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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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Mad River Glen Ski Area Historic District

other names/site number: Mad River Glen Cooperative

2. Location

street & number: Route 17 (McCullough Turnpike) not for publication N/A

city or town: Fayston and Buel's Gore vicinity: N/A

state: Vermont code: VT county: Washington and Chittenden code: 007 / 023 zip code: 05673

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 nationally X statewide locally. (See continuation sheet for additional comments.)

[Signature], SHPO 5/9/2012
Signature of certifying official Date

Vermont Division for Historic Preservation
State or Federal Agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria.
 (See continuation sheet for additional comments.)

 Signature of commenting official or other official and title Date

 State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] 7/5/2012
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

5. Classification

Ownership of Property: (Check as many boxes as apply)

- private
- public-local
- public-state
- public-Federal

Number of Resources Within Property:

	Contributing	Noncontributing
buildings:	9	20
districts:		
sites:	46	1
structures:	2	4
objects:		
total:	57	25

Category of Property: (Check only one box)

- building(s)
- district
- site(s)
- structure(s)
- object(s)

Number of Contributing Resources Previously Listed in the National Register: N/A

Name of Related Multiple Property Listing: N/A
 (Enter "N/A" if property is not part of a multiple property listing.)

6. Function or Use

Historic Functions: (Enter categories and subcategories from instructions)

Category: <u>Recreation and Culture</u>	Subcategory: <u>Outdoor Recreation</u>
<u>Landscape</u>	<u>Forest</u>
<u>Landscape</u>	<u>Natural Feature</u>
_____	_____
_____	_____

Current Functions: (Enter categories and subcategories from instructions)

Category: <u>Recreation and Culture</u>	Subcategory: <u>Outdoor Recreation</u>
<u>Landscape</u>	<u>Forest</u>
<u>Landscape</u>	<u>Natural Feature</u>
_____	_____
_____	_____

7. Description

Architectural Classification: (Enter categories from instructions)

Modern Movement
 other: _____

Materials: (Enter categories from instructions)

foundation: stone
concrete
 roof: asphalt
steel
 walls: wood
metal
 other: steel

Narrative Description: (Describe the historic and current condition of the property on one or more continuation sheets.)
 See continuation sheet for Section 7, pp. 1-33

(8-86)

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Resource Count Continuation:

Detail of how the resources were categorized & counted for the cover sheet:

Category of resource	HD #s included in Contributing Count	HD #s included in Non-Contributing Count
Building	Total = 9: #s 46a, 47a, 51, 53, 55, 59, 61, 62, 64	Total = 20: #s 46b, 46c, 47b, 47c, 48a*, 48b, 49a, 49b, 49c, 50a, 52*, 54*, 56, 57, 58, 60*, 63, 65*, 67a, 67b
Site	Total = 46: #s 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 66, 68	Total = 1: # 1
Structure	Total = 2: # 46, 47	Total = 4: #s 48*, 49, 50, 67
Totals	57	25

* = 6 resources that should be re-evaluated for eligibility as contributing within the next 12 years

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Narrative Description

Mad River Glen Ski Area Historic District is an alpine ski facility located on a land area encompassing 700 acres on the eastern slopes of General Stark Mountain in Vermont's Green Mountain Range. Principal entry to the ski area is from McCullough Turnpike (Vermont Route 17). The boundaries of the ski area are confined mostly to the town of Fayston in Washington County, but a small portion of the land area along the spine of General Stark Mountain falls within Buel's Gore, an unincorporated township in Chittenden County with no local government. The ski area, developed in 1947, is a man-made landscape characterized by its naturalistic, narrow, hand cut trails over very challenging terrain. Many of the trails are partially or entirely hidden from view when looking from the base because of the tree cover, which is unusual compared to the typical alpine ski resort in Vermont today. In addition to the forty-five ski trails, there are four ski lifts; a handle tow; a small base village; scattered buildings, structures, or objects related to skiing activity; a one-and six-tenths mile section of the Long Trail (#66) and its Theron Dean Shelter (#64); various roads or paths for circulation by motorized vehicles of varying types; and an unpaved parking lot (#68). Many of the early buildings from 1947 through the 1960s are characterized by the use of rustic lap wood siding, which was even replicated when some of them were rebuilt more recently. There has been a moderate amount of alteration, in-kind replacement, and addition to some of the buildings and structures, but the ski trails – which are the most significant character-defining resources – are very well preserved. The Mad River Glen Ski Area Historic District retains an exceptional degree of integrity in terms of location, design, setting, materials, feeling, workmanship and association.

From the mountain's summit, elevation 3,637 feet, views extend to the principal peaks of the Green Mountains - Camels Hump and Mount Mansfield to the north and Killington to the south, and reach as far as Mount Washington in New Hampshire's White Mountains to the east, and to New York's Adirondack Mountains to the west. Access to Stark Mountain is via McCullough Turnpike, which climbs from the Mad River Valley to the east, crests at Appalachian Gap where it is traversed by the Long Trail (a point of access to the ski area), and descends into the Lake Champlain Valley to the west. McCullough Turnpike twists in a hairpin curve at the base of General Stark Mountain. The parking area (#68) is situated across the road from the base village within the loop of that curve. On the ski area side, two small gravel roads extend from the turnpike leading a very short distance into the base village where they provide access to principal buildings and additional parking for staff. Between these roads, at the entrance to the base

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village, is Chalet X (#51), which was originally built as a maintenance shed and is now a residence. These roads continue east and west beyond the loosely defined edges of that village as Schuss Pass and Loop Road, providing access to privately owned residences or clubhouses. These residential clusters, though related to the development of Mad River Glen, are outside the boundaries of the present nomination, which is focused on the resources functionally related to the ski area only. With the exception of Chalet X, now a privately owned residence and included because of its original use and central location, all of the nominated properties are owned by the Mad River Glen Cooperative. Next to Chalet X, a footpath connects the turnpike and parking area (#68) to a boardwalk that bisects the Entry Building/Ski Shop (#52). This serves as an entry corridor leading skiers to the Basebox Shelter (#53) and ski lifts. After emerging from the Entry Building corridor, a visitor can then see the drive stations and towers for two of the three principal lifts: the celebrated Single Chair Lift (#46) climbing to the southwest; and the Sunnyside Double Chair Lift (#49), rising in a westerly direction. To the north, the Practice Slope Lift (#48) is also apparent, but the fourth principal lift, the Birdland Double Chair Lift (#47) branches north-northwesterly from the Sunnyside Lift midway up the mountain and is not visible from the base village.

In addition to these principal buildings and structures, the base village encompasses several other buildings that are a functional part of the ski area and are owned by Mad River Glen Cooperative. These include the Ski Shop Office (#52, built in 1959 but altered substantially in 1971) and the Ski Patrol Headquarters (#54, built in 1974), which are currently outside the period of significance. A 100-foot Callie's Corner handle-tow (#50) for young beginners is also located in the base area, just west of the Cricket Club building, constructed in 2000 and also outside the period of significance. Various utility sheds are also scattered among the buildings in the base village. Several other buildings, including two clubhouses owned by ski clubs, are adjacent to the base village and visually apparent but are residential and located on privately held parcels of land and are thus outside the boundaries of the nomination. (*Photographs 1-4*)

From the base village, Mad River Glen's original means of conveyance, the 1947/1948 Single Chair Lift (#46), climbs for approximately one mile to the mountain's summit, where the upper terminal, a ski-lift-operator's hut reconstructed in 2005 (#46c), and an original 1948 large warming hut called the Stark's Nest (#62) are located. Stark's Nest is also shared by hikers on the Long Trail. The Mid-Station (#46b) is located between towers fourteen and fifteen, and it features a ski-lift-operator's hut reconstructed in 2005 and a wood-plank platform for descending the lift. The 1962/1983 Sunnyside Double Chair Lift (#49) climbs the mountain directly west

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from the base area for approximately eight-tenths of a mile, and a ski-lift-operator's hut reconstructed in 1997 (#49c) and original 1962 ski patrol house (#61) are sited at the top of the lift line. The 1967 Birdland Double Chair Lift (#47) begins its ascent up the mountain at an elevation of 2,100 feet, about three-tenths of a mile from the base area, and climbs for about one-half mile. At the base of the Birdland Lift are the original 1967 drive shelter (#47a) and a 1967 snack shop known as the Birdcage (#60). The 1972 Practice Slope Double Chair Lift (#48) ascends the mountain to the north of the base area and is roughly one-quarter-mile in length. An original 1972 ski-lift-operator's hut (#48b) is located adjacent to the upper terminal.

For skiers embarking from the base village, the ski area's most visibly prominent features are its mountain slopes, forest cover, ski lifts, and several major trails that coincide with the rise of the lifts. (*Photograph 1*) Yet most of Mad River Glen's carefully-placed trails become visible only to those who are descending the mountain. The design of those trails is historically one of the ski area's most important qualities. These trails define the skiing experience and are much less intrusive to the face of the mountain than the broad, open swaths visibly apparent at other ski resorts, notably Glen Ellen (now Sugarbush North), which borders Mad River Glen to the south. Mad River Glen's trails were hand-cut and were not created with large bulldozers, machines, or dynamite. The trails follow the contours of the mountain and little effort was made to alter cliffs, rocks, or other natural features. Moss, ferns, and other mountain ecosystem vegetation are common and prevalent on the majority of the trails.

From the top of the mountain, skiers can choose from forty-five marked trails that comprise Mad River Glen's alpine trail system. Skiing in areas that are unmarked or unmaintained (known as *off piste*) is also allowed within the ski area's boundaries. In accordance with the mountain's Forest Management Plan, Mad River Glen Cooperative hosts mountain work days each fall to prepare forest regeneration zones and to maintain the unique character of the off piste woods runs, also referred to as glades. Among the forty-five marked trails, approximately forty percent are rated for experts, thirty percent for intermediate skills, and thirty percent for beginners. The majority of expert-level terrain is concentrated on the top half of General Stark Mountain. These trails include the Chute, the Fall Line, the Lift Line, the Grand Canyon (upper & lower), and the Catamount (#s 26, 27, 33, 38/39, and 10, respectively), all of which are served by the Single Chair Lift (#46) and are original trails dating to 1947 with an east-to-east-northeast exposure. (*Photographs 1, 11-13, 16-18, & 55*) The trails are specifically designed to follow the natural terrain and topographical features of the mountain, with attention paid to the "fall line" of each trail, defined as the direction an object would naturally roll down the mountain. In

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addition, these trails are intentionally narrow. This is an aspect that increases difficulty but also establishes an intimate relationship between skier and the mountain. Skiers become isolated along these tunnel-like, twisting trails that course through the forest, eventually leading skiers to the base of the mountain. (*Photographs 13 & 16*)

Farther to the north of the Single Chair Lift are the Sunnyside, Birdland, and Practice Double Chair lifts (#s 49, 47, and 48), all of which serve trails that have an east-to-southeast exposure and are designed to be more forgiving to less-advanced skiers. Yet these trails, too, are planned with the skier's experience in mind and often take advantage of a variety of natural features such as islands of trees, or frequently intersect with other trails, adding variety to a run down the mountain. The Fox, the Vixen, and the Quacky trails (#s 2, 3, and 11) are particularly good examples of such designs. (*Photographs 5-7 & 10*)

The extensive forest cover on Stark Mountain is also a fundamental part of the trail design and skiing experience, and Mad River Glen Cooperative has developed a forest management plan that is consistent with its mission to preserve the mountain ecosystem. That plan differentiates among three forests and their respective forest covers, based on elevation and corresponding tree species. Although boundaries for these forests have been defined, there is a blending of species from one forest type to another. The first of these forests, the Lower Mountain Forest, is located along the lower reaches of the mountain and consists of predominately northern hardwoods common to the northern regions of New England. These species include yellow birch, sugar maple, striped maple, and American beech. Notably, the Lower Mountain Forest contains a higher proportion of striped maple than is normally seen growing among northern hardwoods. The next forest is the Middle Mountain Forest, which is located at higher elevations. It extends from below the Single Chair Lift Mid-Station (#46b) to an area just above a rock outcropping called the Lower Mountain Cliff Band, which is above the base area. Common tree species found in this forest include paper birch, yellow birch, and sugar maple. Other less common species are red spruce, balsam fir, American beech, mountain maple, and striped maple. The Upper Mountain Forest is located along the upper reaches of the mountain. Its boundaries extend from the Single Chair Mid-Station (#46b) to the highest elevations along the mountain ridge. This forest is populated by trees that are adapted to higher elevations including spruce and fir. Lower sections of the Upper Mountain Forest are also populated with paper birch and yellow birch trees spread intermittently among the spruce and fir species. As well, a plantation of balsam fir trees, called Kaye's Grove, adds appeal to the Porcupine and the Upper Chipmunk trails (#s 13 and 14) beneath the Sunnyside Double Chair Lift (#49). These trees were planted in

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2005 along a staggered line for reforestation purposes, but they also control erosion and serve as a natural wind break. They illustrate the continued emphasis on forest conservation at Mad River Glen.

