SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 100003524 Date Listed: 3/18/2019

Property Name: Gilbert's Hill

County: Windsor State: VT

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper 3.18.2019 Date of Action

Amended Items in Nomination:

Section 5: Classification

The classification of the nominated property is hereby changed to "District." This conforms better to the significance of the property, which includes extensive acreage whose importance under Criterion A is not related to the "buildings."

Section 6: Functions or Use

The Historic Functions and Subfunctions are:

DOMESTIC: Single Dwelling; Secondary Structure
AGRICULTURE: Agricultural Field
RECREATION/CULTURE: Outdoor Recreation

Current Functions and Subfunctions are:

DOMESTIC: Single Dwelling; Secondary Structure
AGRICULTURE: Agricultural Field

The Vermont State Historic Preservation Office was notified of this amendment.

NPS Form 10-900 SG 3524 OMB No. 1024-0018

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Gilbert's Hill
Other names/site number: Appel Farm
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1362 Barnard Road/Route 12
City or town: Woodstock/Pomfret State: Vermont County: Windsor
Not For Publication n/a Vicinity: n/a

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national X_statewide ___local

Applicable National Register Criteria:

X A ___B X C ___D

Laura Trieschmann January 31, 2019

Signature of certifying official/Title: **Date**

State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

3-18-2019

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	X
District	
Site	
Structure	
Object	

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
5	1	buildings
3		sites
		structures

		objects
8	1	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

Agriculture

Recreation

Current Functions

(Enter categories from instructions.)

Agriculture

7. Description

Architectural Classification

(Enter categories from instructions.)
Mid-19th Century: Greek Revival
No Style

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Brick, Wood, Stone

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Gilbert's Hill is a farmstead and early alpine ski facility located on a land area encompassing 112 acres on the southern slope of Hill Number 6 on the South Pomfret/Woodstock border. Principal entry to the site is from Barnard Road (Vermont Route 12). The boundaries of the property are confined mostly to the town of Woodstock, except for a small portion of the land area along the spine of the mountain that is within the town of Pomfret. Both towns are in Windsor County. The landscape of the farmstead and ski area is characterized by a mixture of flat cropland, a steep hillside pasture, and hillside woodlot. There are five contributing buildings: the Farmhouse, Milk House, Dairy Barn, Barn, Shed and Ski Hut. There are three contributing sites: the ski hill and two surrounding agricultural fields. Gilbert's Hill retains an exceptional degree of integrity in terms of location, design, setting, materials, feeling, workmanship and association.

Narrative Description

1. Farmhouse, c. 1854 contributing

The 5 x 2 bay, 1½ story, Greek Revival/Gothic Revival style farmhouse has a stone foundation, brick veneer walls, a wide frieze board, moulded cornice and cornice returns, and a steeply-pitched, eaves-front roof sheathed with standing seam metal. A 1½ story gable roof addition with 1½ story rear ell extends from the eastern end of the main block.

The main (south) elevation has two 6/6 double hung wood windows on either side of a centrally placed, projecting entrance porch. The porch has a wood lattice skirt, centrally placed steps, a wood deck, square post balusters and newel posts, and a tongue- and-groove paneled ceiling. Paneled posts on the southwest and southeast corners support a steeply pitched, Gothic Revival-style wall dormer with a centrally placed 6/6 double hung windows.

The inset four-paneled entrance door with wood screen door is flanked by nearly full length, five-light sidelights. Pilasters similar in design to those on the porch corners support an architrave trim that tops the width of the door surrounds. A small light fixture is affixed to each pilaster on either side of the door.

The west (side) elevation of the farmhouse has a pair of 6/6 double hung wood windows on the first floor and more closely spaced 6/6 windows on the second floor. The gable peak has a triangular louver vent.

The rear (north) elevation of the main brick portion of the house has four irregularly spaced 6/6 double hung windows, and a small eight-pane window directly beneath a small shed roofed dormer with clapboarded sidewalls. A small interior chimney rises from the eastern end of the north roof slope.

The east (side) elevation of the main brick portion of the building has a single 6/6 window on the first floor and a single 6/6 wood window on the second floor whose placement parallels the southernmost windows on the west elevation. Extending east and stepped back from the main plane is an eaves-front 1½ story clapboard addition with a steeply pitched, asphalt sheathed roof. A recessed porch with a lattice skirt, off-center entrance steps, square post balusters and wood deck runs the length of the south elevation. Three

paneled posts and a corner pilaster support the roof. The paneled entrance door on the western end of the wall is flanked on either side by a 6/6 double hung wood window.

The first floor of the east elevation of the addition has a pair of small, centrally placed, 6/6 double hung wood windows, and a larger 6/6 double hung window towards the north. The second floor has a single 6/6, off-center, wood window in the gable end and a louver vent in the gable peak. A descending concrete ramp leads to an access to the basement, to the right (north) of which is a small three-pane, foundation-level window.

Extending to the north of this addition is a 1½ story ell with a mixed stone foundation. The east elevation has a 6/6 window and a large sliding barn door. The intersecting gable roof is sheathed with asphalt on the east and standing seam metal on the west. The north elevation has a 6/6 double hung window on the second floor in the gable end and a small, single story, gable roof privy addition in the northwest corner with a four- pane window. The west elevation of the ell has small entrance porch with a flat metal roof and simple wood deck and square post supports. To the left of the porch is a 6/6 double hung wood window. Under the porch are a six-pane fixed sash window and a paneled entrance door. To the right of the porch is a six-pane fixed sash window.

The interior consists of four living spaces on the first floor. There is a kitchen, bathroom and mudroom in the ell. The central hall has a staircase accessing an upper landing and three bedrooms and a bathroom. A bedroom on the second floor of the ell is accessed through the bathroom. The northern addition has a dirt floor and three-seat privy.

2. Barn, c. 1850, contributing

The 1½ story, 24' x 42', square rule, timber frame, ground-level dairy barn has a stone foundation, vertical board siding and rafter framed, metal roof topped with a hawk/raptor weathervane. The roofing consists of long wood planks attached to rough log rafters. The north gable end elevation has a large board and batten door on exterior tracks. The east elevation has a wood plank main door on the southern end, to the right of which is a six-pane fixed sash window. Above the doorway is an opening that provides access to the hay loft. The south elevation has a fixed six-pane window with missing lights on the first floor and a covered-over opening in the gable peak. The west elevation has a twelve-pane window and a four-pane window (with missing lights) on the first floor. The upper tie beam was removed to make room for the use of the hay track. The interior of the barn still contains the original cow stanchions and milking apparatus, no longer used. The southern

bay contains animal stanchions on a cracked concrete floor. The rest of the barn has an open floor plan and a dirt floor.

3. Milk House, c. 1870, contributing

The 10' x 15', timber frame, milk house is a small building with a concrete foundation, vertical plank sheathing and a metal gable roof. The west elevation has a fixed six-pane window and a vertical plank entrance door. The north elevation has a fixed six-pane window and a small square utility opening on the lower level of the eastern end. A horse weathervane rises from the gable peak at this end. The north elevation has a rectangular opening (boarded over) on the lower level near the southern end, and a centrally placed, fixed-sash, six-pane window. The south elevation has no fenestration.

4. Barn, c. 1870, contributing

This is a 1½ story, 20' x 32' wood frame barn with clapboard siding, stone foundation and metal roof. The gable roof has a slight overhang and simple fascia board. The entrance to the building faces southwest and consists of a wood double door slightly off-centered on the west-facing eaves side. It has a twelve-pane fixed window on the north gable end and a fixed-pane window on the east elevation. The east elevation has horizontal clapboard on the first floor and vertical boards on the upper story. Centered in the south gable is a 2/2 window. There is a wooden door on the east side of the south elevation. Architectural features include simple wood trim and small fascia board. The first floor of the interior is one room with a combination of concrete and wood flooring, and vertical board walls with exposed post and beam supports. The second floor, accessed by stairs in the southeast corner, is one room. In the 1930s, there was a small addition on the east elevation and an entry way sheltering the south elevation door.

5. Ski Hut, c. 1936, contributing

The 34' x 22', wood frame, ski hut is a single-story rectangular building with novelty siding and an overhanging metal roof. The east gable end has a gable roof porch addition with a wood deck, beneath which is a five-panel entrance door. To the left (south) of the entrance porch is pair of 6/6 double hung windows. One either side of the windows are flat, ornamental shutters each with a single evergreen tree cutout.

The north elevation has two pairs of similar 6/6 windows with shutters identical to those on the east end and a single similar 6/6 window, also with identical shutters. The south elevation has two pairs of similar 6/6 windows with identical shutters. The rear elevation

has a single pane and paneled man door and a single similar 6/6 window with shutters identical to those on the rest of the building.

The interior consists of a large room and kitchen on the south side and three smaller rooms on the north side. There is a small bathroom at the west end.

6. Pole Barn, c. 1970, non-contributing due to age

This is a long rectangular open bay pole barn. It has a metal gable roof and four vehicular bays. The poles rest on cylinder concrete posts. There is a shed roof addition extending from the east elevation. The building is currently used for storage.

Land

When the land comprising the Gilbert's Hill property was settled and developed, the physical characteristics of geography, soil type, vegetation, and topography determined its use and function. The site of the farmstead was determined by proximity to transportation and the main road as well as orientation to the sun: it is built on the southeast slope of a hill. The steep hill sections were used as pasture and, later, for downhill skiing, while the flatter land areas were cleared for growing crops. The areas near the shelter of the barn were cleared and set aside for grazing animals. As these fields and pastures were cleared, stone walls were built, and the existing land divisions were created. A section of forest was retained and managed as a woodlot, used for maple sugaring, firewood and lumber. Roads and lanes were set out to connect the cluster of farm buildings with the surrounding fields, pastures, and lots. Fences and gates were constructed to further delineate the land and its uses. This spatial arrangement is still extant.[1]

The original alignment of Barnet Road (Vermont Route 12) ran between the main house and the dairy barns. Historic photos of the rope tow show cars lining the road for parking. As the road passed the property, it turned abruptly to the northwest to rejoin the present configuration. The road was diverted in the 1940s, removing it from the center of the farmstead, and creating a large setback for the buildings.

7. Ski Hill, c. 1934, contributing

Located to the northwest of the farmhouse and outbuildings, the open hillside pasture rises steeply above the farmstead. Consisting of 45 acres, the land was initially used for grazing animals. The open hillside land was easily adapted for skiing. It is primarily a short and

[1] Anderson, Jack, *The King Farm Woodstock, Vermont National Register Form*, United States of the Interior, National Park Service, 1996.

steep ski trail with various knolls and depressions. The trail follows the contours of the mountain and little effort was made to alter natural features. This hillside remains open today and is historically related to both the farming activities and recreational activities on the property.

8. South Pasture

Located to the southwest of the farmhouse and outbuildings, this is an agricultural field measuring approximately 1.5 acres. It was used for growing crops and/or mowing grasses and grains. This field remains open today and is historically related to farming activities at the Gilbert's Hill farm.

9. East Field

Located to the west of the farmhouse and outbuildings, this is an agricultural field measuring approximately 3.5 acres. It was used for grazing animals, so proximity to the barns is important. This field remains open today and is historically related to farming activities at the Gilbert's Hill farm.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Agriculture
Entertainment/Recreation
Architecture

Period of Significance
1842-1964

Significant Dates
1934

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Located on the north side of Barnard Road (Vermont Route 12), approximately two miles from the village of Woodstock, Gilbert's Hill is a good example of a small farmstead in east central Vermont that evolved over the course of the 19th century and into the 20th century. The property is known both as Gilbert's Hill and the Appel Farm. The property is significant for its contributions to the agricultural history of Woodstock and the surrounding regions. It is also significant as the location of the first ski tow built in the United States, in 1934, powered by a Model-T Ford engine. The tow ran up the steep slope on the north side of the property. Areas of significance for the district are entertainment/recreation, agriculture, and architecture.

