February 24, 1972: “To handle this increased scheduling, the Black Mountain Ski School under the direction of Sonny Lynch, has expanded its cross country ski instructor staff. Assisting Avery Caldwell, ski touring coordinator in Jackson, will be Dave Moreton, a member of long standing with the Black Mountain Ski School, and Gary Thompson, past Middlebury College varsity Nordic competitor.”

“Jackson Expands Ski Touring Program,” *The Reporter*, February 24, 1972, 5.

March 21, 1974: Arthur J. (Sonny) Lynch of Kearsarge died Thursday morning, March 21 at his home following a sudden illness...

He had been on the ski patrol at Thorn Mountain, Jackson, presently known as Tyrol, and he had been a ski instructor at the Hannes Schneider Ski School at Cranmore Mountain, North Conway. He was a charter member of the Professional Ski Instructors of America and a past president of the Eastern Slope Ski Club....”

“Obituary: Arthur J. Lynch,” *The Reporter*, March 28, 1974,

December 19, 1979: “Whitney’s Inn and Shovel Handle Lounge, located at the base of Black Mt. Ski Area, in Jackson, has recently been purchased by Robert DePaolo and Darrell Trapp of Marblehead, Mass. The sellers were Black Mountain Resorts, Inc., who have owned and operated the inn for the past 10 years and who also own and operate Black Mt. Ski Area.

The inn and its other structures include 34 rooms, 100-seat dining room and 200-seat rustic barn lounge and has been a well-known New England landmark since the early days of skiing in America.

DePaolo and Trapp are also directors of Yankee Holidays, Inc., a major tour operator throughout eastern United States and Canada and specializes in New England. The future plans for Whitneys’ Inn are numerous. The dining room was refurbished prior to last Friday’s opening.

Earle Wason of Gribbel-Wason Associates, Inc., a North Conway-based business brokerage firm, represented the sellers in the transaction.”

“Whitney’s Inn & Shovel Handle in Jackson Recently Sold,” *The Reporter*, December 19, 1979, 18.

December 17, 1980: “Black Mountain is one of two ski areas in the area with no snowmaking facilities, though it is no stranger to artificial snow. Black was one of the original snow makers in the country when they installed an early snowmaking system back in the 1950s. Although the antiquated pipes still remain, the system was officially shut off some eight years ago.

The snow drought last winter hit Black Mountain especially hard. The mountain opened for what amounted to a quick two day season.

Don Murray, general manager of Black, said with a wincing smile that preparations for this season include getting the rust off the cash registers.

According to Murray, Black will open as soon as they receive the snow, hopefully by Christmas. At press time, the Mount Washington Valley was eagerly awaiting a forecasted snowfall. If the snow falls, Black will be open.

Despite last year’s disaster, Black is continuing with capital improvements on the mountain. This year the first of a two stage installation of a new double chairlift is taking place.

The new chair, which will replace the T-bar, is scheduled to be in operation for next season.” “Black Mt.,” *The Reporter*, December 17, 1980, 14.

January 6, 1982: “Black Mountain Resorts President Don Murray announced the sale of Black Mountain Ski Area to Black Mountain Associates—a general partnership that includes Earle Wason, Dan Jones, Bill Lynn, Ted Wroblewski, and Robert Letoile, all valley residents.

The transaction includes the operating assets of Black Mountain (ski area equipment and personal property) and long term lease of the land and base building with an option to purchase the land and building.

Don Murray will continue as operating manager, with the five managing partners handling business planning. Earle Wason noted that no major changes are expected in the immediate future other than upgrading the area's promotional efforts. "We intend to keep Black's family image intact, enhancing the alpine aspects of the area while keeping tickets prices at the same affordable rates they are now," noted Wason.

Future goals include completion of Black's installation of a new double chair to replace its large T-bar, a project that has been delayed by the poor winters of the last two years. Longterm goals may include the installation of snowmaking equipment as well, although no specific plans have been made concerning a snowmaking program."

"Black Mt. Bought," *The Reporter*, January 6, 1982, 7.

Winter of 1982: "BMT's first year of ownership was a very successful one, Jones said. "Our first year, 1981-82, was a real good year," he said. "We were able to look at some of our long term plans and we expanded by doubling the size of our base lodge. We felt our first step in making improvements was to construct the facilities to handle the people who ski here." Kent Newkirk, "Black Mtn: The Great American Family Ski Place," *The Reporter*, December 14, 1983, 8.

January 16, 1982: "I would like to use this way to thank those many volunteers who assisted my 16 patrol members during the evacuation of our chairlift, which derailed Saturday, Jan. 16.