At every opportunity, Mad River Glen's carefully planned and designed trail system also takes advantage of other natural resources and important landscape features that contribute to the skiing and recreational experience. One of the most memorable features of this mountainous landscape is the Mill Brook Tributary and its waterfall. This waterway is a branch system of streams and brooks that descend the mountain in an easterly direction between the Single Chair Lift and the Sunnyside Double Chair Lift (#s 46 and 49), before converging into a single channel just above a waterfall. The stream then spills a height of 20 feet above the Easy Way trail (#5) before continuing on its course to the base village, filling a snowmaking pond (#67) along the way. Elsewhere, skiers who are interested in the mountain's flora and fauna, can stop at the Kent Thomas Nature Center (#59), located not far below the Sunnyside and Birdland summits and near the juncture of the Slalom Hill and Duck trails (#s 45 and 6).

Across the mountain, a number of rock outcroppings called cliff bands provide a vertical backdrop to trails and add visual appeal. Lower-Mountain Cliff Band is located just uphill from the base area of the mountain and stretches from the Rockefeller's trail (#19) to the Waterfall trail (#20). Mid-Mountain Cliff Band extends down the Lift Line trail (#33) just below the Single Chair Mid-Station (#46b), (*Photograph 17*). The Paradise Cliffs, also notable for waterfalls, are located throughout the Paradise Trail (#29), which begins at the Long Trail (#64) near the top of General Stark Mountain and ends in the lower sections of the Upper Mountain Forest at the Broadway and Easy Way trails (#s 4 and 5).

The historic Long Trail (#66), the country's first long-distance hiking trail that connects Vermont's southern and northern borders, also contributes to the skiing experience at Mad River Glen, providing access to several of the trails and offering opportunity for back-country skiers to reach terrain not directly accessible by designated ski trails as it passes through areas at the top of both the Sunnyside Double Chair Lift and the Single Chair Lift (#s 49 and 46). The trail's Theron Dean Shelter (#64) is located within the ski area. During summer months, recreational hiking replaces skiing at Mad River Glen, and the Long Trail (#66) offers opportunities for those who continue to use the trails at Mad River Glen, an important part of the broader recreational experience related to protection of the ecosystem at General Stark Mountain. (*Photographs 49 & 50*)

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A snow-making pond (#67), engineered in 1975, is a feature related to the functional operation of Mad River Glen and its ski trails but is outside the period of significance. It is located behind the Basebox (#53) and is used for what little snowmaking is provided for the ski trails. An earthen embankment on the pond's easterly end contains the water. The pond is fed by Mill Brook Tributary and utilizes a system of pipes to draw water from the pond and transfer it to a pump house (#67a) located nearby. An upper pump house (#67b) is used primarily as a booster for the lower pump house, improving the latter's capacity. (*Photograph 51*)

The various, and related, built and cultural landscape features included in the Mad River Glen Cooperative Ski Area are organized into the following categories: Ski trails, ski lifts and their associated structures or shelters, buildings, and miscellaneous features. Logically, the sequence of numbering for structures, buildings, and cultural landscape features would begin at the base village, climb the mountain using the various lifts, and then descend along the ski trails. However, Mad River Glen has historically assigned numbers to its named ski trails, and those names and numbers are used on an established map of the ski area. Creating a second system of numbering for the ski trails, solely for purposes of this nomination, would create confusion, even with cross-referencing. Thus, the process of numbering for identifying and describing specific features begins with the ski trails, an approach that also underscores the historical significance and integrity of these trails. Generally, there are a few features considered to be non-contributing that were built after the period of significance ends in 1967, but that should be re-evaluated for eligibility as contributing resources when they are 50 years old. Other features built after 1975 are well outside the period of significance and are not essential to an understanding of the fundamental operation of the ski area.

Resource Inventory: Ski Trails

1. Callie's Corner (2000 – Non-contributing due to age). A very short, open trail for beginners, novice skiers, and young children is accessible from the Callie's Corner Handle Tow (#50) near the base area.

2. Fox (1960 – Contributing). The Fox and Vixen (#3) trails extend from the Sunnyside Double Chair summit (#49c) down the southeast ridge of the mountain. Separated by islands of trees, these two trails intersect in three places along their paths. With low, sloping pitches and wide

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cuts, these novice level trails provide the easiest descent from the Sunnyside summit. The trails measure approximately four tenths of a mile in length and fall 600 vertical feet before terminating at the intersection of the Broadway trail (#4). The Fox and Vixen trails are often some of the first trails in the sunshine during the early morning and can be a favorite first run for many skiers. (*Photographs 5-7*)

3. Vixen (1960 – Contributing). Accessible from the Sunnyside Double Chair Lift (#49) and descends parallel to the Fox trail (#2) for a short distance. The Fox and Vixen trails extend down the southeast ridge of the mountain. Separated by islands of trees, these two trails intersect in three places along their paths. With low, sloping pitches and wide cuts, these novice level trails provide the easiest descent from the Sunnyside summit (#49c) and terminate at the intersection of the Broadway trail (#4). The Fox and Vixen trails are often some of the first trails in the sunshine during the early morning and can be a favorite first run for many skiers. This trail is designed for pleasant, easy skiing. (*Photographs 5 & 7*)

4. Broadway (1960 – Contributing). Accessible from both the Sunnyside Double Chair Lift (#49) and the Single Chair Lift Mid-Station (#46b), this novice level trail provides a wide, gentle way to cross the mid-section of the mountain from west to east and connect from the Single Chair (#46) to the Easy Way (#5) and Birdland trails. This trail provides the easiest descent for skiers from the Single Lift Mid-Station.

5. Easy Way (1960 – Contributing). A long, meandering trail that crosses the face of the mountain and leads toward the Birdland trails. This novice level trail is designed to be easy and gentle as its name implies and serves as the gentle run-out for some of the steeper trails that enter it. It has complete snowmaking from top to bottom so that it always guarantees safe snow coverage for novice skiers.

6. Duck (1966 – Contributing). Accessible from the Birdland Double Chair Lift (#47), this wide, novice level trail is the flattest of the trails served by the Birdland Lift and leads to the Nature Center (#59).

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7. Lark (1964 – Contributing). Accessible principally from the Birdland Double Chair Lift (#47), this novice level trail is fairly flat and is out of the way and not as heavily used as others. The Mad River Glen website advertises it as a “Nice cruiser.”

8. Loon (1966 – Contributing). Accessible from the Birdland Double Chair Lift (#47), this novice level trail is wide and gentle and runs underneath the Birdland Lift.

9. Upper Antelope (1950s – Contributing). Accessible from the Single Chair Lift (#46), this intermediate level trail is the beginning of one of Mad River’s longest continuous runs along a ridge near the area’s southerly boundary. It runs roughly parallel to the Catamount trail (#10) and twists and entwines with it along the way. (*Photographs 8 & 9*)

10. Catamount (1947 – Contributing). Accessible from the Single Chair Lift (#46) and one of the five original trails, the Catamount trail is the mirror image of the Fall Line trail (#27) on the south side of General Stark Mountain's summit. This intermediate level trail begins its decent just below the Catamount Bowl (#25) to the south of the summit before turning sharply to the east and eventually looping back to the intersection of the Chute, Lift Line, and Broadway trails (#s 26, 33, & 4) at the Single Chair Mid Station (#46b). Unlike the Fall Line trail, the Catamount slopes gradually across the face of the mountain, making it less technically challenging. Subtle turns throughout the trail break the view corridor along the trail, leaving the skier unsure about what is beyond the next turn. Midway down the trail, the skier has vistas to the east and north providing an excellent view of Camel’s Hump on clear winter days. The trail is approximately seven-tenths of a mile in distance and has a 600-foot vertical drop. The original trail extended across the face of the mountain to the intersection of the Porcupine trail (#13). However today the section from the Single Chair Mid-Station to the Porcupine trail has been divided into two separate trails, the Broadway and the Easy Way (#s 4 & 5), and reflects this section's less difficult qualities for novice skiers entering from the Mid-Station. As noted in the statement of significance: “By 1957, the Fall Line, Chute, and Catamount trails had been widened to provide space for the increased skier traffic and to give less-accomplished skiers enough room to maneuver on steep slopes.”

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11. Quacky (1962 – Contributing). Accessible from the Sunnyside Double Chair Lift (#49), the Quacky trail was named for Mad River Glen's former manager, Ken Quackenbush. This intermediate level trail runs parallel to the Fox and Vixen trails (#s 2 & 3) down the southeast side of the Sunnyside Lift. Slightly steeper and narrower than the Fox and Vixen, the Quacky provides a more difficult route down the mountain, with ample opportunity for skiers to enter multiple gladed tree skiing areas known as the Quacky I, II and III. This design is part of what makes Mad River Glen unique. The multiple sinuous and intersecting trails offer skiers many choices, making it easy to ensure a different path and experience each time down the mountain. The trail includes a 700-foot vertical drop and measures half a mile in length. (*Photograph 10*)

12. Bunny (1958 – Contributing). Accessible from both the Sunnyside Double Chair Lift (#49) and the Single Chair Lift Mid-Station (#46b) via other trails such as the Easy Way (#5), this intermediate level trail winds from west to east and is quite popular. Historically, this trail has hosted the mountain's traditional Easter egg hunt in years when the mountain is open on the holiday.

13. Porcupine (1947 – Contributing). The Porcupine is one of the five original trails, running parallel to the Grand Canyon (#38/39), just slightly to the north. Similar to the Canyon trail, this intermediate level trail is wide; however it is not as steep and has a slight southeast orientation, resulting in a fair amount of sun exposure. The trail runs for six-tenths of a mile with a 700-foot vertical drop and terminates at its intersection with the Grand Canyon. Gladed skiing opportunities are available on both the left and right side of the Porcupine trail.

14. Chipmunk (1960 – Contributing). Accessible principally from the Sunnyside Double Chair Lift (#49), this intermediate level trail begins in the woods, runs roughly parallel to the Gazelle trail (#42), and ends at the Easy Way trail (#5). (*Photographs 1 & 32*)

15. Robin (1966 – Contributing). Accessible from the Birdland Double Chair Lift (#47) and running parallel with the Wren trail (#16), this novice to intermediate level trail is fairly flat and is less often skied than others nearby.

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16. Wren (1966 – Contributing). Accessible from the Birdland Double Chair Lift (#47) and running parallel with the Robin trail (#15), this novice to intermediate level trail is the steepest of the Birdland trails. It has two steep pitches along the way.

17. Periwinkle (1966 – Contributing). Accessible from the Birdland Double Chair Lift (#47), this intermediate level trail is long and runs from the Birdland area to the base of the Sunnyside Double Lift (#49a). According to Mad River Glen's trail descriptions: "The first half rambles gently through the woods. There are two tricky sections. One is a big turn after it crosses the Birdland area where the trail gets very narrow and then makes an L to change direction. Lower down in Periwinkle Bowl, it has a steep pitch which usually has some small moguls. Lower Periwinkle is a gentler trail to practice moguls on." (*Photographs 1 & 32*)

18. Snail (1949-50 – Contributing). Accessible from the Birdland Double Chair Lift (#47), this intermediate level trail is now the lower portion of what was once part of the longest run on the mountain. Originally the Snail trail was created in 1949-50 (as reported in a 1950 newspaper article) as the first way down the mountain for novice level skiers and is listed on an early 1950s trail map. It started on the Antelope and Catamount trails (#s 9 & 10) near the Single Chair Mid-Station (#46b), and using an old woods road wound first westerly and then easterly and ended back in the base village. It predated the double chair lifts. After these were constructed in the 1960s, the trail was broken up into smaller sections. Now the long, winding novice-level upper portions that crossed west and north have been re-named the Broadway and the Easy Way (#s 4 & 5) and the "Snail trail" refers only to the lower section that winds back easterly from the Birdland area. The current Snail trail is mostly flat and easy but has a difficult short, steep drop and then ends near the Sunnyside Double Chair (#49). (*Photographs 1 & 32*)

19. Rockefeller (1958 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this intermediate level trail leads out of the Bunny trail (#12) and is a short drop to the base area with a usual mix of some groomed snow and some bumps. (*Photograph 1*)

20. Waterfall (c. 1955 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this intermediate level trail is a short, steep trail off of the Easy Way trail (#5) and is

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maintained with snowmaking. It has some large bumps. (*Photograph 4*)

21. Eaton's Run (c. 1960 – Contributing). Accessible from the Practice Slope Double Chair Lift (#48), this intermediate level trail loops scenically around and under the Practice Slope Double Chair Lift and has hidden small jumps.