Gilbert's Hill qualifies for National Register listing under Criterion A, as it is associated with events that have made a significant contribution to the broad patterns of our history. Along with the well-preserved farmhouse and other ancillary agricultural structures, the property features well delineated fields and tree lines. The farmstead and surrounding lands portray the evolution of Vermont agriculture over the past one hundred twenty-five years and relate directly to the historic contexts of "Dairying, 1850 - 1941" and "Diversified and Specialty Agriculture, 1760 -1940." Gilbert's Hill is also significant for its contributions to the broad patterns of recreational history related to Vermont's ski industry, an important part of the state's larger tourism industry context. Gilbert's Hill retains its integrity of location, setting, design, materials, workmanship, feeling and association.

The property meets National Register Criterion C as an intact historic farmstead. It embodies the distinctive characteristics of a type, period, or method of construction and contributes to Vermont's agricultural and settlement history. The property relates to statewide themes of Historic Architecture and Patterns of Town Development; Agriculture; Contact, Exploration, Conflict and Early Settlement; and Tourism. The period of significance is 1842 -1964, which spans the years when the farmstead was established and the year that the ski area closed.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Town of Woodstock

The Town of Woodstock is located near the center of Windsor County and comprises an area of 27,384 acres. The towns of Pomfret and Hartford bound it to the north, Hartland and West Windsor to the east, Reading to the south, and Bridgewater to the west. The Village occupies 726 acres at the intersection of Vermont State Routes 12 and 106 with U.S. Route 4. Woodstock's physical setting consists of narrow, steep valleys typical of areas with a glacial past. Most of the town is considered part of the Vermont Piedmont, the area east of the Green Mountain that comprises the Connecticut River Valley. The major Woodstock water courses are the Ottauquechee River flowing west to east, through the town, the Kedron Brook flowing north from Reading, and the Barnard Brook flowing south from Pomfret. The village is located on a relatively broad plain, surrounded by rolling hills, including Mount Tom and Mount Peg. The natural vegetation is dominated by a beech-birch-maple forest as well as red and black spruce, and balsam fir, while lower, warmer and free-draining sites produce more red oak and white pine.[2]

The first white settler of Woodstock arrived in the area around 1750. By 1756, there were ten families numbering forty-two people living in the area. The town of Woodstock was officially chartered in 1761. Woodstock was designated in 1786 as shire town for its central location in Windsor County, making it the seat of the County Court. As a result, Woodstock "of necessity, became the residence of many of the area's elite."[3] Due to the presence of the Windsor County Courthouse, Woodstock attracted law firms and other professionals.[4] As the shire town and county seat, Woodstock "enjoyed an economic strength and prosperity well beyond its size. People of diverse backgrounds and economic levels lived and worked together in what was essentially a self-contained and self-sufficient community."[5] The presence of the elite "became a dominating factor that transcended the town's agrarian

[2] Town of Woodstock Comprehensive Plan, 2014.
[3] McDill, Julia Lee "Industry and Trade in Woodstock", paper for Woodstock Historical Society (Jan. 29, 1945), 7:
[4] Noble, Deborah S. *Isaac M. Raymond Farm National Register Form*, United States Department of the Interior, National Park Service, 1991.
[5] Town of Woodstock Comprehensive Plan, 2014.

origins, although farming remained the principal industry well into the 20th century."[6] In addition to the Windsor County Courthouse, other institutions such as the Medical College (c. 1830), Green Mountain Perkins Academy (1848), and a Music Hall (1899) "added to the town's reputation."[7] Early businesses included "grocery and clothing stores, gunsmiths, silversmiths, glove makers, a brick maker, cabinet makers, printers, manufactures of musical instruments and a piano factory. But there was always a strong mix of residences and commercial establishments."[8]

With the wealthy choosing Woodstock for their home, gentleman farming became a common practice. The most prominent farm was Billings Farm, started by Frederick Billings. Billings was a Woodstock native who achieved fame and fortune as a lawyer and railroad magnate. Returning to Woodstock in 1869, Billings moved into the older Marsh farm. Billings invested in his hometown by creating a public carriage road system, sponsoring the Windsor County Fair, and donating a library building to the town.

With the Woodstock Railroad's operation between 1875 and 1933, tourism was a major source of income for the people of Woodstock. The fourteen-mile rail line connected Woodstock directly to White River Junction, a major transportation hub in the Connecticut River Valley. As a result, "the increased number of seasonal travelers spurred the growth in the number and size of hotels in Woodstock by the end of the 19th century."[9] Area inns included the Woodstock Inn and the Kedron Valley Inn, "as well as several smaller inns and farms. Tourist amenities included the Saratoga Springs spa and the Mt. Peg golf course."[10] In the early 20th century, Woodstock evolved into a winter tourist destination. Both the railroad and automobile fueled Woodstock as a recreation mecca.

Early History

In 1800, John Rogers of New York City sold a parcel of Woodstock land to William Drew. It was the "north half of lot No. 3 in the north range of hundred acre lots."[11] Rogers, "a Doctor of Divinity," was one of the original 62 proprietors of the town of Woodstock. Rogers received an honorary Doctor of Divinity title from Princeton University in 1760. In 1774, Rogers travelled to present day Vermont for missionary work. It was at this time, he may

[6] McDill, Julia Lee "Industry and Trade in Woodstock", paper for Woodstock Historical Society (Jan. 29, 1945), 7:
[7] Ibid.
[8] Town of Woodstock Comprehensive Plan, 2014.
[9] McDill, Julia Lee "Industry and Trade in Woodstock", paper for Woodstock Historical Society (Jan. 29, 1945)
[10] Ibid.
[11] Woodstock deeds

have seen this land. Owning 1,050 acres known as Roger's Tract, Rogers likely never settled in Woodstock and sold off all the parcels. Rogers was not an anomaly, as "the list of proprietors also included the names of many who really had no interest in settling the town. They were speculators in new lands, named primarily for political reasons, and very soon were bought out by others."[12]

William Drew emigrated from Rhode Island to Woodstock c. 1793. Soon thereafter, he built "a long wooden house, colored brown."[13] William Drew was a "man of some eccentricities, but kind-hearted and well esteemed among his neighbors."[14] Drew established himself locally by:

> [Buying] a tract of land lying between the old farm of Elisha Taylor and the Cone place, and extending up and over the hill to Pomfret line. On the top of this hill he put up a hut under a big maple tree, to give him shelter, and inside built a fireplace against the tree. Here he cooked his food and rested nights, while engaged through the summer in clearing and cultivating a piece of land, and when winter set in, covered up the ashes in his fireplace and went down to Nathan Howland's for the cold season.[15]

The following year, Drew married Dolly Houghton and their first child, Marshall, was born in 1795. Their second child, Olive Dolly, was born in 1799. They would have three additional children, Henry, Charles and Marcia. In the course of time, he sold off part of the farm to his son, Marshall, who built a house on the hillside above his father's, and lived there, a married man, until his death in 1848. After his death, Marshall's house passed through various hands, and finally the house was taken down.[16]

Between 1841 and 1868, the extant property began to take shape. Following his death on January 30,1841, William Drew's land passed to John T. McKenzie, the executor of Drew's estate. The house on the property at this time was not the extant house. The probate stated, "all of my estate both real and personal and all my rights and credits of whatever name and value, the real estate being the same from which I now live situated lying and being in Woodstock."[17] Nine years earlier, Drew sold McKenzie a portion of his land immediately to the south. Drew's probate also called for McKenzie to pay all of his debts and take care of

12 Holt, Robert, "The Founding of Woodstock, Vermont," Woodstock History Center. Date Accessed February 21, 2017.
[13] Dana, Henry Swan. *History of Woodstock, Vermont*. Boston, Massachusetts: Houghton, Mifflin, 1889.
[14] Ibid.
[15] Ibid.
[16] Ibid.
[17] Windsor County Probate Records, Vermont State Archives and Records Administration, Middlesex, Vermont.

Drew's wife, Dolly, "during her natural life or so long as she…shall choose to live with and be supported by the said John McKenzie in the house I now live or in some other house on the farm I now live."[18] Dolly died six months later. McKenzie also had to furnish a home for Drew's granddaughter, Ephleda G. Benson, and pay money to his children and grandchildren.

John McKenzie died in the early 1840s, and the house passed to Justin F. McKenzie, the son of Joseph and Mercy McKenzie. Born in 1816, he spent his youth on the McKenzie farm. In 1834, he and his brother moved to Michigan but returned within two years due to sickness. Upon his return, he moved to the village of Quechee, in the nearby town of Hartford, where he helped Jasper Strong erect a woolen mill. McKenzie then made leather belts in the mill with A.G. Dewey. McKenzie worked in several different mills in the Quechee, Vermont and Bristol, New Hampshire area. In 1842, McKenzie "purchased a farm in the northwestern part of Woodstock" - the Gilbert's Hill property.[19] During their time here, Mary and Justin McKenzie had two sons, Charles Justin and Franklin Simmons.

The United States Agricultural Census for Vermont, completed in 1850, 1860, 1870, and 1880, shows a diversified farming operation on the Gilbert's Hill property during the last half of the 19th century. The 1850-1880 records also show a consistency in agricultural productions. During this time, sheep raising was the dominant agricultural activity, but Woodstock also remained ideal for fruit trees, pasturage, and dairying. The farms produced butter, cheese, maple sugar, and wool. Vermont farmers grew potatoes, corn, oats, peas, beans, apples, wheat, rye, barley, and buckwheat. Farm work was accomplished with horses and oxen, and there was a relatively small herd of dairy cows. There were a few swine to use for lard and meat.

The Woodstock farms of the 1850s were self-sustaining, often having orchards, hundreds of sheep, broad grain fields, and shaded trees, cattle barns, and sheep barns. Farms were often improved (tilled, pasture, orchard and mowings) and "unimproved" (woodland). It was typical at that time for at least 75% of a farm to be cleared, due to the abundance of meadow required for sheep raising. Also, in 1850, farms produced wheat, rye, corn, oats, wool, peas and beans, potatoes, buckwheat, orchard products, butter, cheese, hay, hops,

[18] Ibid.
[19] Dewey, Adelbert and Louis Marinus Dewey, William T. Dewey and Orville C. Dewey, Life *of George Dewey, rear admiral, U.S.N.; and Dewey family history. Being an authentic historical and genealogical record of more than fifteen thousand persons in the United States by the name of Dewey, and their descendants.* Westfield, Massachusetts: Dewey Publishing Company, 1898.

flax, and maple sugar. Activities at the farm often included spinning and weaving, and productions such as sausage and soap making.

In September of 1852, the original house burned down, and Justin McKenzie built a new house two years later.[20] The farmhouse's Greek Revival and Gothic Revival details are consistent with mid–19th century building practices in Vermont. The Greek Revival style was the most popular 19th century style in the state, in widespread use from the 1830s to the1870s. The Gothic Revival was gaining in popularity in the 1850s, and many early 19th century farmhouses were "modernized" with the addition of steeply-pitch wall dormers centered on the façade. Here, however, it appears that the Gothic Revival wall dormer is part of the original construction. The farmstead was sited close to the road with the farmhouse located at the center and facing south to take advantage of the warmth of the sun. A horse barn was built directly to the north and most of the remaining agricultural buildings were located directly across the street.

In 1859, McKenzie had eighteen acres of land used for agriculture purposes with the value of his farm at $2000. He maintained three horses and grew oats. He also tended bees, which produced 150 pounds of honey. In 1868, Dorcas Hathaway sold Justin McKenzie the 35 acres from Pomfret. This land comprises the upper sections of the ski hill. He farmed this land until 1858 and continued to engage in various woolen mill enterprises.

By 1869, Justin McKenzie held two residences on this parcel. One of them was the extant house, while the secondary parcel, located up the hill, may have been one of the Drew homes that eventually burned. That same year, McKenzie sold Justin Montague five separate pieces of land that comprise the present-day property. Following the sale of the extant property, McKenzie and his wife moved into Woodstock Village on the park, and he became involved with the Woodstock Railroad and served in the Vermont legislature.