Thanks to the members of the Jackson Fire Department, Bartlett First Responders, maintenance crew and Ski school. My special thanks to the many helpers of the skiing public whose names I don't know. I just remember a Mr. Hurley and Bruce Smith. Thanks to the two doctors and Mrs. Gillespie (R.N.) who assisted us in giving First Aid to the injured. Special thanks to the management and Ski Patrol of Wildcat and Bretton Woods who offered and actually sent patrollers and equipment to our assistance.

The chairlift is repaired and will be in operation shortly."

Otto Ninow, Ski Patrol Director, Don Murray, General Manager, "Appreciate Assists," Letters to The Editor, *The Reporter*, January 27, 1982, 6.

Ca. 1985: "Black Mountain Resort, Inc. sold the property to Black Mountain Development Corporation in September 1984. Led by Earle Wason, the new ownership hit the ground running, installing top to bottom snowmaking and a [new triple chairlift](#). Circa 1985, retired General Electric employee Bill Lynn took over as General Manager and then president. Soon thereafter, George Fairbanks took over as president."

<https://www.newenglandskihistory.com/NewHampshire/blackmtn.php>, accessed 3-18-2023

July 1986: “Ski Black, Inc. was formed, with both Lynn and Fairbanks as officers. The company leased the ski area from Black Mountain Development Corporation starting in July 1987, as the owners worked on real estate development. The ski area reported back to back record seasons in 1988-89 and 1989-90.”

<https://www.newenglandskihistory.com/NewHampshire/blackmtn.php>, accessed 3-18-2023

1990-1991: “Paul Lodi succeeded Chip Taylor as General Manager of the ski area circa the 1990-91 season. Betty Whitney remained involved as a stockholder. The 1990-91 season also saw the construction of a glass walkway between the lodge and restrooms.”

<https://www.newenglandskihistory.com/NewHampshire/blackmtn.php>, accessed 3-18-2023

March 1996: “As the early 1990s progressed, loans began to pile up for Black Mountain Development Corp. On March 3, 1995, the company filed for bankruptcy. As part of the reorganization agreement, John Fichera and Northern Mountain Trust were selected to operate and acquire the ski area. In March of 1996, John and Andrew Fichera formed Alpine Resources Corporation as the owning organization of Black Mountain.”

<https://www.newenglandskihistory.com/NewHampshire/blackmtn.php>, accessed 3-18-2023

October 12, 2023: “The oldest ski area in New Hampshire and one of the oldest in the country is closing. Owned by the Fichera family since 1996, Black Mountain Ski Area competed in an increasingly corporate era as a small, independent area beloved by generations of families for its friendly trails, sunny exposure and protected topography.

In a statement issued Wednesday, the Fichera family cited rising costs, trouble finding manpower and challenging weather.

“It is with sadness that we share that Black Mountain Ski Area will not open for the 2023-2024 season. Due to circumstances beyond our control, including soaring energy costs, unpredictable weather, extreme staffing shortages throughout the region, and many other challenges, we have made the very difficult decision to cease operations,” their statement said.

Season passholders will be reimbursed if they purchased passes for the upcoming season, they said.”

Tom Eastman, “Black Mountain announces closure,” *Conway Daily Sun*, 35, no. 188, 12 October, 2023, 1.

October 18, 2023: “A week after announcing that it would not open for the 2023-24 season, owners of New Hampshire’s Black Mountain have reconsidered after reaching an operating agreement with Indy Pass and its parent company Entabeni.

...Through the new arrangement, Black Mountain GM and owner John Fichera, along with his family, will continue to oversee day-to-day operations with assistance from Entabeni, which will also help locate a buyer for the area.

"We joined the Indy Pass originally to boost awareness and generate a few skier visits," said Fichera. "Never did we realize the partnership would be so vital to the survival of Black Mountain as an independent ski area. I am proud to collaborate with the passionate folks at Indy Pass to find a solution for Black Mountain and affordable skiing."

According to the joint release, Andy Shepherd, who has helped other struggling ski areas find positive outcomes, including Maine's Saddleback Mountain, Quoggy Jo, and Big Rock, will assist Indy in the effort to find a buyer for the area."

"Black Mountain To Open, Assisted by Indy Pass," https://www.saminfo.com/news/sam-headline-news/10427-black-mountain-to-open-assisted-by-indy-pass?utm_source=newsletter&utm_medium=email&utm_campaign=sam_headline_news_black_mountain_to_open_assisted_by_indy_pass_and_more&utm_term=2023-10-18 accessed 10-19-2023.