22. Grasshopper (c. 1960 – Contributing). Accessible from the Practice Slope Double Chair Lift (#48), this intermediate level trail provides a fairly straight, short way down from the Practice Chair Lift but loops around a grove of trees before it enters into the Race Hill trail (#23).

23. Race Hill (1954 – Contributing). Accessible from the Practice Slope Double Chair (#48), this intermediate level trail is wide with a race area on the skier's left and a practice area with bumps and powder on the skier's right.

24. Cricket (c. 1960 – Contributing). Accessible from the Practice Slope Double Chair Lift (#48), this intermediate level trail is a short, straight trail that runs under the lift.

25. Catamount Bowl (1947 – Contributing). Accessible from the Single Chair Lift (#46), the bowl is located just south, below the Stark's Nest (#62), and is a widened segment of the Catamount trail (#10), one of the five original trails. The Catamount Bowl has a steep headwall which is wide at the top section of the trail. As a skier descends the Catamount Bowl, the trail narrows and funnels down into what becomes the Catamount trail. A very short path also enters at the base of the Catamount Bowl from the Upper Antelope trail (#9).

26. Chute (1947 – Contributing). Accessible from the Single Chair Lift (#46) and one of the five original trails, this trail follows the lift line above the Mid-Station (#46b). Below the Mid-Station, the trail is named the Lift Line (#33). This expert level trail has many bumps and jumps. As noted in the statement of significance: "*By 1957, the Fall Line, Chute, and Catamount trails*

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had been widened to provide space for the increased skier traffic and to give less-accomplished skiers enough room to maneuver on steep slopes. In addition, all but one of the Chute's tree-islands was removed during the late 1950s, making that icy, difficult trail less daunting." (Photographs 1, 11 & 12)

27. Fall Line (1947 – Contributing). Accessible from the Single Chair Lift (#46) and one of the five original trails, the Fall Line begins at the summit of General Stark Mountain, just north of the Stark's Nest (#62) and begins its descent to the north for approximately one-tenth of a mile. During this short stretch the expert level trail is paired with the Long Trail (#64) and is relatively wide and free of obstacles. After one-tenth of a mile the trail takes a sharp turn to the east, becoming narrower and increasingly steep. The Fall Line trail is characterized by an obstructed path down the mountain, with clusters of trees frequently in the middle of the trail to push the skier to the edges of the trail. Gradually, the trail turns to the south and intersects with the Creamery trail (#28). Skiers may continue on a small narrow traverse of the Fall Line back to the intersection of the Chute and Broadway trails (#s 26 & 4) at the Single Chair Mid-station (#46b). The trail is approximately six-tenths of a mile in distance and has a 600-foot vertical drop. As noted in the statement of significance: *"By 1957, the Fall Line, Chute, and Catamount trails had been widened to provide space for the increased skier traffic and to give less-accomplished skiers enough room to maneuver on steep slopes."* (Photograph 13)

28. Creamery (c. 1955 – Contributing). Accessible from the Single Chair Lift (#46) and a natural continuation of the Fall Line trail (#27), the upper section of this expert level trail has a steep double fall-line pitch that descends through multiple tree islands and is usually moguled. The lower section that intersects with the Broadway trail (#4) is wider and less steep than the challenging upper section of the Creamery.

29. Paradise (1962-69 – Contributing). The Paradise trail began in 1962 as an "unofficial," skier-cut trail between the summits of the Single Chair Lift (#46c) and the Sunnyside Double Lift (#49c). The trail was more officially cut by the Mad River Glen Company in 1969 with chain saws, five axes, and seven clippers. To enter the expert level trail skiers take the Single Chair to the top of General Stark Mountain and then follow the Long Trail (#64) north to the trailhead. Incredibly difficult due to its steepness, narrow width, and obstacles such as cliffs and

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frozen waterfalls, the trail has come to epitomize the skiing experience of Mad River Glen. Having the reputation as the steepest trail in New England, the Paradise boasts a continuous thirty-eight-degree pitch down the one-third of a mile trail with a 600-foot vertical drop. One notable feature is a 6-foot cliff drop-off right at the top of the trail which sets the pace for the rest of the adventure. *(Photograph 14)*

30. Lower Antelope (1950s – Contributing). Accessible from the Single Chair Lift (#46) and a continuation of the Upper Antelope trail (#9), this expert level trail is quite long, narrow, and remote. It descends gradually along the spine of a ridge near the ski area's southern boundary. This trail is twisty and has both rolling and steep sections with a long run out at the end.

31. Lynx (c. 1955 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this expert level trail is steep and bumpy and runs through a birch glade. It is one of several trails that were originally skier-cut. *(Photograph 15)*

32. Beaver (1958 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this expert level trail is the continuation of the Lynx trail (#31) once it emerges from the birch glade.

33. Lift Line (1947 – Contributing). The Lift Line is the lower portion of one of the five original trails, which was originally entirely named the "Chute" and followed the Single Chair Lift line (#46). Now the "Chute" (#26) refers to the upper portion only. The Lift Line trail runs all the way from the base to the Single Chair Lift Mid-Station (#46b). This expert level trail is characterized by its very steep topography and straight, narrow path. Several bands of cliffs provide difficult terrain to challenge skiers, particularly just below the Mid-Station and over the Mid-Mountain Cliff band near Tower 10 of the Single Chair Lift. *(Photographs 1 & 16 & 17)*

34. Upper Glade (c. 1955 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b) and either the Lift Line (#33) or Broadway (#4) trails, this expert level trail is steep and runs through a wide pine and birch glade with bumps and jumps. *(Photograph 16)*

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35. Lower Glade (c. 1955 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this expert level trail continues the Upper Glade trail (#34) after it crosses the Bunny trail (#12). In the last 15 years, regeneration zones have been roped off to help young trees grow, re-establishing its gladed character.

36. Ferret (1958 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this expert level trail is a quick, short cut southeast through woods from the Paradise, Creamery, Fox, or Broadway trails (#s 29, 28, 2, & 4) and connects to the lower portion of the Upper Glade trail (#34). It is narrow but not too steep and is a pleasant traverse through the mid-mountain forest.

37. Moody's (c. 1955 – Contributing). Accessible from the Single Chair Lift Mid-Station (#46b), this expert level trail is short with easy bumps. It is a continuation of the Creamery trail (#28) providing access to the Ferret trail (#36) to the skier's right, ending at the intersection with the Upper Canyon trail (#38) after a short north-facing area that is often moguled.

38. and 39. Upper Canyon and Lower Canyon (1947 – Contributing). The Canyon is the widest of Mad River Glen's original trails, and remains one of the widest still today with widths ranging from approximately 100 to 150 feet. The expert level trail is also steep and provides an excellent mogul run in the winter and on sunny spring days when the bumps soften. The trail makes use of long steep sections with only short run-outs to keep skiers moving downhill. The trail is oriented due east, with only slight curves to the east and west. Originally simply called the "Grand Canyon," today the trail has been divided into the Upper Canyon (#38) and the Lower (or Grand) Canyon (#39). The trail is approximately one-half-mile long with a 700-foot vertical drop. (*Photographs 1 & 18*)

40. One Way (1962 – Contributing). The One Way is a short trail near the mountain base and accessible from both the Sunnyside and Birdland Double Chair Lifts (#s 49 & 47). This expert level trail has a very steep pitch that is hidden from the top of the trail.

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41. Upper Panther (1960 – Contributing). Accessible from the Sunnyside Double Chair Lift (#49), this expert level trail, high on the mountain, starts at the top of the Sunnyside Lift line and has many twists, turns, and bumps as it winds and crosses under the Sunnyside lift. This trail has a steep section as it parallels the Slalom Hill and Gazelle trails (#s 45 & 42) before crossing through tree islands.

42. Gazelle (1960 – Contributing). The Gazelle trail is located beneath the Sunnyside Double Chair Lift (#49). Beginning at the summit of the Sunnyside Lift, the trail falls straight down the lift line, terminating at the Birdcage snack bar (#60). The trail is six-tenths of a mile long and has a vertical drop of approximately 1,100 feet. The trail alternates between mellow and steep with a significant headwall to navigate. The Gazelle trail is wider than its counterparts on the other face of the mountain, with the grade gradually declining as it descends multiple mogul fields down the mountain. *(Photographs 1, 19-20, & 32)*

43. Gazelle Glades (1960 – Contributing). Accessible from the Sunnyside Double Chair Lift (#49), this expert level trail is just below the Gazelle headwall section (#42) on the skier's right and leads skiers through a steep glade of nicely spaced mature hardwood trees.

44. Partridge (1960 – Contributing). Accessible from the Sunnyside Double Chair Lift (#49), this expert level trail is near the top of the mountain and is the most challenging trail leading from the Sunnyside Double Lift. It has steep bumps, rocks, and trees.

45. Slalom Hill (1963 – Contributing). Accessible from the Sunnyside Double Chair Lift (#49), this expert level trail is broad and bumpy. The top is steep but it becomes gentler further down. The Slalom Hill trail was the venue for races in the 1950s and had its own rope tow at that time. The rope tow attendant shelter has been converted to use as the naturalist center (#63). *(Photographs 1 & 21)*

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Resource Inventory: Chair Lifts and Associated Buildings

46. Single Chair Lift and Drive (1947-1948/2007 – Contributing). This patented aerial ski tramway was designed and installed by the tramway division of the American Steel and Wire Company in 1947-1948. At the base of the Mad River Glen Ski Area is the bottom drive terminal (1600-foot elevation) for Chair No. 1, or the Single Chair Lift, that drives a wire rope up the mountain to a top tension terminal (3570-foot elevation). The bottom drive terminal features a large 10-foot diameter cast iron bullwheel that pulls a one-and-one-eighth-inch diameter steel cable. An Allis-Chalmers diesel engine was originally located in the vault motor room in the basement of the Drive Station and drove the bullwheel. Following refurbishment in 2007, the diesel engine was replaced with an electric motor which is the primary drive for the lift today. The steel cable ascends and descends the mountain on twenty-two, riveted, steel-lattice towers (one of which replaced a non-historic tubular tower in 2007) set in concrete piers, which guide the cable through sets of sheave wheels made of cast steel. The towers are numbered one to twenty-two from the base to the top. Between towers two and three are two “deadmen,” which are T-shaped concrete pads (6 foot 5 inches by 3 inches) with cast iron anchors used for cable tensioning. The deadmen are hooks pinned to the hillside that are used to tie off the cable and are only used when changing out the lift cable, which was done in 1980 and again recently in 2007.

Suspended from the haul rope by compression grips are 158 single chairs spaced at intervals of 63 feet, 8 inches. Each chair consists of a main vertical steel tube that is bent so that the weight of the skier is held directly under the cable. The tube extends vertically down from the cable for a few feet and then curves into a “C” shape in which the minimal single chair is held in the bottom curve about 8 feet below the cable. The chair is also made of steel tubes and has a square frame for a back with four flat steel slats welded to it for a back rest. The seat is a similarly simple frame with wooden slats attached for a seat. There is a small angled tube bracing the outside of the seat-back connection and a very minimal tubular arm rest. The inside has the connection to the vertical tube connecting the chair to the cable and a simple straight tube for a security bar that is connected in a “C” shape to a single-bar footrest. The vertical tube between the footrest and security bar turns freely in a steel sleeve and locks into place when closed over the lap of the skier.

The 158 chairs travel at 525 feet per minute and can carry 450 skiers per hour up the mountain. Originally, there were 69 chairs spaced at 165-foot intervals, which allowed the lift to transport

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200 people per hour. Seventy-one chairs were added in 1955 and another 18 added later. In 1989, 20 original chairs were replaced with chairs with an improved design for the footrest. The tension terminal at the top of the mountain also has a 10-foot diameter bullwheel where the rope terminates and turns back down the mountain. The bullwheel is housed in a steel tension carriage connecting to a separate tension cable supporting a concrete counterweight, which hangs in an adjacent counterweight tower.