Immediately after the purchase of the farm in 1870, Justin Montague and his father left their Bridgewater, Vermont farm. During his first year of farming the Woodstock land, Montague had 115 acres of improved land and thirty acres of unimproved land. He hired farm help as he paid out $200 in wages. The Montague farm consisted of two horses, three cows, two work oxen, five other cattle, two pigs and ninety sheep. He grew wheat, corn, oats and potatoes on the land. He also maintained an apple orchard and produced 200 pounds of butter.[21]

[20] Dana, Henry Swan. *History of Woodstock, Vermont*. Boston, Massachusetts: Houghton, Mifflin, 1889.
[21] Windsor County Agricultural Census, 1870.

The farm raised a variety of crops for subsistence and sustenance. As did many farmers throughout Windsor County, the McKenzies and then Montagues produced goods for sale off the property, such as wool, butter, cheese, potatoes and maple sugar, as the census records show quantities too large for home consumption.

With ninety sheep, the Montague farming operations reflected the brief revival of the Vermont sheep industry, ushered in by the American Civil War. Introduced to Vermont six decades earlier, the transition to sheep husbandry represented a period of change for farming trends in Vermont. Farms converted from the cultivation of cash crops like oats, corn, wheat, and barley to animal husbandry, specifically sheep raising. In the early 19th century, Vermont farmers found it difficult to compete with the farms of the Midwest and their large-scale production of grain. Vermont's change from sustenance farming to sheep raising was related to several events: the import of Merino sheep to Vermont in 1811, and the 1824 plague of wheat rust. The Vermont government contributed to the conversions with the passage of the favorable wool tariffs in 1824 and 1828, which encouraged Vermont farmers to raise sheep.

William Jarvis of Wethersfield, Vermont, the United States Consul to Lisbon, imported the first Merino sheep to Vermont in 1811. Jarvis returned to Vermont with 400 sheep and he saw the state as an ideal location "because of its treeless hills, denuded by the pioneers' need for firewood, building materials, and lumber for the potash markets."[22] The rocky soil was better suited for pasture grazing then growing wheat and corn. A popular tale in New England was that sheep flourished in Vermont for they had appropriately lengthy noses, "sharpened by nature," in order to get between the rocks that strewn the countryside.[23]

Merino sheep were prized for their long, soft wool, and the animals' grazing style was ideal for the rolling hills of Vermont. Over time, Vermonters perfected the sheep breed. The industry expanded during the War of 1812 with the need for woolen uniforms but "at the end of the war the price of wool fell dropped significantly. The setback was only temporary. About ten years later the industry flourished again under a high protection. The mills, too, were again paying good prices for the wool, which sold from fifty to seventy-five cents a pound."[24]

[22] Balivet, Robert F. *Vermont History. v. 33, No. 1*, Montpelier: Vermont Historical Society, January 1965.
[23] Wilson, Harold Fisher, *The Hill Country of Northern New England, Its Social and Economic History, 1790-1930*. New York: Columbia University Press, 1936.
[24] Balivet, Robert F. *The Vermont Sheep Industry: 1811-1880. Vermont History*. v. 33, no. 1 Vermont Historical Society, January 1965.

By 1830, sheep raising for wool production and stockbreeding was the predominant agricultural activity in Windsor County. The woolen industry in Vermont flourished and there was an abundance of mills throughout Windsor County to process the fleece. In 1836, there were thirty-three woolen factories in Vermont; a year later there were three hundred thirty-four. In Quechee, numerous mills took advantage of the waterpower of the Ottauquechee River. A Quechee enterprise, J.C. Parker and Company, "produced some of the country's finest white baby flannel, material which was also used to make petticoats, men's shirts and pajamas."[25]

In the years following their purchase of the property, the Montagues lived in the extant house in various family arrangements. In 1880, Justin and his wife Ruth ran the farm with their children, Edward and Clara, helping on the farm.

By the time of 1880 census, most Vermont farms had transitioned from sheep raising to dairy farming. There was a growing demand for dairy products in the urban centers of southern New England and, with the advent of the railroad and the invention of the iced butter car, shipping conditions improved tremendously. Prior to widespread adoption of dairy farming, Vermont farms maintained small dairy herds for the production of butter, cheese and milk for personal use, but now Vermont farms were entering an era when dairying was the dominant form of output. The big difference was the focus on purebred cows such as Jerseys and Holsteins which produced better milk than the mixed breeds that farmers used prior to the shift from sheep to dairy.[26]

The 1880 Agricultural Census reflects Montague's transition to dairy farming. The farm had two horses, two oxen, five cows, and three other types of cattle. Montague had to slaughter two cattle, sold two and purchased three. While a small herd, Montague ran a productive operation. During the year, he paid for farm labor eighteen weeks. The farm produced 900 pounds of butter and 250 pounds of cheese.

As the McKenzies, and then the Montagues, focused on their dairy farming, they built several structures to meet their dairying needs. The milk house, a small, insulated building, was separated from the stable areas for storage of fresh milk until it was collected. During the mid to late 19th century, either the McKenzies or the Montagues built three barns across

[25] Ibid.
[26] Clifford, Cameron. *Farms, Flatlanders and Fords: A Story of People and Place in Rural Vermont 1890-2010*. West Hartford, Vermont: Clifford Archive, 2011.

the road, reflecting the growth of dairy operations on the farmstead. Two of these barns are no longer standing. In 1880, the Montague farm had thirty acres of improved land, sixty-five acres for permanent meadows, pastures and orchards and fifty acres of woodland. While Montague did take on a dairy herd, he still maintained a herd of ninety sheep in 1880. During the year, they sold forty sheep, slaughtered fifty-seven lambs and slaughtered two sheep. The farm consisted of fifteen acres of buckwheat, two acres of corn, ¾ acre of oats, seven acres of wheat, ½ acre of potatoes and three acres of apple orchards.

Justin Montague died in 1897, followed by Ruth Montague in 1899, leaving their two children, Edward and Clara, on their own. In 1920, the two still lived on the property. Edward died that same year. For the next nine years, Clara lived on the property before she sold the land to Clinton and Persis Gilbert. Clinton Gilbert grew up on his father's Bridgewater farm. After marrying Persis Wilfore in 1920, the Gilberts lived at Maplewood Farm in Woodstock with their three children – Hilda, Russell and Norman.

The Gilberts maintained a herd of approximately twenty cows. Soon after purchasing the property in 1929, Clinton Gilbert built a long rectangular dairy barn (no longer standing) directly across the road from the farmhouse. At this time, the outbuildings on the south side of the road consisted of the smaller barn (building #2), milk house (building #3), the c. 1930 barn plus two other barns of uncertain construction date that are no longer standing. These outbuildings supported Gilbert's dairy herd plus other livestock, and two draft horses.

While dairying was clearly the dominant 20th century agricultural activity, farmers in Woodstock continued to produce other crops. Due to the rough topography and the long winters, Vermont farmers were forced to seek alternative forms of income. In 1915, the State of Vermont reported that:

> The tendency of farming today is towards specialization…The leading specialty for the Vermont farmer is dairying, which is fortunate for the state from the standpoint of value of product per acre, employment of men throughout the year and maintenance of the fertility of the soil. We may with profit attempt to develop other specialties, such as fruit growing, potato growing, etc., but the main interest centers in dairying.[27]

[27] *Agriculture in Vermont: Seventh Annual Report of the Commissioner of Agriculture of the State of Vermont*. St. Albans Messenger Company: St. Albans, 1915.

During the winter, farmers headed into the timber lots to cut firewood and log trees for lumber. During the spring, many Vermont farmers, including Gilbert, started the maple sugaring process. In March, Gilbert attached a sled to his two draft horses and headed up into the woodlot to tap his trees. As maple sugar and/or syrup production increased, farmers started to sell their maple products to centralized processors rather than on the farm. During the summer, farmers participated in a variety of extra activities such as growing hay crops such as clover and alfalfa. The Gilbert's grew corn and oats mostly for livestock feed.

In the early 1930s, Vermont farmers faced inflated prices for goods they needed, and their commodities were selling at a greatly reduced price. While tax rates increased, interest rates remained the same "as in the periods of prosperity while the purchasing power of the farmer's dollar has diminished to approximately one half its former value. In other words, the inequalities of deflation have resulted very much to the farmer's disadvantage. Under these conditions, it is very difficult and in a great many cases impossible for them to meet their obligations."[28] Many farmers faced these trying times by getting jobs off the farm, while a few farmers, like the Gilberts, found that their hillside pastures were desirable for Vermont's fledgling snow sport industry.

Skiing in Woodstock

Around the same time that the Gilberts bought the property in 1929, the sports of Nordic (cross-county) and alpine (downhill) skiing were becoming more popular in Vermont. Swedish and Norwegian immigrants most likely introduced the sport of skiing to North America in the late 19th century. Quebec, located directly north of Vermont, served as a breeding nursery for New England skiing. The Montreal Winter Carnival was a popular annual event and resorts in Quebec's Laurentian Mountains offered the first alpine skiing lessons. The excitement of these winter activities eventually made its way south into Vermont. During the early 20th century, communities across Vermont hosted winter carnivals, and "provided opportunities to promote this exciting new form of overland travel."[29] Fred Harris, a Brattleboro resident and Dartmouth College student, attended Montreal's Winter Carnival in 1908. Soon thereafter, Harris founded the Dartmouth Outing Club in January 1910. This fledgling organization organized ski races and jumping competitions in the Hanover, NH region. Another Vermonter, James Taylor, Headmaster of the Vermont Academy, led the founding of Vermont's Green Mountain Club in 1910.

[28] Ibid.
[29] University of Vermont, Graduate Program in Historic Preservation, *Mad River Glen Ski Area Historic District Nomination Form*, United States Department of the Interior, National Park Service, December 2010.

Vermont Academy soon hosted several skiing events at the winter carnivals held on its Saxton's River campus. Across the Green Mountains, Middlebury College followed Dartmouth's lead by forming its own outing club in 1916.[30]

Since the late 19th century, Woodstock served as an outdoor winter activities destination spot. In 1892, the 100-room Woodstock Inn opened its doors, but only for the summer months. After installing heat in the early 20th century, the inn became "Vermont's first winter sports center for tourists, and for two decades its riotous winter parties were the talk of Boston and Montreal sportsmen."[31] At this time, the primary activities were snowshoeing, skating, sleighing, and tobogganing. In 1910, the Woodstock Inn and the Woodstock Country Club teamed up to make two parallel 1,000-foot toboggan chutes. The chutes "were hand-dug out of the snow, then watered to provide an ice surface on which toboggan and sled riders could rocket down the chutes for the ride of their lives. Teams of horses were on hand to pull the toboggans back to the top of Mt. Peg."[32] One of the first methods of attracting visitors to Woodstock was the ski train. In 1932, Betty and Bob Royce, owners of the White Cupboard Inn in Woodstock, "came up with a clever plan …[and] met skiers from the Boston area at the train in White River Junction and transported them to Woodstock for days of fun skiing."[33] As skiing permeated into New England, Woodstock began catering to the new enthusiasts. At this time, the visitor had to climb the hills on foot, as there was no other known method for ascending the hills.