The drive and lift were restored in 2007 and are in excellent condition. With metal structures exposed in a harsh winter alpine environment, life expectancy is limited and regular repair and replacement of components is part of the normal cycle for a ski lift. This is similar to the replacement in kind common to ships and roofing in constant use in a harsh exposed environment over long periods of time. The integrity of the single chair – even before the 2007 restoration – was fairly remarkable. Only a few minor changes had been made in the course of replacing some chairs, including the 20 chairs with improved footrest design in 1989. The restoration replaced all 158 chairs with historically accurate replicas of the original chair design and renewed deteriorated parts of the towers and the lift drive appropriately to give the structure another 50 years of service. This reconstruction qualifies it to be considered contributing under Criteria Consideration “E” for reconstructed resources. (*Photographs 1, 2, 17, 22-23, & 25-26*)

46a. Single Chair Drive Station & Operator’s Room (1948-49/c.1958/2002/2007 –

Contributing.) The original section of the Single Chair Drive Station is a one-bay, two-story tower capped with a gable roof and is known as the Operator’s Room. A frame Drive Station sheltering the drive and equipment was built behind the Operator’s room c. 1958 but was replaced in 2002 with the present larger shelter. The Operator’s room was reconstructed in 2007 to replace in-kind the original 1948-49 structure as part of a historic restoration of the Single Chair lift (46). The roof has overhanging eaves and is clad in asphalt shingles. The exterior of this section is clad in the rustic lap wood siding characteristic of Mad River Glen’s early buildings. A single-pane-and-panel entry door faces southwest up the mountain on the first story. A wooden loading platform extends from the entry to the base of the roller pier. Two single-pane awning windows are on the first story of the west and east facades. Three windows on the west, south, and east façades of the second story are one-over-one wood double hung sash. Upstairs in the Operator’s Room are several instruments used for running the lift drive system.

A large one-and-one-half story open shed was built on the rear of the Operator’s Room and

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shelters the single chair drive. It is open on the southwest façade and contains no fenestration on its west or east elevations. Another gabled section to the northeast, called the Vault Motor Room, conforms to the terrain of the mountain and serves as a basement level. The Vault Motor Room is a reinforced concrete and steel structure built into the slope directly below the open, wood framed structure that houses the drive bullwheel assembly. The northeast façade contains a garage entry and small shed roof addition. Fenestration on this section includes fixed six-pane wood casement windows on the upper level and louvered vents on the lower level. The later additions are both clad in vertical board siding and have asphalt shingles on the roof. The Drive Station and Operator's Room are in excellent condition. The reconstruction of the Operator's Room qualifies it to be considered contributing under Criteria Consideration "E" for reconstructed resources. (*Photographs 2-4, 22, 36, & 52*)

46b. Single Chair Mid-Station (2005 – Non-contributing due to age). The Mid-Station is a small, one-bay, one-story, shed roof, frame structure that houses lift attendants and is situated atop a large wooden platform used for unloading skiers. It has the rustic lap wood siding characteristic of many of Mad River Glen's early and original buildings though in this case it was replicated. There is a modern glazed and paneled fiberglass thermal door on the southwest façade, an operable modern window on the high eave side facing the lift (southeast), and a large single-pane fixed window on the northeast facade. Due to the extreme exposure of this structure, the useful life of its components is shorter than in a typical frame building. The hut was reconstructed in 2005 to replace the original 1962 structure. The simple, rustic character was recreated though the location and size of windows, and doors were changed to improve skier safety. The building is in excellent condition. (*Photograph 24*)

46c. Single Chair Top Hut (2005 – Non-contributing due to age). The top hut is a small, one-bay, one-story, shed roof, frame structure that houses lift attendants. It has the rustic lap wood siding characteristic of many of Mad River Glen's early and original buildings though in this case it was replicated. There is a modern glazed door on the side gable end and a large single-pane fixed window on the front eave. Due to the extreme exposure of this structure, the useful life of its components is shorter than in a typical frame building. The hut was reconstructed in 2005 to replace the original 1962 structure. The simple, rustic character was recreated though the location and size of windows, and doors were changed to improve skier safety. The building is in excellent condition. (*Photograph 25 & 26*)

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47. Birdland Double Chair Lift and Drive (c. 1967/1983 – Contributing). The Birdland Double Chair Lift features chairs constructed of metal frames with wood seats, which are suspended from a steel cable. The cable is guided up and down the mountain through rubber-lined sheaves mounted on latticed steel towers, which are set into concrete foundations. The lower drive, which consists of a horizontal bullwheel and a motor encased in a steel tower and set in a concrete foundation, is protected from the weather by a steel frame building with metal sheathing and roofing. The upper terminal is comprised of a structural steel framework set in a concrete foundation, a horizontal bullwheel, and a track that guides the cable. The Birdland Chair was constructed in 1967, but many parts were replaced in 1983 with the original 1962 Sunnyside Drive and Lift that were removed and salvaged during an upgrade to the Sunnyside. The drive and lift are in good condition. *(Photograph 27)*

47a. Birdland Double Chair Drive Shelter (1967 – Contributing). The drive shelter is a one-story, open gabled, steel structure clad in vertical metal panels with a corrugated metal roof that shelters the drive from weather. The building is in good condition. *(Photographs 27 & 28)*

47b. Birdland Double Chair Lower Building (1985 – Non-contributing due to age). The lower building is a small one-by-two-bay, one-story, shed roof, frame structure that houses lift attendants. The building is butted against the drive shelter (#47a) and has vertical wood siding, plain corner and eave trim, and an asphalt shingle roof. The front, high eaves façade has a modern panel fiberglass door with multi-light half-glazing and a pair of small double hung, one-over-one light sash windows as well as a small louvered vent. There is a single-pane fixed window on the side gable façade. This building replaced the original 1967 hut in 1985 and is in good condition. *(Photograph 28)*

47c. Birdland Double Chair Upper Building (2005 – Non-contributing due to age). The upper building is a small one-bay, one-story, shed-roof frame structure that houses lift attendants. The 1967 original building was replaced in 2005. It has rustic lap wood siding characteristic of many of Mad River Glen's early and original buildings though in this case it was replicated. It has an asphalt shingle roof, a glazed modern door, and two fixed pane windows on two facades. The hut is in good condition. Due to the extreme exposure of this

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structure, the useful life of its components is shorter than in a typical frame building, which is why a reconstruction was necessary after 48 years. (*Photograph 29*)

48. Practice Slope Double Chair Lift and Drive (1972 – Non-contributing due to age). This chair lift, installed in 1972, features double chairs constructed of metal frames with wood seats, which are suspended from a steel cable. The cable is guided up and down the mountain through rubber-lined sheaves mounted on tubular support towers set into concrete piers. The lower drive, which consists of a horizontal bullwheel and a motor encased in a steel tower and set in a concrete foundation, is protected from the weather by a gabled metal canopy supported by vertical semi-Howe cord trusses. The upper terminal is comprised of a structural framework set in a concrete foundation, a horizontal bullwheel, and a track that guides the cable. The drive and lift are in good condition. It should be re-evaluated for eligibility as contributing in 2022. (*Photographs 30 & 31*)

48a. Practice Slope Lower Building (1972 – Non-contributing due to age). This building is comprised of a large, single-bay, steel and wood framed drive shelter with corrugated metal roofing, three steel trusses, and walls of wood studs with vertical wood siding. Attached to this drive shelter is a small one-bay, one-story, shed roof, frame structure that houses lift attendants. It has vertical wood siding and an asphalt shingle roof. It has a single-pane fixed window and a glazed door on the side façade, a sliding window on the lower eave side, and a door opening on the higher eave side facing the drive shelter. The hut is in good condition. The lower building should be re-evaluated for contributing status in 2022. (*Photographs 1, 3, & 30*)

48b. Practice Slope Upper Building (1985 – Non-contributing due to age). The upper building is a small one-bay, one-story, shed roof, frame structure that houses lift attendants. It has vertical wood siding and a glazed door on the side gable façade with a fixed window facing the lift. The original 1972 building was replaced in 1985 and is in good condition. Due to the extreme exposure of this structure, the useful life of its components is shorter than in a typical frame building, which is why a reconstruction was necessary after only 13 years. (*Photograph 31*)

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49. Sunnyside Double Chair Lift and Drive (1962/1983/1998 – Non-contributing due to alterations/age). The Sunnyside Double Chair Lift carries skiers west up General Stark Mountain to an elevation of 3,100 feet. Sunnyside features double chairs constructed of metal frames with wood seats. The lift is pulled by a horizontal bullwheel that is located at the bottom of the lift. A second bullwheel at the top sends the cable back down to the base. While the bullwheel located at the bottom of the Sunnyside Double is housed within a steel structure, the bullwheel found at the top of the lift line is mounted on a single steel column without an overhead shelter or covering. The bullwheels measure 10 feet in diameter and pull a steel cable that ascends and descends the mountain with the attached chairs. Between the two bullwheels, the steel cable and the chairs pass through a number of smaller pulleys produced from cast steel. These pulley systems are mounted atop steel support columns that are set in concrete piers. The original drive and lift were replaced in 1983 with the current Doppelmayr drive and lift and these are in good condition. The 1962 drive and lift were salvaged and re-installed in the much shorter Birdland lift in 1983. In 1998 the towers, chairs and cable were replaced. New tubular towers replaced the original steel lattice towers. This was an upgrade to the 35-year-old lift and changed its character. Therefore, although the Sunnyside Lift as a landscape feature and operations component contributes to the significance of the ski area as a whole, its physical components are characteristic of 1980s lift design and technology and are considered non-contributing due to alterations and age. (*Photographs 1, 3, 19, 20, 32-34, & 46*)

49a. Sunnyside Double Chair Lift Drive Shelter (1983 – Non-contributing due to age). The Sunnyside drive shelter is located at the bottom of the lift line within the Base Area. This low pitched gable roofed structure with canted walls houses the 1983 drive mechanism of the Sunnyside Double Chair Lift (#49) and rests atop a steel structure that is supported by four steel piers located at each corner. The lift runs underneath the elevated drive. Near the structure is a related counterweight for the lift. This replaced the original 1962 structure when the lift was overhauled in 1983 and the drive and line replaced with the present Doppelmayr system. The Drive Shelter, which is characteristic of 1980s ski lift design and technology, is in good condition. (*Photograph 32*)

49b. Sunnyside Double Chair Lift Lower Building (1983 – Non-contributing due to age). The lower building is a one-bay, one-and-one-half-story, shed roof, frame structure that houses lift attendants and has clapboard siding with flat corner, eave and frieze boards. The first story is

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framed by a horizontal flat frieze and there are no windows in the upper loft section. On the high eave end, the loft level projects over a three-sided bay window that has recessed canted corners. There are single-paned fixed windows flanking the bay as well as in two of the three sides. The third side has a door opening. There is a snowflake-shaped Mad River Glen sign similar to the original sign for the ski area entrance. The building is in good condition. The original 1962 hut was replaced with the present building in 1983, which does not match the original structure. *(Photograph 32)*

49c. Sunnyside Double Chair Lift Upper Building (1997 – Non-contributing due to age).

The upper building is a small one-bay, one-story, shed roof, frame structure that houses lift attendants and sits atop a wooden platform used for unloading skiers. The 1962 original building was replaced in 1997. It has rustic lap wood siding characteristic of many of Mad River Glen's early and original buildings though in this case it was replicated. There is a glazed door on one side gable and a fixed single-pane window on the other. This reconstructed hut is larger than the original and is in good condition. *(Photographs 33 & 34)*

50. Callie's Corner Handle Tow (2000 – Non-contributing due to age). The handle tow, built in 2000, features a single cable that is guided through a horizontal bullwheel and extends 50 feet from the drive. The handles that guide the skiers are attached perpendicularly to the cable. The handle tow is in excellent condition.

50a. Callie's Corner Hut (c. 2005 – Non-contributing due to age). The hut is a small one-bay, one-story shed roof, frame structure that houses lift attendants. The hut is in good condition. *(Photograph 4)*

Resource Inventory: Buildings

51. Chalet X (1952-53 – Contributing). This building was originally constructed by Mad River Glen as maintenance shed and was later converted to a private residence and is currently in separate, private ownership. Originally used for storage of tools and maintenance materials, it was utilized as an overnight shelter for workers and their friends during snowy nights. Over time

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it evolved into a small bunkhouse and was sold to private ownership. It is a small one-story, two by three bay, gable roofed, frame building with rustic, lap wood siding characteristic of Mad River Glen's early buildings. It has a modern, glazed door and storm door with a small wood deck with simple wood railing of two by fours connecting square posts topped with shaped finials on the front gable façade facing the base village. This façade also has a semicircular vent in the gable peak and a modern, three-part picture window made up of small double hung sash window flanking a larger central fixed sash. These all have applied muntins creating a multi-paned look. The side facades have modern, irregular sized small awning windows with applied muntins. The rear gable façade (facing the parking lot and Route 17) has a similar semicircular gable vent and a pair of high modern windows forming a thin line in the center. It is prominently located right at the entrance to the base village. (*Photographs 1, 3, & 35*)

52. Ski Shop/Entry Building (1959/1971 – Non-contributing due to alterations/age). The original portion of this distinctive building was constructed on a bridge over the brook in 1959 as a one-story, low-pitched, gable-roof shop with a rectangular plan. The second-story addition, built in 1971, converted the building to a form that has two distinct blocks separated by a boardwalk and is characterized by multi-directional shed roofs clad in standing seam metal. The entire exterior is clad in wooden clapboards. The one-story south block of the building connects to the two-story north block of the building by an enclosed second-story platform on the eastern end of the building. The north block of the building has a second-story cantilevered over the first story on the north façade. At the western end of the building is a small projecting flat-roofed section with sliding sash steel windows on the second story (three on the western face and two on the north and south faces under a shallow hip roof) and a gable overhang supported by brackets, which shelters skiers who are buying lift tickets at the ticket window on the western end of the first story. The cantilevered section is punctuated by five irregularly spaced sliding sash steel windows on the north façade and several more of the same windows on the south façade. The lower story has only two sliding sash steel windows on the north façade, but also contains a large single-pane fixed window, four other windows, and the ski shop's main entry door, which is a single pane glass door. Another entry featuring double-pane glass doors and a large glass transom is located on the north section under the second story platform that connects the two buildings. A large Mad River Glen logo is affixed to the building on the eastern elevation.

The building still dramatically straddles the brook and the 1971 renovation provides an entrance

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archway and corridor for the skiers arriving at the mountain from the parking lot. The building is in good condition. It is listed as non-contributing because evidence of the original 1959 building design was lost in the 1971 alterations, which completely transformed it and more than doubled its size. However, the resulting building completed in 1971 is distinctive, characteristic of the early 1970s, and has been an important part of the Mad River Glen skiing experience for four decades. It should be re-evaluated for contributing status in 2021. (*Photographs 1-4, & 36-37*)

53. Basebox Shelter (1947/1955/1960/1966/1972 – Contributing). The Basebox Shelter, also called the Base Lodge or Base Box, is a much-altered, long, linear building of varying roof lines, predominantly two stories that typifies trends of mid-century modernism and is designed with passive solar heating in mind. The original design of the shelter is attributed to Alexander “Sandy” McIlvaine of the New York architectural firm Delano & Aldrich, with construction services provided by R.J. Pierce of Brattleboro. It was constructed in 1947, originally as a one-story building with the solar shelter on the west, a large fieldstone chimney, and a six-bay eastern wing with a three-quarter gable roof (Photographs 53 & 54). It was expanded several times over the years within the period of significance. The first addition was the gable roofed east ell in 1955, which was built perpendicular to the original eastern gable wing. This two-story addition was built into the slope of the hill below to have a walk-out ground level below the original Base Box first floor level. It has a prominent fully glazed gable end wall on the first floor level and a broad gable canopy protecting the lower level entrance on the east façade. The second addition was a one-story, gable roofed west wing in 1960, which extended from the solar shelter and was a reflection of the original (1947) eastern gable wing. Like the original eastern wing, it has an asymmetrical gable roof extending further on the rear (north). At that point in 1960, the solar shelter would have been flanked by matching one-story, lower wings with the 1955 east ell attached to the downhill end. The third building campaign, in 1966, changed this symmetry and substantially increased the footprint. It included the expansion of the main block floor to the rear and the raising of its roof to add a full second story. The second story had a much larger gable roof at the front and a flat roof at the rear. The gable roof connects continuously on the east side in a hip with the gable roof of the east ell. The second story is recessed from the first floor on the front façade and deeply overhangs the first on the rear (north) façade. A second-floor deck was built on the roof of the first floor front section. The last changes to the Basebox occurred in 1972 when the interior was remodeled. The original and all added portions of the building have the rustic, lap wood siding that is characteristic of all Mad River Glen’s early buildings. The siding is painted and all roofs are clad in asphalt shingles. The trim

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is flat throughout and includes window surrounds and a frieze at the top of the main block second floor.

The massing of the present Basebox is a two-story, eaves-front gable, flat, and hipped-roof main block structure (1947 & 1966) with a large one-and-one-half-story shed roof solar shelter (1947), facing south. A one-story cross-gable roof (1955) meets the main block at the east end. On the west, a one-story linear side gable wing (1960) abuts the solar shelter. The prominent main features of the Basebox are the rustic lap wood siding, exposed rafter/beams, the solar shelter with its wall of original 1947 Thermopane glass windows, the large fieldstone chimney between the solar shelter and main block, and the bands of windows along the southern façade. A wooden deck runs the length of the first story on the southern (front) façade; there are three doors on this façade as well, two of which are recessed and flank the original first floor section. There is a door on the rear (north) façade of the 1960 west wing.

The building has deep roof overhangs, with exposed paired beams and rafter tails supporting the roofs and the slightly cantilevered second-floor deck. In addition to the large Thermopane glazing of the solar shelter and the 1955 glazed front gable wall, there are ribbons of windows (both fixed and sliding) on the front and rear of the 1960 west wing and a half-glazed gable wall on the west facade. The second floor of the main block has three-part picture windows on the three exposed sides. The first floor of the main block has large fixed glass sash on the front façade and a high line of small sash on the rear façade plus a few miscellaneous windows. The east wing which is two stories on its east façade has three-part picture windows on the upper (first floor) level and small slider windows in the concrete façade of the ground level. It has a one-story shed roofed addition on its rear (north) façade with two small windows and another extension off the back of this with a sliding door serving as a loading dock. The east wing has two doors at ground level on the east façade – one of which is a step above grade. These are sheltered by a bracketed gable hood bearing a sign announcing the ski school located in the ground floor level. The rear additions of this wing have two doors as well facing east – one at ground level and one up a flight of steps on the loading dock.

The Basebox Shelter is in good condition. Despite the enlargement in 1966, the earlier and original sections are still well preserved and readable as discrete sections. The 1966 changes, made within the period of significance, were stylistically consistent with the original, using matching rustic siding and exposed rafter construction. (*Photographs 1-3, 38-40, & 53-54*)

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54. Ski Patrol House (c. 1974 – Non-contributing due to age). The Ski Patrol House, built c. 1974, is located in the base area. This one-story, asymmetrical, gable-front building has a two-part roofline and an overhanging eave and is set in a bank on a concrete foundation facing east. The exterior is clad in board and batten siding and the roof is covered in asphalt shingles. The five-bay front façade has entrances in the second and fifth bays, both with modern pane and panel doors. Windows on all elevations are large single or paired fixed-pane vinyl windows. The long, asymmetrical gable roof extends over a one-bay garage to the north, which is set on lower ground than the front door of the building. The rear of the building, which has a roofline that is slightly higher but parallels the slope of the front section, has two exterior doors, in the third and fifth bays, and three windows overlooking the ski area. Exposed rafters are featured on the southern eaves side below the roofline. The Ski Patrol House is also home to the Mad River Glen ski school and is in fair condition. It should be re-evaluated for contributing status in 2024. *(Photographs 1-4, 34, 36, & 41-42)*

55. Cricket Club Nursery (1964 – Contributing). The Cricket Club, built in 1964, is a one-story, one-by-three-bay, rectangular building with a front-facing gable roof. The building stands on a concrete foundation and a concrete buttress is present on the southwest wall. The exterior is clad in vertical novelty siding and has a canted stucco wall on the first story of the main façade with a ribbon of four large wooden casement windows. The gable roof has a deep overhang with scalloped cornice trim, sawn drop pendants on the face of exposed rafters, and asphalt shingles. The main entrance is recessed from the main wall plane of the façade and is a modern fiberglass pane-and-panel door. Windows include single, paired, and ribbon wooden casement windows, most with wooden shutters with decorative cutouts. The words “Cricket Club” in wood appear in the façade gable. The Cricket Club is in good condition. *(Photographs 1, 2 & 43)*

56. Utility Shed (2004 – Non-contributing due to age). This very small, shed roofed frame structure has its vertical panel door on the narrow, half/gable façade. It is used for sheltering oil tank filling apparatus and has an asphalt shingle roof and vertical (T-111 type) wood siding. There are two windows on the long, south facade. *(Photographs 36 & 42)*

57. Maintenance Building (2001 – Non-contributing due to age). This large, gable roofed, hangar-like, building has frame walls sided with vertical (T-111 type) wood siding. It is built

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against a hill with a high concrete foundation wall on the east side. The tall single-story, metal-roofed structure is asymmetrical with an extended one-story section along the west side. There is a very wide, tall, vehicle bay overhead-type door centered on the gable front. The west facade has several paired high windows, a pedestrian door towards the rear next to a second much smaller overhead type garage door. These doors appear to be vinyl. (*Photograph 44*)

58. Vehicle fueling shed (1988 – Non-contributing due to age). This very small frame shed has vertical (T-111 type) wood siding and a shed roof covered in asphalt shingles. The door is on the half-gable end. (*Photographs 36 & 37*)

59. Kent Thomas Nature Center (1963/2003 – Contributing). The Kent Thomas Nature Center, built in 1963, is a small, one-by-two bay, rectangular building with a gabled corrugated metal roof, concrete block pier foundation, clad in unpainted rustic lap wood siding that is characteristic of Mad River Glen's earlier buildings, though in this case it was replicated. There are flat corner boards and plain cornice trim. A single-pane-and-panel door in the side bay serves as the entrance on the front gable façade. The fenestration consists of a one-over-one double-hung wooden window on the front façade and multiple small wooden sliding windows – two on the rear gable and one each on the eaves facades. The building served at one time as the Slalom Hill lift shack and was substantially rehabilitated with in-kind siding and roofing and new windows and doors in 2003. Due to the extreme exposure of this structure, the useful life of its components is shorter than in a typical frame building. The rustic siding and simple characteristics of the original were recreated during the rehabilitation so that the building continues to convey its 1963 history and character and should be considered contributing. It was converted for use as a nature center in the spring of 2010. It still has the original Slalom Hill sign. (*Photograph 45*)

60. Birdcage (1968/2003 – Non-contributing due to age). Built in 1968 for use as a restaurant and warming shelter, the Birdcage is situated at the bottom of the Birdland trails near the lift drive shelter (#47a) and lower building (#47b). The uniquely shaped building is one story with a partial basement containing rest rooms and has a low-pitched gable roof clad in standing-seam metal and slanted eaves that form an angled junction with the building's canted walls. The building's I-beam sill rests atop concrete piers and the partial basement level is supported by

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concrete blocks. Its exterior is clad in the rustic lap wood siding characteristic of Mad River Glen's early buildings, though this was actually added in 2003, replacing the original vertical (T-111 type) wood siding. The main entrance features a pair of pane-and-panel wooden doors and is approached by a wooden deck. Flanking the main entrance on either side is a single fixed-pane window. The building faces west and is in good condition. Though the change in siding is a significant visual change, the unique shape, siting and form of this building are so striking that it still has strong integrity and should be re-evaluated for contributing status in 2018. (*Photographs 28, 32, & 46*)

61. Sunnyside Double Chair Ski Patrol Hut (1962-63 – Contributing). The Ski Patrol Hut is a small, two-by-one bay, gabled, wood-frame building with exposed rafter tails, located at the top of the Sunnyside Double Chair Lift (#49). The exterior is clad with gray painted vertical wood siding, and the roof is sheathed with corrugated metal. The entrance is located on the south facing gable end. Adjacent to the wood door is a large single-pane fixed wooden window. Single-pane windows are also located on the elevations overlooking the chair lift. A wooden deck extends south from the main entrance. The Ski Patrol Hut is in good condition. (*Photograph 34*)

62. Stark's Nest (1948-49/2000 – Contributing). The Stark's Nest Warming Hut is a one-story, shed roofed building located at the top of General Stark Mountain, adjacent to the Single Chair top terminal. The building faces east and is supported by concrete piers. It has a corrugated metal roof and the exterior walls are clad with unpainted rustic lap wood siding, characteristic of Mad River Glen's early buildings. The plain vertical corner boards of the building are painted white, giving contrast to the siding. Windows are located on all sides of the building and vary in size. The largest windows, two single-pane vinyl windows flanked by vinyl double hung sash windows, are located on the east elevation. Five small windows are located on the west elevation. Another fixed, multi-pane vinyl window flanked by four-over-four light vinyl double-hung sash is adjacent to a door on the south elevation that opens onto a large wooden deck. The interior of the building has an open floor plan that provides shelter, heat, tables, and chairs for hikers, who are welcome to spend the night. The building does not have plumbing facilities but does have a fireplace. It originally had an interior privy that was removed during a major renovation in 2000. The frame is original and the window and door openings shifted slightly in exact location and size during the rehabilitation. All the siding and roofing were replaced in-kind