One of the early guides/instructors for the White Cupboard Inn was Wallace "Bunny" Bertram. The son of a veterinarian in Newport, Rhode Island, Bertram was the captain of the first ski team at Dartmouth College and majored in zoology. He also led the Dartmouth winter sports program "which at that time consisted mostly of snowshoe racing with skiing as an afterthought."[34] During the winters, he often visited the Dartmouth Outing Club cabin in Woodstock. During his summers, Bertram worked as a chauffeur for Mrs. Fiske in Woodstock. Bertram planned on following in his father's footsteps as a veterinarian, but after his father's death, he changed his career objectives. Following his graduation from Dartmouth in 1931, Bertram arrived in Woodstock during the winter of 1932. There was

[30] Dana, Henry Swan. *History of Woodstock, Vermont*. Boston, Massachusetts: Houghton, Mifflin, 1889.
[31] Lee, W. Storrs, *The Green Mountains of Vermont. New York:* Henry Holt and Company, 1955.
[32] Bousquet, Paul. "Woodstock's Role as A Winter Destination Started Long Before First Ski Tow**."** *The Vermont Standard*. June 2010.
[33] "First Ski Tow in the U.S." *Woodstock Magazine*, Winter 2014.
[34] "Vermont Ski Museum Hall of Fame Induction, Bunny Bertram." Vermont Ski Museum, 2007. Date Accessed January 7, 2017.

very little snow in Hanover so "I looked around and saw all these nice hills; so, when I got out of college, I decided to come over here."[35]

During the winter of 1934, Bertram was teaching the three daughters of Mrs. Fiske, the Woodstock woman whom he worked for as a chauffeur. Along with a fourth boy, Bertram took the four kids skiing on Woodstock's various hills. In these early days, "recreational skiing took place on an unorganized and dispersed network of logging roads and pastures, fitting unobtrusively into the state's preexisting rural structure. As one Vermonter recalled, Vermont's 'farm and village hills were laced with ski runs.'"[36] Bertram recalled in 1977: "we would go off to any open slope that we wanted to… and it was hard work – climb and slide."[37] These skiers applied several techniques to ascend and descend the mountains. Initially, they carried the heavy skis on their shoulders and hiked up the mountain. Others ascended the mountains making V-shaped patterns. Then, skiers applied a ski wax that made snow stick to the bottom of skies, allowing for an easy climb. When the skiers reached the top of the hill, they removed the sticking snow. Later, skiers applied strips of sealskin to keep from sliding backward. More enterprising and frugal skiers slid canvas ski socks over the backs of skis.[38] During these winters, Bertram became very familiar with the local terrain: "we climbed all the hills around here, in the course of a year … or a season."[39] While it took a lot of work, the skiers had the hills all to themselves. Bertram recalled: "as a matter of fact, you never saw any ski tracks on the hills…. outside of the ones that we made."[40]

Skiing was not just an activity for the local population. Just as downhill skiing made it ways southward from the Laurentian Mountains in Quebec, the ski trains began making their way northward from Boston and New York. With the ski trains, "a template for commercial ski areas had become apparent, and ski trains soon began carrying urban populations to mountains throughout New England. Innkeepers coordinated schedules to accommodate arrival of trains, providing transportation between railroad depot and hotel, and these early ski tourists then hiked to sites before donning equipment and skiing down old logging roads or hill pastures. The practice of hike-to-ski, or backcountry skiing as it became

[35] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[36] Harrison, Blake, The Technological Turn: Skiing and Landscape Change in Vermont, 1930–1970, *Vermont History*, Vermont Historical Society, 2003.
[37] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[38] "Perspiration Led to Inspiration," *The Ancient Skier*, Kirkland, Washington, April 2014.
[39] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[40] Ibid.

known, offered a rugged experience that many found appealing."[41] These ski trains "contributed to a widespread reevaluation of the value, use, and meaning attached to certain natural resources. Snow, for example, was dubbed "white gold" by the popular magazine *Vermont Life,* and it quickly took on all the economic trappings of a "commodity that can be enjoyed or sold to advantage."[42]

While Woodstock attracted a few adventurous skiers, "Vermont's nascent ski business remained confined to the state's open pastures, logging roads, and hillside fields, and although largely noncommercial, it did generate limited amounts of revenue for services such as food, lodging, and transportation."[43] The White Cupboard Inn, located on the Woodstock village green, took in winter guests, "including the few hardy souls enthusiastic about skiing."[44]

In 1934, Bertram lived at the inn and worked as the resident ski instructor/guide. In January, Bertram gave skiing lessons to three skiers from New York: Douglas Burden, Tommy Gammack, and Barklie Henry. The three had just returned from a ski trip in Europe. At this time, many European ski areas had cable cars that brought skiers to the top of the mountains, which "made skiing a lot easier to do and a lot more popular."[45] After Bertram led the three on several ascents and descents, he had a conversation with one of the skiers who said, "'Why don't you put up a rope?' I didn't know what he meant, so I asked him what he meant, and he told me about this contraption up in Shawbridge, Quebec, run by an old car motor or an old car actually."[46] Following a morning of skiing, the four returned to the White Cupboard Inn for lunch, where they talked with innkeepers Robert and Elizabeth Royce and "complained of spending $40 each for a skiing weekend in Vermont during which they were able to climb the hills for a dozen brief runs. What they needed, they argued, was something to carry skiers uphill, something cheaper and better suited to New England than the elaborate aerial tramways of the Alps."[47]

[41] University of Vermont, Graduate Program in Historic Preservation. *Mad River Glen Ski Area Historic District Nomination Form*, United States Department of the Interior, National Park Service, December 2010.
[42] Harrison, Blake, The Technological Turn: Skiing and Landscape Change in Vermont, 1930–1970, *Vermont History*, Vermont Historical Society, 2003.
[43] Ibid.
[44] Moore, Milyn "Vermont Ski Tow Turns Fifty," *Vermont Life Magazine*, Winter, 1983.
[45] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[46] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[47] Moore, Milyn "Vermont Ski Tow Turns Fifty," *Vermont Life Magazine*, Winter, 1983.

They shared a common desire to "get up a ski slope faster so that they could spend more time skiing and less time climbing hills."[48] The act of "hiking and climbing to suitable vantage points for downhill runs was wearisome for these urbanites, and the need for a mechanized means to transport skiers uphill became an economic necessity for continued ski development.[49]

Royce had heard of a tow created by Alex Foster at the Laurentian Lodge Club in the Laurentian Mountains in Shawbridge, Quebec. Two years earlier, Foster "jacked up a four-cylinder Dodge and, with a rope, had made something to pull skiers uphill."[50] Bertram described the Quebec tow as "an endless rope … and they were driving it off actual wheels of a car…not too much capacity and a lot of slippage."[51] The inspiration for Foster's rope tow most likely originated in Europe. In Davos, Switzerland, Gerhard Muller used a motorcycle motor for one of the first rope tows in Europe.[52]

The three New York City skiers offered Bob and Betty Royce $300 to install a ski tow similar to the Quebec tow. Bertram asked the Royces if they had any Sears or Montgomery Ward catalogs because "I wanted to find out the price of rope, never having bought a piece of string in my life."[53]

According to unattributed oral histories, the Royces were described as extremely artistic, visionary "and fond of young people," while Mr. Royce was described as a "one-man chamber of commerce."[54] The Royces realized that Bertram was looking into a developing a rope tow and, by Bertram's own account, the Royces beat Bertram to the punch. After asking about the rope, Bertram said that Royce inquired what it was for and "he went out and rented the [Gilbert's] hill for ten bucks."[55] Bertram knew that Royce "knew that's where we'd been and figured that's where I was thinking of putting up some kind of rope device."[56]

[48] "Gilbert's Hill." Woodstock History Center. Accessed January 7, 2017.
[49] University of Vermont, Graduate Program in Historic Preservation. *Mad River Glen Ski Area Historic District Nomination Form*, United States Department of the Interior, National Park Service, December 2010.
[50] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," *New York Times*, January 9, 1984.
[51] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[52] Hibbard, Don. *Proctor Mountain Ski Lift National Register Nomination Form*, United States Department of the Interior, National Park Service, 1980.
[53] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[54] Origins of the First Rope Tow Oral History Project, Friends of Woodstock Winters. 1975. Woodstock History Center, Woodstock, Vermont.
[55] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[56] Ibid.

The Royces contacted William Koch, Betty Royce's brother, who in turn enlisted the help of his friend David Dodd of South Newbury, Vermont. The Royces obtained a diagram and hired Dodd to supervise the installation. According to Bertram, the hiring of Dodd "put me right out in the cold."[57] Dodd was a sawmill mechanic and trained engineer. He also built a tow on his property in South Newbury.[58] Using a shed behind the White Cupboard Inn as his shop, Dodd built the tow "with very little data to work on."[59] Dodd had only verbal descriptions and the Royce diagrams, but he lost little time in applying his engineering training and natural Yankee inventiveness to building the machine.[60] David was able to amass the needed parts, including a Model "T" Ford with a Montgomery Ward Pulford tractor conversion.[61] Dodd completed the project within two weeks for the total cost of $500.

The Royces paid Clinton Gilbert "for the right to erect and operate the White Cupboard Ski Way on his hillside pasture that winter."[62] Gilbert's Hill was already quite familiar to the skiers in the area. Bertram recalled that "Gilberts was pretty good on a cold day… because it was a south slope."[63] They rented Clinton Gilbert's hill for the rest of the season for five dollars. Within five days, the tow was installed on the hill. Gilbert's Hill was not the first choice for a site. They considered the Pulsifer family farm "north of the village."[64] Dr. Pulsifer would not allow his fences to be taken down, however, so the Royces and Dodd found an alternate location at Gilbert's hill. Shortly thereafter the Pulsifer family opened Pulsifer's Ski Hill, later known as Mt. Tom Ski Area.[65]

Skiing at Gilbert's Hill, 1934-1940

The Royces called their hill the "White Cupboard Skiway" and gave it a stylish opening with a parade through town that included a band, the Woodstock Fire Department, and what a February 1, 1934 issue of the *Vermont Standard* called "the big red Maxim truck."[66] According to Bertram, "there were a few people around and they complained about

[57] Ibid.
[58] International Skiing History Association, Skiing Heritage Journal, June 2008.
[59] Ibid.
[60] Moore, Milyn "Vermont Ski Tow Turns Fifty," *Vermont Life Magazine*, Winter, 1983.
[61] "Gilbert's Hill." Woodstock History Center. Accessed January 7, 2017.
[62] Moore, Milyn "Vermont Ski Tow Turns Fifty," *Vermont Life Magazine*, Winter, 1983.
[63] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[64] "Kathryn Pulsifer Eaton (October 20, 1921 - May 10, 2014), Cabot Funeral Home, Date Accessed January 2017.
[65] Ibid.
[66] "Ski History," *The Vermont Standard*, June 15, 2010.

paying."[67] An employee sold tickets from within a musty stagecoach borrowed from the Woodstock stable.[68]

The inventors enlisted three Woodstock kids as guinea pigs. Lloyd Brownell and Buster Johnson joined Robert Bourdon on his ride into history. One by one they marched to the rope, grabbed, rocketed up and skied down.[69] The 17-year-old Robert Bourdon was the first person to ride up the hill. Bourdon recalled ''we thought it was pretty neat that we wouldn't have to climb up the hill all the time…Getting up was no problem, but coming down was difficult, because the snow was sun-crusted and our skis kept getting caught.''[70] The first run was far from a nimble descent. The skiers faced broken crust, what Buster Johnson called "a standard factor in all historic first runs."[71] Also known as breakable crust, the first skier would get their skis caught under the crust making the run "a little hectic."[72] Bourdon was not supposed to be the first skier, but "someone had gone up ahead of Bob and fell down…He never made it up the rope tow, and to this day no one knows who it was. Bob, on the other hand, became a minor celebrity. He was a natural skier with a beautiful technique."[73]

The Model T Ford truck "was jacked up so one rear wheel could supply the drive power for a long rope loop."[74] The truck sat at the bottom of the hill. The rear wheel was chained to the car to prevent it from moving. The heavy rope of the tow was looped around the other rear wheel, which turned, pulling the rope. The rope ends were spliced together to form a loop.[75] The Gilberts placed tripods into the frozen ground so that the 1,800-foot rope stayed off the snow. There was a spoked wheel at the top of the hill. Russell Gilbert, the son of Clinton Gilbert, was nine years old when the tow opened in 1934. He recalled years later "they ran a rope around the wheel of a jacked-up jalopy at the foot of the hill."[76]

[67] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[68] Origins of the First Rope Tow Oral History Project, Friends of Woodstock Winters. 1975. Woodstock History Center, Woodstock, Vermont.
[69] *Ski Magazine*, Vol. 56, No. 7, March 1992.
[70] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," *New York Times*, January 9, 1984.
[71] Origins of the First Rope Tow Oral History Project, Friends of Woodstock Winters. 1975. Woodstock History Center, Woodstock, Vermont.
[72] Ibid.
[73] Thornton, T.D., "Woodstock won the uphill battle," Boston Globe, January 1, 2009
[74] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," New York Times, January 9, 1984.
[75] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[76] O'Gorman, Josh, "Ski Tow Made History," *Rutland Herald*, February 17, 2009.

In the end, they constructed a "device to drag skiers up the nearly 500-foot hill."[77] Unlike today's detachable chairlifts, the rope kept moving around the wheels and skiers "grabbed it at the bottom of the hill and held on until they reached the top."[78] According to witnesses "the rope writhed on the ground like a serpent."[79] There were pulleys mounted on posts that held the empty rope, "which was coming back down the hill, out of the skiers' way."[80]

The tow could accommodate five skiers at a time and deliver them to the top of the hill within a minute. With the early car motor, the operation of the rope tow was akin to driving down the road. If a skier wanted to get up the hill faster, the operator could accelerate the motor. Bertram, although beat out by the Royces, still helped and "acted as operator, sitting behind the wheel and working the foot pedal as he would if he were driving down a road."[81] Another early contributor was Perley Wheeler, who lived nearby in a cabin with no electricity.[82] Wheeler sold tickets at Gilbert Hill, but he often held up the line due his passion for collecting matchbooks. Whenever a patron lit a cigarette, Wheeler held up the line as he requested to see the matches.[83]

Arthur Goodrich, of Northfield, Vermont, came down with two carloads of skiers during the first season. In a 1988 interview, Goodrich recalled his first experience at the hill:

> We found Gilbert's Hill and we parked. And strangely enough, we were all conservative Vermonters, so we thought that $.10 a ride you know was a good rate and you know in this time that it takes me to tell you about it, we had used up six or seven rides and realized we'd only been there a half hour or so. So, then we went back to the ticket office and tried to make an adjustment. And the fellow said, you signed up for the $.10 a ride. So, we presented to him the proposition that there were two carloads of us there, we probably would be back again and again and again. Alright he says, well, you give us the other $.70 or whatever it was that we owed and we'll let you in for a $1.00. So, you know, that was what it cost then. A $1.00 for a day. And I bet we took between 35 and 40 rides that day.[84]

[77] Ibid.
[78] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[79] *Ski Magazine*, Vol. 56, No. 7, March 1992.
[80] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[81] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," New York Times, January 9, 1984.
[82] "Ski Patriarch Dies, "Bennington Banner, January 21, 1967.
[83] Origins of the First Rope Tow Oral History Project, Friends of Woodstock Winters. 1975. Woodstock History Center, Woodstock, Vermont.
[84] Interview with Arthur Goodrich, August 24, 1988. Vermont Historical Society.

While considered a luxury to not climb the hill, the tow possessed inherent dangers. The skiers found it difficult to hold onto the rope "even when the tow was working smoothly."[85] Skiers learn to approach the rope carefully, grabbing with both hands, "one hand in front of the other, bending their knees and pitching their center of gravity back over their heels."[86] The skier had "to approach the rope, which was going at a constant speed and let the thing slip through your hands a bit. Some people would go up and grab it vigorously…they'd go right over the tips of their skis. You can't go from no miles an hour to ten miles an hour without something happening…so your hands acted as a clutch."[87] Holding onto a moving rope, however, "was not as comfortable as riding up a mountain in a cable car, but it sure beat climbing up."[88] Pete Howe was one of the first to ride the tow at age 11: "The rope was mighty wet…you could wring the water out of it and it would twist your soaked mittens all around. Then we shoveled snow on the track to get over the mud holes."[89]

Arthur Goodrich recalled the technique in riding the rope tow:

> It was a pretty good hill back in those days. It went up a gradual climb of maybe 15% and at the very end it went up quite steep, maybe 25 or 30%, very last jump up and then you got off at the top. There was a right way and a wrong way to ride the rope tow. The wrong way was to grab with both hands in front. That was no good because eventually your grip would loosen, the rope would start to slide through and then you'd eventually have to let go. If you grabbed it with your right hand in front and then with your left hand around in back, those made a good secure hold. And would almost indemnify you against any slippage and you could ride it clear to the top. Always put the ski poles on the wrist of your left hand around back so it was dangling around the back not up here where it might get fouled up with the rope. People had to be very careful about wearing scarfs or anything like that because they did have some bad accidents as a result of those getting fouled up with the rope at the top you know. Most of the ski tows including that one at Gilbert's Hill, they had a safety device. If you went through that safety device, (CLICKING NOISE) everything stopped which was a good thing.[90]

[85] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[86] "Ski History," *The Vermont Standard*, June 15, 2010.
[87] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[88] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[89] Venn, Tamsin, "Spring Hot Spots," *Skiing Magazine*, Vol. 36, No. 7, Spring 1984.
[90] Interview with Arthur Goodrich, August 24, 1988. Vermont Historical Society.

While getting on proved to be a hazard, getting off at the top was equally dangerous. The challenge was to get off without being caught on the rope. One woman was "unlucky enough to have a thread of her heavy knit sweater catch in the twisting rope. It began to unravel as the rope hauled her to the top and, as it was spring, and she had gone to the slopes with nothing but the sweater to cover her top, she arrived at the top of the hill completely bare-chested. Bobby Bourdon quickly presented her with his ski jacket."[91] Another woman, who was on her honeymoon, was wearing a silk scarf. As she approached the top of the hill, the scarf was entwined around the rope. She dangerously hung from the rope until she knocked the rope off of its track.[92] Bertram "believed that he was the first victim of a ski tow accident in this country. He was alone on the tow one day when it sped up. He was pulled uphill very fast. He tried to let go, to fall off the tow. But his sweater caught on the rope. It "was ripped right off ….except for the sleeves … Both his skis were broken, but luckily, he was not hurt."[93] Bertram recalled this instance another time:

> Dodd looped tripods away from the lift line, so your return rope was nowhere near the lifting plane and it gave a helluva a twist to the rope. Well, he shot me up the hill one day – had short slalom poles for ski poles – and I must have been going 30 miles an hour when I got to the top. Well, I had a on a Brooks Brothers sweater and it had got wrapped around the rope [which was twisting]. I went between two trees at the top, broke the poles and both skis, and all I had left on me were the two sleeves of that sweater. It had been a dam nice sweater too.[94]

This was not a perfect device. The rope would loosen with use, "creating enough slack to leave it dragging over the ground at times. To combat this issue, he had to pull the ropes taught by progressively moving the pulley setup at the bottom of the hill further down and refastening it in place. Dodd would sit in the Ford and man the pulleys as the skiers went up and down the hill. When they wanted the tow to go faster, they'd tell him to step on the gas and he'd do as they said."[95] Clinton Gilbert recalled that the skiers often had to assist in remedying the slack problems: "On a warm day, the rope would stretch and there was no way to tighten it except for all the skiers to pitch in and move the jalopy down the hill."[96] Wendy Cram recalled that the rope tow on Gilbert's Hill didn't work all that reliably:

[91] "Ski History," *The Vermont Standard*, June 15, 2010.
[92] Origins of the First Rope Tow Oral History Project, Friends of Woodstock Winters. 1975. Woodstock History Center, Woodstock, Vermont.
[93] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[94] "The Hill That Bunny Built," *Skiing Magazine*, January 1979.
[95] "Ski History," *The Vermont Standard*, June 15, 2010.
[96] O'Gorman, Josh, "Ski Tow Made History," *Rutland Herald*, February 17, 2009.

> The thing that drove it, a Ford Model T engine, was broken down a lot. They couldn't get more than probably 10 or 12 people on there at any one time, so had 'em all spaced out. You could get a lot of skiing on that thing, though, so people came up there a lot, stopped going to New Hampshire all the time and came to Woodstock. Woodstock was a pretty nice little town in the wintertime. They were really expensive …it was 50 cents a day.[97]

While the first season was considered a success, there were several problems "with the nascent rope tow. The Model T Ford ran at inconsistent speeds, was tipped uphill, and ran off of one rear wheel, an unstable setup that wore out the Model T before the season was out."[98] The tow kept burning out because "they hadn't rigged it right."[99]

Bertram recalled that "the contraption that Dodd fixed up didn't work too well…he was either burning out the rear end or the main bearings because the thing was tipped uphill…and you can't drive anything off of one rear wheel for any length of time with the other standing still because of the differential in the rear end."[100] The differential on the original Model T eventually did burn out within weeks. After the Model T broke down, Dodd found a Buick and Ford Ferguson tractor, owned by local farmer Rupert Lewis. Bertram recalled that Dodd "borrowed a tractor from the country club and parked it on a slant. Well, I tried to tell him you can't chain one rear tire and jack up the other and let it

Figure 1. Rope Tow, Farmhouse, and Barns in background, c. 1935. Image Courtesy of Woodstock Historical Society.

[97] Leo, Roger, "Wendell Cram Recalls Early Days of Skiing in Vermont," *On the Snow*, February 10, 2011. Date Accessed January 7, 2017.
[98] "Ski History," *The Vermont Standard*, June 15, 2010.
[99] Moore, Milyn "Vermont Ski Tow Turns Fifty," *Vermont Life Magazine*, Winter, 1983.
[100] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.

run without ruining the differential. A nice guy, but you couldn't tell him a thing…and he tore the end of it, of course."[101]

In addition to the rope tow problems, the fledgling hill faced other struggles. Gilbert "didn't like it, because he thought he had been taken for ten dollars and then to have a three-ring circus put up on his hill."[102] In addition, the Royces were not making any money. The Royces "didn't have too much money and they were in the hotel business down there and they had to pay David Dodd. Unless you can do the work yourself, back in those days you couldn't make any money."[103]

The internal squabbles had no impact on the visiting skiers. Word that something was happening up in Woodstock spread quickly.[104] They also hosted the Ski Club Hochgebirge, a Boston club boasting nearly 70 members, transporting them to Woodstock by train and bus for a visit that lasted from Saturday afternoon to Sunday evening and during which members stayed at the White Cupboard Inn.[105] The skiers "paid one dollar a day to use the tow, fifty cents for half a day."[106] A New Jersey Ski Club stated "one big attraction at Woodstock is an endless rope tow driven by a motor which pulls you up without you having to do anything except to hold on."[107] The news of "this country's technological breakthrough spread fast, and the next weekend the village of Woodstock was mobbed. Over the winter, ski-club groups arrived by trains and buses, so the town's 500-guest capacity was often strained to hold more than 1,000."[108] "They were strange and exciting times for a young farm boy," Russell Gilbert said of the many Ivy League outing clubs who made the trip to his father's hill. "The whole world came pouring into the pasture behind the house."[109]

Following the fall of 1934, the Gilberts prepared for their second season, with Bertram serving as the manager of operations. Unlike the first season, Bertram beat the Royces to making an arrangement with Gilbert. The Royces hoped that they would rent the hill from

[101] "The Hill That Bunny Built," *Skiing Magazine*, January 1979.
[102] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[103] Ibid.
[104] Moore, Milyn "Vermont Ski Tow Turns Fifty," *Vermont Life Magazine*, Winter, 1983.
[105] "Ski History," *The Vermont Standard*, June 15, 2010.
[106] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[107] International Skiing History Association, *Skiing Heritage Journal*, June 2008.
[108] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," New York Times, January 9, 1984.
[109] O'Gorman, Josh, "Ski Tow Made History," *Rutland Herald*, February 17, 2009.