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in 2000 and the windows and doors were new and modern. Due to the extreme exposure of this structure, the useful life of its components is shorter than in a typical frame building. The rustic siding and simple characteristics of the original were recreated during this rehabilitation even though a few features were changed slightly so that the building continues to convey its 1948-49 history and character and retains enough integrity to be considered contributing. The Stark's Nest is in excellent condition. (*Photographs 25-26 & 47*)

63. Stark's Nest Outhouse (2000 – Non-contributing due to age). The outhouse is a small, one-bay, wood-frame building with shed roof that overhangs a single entry door. This detached outhouse was constructed to replace an interior privy removed during the rehabilitation of Stark's Nest (#62) in 2000. (*Photograph 48*)

64. Theron Dean Shelter (c. 1966 – Contributing). The Dean Shelter, located along the Long Trail (#64) at an elevation of 3320 feet, is a small, three-sided, eaves-front, rustic log structure with a low-pitched gable roof covered in corrugated sheet metal. A single raised bunk made of wooden planks spans the length of the back wall. The sill logs rest on small stone footings, and those on the eave facades project several feet in front of the building, providing a perch for hikers to sit or hang gear protected by the overhang of the roof. The interior faces of the log walls are covered with incised dates, names and initials of hikers. The sill logs and the original bunk and floor boards were replaced between 2007 and 2009. The Dean Shelter is in excellent condition. (*Photograph 49*)

65. Long Trail Shelter Outhouse (c. 1970 – Non-contributing). A small, one-bay, wood-frame building with gable roof that overhangs above a single entry door, it should be re-evaluated for contributing status in 2020. (*Photograph 50*)

Resource Inventory: Miscellaneous Features

66. Long Trail (1916-1923/ 1947 – Contributing). The portion of the Long Trail included in the Mad River Glen Ski Area Historic District is a section of the Monroe Skyline Trail (a designation that includes the Long Trail sections covering the ridgeline of the Green Mountains

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from Mt. Abraham in Bristol to the Camel's Hump in Duxbury). The included portion begins at the boundary of the ski area, slightly less than one half-mile south of the junction of the Long Trail and Route 17 at the Appalachian Gap. The trail width varies from .75 meters to 2 meters and the trail surfaces range from packed earth to bare rock. There are metal hand holds attached to the rocks in some areas (Photograph 50) and a number of primitive stone stairs in others placed by Green Mountain Club volunteers. The stairs make use of large unworked stones from the forest nearby and are not immediately recognizable as man-made features, in keeping with the primitive design of the trail. Vegetation is a mixture of deciduous and evergreen trees, underbrush, and mosses. From north to south, the trail climbs steeply up what is known as Stark's Wall, winds through a number of muddy areas, and eventually rises to an altitude where deciduous trees are no longer present. Half a mile from the trailhead at Route 17, the trail begins to follow the ridgeline, reaching the top of the Sunnyside Double Chair Lift (3100'), Number 49, roughly .8 miles from the trailhead. The trail then returns to the forest, following the ridgeline south, reaching the Theron Dean Shelter (#65) approximately 1.8 miles from Route 17. A short alternate route provides access to nearby Dean's Cave, a small natural cave formed by slabbed rock formations. At points, the trail requires brief hand-over-hand scrambles over bare rock. From the east side of the trail, backcountry skiers may access Paradise Trail (#29), Mad River Glen's most famous glade run. The trail continues parallel to the ridgeline until reaching Stark's Nest (3637') adjacent to the upper end of the Single Chair Lift (#46c), and continues south along the ridgeline toward the summit of General Stark Mountain, passing out of the ski area boundary. Though the Long Trail was created between 1916 and 1923 including this section, the period of significance for the Long Trail in this nomination begins in 1947 when it began to be used for back country ski access to the Mad River Glen trails. (Photograph 51)

67. Snowmaking Pond 1 (1975 – Non-contributing due to age). The pond's source is the Mill Brook Tributary, which meanders down General Stark Mountain and empties into this pond before continuing its path further east, toward the Mad River. This pond is really a small impoundment of the brook created by small earthen dam at the eastern end and is being counted in the nomination as a structure. It is surrounded by grass and rock banks and has a simple wooden platform over it serving as a bridge. (Photograph 52)

67a. Snowmaking Pump House 1 (1975 – Non-contributing due to age). This pump house is a small, one-bay, one-story, frame building built c. 1975 with a small gabled rear vestibule with

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openings for pipes. It has vertical wood siding, a corrugated metal roof with exposed rafters. There are no windows and a single vertical plank door on the east gable façade. The building is located on the north side of the Mill Brook and is in fair condition. (*Photographs 3 & 52*)

67b. Snowmaking Pump House 2 (c. 1985 – Non-contributing due to age). This second pump house is a one-story, rectangular, frame, gable roofed building built in 1985 that serves as a booster pumping station for the snowmaking pond and lower pump. It has vertical wood siding and a plank wood door on the gable facade, no windows, and an asphalt shingled roof. The pump house is oriented northeast/southwest and is in good condition.

68. Parking Lot. (c. 1948 – Contributing) This parking lot serves as the main parking area for Mad River Glen's skiers and employees and appears on the earliest 1948 trail map and brochure for the ski area. It is an unpaved, gravel parking area located across from the base area on the east side of the McCullough Turnpike (Route 17). It is roughly oval shaped fitting into the curve of the hairpin turn on Route 17. (*Photographs 1, 3, & 4*)

Natural Features of note (not included in resource count)

Mill Brook Tributary. The Mill Brook Tributary is a system of streams and brooks that descend General Stark Mountain, pass through the base village, and eventually flow into the Mad River, which flows north and connects with the westward flowing Winooski River, which empties into Lake Champlain. The streams cross several trails in different parts of the mountain including Easy Way, Bunny, Waterfall, Eaton's Run, Grasshopper, Upper and Lower Glade, Ferret, and Moody's (#s 5, 12, 20, 21, 23, & 34-37)

Mill Brook Waterfall. The Mill Brook Waterfall is located along the Easy Way ski trail (#5) and is part of the Mill Brook Tributary. The waterfall consists of a rock cliff with water descending approximately 20 feet down to the base of the fall's rock wall.

Kaye's Grove (c. 2005). Kaye's Grove is a plantation of balsam fir trees located underneath the

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Sunnyside Double Chair Lift (#49). The trees are staggered in a line running between the Porcupine and Upper Chipmunk ski trails (#s 13 and 14) and were planted for reforestation purposes as well as for erosion control. The grove also serves as a natural wind-break and snow fence.

Cliffs and Waterfalls. The north face of General Stark Mountain has a number of prominent cliff bands, escarpments, and waterfalls that are embraced and incorporated into the trails as challenges to the skier. These feature prominently in the Paradise Trail (#29) as well as Chute and Lift Line (#s 26 and 33). (*Photographs 14, 17, 20, & 32*)

Dean's Cave. The Long Trail diverges very briefly at a point roughly halfway between the top of the Sunnyside Double Chair Lift (#49) and the top of the Single Chair Lift (#46); one route passes the Dean Shelter, and the other passes through Dean's Cave. Dean's Cave is a small natural cave wide enough for one person to enter at a time. The stone formation creates a narrow tunnel-like passage with a bend, and is accessible from both sides.

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)

- 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.
- 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 a grave.
- D. A cemetery.
- E. A reconstructed building, object, or structure.
- F. A commemorative property.
- G. Less than 50 years of age or achieved significance with the past 50 years.

Areas of Significance: (Enter categories from instructions)

Recreation
Engineering

Period of Significance:

1947 - 1967
1947 - 1967

Significant Person: (Complete if Criterion B is marked above)

N/A

Significant Dates:

1947/1948
c. 1955
1960
1962

Cultural Affiliation:

N/A

Architect / Builder:

Palmedo, Roland
Lord, Charles
Schwarzenbach, Robert
McIlvaine, Alexander

Narrative Statement of Significance:

(Explain the significance of the property on one or more continuation sheets.) See continuation sheet for Section 8, pp. 1-21

9. Major Bibliographical References

Bibliography:

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) See continuation sheet.

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 for the National Register.
- Designated a National Historic Landmark.
- Recorded by Historic American Buildings Survey No. _____
- Recorded by Historic American Engineering Record No. HAER VT-38

Primary Location of Additional Data:

- State Historic Preservation Office.
- Other state agency: Vermont Agency of Transportation
- Federal agency.
- Local government.
- University of Vermont, Special Collections.
- Other. Name of repository: _____

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Statement of Significance

The Mad River Glen Ski Area Historic District (Mad River Glen), established in 1947 on General Stark Mountain in the town of Fayston, Vermont, and in Buel's Gore, an unincorporated township in Chittenden County, is significant under Criterion A 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. In particular, Mad River Glen is unique in its retention of the experiential qualities that early proponents of skiing often envisioned: a pure, and at times poetic, form of recreation, technically challenging, in a minimally maintained, protected natural environment. The development on General Stark Mountain constitutes an unusual approach to ski area design that was consistently preserved as it grew over time and now offers a marked contrast to current trends in the ski industry.¹ The Mad River Glen Ski Area Historic District is also significant under Criterion C in two areas: first for representing a significant and distinguishable entity comprised of multiple resources of varying individual distinctions and second for its contributions to the engineering of early ski lifts, exemplified by its recently restored Single Chair Lift, documented in 2006 by the Historic American Engineering Record and today North America's longest and oldest continuously operating single chair lift still in its original location. The careful, historically accurate, in-kind reconstruction of the components of the Single Chair Lift in 2007 qualifies it as a contributing property under Criteria Consideration E for reconstructed properties. The period of significance begins in 1947 with the initial construction of the ski area and logically concludes in 1967 with the construction of the Birdland Double Chair Lift. This period includes all of the original development, early additions and changes and also captures the major flurry of construction in a significant second phase of Mad River Glen's development. This second phase expanded the facility considerably with new double chair lifts and trails under the guidance of Roland Palmedo, Mad River Glen's founder. The Mad River Glen Ski Area Historic District is significant at the local level.

The second phase of Mad River Glen's development began in 1960 and was largely completed by 1967 but continued less intensely until 1972 when Palmedo retired. This phase is important in Mad River Glen's evolution and includes lifts and trails that were built to respond to increasing pressures for development at Vermont's ski areas caused by

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the sport's rapidly growing popularity. Several resources constructed between 1967 and 1972 at the tail end of this phase should be re-evaluated in 2022, the 50th anniversary of Palmedo's direct association with the building program at Mad River Glen, when they may be considered contributing as well.

Just as Mad River Glen's origins established a careful balance between recreation and the natural environment, free from commercialism, so too did their responses to development during the 1960s, countering practices occurring elsewhere in the industry. The expansion that occurred at Mad River Glen after 1960 remained consistent with the initial vision held by Mad River Glen's founders and thus that period is part of a significant continuum that logically concludes in 1967.

The construction of the Sunnyside Double Chair Lift, designed for intermediate and novice skiers in 1962, is the first significant development of this period and was followed in 1967 by the construction of Birdland, the second double chair lift to be added. The trails that were constructed or reconfigured to serve these lifts were built between 1960 and 1967 and are now considered contributing. It should be noted, however, that many of the Sunnyside Lift's individual structural components were replaced more recently and so the lift itself is now considered non-contributing due to alteration. 1967 marks the end of the trail expansion and thus concludes the major building phase. A few more resources were built between 1967 and Palmedo's retirement in 1972, including the Birdcage (1968) concession and the Practice Slope (1972), Mad River Glen's third and final double chair lift. That period also includes the official construction of the vaunted Paradise Trail (1969), as technically difficult as any in New England, and that, along with the Single Chair Lift, has become iconic for Mad River Glen. Since Paradise was actually started unofficially by skiers as an off-trail run in 1962 it is considered contributing now.

The Origins of Skiing in Vermont (Criterion A). A context for the growth of Vermont's ski industry starts to take shape during the early part of the twentieth century, and although Mad River Glen is not among those first ventures, it nevertheless developed as a direct outgrowth of those beginnings when, after World War II, skiing's popularity increased dramatically.

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Swedish and Norwegian immigrants probably introduced the sport of skiing to North America during the closing years of the nineteenth century. Winter carnivals provided opportunities to promote this exciting new form of overland travel, and Montreal, a center for winter sports, became an important venue for such events. Brattleboro resident and Dartmouth College student Fred Harris attended Montreal's carnival in 1908 and returned to Hanover, where he founded the Dartmouth Outing Club in January 1910. Harris and his club organized ski racing and jumping in the Hanover region and influenced another Vermonter, James Taylor, headmaster of the Vermont Academy for Boys at Saxton's River. Taylor led the founding of Vermont's Green Mountain Club later that same year, and he subsequently organized skiing events for winter carnivals at his academy. During these early years, too, ski competitions soon spread to college campuses, including Middlebury College, which formed its own outing club in 1916 and later, in 1934, cut downhill trails at its Snow Bowl.²

Alpine skiing as an industry took root in Quebec's Laurentian Mountains where, during the 1920s, the first formal downhill lessons were organized for skiers, who arrived via an inspired means of transportation: ski trains. To astute American observers, 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 known, offered a rugged experience that many found appealing.³

In 1932, the Winter Olympic Games at Lake Placid, New York, sparked intense interest in downhill skiing and led to the formation of influential ski clubs, among them the Amateur Ski Club of New York. In Vermont, Stowe became a fashionable center of activity for that club during the 1930s, and members boarded chartered trains at Grand Central Terminal on Friday evenings, arrived at the Waterbury station on Saturday mornings, skied on trails in the Stowe region for two days, and then returned to New York on Sunday nights, arriving in time for work the next morning. That club would eventually play a key role in the development of skiing at Mad River Glen.⁴

Hiking and climbing to suitable vantage points for downhill runs was wearisome for these

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urbanites, and the need for a mechanized means to transport skiers uphill became an economic necessity for continued ski development. Farmer and innkeeper Clint Gilbert, the owner of the White Cupboard Inn just north of Woodstock, Vermont, made history in 1934 when, at the urging of his New York guests, he contrived the region's first rope tow. Although similar devices were already in use in Quebec and California, the Woodstock rope tow on Gilbert Hill seemed well suited to Vermont's image of frugal, self-reliant people. Gilbert's tow, or the *Ski Way* as it quickly became known, utilized 1800 feet of endless rope looped over pulley wheels that were mounted on primitive timber frames and powered by a Ford Model T engine. By today's standards, Gilbert's hill was a gentle one, and skiers found the uphill experience to be as much fun as the downhill run. Other rope tows soon operated in other Vermont towns, including Marlboro, Shrewsbury, Bennington, and nearby Pomfret at the Prosper Ski Area. Despite its primitive nature, Gilbert's rope tow marks the beginning of an important era of growth for the emerging ski industry, one heavily dependent on the technology of mechanized transport. That aspect would eventually dominate Vermont ski areas, first at Stowe and then at Mad River Glen.⁵

Public officials in Vermont 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. Tourism had been a component of Vermont's economy for many decades, as early as the mid-nineteenth 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 1930's.⁶

Solidifying this important accord between state government and the ski industry, State Forester Perry Merrill, who had discovered skiing in 1921 while living in Sweden as a forestry student, embraced the sport wholeheartedly. Taking advantage of labor provided by the Civilian Conservation Corps during the Depression, Merrill used state and federal funds to pay for the cutting of ski trails on state lands, as well as a parking lot and warming shelter in the Smuggler's Notch area near Mount Mansfield. The construction of

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roads in state forests by the CCC would eventually benefit the ski industry as well by improving access to mountainous areas. Ultimately, he recommended the lease of state lands by private developers, a vital step in the development of Vermont's first major ski resort at Stowe, and a step accompanied by controversy that lingers both there and elsewhere today.⁷

Thus, by the end of the 1930s, most of the essential elements for growth of an emerging industry were firmly in place, setting the stage for the next phase of development, that involving major resorts, particularly on Mount Mansfield in Stowe. Those elements encompassed the thrilling nature of the sport itself, much of it stemming from an exhilarating, mountain environment in winter; key ties to urban centers, especially New York and Boston, and the wealth available in those cities; fashionable cultural trends that flourished in those cities, including modernity in various forms – architecture among them; influential ski clubs; the potential for economic growth as skiing's popularity increased; profits for public and private sectors of the economy dependent on tourism, as well as for individual investors; collaboration among private developers and state government; and the development of technology required to improve the mechanized transport of skiers. All of these elements would appear at Stowe, and all in turn would influence, in one way or another, the development of skiing at Mad River Glen.⁸

Growth of the Stowe Resort at Mount Mansfield. The development of Mount Mansfield in Stowe as a major center for skiing represents a critical part of the context for Vermont's emerging ski industry. More importantly, though, as the vision for the early ski areas succumbed to rapid growth and accompanying commercialism, destruction of natural resources, and forms of entertainment unrelated to skiing, resorts such as Stowe no longer held appeal to early advocates of the sport. Instead, these idealists sought a place where their vision could be nurtured and maintained. Mad River Glen became that place, and it remains one of the few places where the early years of Vermont skiing are still visible. Thus events at Stowe are an essential part of the context for the origins of skiing at Mad River Glen. The broader context for Vermont's ski industry was the result of contributions by a number of key individuals who played important roles at both Stowe and Mad River Glen.

Among these individuals, Roland Palmedo, a wealthy investment banker from Wall

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Street, emerged as a central figure. Palmedo discovered skiing in the Alps at age 16, and his love for the sport never faded. He served as a Navy pilot during World War I, and soon after the end of the War he began promoting American amateur skiing tirelessly. With a well-connected circle of wealthy friends in New York, he founded the Amateur Ski Club in 1931, and its members included many of the ski industry's early pioneers. Sidelined temporarily by a broken leg that same year, he began studying geologic maps and soon focused attention on Mount Mansfield as an area worthy of investigation by the club for a ski destination. Not long after, its chartered ski trains began popular winter runs to Stowe, Vermont. By 1935, Palmedo had helped to organize the first U. S. Women's Ski Team, which participated in the World Championship races that year, and in 1938 he helped to found the National Ski Patrol at Stowe.⁹

Palmedo's instincts about Stowe proved correct, and by 1938 he had raised \$75,000 from investors to organize the Mount Mansfield Lift Company. Other investors included J. Negley Cooke, Godfrey Rockefeller, George Morrell, Sepp Rusch, and radio announcer Lowell Thomas, who promoted skiing activities relentlessly. A year later, Governor Aiken authorized a lease of state forest lands for construction of an aerial chair lift, and by the 1940-1941 ski season, Palmedo's company had successfully erected the world's longest and highest aerial chair lift. Responsibility for building the mile-long engineering landmark fell to the American Steel and Wire Company, a subsidiary of the United States Steel Corporation, and skiers could now travel to the top of Mansfield at the rate of eighty-six people every fifteen minutes.¹⁰

Governor Aiken responded to criticism about the commercial development of public land by proclaiming that the state's economy required a balance between the conservation of natural resources and economic development, a philosophy that is still very much a part of the collaborative relationship between state government and the ski industry in Vermont. However, internal friction among investors and owners of the Mount Mansfield Lift Company was not so easily dispersed. From inception, the many people involved with development at Stowe pursued different and sometimes conflicting objectives. Palmedo and his primary shareowners, Cooke, Rockefeller, and Thomas, were responsible for constructing the lift and emphasized recreational experience; Morrell held interests in a hotel; and Rusch owned a ski school and rope tow lift. Adding to their difficulties, an adjoining landowner, Craig Burt, refused trail cuts through his land. While Stowe was

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growing into its reputation as the "Ski Capital of the East," rifts and tensions were beginning to surface, the result of expanding scale of operations requiring professional management and the strains caused by investment from outside Vermont. Most of those tensions remained troublesome as skiing developed into one of the state's largest industries after World War II, with large resorts at Mt. Snow (1954), Ascutney (1956), Jay Peak (1958), and Killington (1958).¹¹

Mad River Glen. The initial success of skiing at Stowe encouraged Palmedo, but the subsequent commercialism of the growing resort and the resulting disagreements turned him away. He began seeking another mountain in 1942, hoping to make, in his own words, "*natural resources available to the public, while not exploiting them for profit.*" The ski area he envisioned lacked the commercial interests that had materialized at Stowe and instead offered a more intimate recreational experience: a single lift, a few trails, a shop and a base lodge at the foot of the mountain, and house or clubhouse lots at scattered sites for those who shared a similar vision. As Palmedo later explained: "*An integrated community was what we were after. We wanted to retain the rustic aspect.*" Although Palmedo's community was far more sophisticated than the back-country skiing of early years, it nevertheless retained a vestige of the rugged, outdoor experience that characterized those first ventures.¹²

Palmedo and his associates selected Stark Mountain, above the Mad River Valley, to achieve their idealistic plan and in doing so introduced an alternative direction for skiing in Vermont. Snow conditions, altitude (3570 feet), steep terrain, and northeastern exposure all offered suitable prospects. Equally important, ownership of the land had been consolidated by several lumber companies, simplifying negotiations to purchase the property. In 1946, owners of those lumber companies, Martin Brown Jr. and Burton Ward, sold the mountain to Palmedo's newly formed group, the Catamount Corporation, which later changed its name to the Mad River Corporation.¹³

From the outset, Palmedo and his team of idealists emphasized trail design as the most important feature of Mad River Glen, and all of those historic first five trails survive, a testament to their vision. These trails are the Catamount, Porcupine, Chute, Fall Line, and Grand Canyon (Numbers 10, 13, 26, 27 & 38/39). Trails are carefully integrated with the natural contours of the mountain, a quality achieved through careful planning, surveying,

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and construction. Robert Schwarzenbach, a member of the 1940 U.S. Olympic ski team, surveyed the slopes, and Charlie Lord, an experienced highway engineer, assumed the role of master trail builder. Lord's credentials included construction of Route 100 through nearby Warren, a route that serves as central Vermont's principal north-south highway. When Lord was working for the state under Perry Merrill, he had also supervised the construction of ski trails on state land at Mt. Mansfield by the C.C.C., and he continued to manage operations at Stowe while undertaking the new project at Stark Mountain. Optimistically, he wrote to Palmedo of the effort at Mad River Glen: *So far things look pretty good as far as possible trail locations are concerned.*¹⁴

With Schwarzenbach's surveying crew, Palmedo hiked the bowl of Stark Mountain to find the contours of the land and potential fall lines, and Nancy Reynolds Cook, a former ski champion, joined the planning team for construction of the first five trails in 1947: the Chute (Lift Line, #33), Fall Line (#27), Catamount (#s10 & 25), Grand Canyon (#s 38 & 39), and Porcupine (#13). The clearing of the Lift Line allowed installation of a wooden tram to carry materials and equipment up the mountain – but not the workers! Trail construction began by felling trees at the mountain base, and workers then proceeded up the cleared slopes. The Chute, Fall Line, and Catamount were conceived as expert trails, accessible from the single chair lift (#46 & 46c) at the mountain's summit; the Grand Canyon and Porcupine, intermediate trails, opened from the Midway Station (#46b). By focusing on fall lines and limiting the width of trails, the team intentionally designed trails that controlled the number of skiers descending the mountain at any given time, a characteristic that continues to define skiing at Mad River Glen today.¹⁵

Despite the team's enthusiasm, building the first trails at Mad River Glen proved difficult. In the late spring of 1947, winter storms caused delays for both the building of trails and the construction of a single chair aerial lift, and in November of that same year another storm buried the tram and brought work to a halt for the remainder of the season.