Gilbert for another year and offered him $100 dollars. Mrs. Royce even hired a local cab driver to fetch a crisp $100 bill in Lebanon, NH. The driver "returned with a flimsy bill and Elizabeth, who was intent on handing Gilbert a crisp note for his trouble, went home to clean and iron it. While she was hard at work, Bunny slipped over to the Gilberts and rented it out from under her."[110] Bunny rented the hill for $10 and then renamed it "The Woodstock Ski Hill."

Figure 2. Rope Row, c. 1935. Image Courtesy of Woodstock Historical Society.

After witnessing Dodd's rope tow in action, Wilfred Smith of the Woodstock Electric Company, the local power company, offered to supply electric power to operate the tow, but Dodd and the Royces did not want to use electricity. At the same time, the Gilberts asked Bertram if he would install a secondary rope tow. Bertram went to the Wilfred Smith, who loaned Bertram an electric motor. All Bertram had to do was pay for the electricity, "because they were so anxious to have the thing going and running right."[111] In contrast to the car engine, the electric motor ran at a constant speed. As the second season came to end, there were two rope tows on Gilbert's Hill.

Bertram was not pleased with the single groove sheave on the Dodd rope tow and he looked for ways to upgrade the system. A sheave is a grooved wheel for a rope to run on, similar to a pulley. With a multi-groove sheave, there was less strain on the wheels and less chance for the rope to slip. When Bertram returned to his native Newport, Rhode Island, he saw a Ferris wheel "and that's where I got my idea of the multiple groove with the idlers, you know, to get the extra wraps in…"[112] Bertram recalled the Ferris wheel "had a double groove sheave with a single groove idler sheave, and that's the way I did it. It worked fine,

[110] "Ski History," *The Vermont Standard*, June 15, 2010.
[111] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[112] "Ski History," *The Vermont Standard*, June 15, 2010.

too."[113] This finally brought an end to the problem "of the ever-loosening rope by adding an extra…pulley to act as a tightening device."[114]

The Gilberts and Bertram opened the newly named Woodstock Ski Hill on Christmas Day, 1934 and charged $1 per day.[115] Bertram recalled the day in 1977: "Honestly, you almost felt as if you had to wrestle people to get a dollar from them."[116] For the second season, Clinton Gilbert and Bertram shared the earnings and together, they "worked to make the hillside more attractive to skiers."[117] The Gilberts also converted one of their barns into a warming hut. It also served as the ski school headquarters for Archie Charon, who taught the Arleburg technique. Bertram's electric powered tow was located slightly to the north of the original lift. This lift accessed different terrain "that was quite a bit gentler than the original."[118]

Bertram also set up lights for night skiing, which was essentially a flood light strategically placed at the bottom of the hill. While the night skiing offered new times for recreation, the fact of the matter was that the skiers were often too exhausted from a full day of skiing. Bertram often opened the mountain, but "If no one had come to ski by dinner time, he went home."[119] At times, the operation of the tow was left to the skiers themselves. Bertram "didn't mind a bit if people skied when he wasn't there. They were allowed to turn on the lights and ski as much as they wanted."[120] Bertram recalled "If you happened to be driving down Route 12 at night [when the lights were on and people were on the hill]," he remembered, "it sure looked pretty."[121]

Bertram constantly worked on refining the tow:

[113] "The Hill That Bunny Built," *Skiing Magazine*, January 1979.
[114] "Ski History," *The Vermont Standard*, June 15, 2010.
[115] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[116] Bunny Bertram Oral History, July 1977. Woodstock History Center, Woodstock, Vermont.
[117] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[118] Leich, Jeff, Green Mountain Gold: Origins of Vermont Skiing, Part 1, Woodstock. Journal of the New England Ski Museum, Issue 94, Summer 2014.
[119] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[120] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.
[121] Stout, Marilyn, "Small Beginnings: The First Rope Tow in Vermont." *Historic Roots, A Magazine of Vermont History, Volume 3, Number 3*, December 1998.

> [He worked] out a few of the kinks in his electric rope tow over the course of the next few years, adjusting the speed to get people up to the top before they fell off with fatigue and adjusting the rope so that it did not twist so severely as to rip their clothing. With the faster rope tow, people were learning to use their hands as a clutch, allowing the rope to slip through for a moment before they latched on. If they grabbed on too quickly, they'd find themselves on the ground. If they gripped the rope slowly, they could get up to the 10-mph rope speed with no undue harm.[122]

While Gilbert's Hill involved the modern technology of a rope tow, the snow groomer had yet to be invented. Gilbert and Bertram often hired local children to pack down the trailside. First learning to ski on barrel staves in the 1920s, Elsie Johnson of Woodstock first arrived at Gilbert's Hill at the age of 17. Her job was to help pack the mountain. She "packed holes and holes and holes – all the way down the hill."[123] Despite an early exposure to the sport, Johnson did not consider herself an avid skier and "they never asked me to go up to pack the hill again because it took so long to get down. And I left so many holes on that hill that it really wasn't too prosperous."[124]

Although she was banned from the packing operations, Johnson helped in other ways by assisting Mrs. Gilbert with the snacks. In the beginning, the Gilberts offered their house to the skiers. Johnson recalled "they let them use the house to eat in and early it was pretty rough because it was snowing."[125] The Gilberts offered egg salad, ham and peanut butter and jelly sandwiches. They were 25 cents apiece with the peanut butter and jelly sandwiches only being 15 cents. The Gilberts also offered milk, coffee and donuts. After a few years, the Gilberts "moved out into what is the garage there now and served from there."[126]

The hill was the site of many races and "in those days, races started at the bottom of the hill, so the operators would rev the engine to catapult racers up the hill at 35 to 40 m.p.h., giving them the fastest possible ascent times before they started the downhill legs."[127] The best skiing was in the spring "when sap buckets hung from the maple trees like ornaments and the south facing slope was blanketed with corn snow."[128] Isabel Stephens, who skied

[122] "Ski History," *The Vermont Standard*, June 15, 2010.
[123] Elsie Johnson Oral History, January 1, 1996. Woodstock History Center, Woodstock, Vermont.
[124] Ibid.
[125] Ibid.
[126] Ibid.
[127] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," New York Times, January 9, 1984.
[128] Ibid.

on the hill in 1934, recalled "We called it corn on the cob…The sap began to flow at the end of February and through March, and that was the best ski month also, it was warm and the days were long."[129]

By 1935, "entrepreneurs in Woodstock got the message, and beginning the next winter, installed twelve rope tows in town."[130] At this time, nearby hills included Prosper Ski Hill (just south of On the Edge Farm on Route 12 and Mount Tom). One 1936 publication noted, "It is said that the farmers around Woodstock are obliged to sit up with shotguns on clear winter nights to keep people from building rope tows in every back pasture."[131]

Figure 3. Ski Hut, c. 1940. Image Courtesy of Library of Congress.

Other rope tows soon operated in other Vermont towns, including Marlboro, Shrewsbury, and Bennington.[132] In 1936, there were four Woodstock ski areas in full operation, and "Woodstock entrepreneurs and winter enthusiasts threw their energies into marketing the burgeoning industry."[133] John H. McDill "began a promotional campaign for winter sports in Woodstock. His marketing pitch boasted that Woodstock was the "Natural Skiing Center of New England." Bob Royce used his own printing press to create postcards, "which he sent all over the country, and Bunny used his telephone to talk to friends and customers, encouraging them to call their friends to pass along the news."[134]

In 1936, the Gilberts added the present-day ski hut. The hut also served as the headquarters for ski instructors Sig Buchmayr and Bob Bourdon. Bourdon was the veteran

[129] Venn, Tamsin, "Spring Hot Spots," *Skiing Magazine*, Vol. 36, No. 7, Spring 1984.
[130] "Ski History," *The Vermont Standard*, June 15, 2010.
[131] Coleman, Abner, "A.W. Coleman Skis Over Vermont." *Appalachia*, 1936.
[132] University of Vermont, Graduate Program in Historic Preservation. *Mad River Glen Ski Area Historic District Nomination Form*, United States Department of the Interior, National Park Service, December 2010.
[133] "Ski History," *The Vermont Standard*, June 15, 2010.
[134] Ibid.

of the inaugural rope tow ride. Buchmayr, a native of Austria, came to the United States in 1929. Prior to Woodstock, he established Peckett's on Sugar Hill in Franconia, New Hampshire, one of the first ski schools in this country. Buchmayr "personified the light side of the alpine attitude – lots of fun, lots of flirtation and some showboating."[135] While the new ski hut had some amenities, "it never had a bathroom they could use in the office – they had to use the one out back."[136] The Gilberts had a three-hole outhouse attached to the rear of the garage. In addition to making sandwiches, one of Johnson's jobs was to "be sure that it was in order."[137]

By the third season, Bertram and Gilbert had a falling out with each other. According to Bertram, he was "supposed to pay Gilbert a certain percent of the income he made from the hill. Gilbert didn't trust that Bunny was paying him the full percentage and attached his bank account in order to get what he believed was owed him."[138] Bertram claimed innocence but decided it was time to move on. Bertram "eventually moved the tow from Gilbert's Hill, which had a southern exposure that was not particularly good for holding snow, to a site called the Gulley."[139] In 1936, Bertram began operating a tow on Suicide Six, which was on the opposite side of the hill from Gilbert's Farm. "Ever interested in offering more, Bunny arranged for the purchase of the other side of the Gully. He purchased Perry's pasture in 1937, sold the timber to make back some of his money, reinvested that in another rope tow, and Suicide Six opened in 1937. Suicide Six initially was a one-man show - Bunny did it all. He was lift operator, maintenance man, rope splicer, lift operator, ticket taker, and master planner."[140]

Bertram recalled:

> Well, being a south slope and everything, it wasn't the right place to be, anyway…I went up [what would later become] Suicide Six, and down the back side, and found what is called the Gully now. And I decided that was the place to be because it had higher elevation, better snow conditions and everything, and two exposures: a northeast one and a south slope. The south slope being the back side of Suicide Six.[141]

[135] Lund, Morten, "They Taught America to Ski, "Skiing Heritage Journal, September 2005, Vol. 17, No. 3.
[136] Elsie Johnson Oral History, January 1, 1996. Woodstock History Center, Woodstock, Vermont.
[137] Ibid.
[138] "Ski History," *The Vermont Standard*, June 15, 2010.
[139] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," New York Times, January 9, 1984.
[140] "Vermont Ski Museum Hall of Fame Induction, Bunny Bertram." Vermont Ski Museum, 2007. Date Accessed January 7, 2017.
[141] "Ski History," *The Vermont Standard*, June 15, 2010.

Bunny worked hard at keeping Suicide Six relevant and active. In the 1930s, he partnered with the other regional ski areas to market skiing to urban areas. He installed the first Poma lift in North America in 1954. He borrowed grooming equipment from larger ski areas, driving it to and from Suicide Six in the middle of the night. He offered a first-class ski experience. One of Bertram's lasting impacts was his dedication to youth ski racing. Bertram "is credited with many other American ski firsts."[142] He created the Mid-Vermont Junior Ski Council, the nation's first youth racing program and the first certification tests for ski instructors. He also hosted the country's oldest continuous ski race, the Fisk Trophy Race, and was founding president of the oldest ski club in the country, the Woodstock Ski Runners.[143] Bertram also invited the Dartmouth ski team to train in Woodstock, pioneering the first NASTAR style race.[144] In 1981, he was inducted into the National Ski Hall of Fame.

The growing success of skiing in Woodstock and throughout New England "caught the attention of railroad-company officials eager to expand the seasonality of passenger markets." [145] Several railroad lines ran special "snow trains" from cities including Boston, New York, and Hartford to ski destinations across northern New England. Some of the snow trains ran Sunday excursions, "while others set out on Friday evenings for more distant areas, dropping their passengers off on Saturday morning at ski centers in the Berkshires, New Hampshire, and Vermont, and returning them home in time for a bleary-eyed workday on Monday."[146] By the mid-1930s, "tens of thousands of skiers were riding north from Boston and New York each winter. These passengers—typically young, urban, middle-class office workers eager for sociable, healthy, and challenging outdoor activities—helped build a popular reputation for skiing that carried the sport through the years of the Great Depression and that reinforced its potential for future development and profitability."[147]

With thousands of people flocking into the Woodstock region every winter, there was an economic boon to the towns. During these early ears, the Woodstock Inn closed its doors for the winter "leaving little lodging for the huge influx of skiers that plowed into town seemingly overnight. The new winter population turned young local kids into busy taxi drivers and transformed at least one room in nearly every residence in town into rented

[142] "Wallace 'Bunny' Bertram, believed to have founded America's first...", UPI, January 31, 1981.
[143] Ibid.
[144] "Vermont Ski Museum Hall of Fame Induction, Bunny Bertram." Vermont Ski Museum, 2007. Date Accessed January 7, 2017.
[145] Harrison, Blake, The Technological Turn: Skiing and Landscape Change in Vermont, 1930–1970, *Vermont History*, Vermont Historical Society, 2003.
[146] Ibid.
[147] Ibid.

space. The town was booming with this new business and with so little ready space for bodies, some resorted to staying in vacant jail cells and jury quarters to rest for the night."[148]

As skiing's popularity grew, Vermont's public officials "soon noticed the potential for profit from this new form of tourism, much to the economic benefit of the emerging industry and of those who catered to skiers.[149] Tourism had been a component of Vermont's economy for many decades, as early as the mid-19th century in some parts of the state. However, creation of a tourism board in 1890 and formation of the Bureau of Publicity in 1911 marked formal commitments to tourism by state government. During the ensuing years, literature published by that bureau often promoted Vermont's scenic agricultural countryside as an unspoiled, healthful summer playground. Skiing provided an opportunity to extend a similarly healthful form of tourism into the winter season, and this aspect became increasingly valuable as the country's economy worsened during the 1930s.

By 1939, Gilbert's Hill had "two tows, one above the other on different levels, offer[ing] all kinds of skiing terrain over a large area of land. Lunches and free parking available."[150] By 1940, there were 11 tows in the Woodstock region.[151] In 1940, Gilbert's Hill hosted "ski stunt races." Organized by ski instructor Robert Bourdon, the events featured "unfurled umbrellas and masquerade costumes" that "cavorted as forerunners of the Easter holiday merriment" while Bourdon judged "uphill and obstacle competition, a form of skiing subject only to the laws of gravity."[152]

Gilbert's Hill Farm 1934-1964

During the 1930s, Vermont farms suffered tremendously as "the smaller family farms did not fare as well. By the last years of 1930s, many of the local farmers were going out of business, unable to finance the newer agricultural trend toward more power machinery, more specialization and bigger business."[153]

Despite downward trends, Clinton Gilbert maintained a busy farm operation. Marion Post Wolcott, a photographer for the Farm Security Administration, visited Gilbert's Hill in

[148] "Ski History," *The Vermont Standard*, June 15, 2010.
[149] University of Vermont, Graduate Program in Historic Preservation. *Mad River Glen Ski Area Historic District Nomination Form*, United States Department of the Interior, National Park Service, December 2010.
[150] Ski Trails in the East and How to Find Them.
[151] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," *New York Times*, January 9, 1984.
[152] "Ski Stunt Races at Woodstock Today." *The Burlington Free Press*, March 23, 1940.
[153] Noble, Deborah S. *Isaac M. Raymond Farm National Register Form*, United States Department of the Interior, National Park Service, 1991.

March 1940 and described Clinton Gilbert and his farm operation as having "150 acres, mainly a dairy farm with twenty-three cows. He also makes about one hundred gallons of maple syrup every year."[154] Maple sugaring was the Vermont farmer's first crop of the year, as it was gathered and processed during the spring thaw, just prior to the planting of field crops.[155]

Figure 4. Farmhouse, c. 1940. Image Courtesy of Library of Congress.

Gilbert hired at least one laborer to assist on the farm in 1940, and a maid, who also worked at another home, lived in the house. On the 1940 census, his son, Russell, was identified as a chicken farmer, "on his father's farm."[156] The Vermont Department of Agriculture encouraged farmers to diversify their dairy operations beginning in 1910 by raising poultry. By 1936, poultry was the state's second largest source of income. With the maple sugaring and chickens, Gilbert's operation reflected a statewide trend in early 20th century agricultural practice as "Vermont's leading agricultural exports shifted from wheat to wool to dairy products, with subsidiary operations in stock breeding, orchard farming, maple sugaring, lumbering and a variety of other small-scale activities."[157]

In 1940, the farms of Windsor County had, "on average, 288 acres of land. Sixty-one acres of this land or slightly less than one fourth of the total acreage were used for crops; eighty-three acres were in open pastures; ninety five acres in wood pastured; forty four acres in

[154] U.S. Farm Security Administration/Office of War Information Black & White Photographs, Library of Congress, Call Number: LC-USF34- 053066-D [P&P] LOT 1240
[155] Jamele, Suzanne and Elsa Gilbertson. *Agricultural Resources of Vermont Multiple Property Documentation Form*. National Park Service, Department of the Interior, 1991.
[156] 1940 Federal Census
[157] Jamele, Suzanne and Elsa Gilbertson. *Agricultural Resources of Vermont Multiple Property Documentation Form*. National Park Service, Department of the Interior, 1991.

woods not pastured and five acres in other land."[158] This decline was attributed to the economics of maintaining a small-scale farm, the availability of the automobile, and the attractive landscape. The small dairy farms could not compete with the larger, technologically advanced farms. The automobile allowed for commuting, and many farmers' children entered other professions. While a deviation from a typical diversified farm, the Gilberts most certainly welcomed the additional income stream. Wolcott, the photographer, stated that the ski hill was a benefit to Gilbert as "it has increased his income about twenty five percent. Has enabled him to build small ski lodge and do many repairs to property."[159]

The Legacy of Gilbert's Hill

The significance of Gilbert's Hill was first recognized in 1954, when the community placed a small wood plaque near the barn/original ski hut at the base of the hill. Following the unveiling of the small plaque, with Governor Lee Emerson in attendance, the Woodstock Inn hosted a small celebration. The New England Council's winter sports committee, the National Ski Association and the U.S. Eastern Amateur Ski Association, sponsored the event.[160] Soon after the death of Clinton Gilbert in 1964, the Gilbert's Hill ski area closed. The competition of the larger regional ski areas dwarfed these small "mom and pop" operations. Skiing itself had transformed from a sport for the adventurous to a full-scale recreational activity. With the growth of the sport came expectations for better amenities and terrain.

Between 1945 and 1966, the State of Vermont re-routed Route 12 to address flooding problems associated with a nearby creek. Up to this point, the road bisected the farmstead and ski area. The main house, barn and ski hut were located on the north side of the road and the dairy barn and milk house, plus another barn were on the south side. Mature trees lined both sides of the road. As the road passed through the property, it then veered sharply to the northwest to rejoin the present configuration. The realignment placed the road travel considerably further to the south, giving the farmstead a large setback.

In 1964, the State of Vermont Historic Sites Commission placed a Roadside Historic Site marker at Gilbert's Hill on Route 12. Celebrating the 30th anniversary of the first ski tow,

[158] Davison, Robert P. and Edward J. Cook. *A Study of the Farm Business of 89 Dairy Farms in Windsor County, Vermont.* Agricultural Extension Service. University of Vermont and State Agricultural College. Burlington, Vermont: 1941.
[159] U.S. Farm Security Administration/Office of War Information Black & White Photographs, Library of Congress, Call Number: LC-USF34- 053066-D [P&P] LOT 1240
[160] "Organized Skiing to Observe 50th Anniversary Thursday." *Burlington Free Press*, January 25, 1954.

Governor Phillip Hoff made remarks at the dedication. He noted that Vermont's lift capacity had expanded by 57% in the previous fifteen years and that skiing expenditures were $33 million annually. Hoff stated that "these are tremendous gains but they fall short of telling the story of what has come to be one of Vermont's and New England's major attractions. Nor do these statistics adequately measure the full importance of skiing to the economy of the region or aspects of its growth."[161] The state marker title reads "Woodstock, Vermont -- Site of the First Ski Tow in the United States" and the text reads:

> In January, 1934, on this pasture hill of Clinton Gilbert's farm, an endless-rope tow, powered by a Model "T" Ford engine, hauled skiers uphill for the first time. This ingenious contraption launched a new era in winter sports.[162]

Following the ceremony, there was a torchlight slalom parade, a 1930s-ski fashion show, and a history exhibit. Robert G. Averill, President of the Woodstock Chamber of Commerce remarked "Woodstock is proud of its role in launching skiing as a major sport in America. It is our hope that the celebration will throw a spotlight not only on the site of the first tow, but on the many fine neighboring facilities that enhance the progress of skiing and the dedicated organizations that make skiing a great part of American recreational life."[163] With the 1965 purchase of the 120-acre property by Alfred and Lucile Appel, the skiing era at Gilbert's Hill officially came to an end.

As rope tows and small-scale ski areas rose in popularity, many local farmers and entrepreneurs were prompted "to reinterpret the economic value of Vermont's agricultural landscape."[164] With the farmers' recognition of the new winter recreational opportunities and their desire to uses their hillside pastures, many Vermont farmers "discovered an entirely new value system for farmland."[165] In some cases, that value was supplemental to traditional agricultural production. Farmers, for example, ran and owned a number of Vermont's new ski areas in the 1930s, and by 1948, over ninety percent of Vermont's ski areas still remained under the management of local residents."[166] In addition, the winter months now provided a new economic value of winter to these farmers. As one journalist noted, Vermonters who once accepted winter weather with little more than "resignation

[161] "Ceremonies Mark 30th Anniversary of first US Ski Tow at Woodstock." *Burlington Free Press*, January 26, 1964.
[162] "Woodstock Marks 30th Anniversary." *Bennington Banner*, December 21, 1963.
[163] Ibid.
[164] Harrison, Blake, The Technological Turn: Skiing and Landscape Change in Vermont, 1930–1970, *Vermont History*, Vermont Historical Society, 2003.
[165] Ibid.
[166] Ibid.

and despair" now felt "more kindly towards the season their forefathers dreaded."[167] As Charles Edward Crane wrote in his 1941 book *Winter in Vermont: "*The greatest boon that skiing has brought to Vermont isn't the new winter visitors or the income from entertaining them, but the improved morale of our own people in a season which heretofore was regarded as a depressing one."[168]

Gilbert's Hill, as well as other Vermont rope tows, was easy and inexpensive to construct, which allowed for them to proliferate throughout the state. These tows remained the dominant form of mountain transport until the arrival of the Poma lifts in the 1940s. Even with the arrival of the chairlift in 1948, "rope tows still outnumbered chairlifts and all other surface lifts among the state's fifty-four ski areas by seventy-nine to ten.[169] Rope tows also "fit nicely into the state's early ski landscape by matching and reinforcing the expectations of many of Vermont's first skiers."[170] While many Vermont ski areas cut trails out the forested mountainsides, such as the Civilian Conservations Corps' work at Mount Mansfield, rope tow ski areas like Gilbert's Hill "were often developed on the popular 'connected open snow fields with varying degrees of slope' found in lower elevations and in farming towns like Woodstock."[171]

While the rope tow ski area may have closed due to the rise of large ski areas, their impact was quite profound. These Vermont rope tows "helped transform the state's tourist landscape, in part by reinforcing the ongoing centralization of skiing at established ski areas."[172] The most significant impact on future ski area development was that these new rope tows had "created a new ski-area dynamic in which organized networks of trails now clustered around their attendant tows."[173] Following the rope tow years, "slowly but surely, skiing became more and more popular. "[174] On the heels of the rope tow, technological advances such as stable boots, fixed heel bindings and waxed skis improved the skiing experience. There were Nordic jumps in Brattleboro, Middlebury and St. Johnsbury.[175]

[167] Ibid.
[168] Ibid.
[169] Ibid.
[170] Ibid.
[171] Ibid.
[172] Ibid.
[173] Ibid.
[174] Davis, Jeremy, "The History of Vermont Skiing: One Hundred Years of Growth." University of Vermont History Paper, His 307, Prof. Yale, April 20, 1998.
[175] Ibid.

In 1984, Woodstock celebrated the 50th anniversary of the opening of Gilbert's Hill. The organizers built a replica ski tow that was "whisking skiers up Gilbert's Hill for demonstration rides."[176] Bill Alsup, an avid skier and owner of an aerial-tramway company, oversaw the re-creation. Alsup commented ''Originally, we discussed duplicating the old tow that was on Gilbert's Hill, but that seemed an impossible task. The original tow ran on a Model T, but this one will run on a Model A, which is 'of the period.'"[177] Alsup enlisted Bill Currier, a Vermont resident and a rope-tow expert, to assist in the process. Currier had authentic parts and hemp rope, "so it was not necessary to use today's synthetic rope."[178] The organizers used wooden poles to hold the rope, and they found two original spoke-wheels to "carry the rope to the top to run around an auto wheel, as the original did."[179] For the two-day commemorative event, the organizers hosted a relay race incorporating the rope tow.

> From a mass start, skiers will climb Gilbert's Hill, ski down and ride the rope tow back up. The second leg begins on the top of the hill, where cross-country skiers will make a 4-kilometer run down the gradual Easy Mile Trail on the Suicide Six side of the mountain. The third leg is a ride up a Suicide Six chair lift, and the final leg is through a modern giant slalom race course down the Face Slope.[180]

In 1999, the 1984 commemorative tow was still standing.[181] In 2017, only the wooden poles remain from the 50th anniversary event.

Gilbert's Hill is significant property retaining intact buildings that represent two distinct property uses. Several buildings from Gilbert's Hill agricultural past remain intact, including the main house, two barns and milk house. The buildings that were integral to the early operation of the ski area survive. The brick house, that initially kept skiers warm; the three-hole privy in back; the barn used for ski school and then the specially built 1936 ski hut. The surrounding open land and hillside convey both the historical agricultural and recreational use of the property.

[176] Nelson, Janet, "Outdoors: The Ski Tow is 50 Years Old," *New York Times*, January 9, 1984.
[177] Ibid.
[178] Ibid.
[179] Ibid.
[180] Ibid.
[181] "White Cupboard Ski Way/Gilbert's Hill /Woodstock Hill, Woodstock, VT." New England Lost Ski Areas Project, 1009-2004. Accessed January 7, 2017.

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Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested
___ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
___ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property ____112_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

A. **Lat:** 43.64717° N **Lon:** 72.54085° W
B. **Lat:** 43.64766° N **Lon:** 72.54130° W

C. **Lat:** 43.64854° N **Lon:** 72.54319° W
D. **Lat:** 43.65429° N **Lon:** 72.53983° W
E. **Lat:** 43.65295° N **Lon:** 72.53505° W
F. **Lat:** 43.65180° N **Lon:** 72.53530° W
G. **Lat:** 43.65019° N **Lon:** 72.53473° W
H. **Lat:** 43.64822° N **Lon:** 72.53702° W
I. **Lat:** 43.64794° N **Lon:** 72.53814° W
J. **Lat:** 43.64742° N **Lon:** 72.53793° W

Verbal Boundary Description (Describe the boundaries of the property.)
The boundaries of Gilbert's Hill are the legal boundaries of two adjoining parcels of land in Woodstock and Pomfret. The first parcel is 79 acres located in Woodstock, Windsor County, Vermont (Book 57, Page 347). The second parcel is 33 acres in Pomfret, Windsor County, Vermont (Book 29, Pages 123 and 124).

Boundary Justification (Explain why the boundaries were selected.)
The boundary for encompasses all land and resources currently owned by Sloane and Krum in the towns of Woodstock and Pomfret. The boundary includes the farmhouse, outbuildings, and barn lot which have constituted historically the center of agricultural and settlement activity on the farm. The surrounding pasture land and hillside reflect the animal grazing and timber lots associated with the agricultural use of the property. The open land and historic buildings reflect the recreational use of the land and the historic operations of the Gilbert Hill Ski Area. The surrounding land and buildings were used for the ski operations while the exposed hillside featured the rope tow and trails.

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11. Form Prepared By

name/title: Brian Knight
organization: Brian Knight Research
street & number: PO Box 1096
city or town: Manchester state: VT zip code: 05254
e-mail brianknight@fastmail.fm
telephone: 201-919-3416
date: July 3, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Brian Knight

City or Vicinity: Woodstock

County: Windsor County State: Vermont

Photographer: Brian Knight

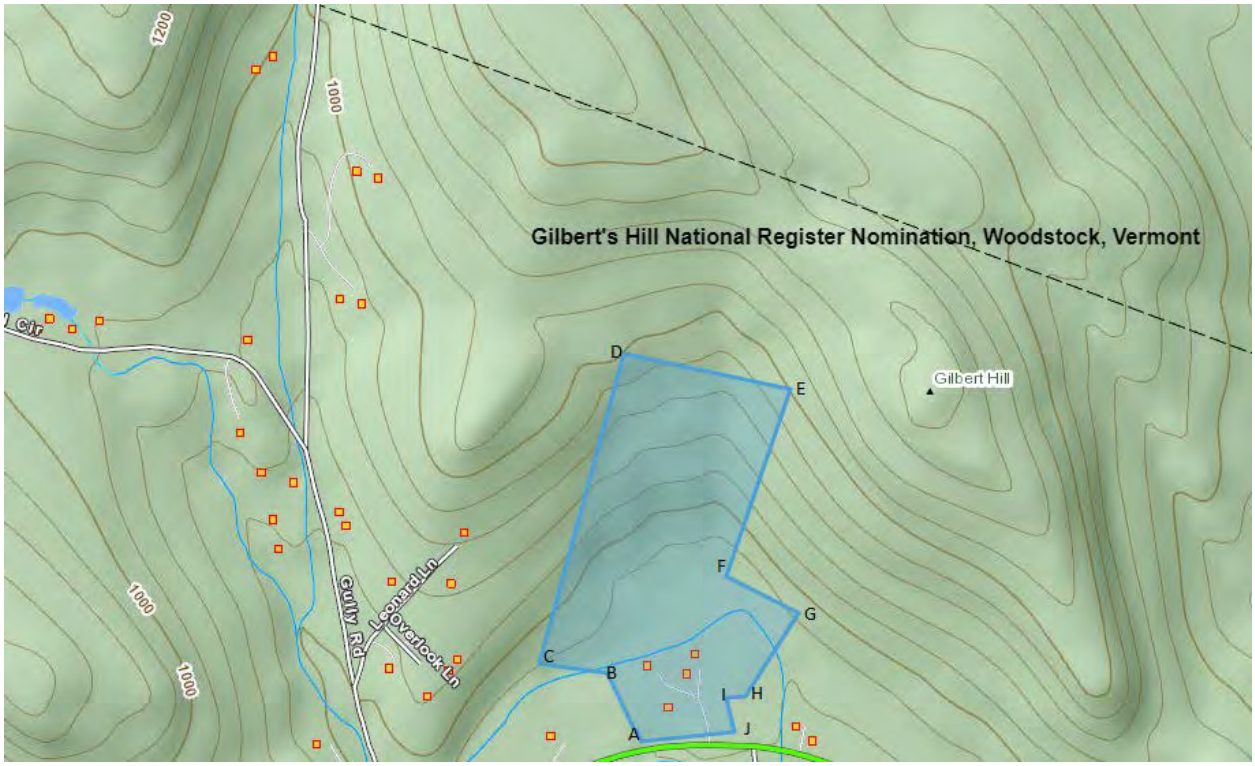
Date Photographed: December 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

VT_Windsor County_Gilbert's Hill_001: Building #1 from the southeast
VT_Windsor County_Gilbert's Hill_002: Building #1 and Building #4 from southeast
VT_Windsor County_Gilbert's Hill_003: Building #1 from southeast
VT_Windsor County_Gilbert's Hill_004: Building #2 from the northeast
VT_Windsor County_Gilbert's Hill_005: Building #3 from the northeast
VT_Windsor County_Gilbert's Hill_006: Building #6 from the southeast
VT_Windsor County_Gilbert's Hill_007: Building #5 from the southeast
VT_Windsor County_Gilbert's Hill_008: Building #5 and Site #7 from the southeast

District Map

Map



A. **Lat:** 43.64717° N **Lon:** 72.54085° W
B. **Lat:** 43.64766° N **Lon:** 72.54130° W
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I. **Lat:** 43.64794° N **Lon:** 72.53814° W
J. **Lat:** 43.64742° N **Lon:** 72.53793° W

Historic Maps

Figure 5. 1856

Figure 6. 1869

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination
Property Name:	Gilbert's Hill
Multiple Name:	
State & County:	VERMONT, Windsor

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
2/5/2019	2/28/2019	3/15/2019	3/22/2019	

Reference number:	SG100003524
Nominator:	SHPO

Reason For Review:

__ Appeal	__ PDIL	X Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
X Other	__ TCP	__ Less than 50 years
	__ CLG	

__X__ Accept _____ Return _____ Reject __3/18/2019__ Date

Abstract/Summary Comments:	An interesting property whose significance locally is in its collection of domestic farm buildings, including and excellent Greek Revival/Gothic Revival farmhouse, and statewide as the site of the first use of a tow rope for the state's nascent ski industry. Gilbert's Hill pioneered a wintertime tourist industry in Woodstock, and the use of the tow rope inspired many, many imitators.
Recommendation/ Criteria	Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date

DOCUMENTATION: see attached comments : No see attached SLR : **Yes**

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

VERMONT

State of Vermont
Division for Historic Preservation
Deane C. Davis Building, 6th Floor
One National Life Drive, Montpelier, VT 05620-0501
http://accd.vermont.gov/historic-preservation

[phone] 802-828-3540

Agency of Commerce and Community Development

January 31, 2019

Joy Beasley
National Park Service
National Register of Historic Places
1849 C Street, Mail Stop 7228
Washington, DC 20240

Re: Nomination to the National Register of Historic Places for Property in Vermont

Dear Ms. Beasley:

The enclosed disks contain a true and correct copy of the nomination for Gilbert's Hill located at 1362 Barnard Road in Woodstock, VT, to the National Register of Historic Places.

Notification

The property owner(s), Chief Elected Official and Regional Planning Commission were notified of the proposed nomination on December 14, 2018.

☒ No objections to the nomination were submitted to the Division during the public comment period.

☐ An objection to the nomination was submitted to the Division during the public comment period. A copy of the objection is included on Disk 1.

☐ A letter of support for the nomination was submitted to the Division during the public comment period. A copy of the letter is included on Disk 1.

Certified Local Government

☒ The property being nominated is not located in a CLG community.

☐ The property being nominated is located in a CLG community, and a copy of the local commission's review is included on Disk 1.

Rehabilitation Investment Tax Credits

☒ This property is not utilizing the Rehabilitation Investment Tax Credits.

☐ This property being rehabilitated using the Rehabilitation Investment Tax Credits. A copy of the *Part I – Evaluation of Significance* form is included on Disk 1.

State Review Board

The Vermont Advisory Council on Historic Preservation reviewed the draft nomination materials at its meeting on January 24, 2019. The Council voted that the property meets the National Register Criteria for Evaluation under Criteria A and C, and recommends that the State Historic Preservation Officer approve the nomination.

If you have any questions concerning this nomination, please do not hesitate to contact me at (802) 585-8246 or devin.colman@vermont.gov.

Sincerely,
VERMONT DIVISION FOR HISTORIC PRESERVATION

Devin A. Colman
State Architectural Historian