Nevertheless, improvements for those first five trails continued through the 1948-1949 season, and in a 1994 recollection for *Ski Magazine*, Charlie Lord observed: *"in the beginning there was no control over cutting those ski trails. But since we only worked with hand saws and axes, we didn't disturb trails enough to warrant [regulations]. It was only when they started to bulldoze trails that we saw you had to do something to protect*

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*the mountains.*¹⁶

Lord also supervised installation of the Single Chair Lift (#46) in 1947, which was designed to accommodate the full extent of skiing activity during that early post-World War II period. In 1947, for example, a single chair lift provided adequate service for the number of skier days occurring at most ski areas, a quota defined as the number of skiers visiting an area multiplied by the number of days skied. During that era, all but seven of Vermont fifty-five ski areas utilized rope tows, and both the speed and capacity of skiing's mechanical transportation systems mirror the industry's steady growth.¹⁷

The carefully selected topography at Stark Mountain, the meticulous planning and design of ski trails, and the installation of a then-modern single chair lift all represented character-defining features of Palmedo's experiment. Yet his dream of a cohesive, self-contained, rustic ski community of limited size, thoroughly integrated with the surrounding natural environment also included modernist architectural forms as a means to express the new culture of skiing. Again borrowing from the context that he had helped to develop at Stowe, where a similar emphasis on modern design had emerged, Palmedo turned to his fellow ski enthusiast, New York architect Alexander "Sandy" McIlvaine, to design the Basebox Shelter (#53) at Mad River Glen. The result was a striking departure from Vermont's rural building traditions and completed Palmedo's vision for an ideal, winter recreational community.¹⁸

McIlvaine, a 1933 graduate of Harvard's architecture program, also studied at Columbia University and became interested in ski-area architecture while working for the New York firm of Delano and Aldrich. William Delano, McIlvaine's uncle, was an avid skier and an affiliate of several amateur ski clubs and probably influenced his nephew. McIlvaine was also influenced by Chicago architects George and William Keck, who experimented with various solar designs during the 1930s, using different types of blinds, expanses of glass, varying eaves, and water pools to control temperature, light, and ventilation in residential homes. McIlvaine took inspiration from the Keck's Sloan House in Glenview, Illinois, designed in 1940 and christened the "Solar House" by the Chicago Tribune.¹⁹

At Mad River Glen, McIlvaine's south-facing Basebox (# 53) developed passive solar heating through very large, two-over-two Thermopane windows, a then-advanced design

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that offered insulating air space between two sealed sheets of glass, a means to retain heat but also resist fogging and frosting in a cold winter environment, an appealing feature to the ski industry. A large fieldstone fireplace and chimney, coupled with a sheltered north elevation with few windows, contributed to interior warmth. In its completed form, McIlvane's Basebox utilized elements from the American Modernism Movement combined with environmental sensitivity to provide architecturally scripted, memorable places for ski tourists. Ultimately, his integration of modern design and materials with his embrace of passive solar design highlighted the balanced relationship Mad River Glen created between an organized space for recreational tourism and an appreciation of natural resources that led to outdoor activities. Following his contribution at Mad River Glen, McIlvaine continued to experiment with passive solar designs at other ski areas, including Stratton Mountain (VT), Squaw Valley (CA), Mountain Top Lodge at Grand Geneva (WI), and Great Gorge (NJ).²⁰

Mad River Glen's inauguration occurred on December 11, 1948, and Governor Ernest Gibson officially marked the dedication. Unfortunately, only five or six inches of snow covered the ground that day, much less than the three-foot base required for upper slopes or one-and-one-half feet needed at mid-mountain. Thus, those 600 people in attendance who enjoyed a free ride up the mountain faced disappointment on the way down. Undeterred, a *New York Times* reporter, Frank Elkins, carried his skis and described the experience, providing a vivid account of those first trails:

For fifteen minutes [the length of the lift ride], our venture was indeed breathtaking as serpentine trails were spotted running down from the peak of Stark... The skiing possibilities of this \$400,000 development are unlimited. For the present, though, the more proficient type of runner will find it to his or her liking since the sweeping expanses are tricky in many aspects while steep pitches call for resourcefulness at every moment... We trekked down part of Catamount and the opening drop led into a slalom glade. The first thought that came to mind was of a parachutist ready to drop. Yet, with a thick blanket and plenty of base, an enthusiast with a knowledge of the sport's fundamentals could take the descent in stride simply by stem-turning or even snowplowing because of the 150-300 foot width of the terrain. The two trails emanating from the mid-station to the base, the Grand Canyon (3-4 miles) and Porcupine (1 ¼ miles) have lots of attraction for the novice to intermediate skiers.²¹

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The 1950s. Although Mad River Glen had set its own course, its owners were not immune to the events and influences that continued to shape the larger context for Vermont's developing ski industry. Collaboration with state government, the economic importance of tourism, ski clubs, ties to large cities coupled with the fashions and modernity that inevitably flowed from those urbane centers, and the technology of aerial lifts all contributed to the development of Mad River Glen during the ensuing decades.

Despite its early reputation as a mountain for skilled skiers, its popularity grew, as did most of the state's ski areas during the 1950s. Vermont's 400,000 skier days in 1949 grew to more than one million by 1959. Yet by no means did the development of ski areas occur uniformly, and skiing remained a rugged experience in many parts of the state, with hearty skiers sleeping in drafty farmhouses or tents, cooking meals outside, using outdoor toilets, and braving the treacherous roads just to wait in long lines for the rope tows. In 1956, for example, Ascutney Mountain Resort operated with three rope tows and a warming house. Yet as the popularity of skiing increased by leaps and bounds, large resorts began to dominate the ski scene, offering hotels, restaurants, nightclubs, and other sophisticated amenities, and squeezing competition in the process. The costs of skiing, including tickets, equipment, clothing, and overnight accommodation, also climbed.²²

Mad River Glen succumbed to small changes to accommodate the increasing number of ski tourists. By 1957, the Fall Line (#27), Lift Line/Chute (#33), and Catamount (#s 10 & 25) trails had been widened to provide space for the increased skier traffic and to give less-accomplished skiers enough room to maneuver on steep slopes. In addition, all but one of the Chute's tree-islands were removed during the late 1950s, making that icy, difficult trail less daunting. Ken Quackenbush, who began working at Mad River Glen in 1952 and became General Manager in 1957, explained the problem succinctly: "*Those early trails were so narrow there was no wiggle room!*" In addition, narrow trails such as the Catamount received insufficient snow cover. Annual pruning and tree removal, always a requirement to avoid hazards, slowly contributed to the widening of some trails. To encourage beginner skiers and children, owners installed a rope tow near the base village in 1950, replacing it with a T-bar in 1958.²³

Highway improvements on Route 100 during the 1950s also helped to increase ski

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tourism, challenging Palmedo's vision for a ski area devoid of hotels, nightclubs, and other commercial trappings that would eventually develop at Sugarbush resort, adjacent to Mad River Glen's southern boundary. In response, Palmedo encouraged friends and ski clubs to build chalets and lodges within walking distance of the base, a means to permanently serve the ski community. He promoted modest cabins on half-acre lots and communal ski-club lodges rather than condominiums and privately owned restaurants or bars to counter the kind of development that was occurring at other ski areas nearby. Throughout the 1950s, he traveled to various states with plans and cost estimates in hand, encouraging ski clubs to build their lodges at Mad River Glen and even offering loans. Eventually, five lodges were built by clubs from Connecticut, New Jersey, and New York, including the Amateur Ski Club, which erected its clubhouse just outside the base village in 1958. Palmedo's plan, an effort to establish a loyal following of skiers who would return each year, snow or no snow, again proved successful and is one of the many factors that distinguish Mad River Glen from other ski resorts.²⁴ While these residential buildings near the base village were important to Palmedo's vision, the present nomination focuses on the non-residential components of Mad River Glen. The chalets and lodges are all privately owned and could be added to the nomination in an addendum that focuses on this residential component. Only one residence is included – Chalet X (#51) – and that is because it is within the base village and was originally constructed in 1952-53 as a maintenance facility. Later it was sold and converted to residential use.

The 1960s. During the 1960s, most of Vermont's major ski resorts became publicly owned corporations, a means to finance the expansion required to compete with other large resorts. True to its origins, though, Mad River Glen sought a different course to confront growing concerns about overcrowding on ski slopes. Elsewhere, the trial for managers of ski areas had become one of funneling ever-greater numbers of skiers downhill in safe, interesting, and challenging ways. However, at Mad River Glen the specific quest concerned finding ways to rework Stark Mountain without abandoning Roland Palmedo's vision, all the while encouraging skiers to return week after week, year after year. More extensive mid-mountain skiing for less-expert skiers offered one option and adding lifts to higher and more varied terrain another. The latter permitted trails to retain snow pack on different parts of the mountain longer, thus extending decent skiing conditions for longer periods of time.

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Mad River Glen employed both strategies to keep pace with the ski industry's crowds and trends. The Snail (#18), built in 1950, was the first trail designed to carry skiers of all abilities to all parts of the mountain. Not long after, in 1962, the company constructed the Sunnyside Double-Chair Lift (#49) and followed that with the Birdland Double-Chair Lift (#47) in 1967, both lifts employing technology in use at major ski areas during that era (the Birdland drive was replaced in 1998 with the original 1962 drive from Sunnyside). The Sunnyside trails offered access to intermediate and easy trails on lower terrain. The Birdland trails, which opened in 1967, carried skiers to novice terrain, encouraging more visits by novice skiers, and the short Birdland Lift, which opened a year later, provided access only to those novice trails. The Rudi Maier Ski School opened at about the same time, complementing these efforts to encourage novice skiing. The third and last double chair to be installed at Mad River Glen was the Practice Slope Chair (# 48) in 1972, which replaced the 1958 T-bar. A handle tow for young beginners was installed at Callie's Corner (#50) in 2000. Although these measured developments are direct responses to growing competition in the ski industry, they also illustrate Mad River Glen's commitment to avoiding the pitfalls of expansive development.²⁵

At the same time, many of Mad River Glen's skiers remained loyal to the rugged, technically challenging qualities of Stark Mountain's trails, and they continued the tradition of skier-cut trails. The Lynx (#31) and Paradise (#29) began as skier-cut trails, and were cut without the consent of management. The Paradise is the most celebrated of these trails, and its history is revered. As early as 1962, locals recount veering to the left of the Fall Line trail (#27) to an unnamed, narrow, steep path cut through the brush – the beginnings of the Paradise. In 1969 – with the consent of company owners, the ski patrol, the United States Eastern Amateur Ski Association, and other friends of Mad River Glen – workers began an official cut of the Paradise with two chain saws, five axes, and seven clippers. The resulting trail drops down a narrow, continuous thirty-eight-degree pitch that is considered the steepest in New England. It also provides an outlet for the earlier primitive trail cut from the Fall Line, continuing both a tradition of trail cutting and a commitment to the unique relationship between skiing and natural environments. That commitment, too, is another of the factors that distinguishes Mad River Glen from large ski resorts.²⁶

The Recent Era. Roland Palmedo remained at the helm of the Mad River Glen Ski Area

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until 1972, when he sold his interest in the Mad River Corporation to Brad Swett and Truxton Pratt, investors who shared the vision of limited development for Mad River Glen. Truxton Pratt died in 1975, and his widow, Betsy, managed the company during the ensuing years. Roland Palmedo died two years later, 1977, but his singular vision for a rugged skiing experience in a natural environment untarnished by commercialism lives on. In 1995, the Mad River Corporation sold Stark Mountain to the Mad River Glen Cooperative, America's first skier-owned cooperative. Shareowners of that intrepid organization immediately adopted a mission statement that affirms their commitment to Palmedo's vision. Toward that end, members have established policies that will allow Mad River Glen to maintain its small scale, utilize the Single Chair Lift, respect natural and cultural resources, and restrict oversized development. Skiers will thus be able to share a natural environment and steep, narrow trails in an uncrowded, underdeveloped mountain setting — a rare reminder of skiing's early days in Vermont. As well, by conserving the ecosystem of General Stark Mountain, the cooperative hopes to give future generations of skiers a chance to discover an experience that has defined skiing at Mad River Glen for more than 60 years.²⁷

The Long Trail Connection. Much of the ethos of Mad River Glen revolves around both a minimalist attitude and one of preserving the tradition of skiing in New England. Early recreational skiers gained access to their ski runs via hiking, a method that lends itself to a natural integration between the hiking trail and surrounding environments. Mad River Glen is one of the few places in Vermont where that history of backcountry hike-to-ski remains possible, due principally to the existence of the Long Trail along the ridge of Stark Mountain. The access provided by the Long Trail and the access it offers expands the range of ski-related activities to represent the entire history of skiing in Vermont, from individualized backcountry exploration via the Long Trail to lift-serviced, maintained trail skiing on the area.

Although mapping and cutting of the Long Trail began in 1910, long before the advent of skiing at Mad River Glen, that section of the original trail south of Camel's Hump was built by state foresters principally to improve fire control. It proved unpopular among hikers, and between 1916 and 1918 Professor Will Monroe led a campaign to move the trail off the lower slopes and up to the mountain ridges, including that of General Stark Mountain. The trail that courses along that summit was probably completed in 1917 but

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possibly as late as the early 1920s. Its principal importance in the context of Mad River Glen is its use, starting in 1947, as access to the newly cut trails of the developing ski area. The trail provides a link to the history of back-country skiing, and that relationship received formal recognition in 2001 when the Mad River Glen Cooperative conveyed an easement to the Green Mountain Club, the nonprofit that maintains the Long Trail, authorizing use of the trail as a primitive footpath for hiking, snowshoeing, and back-country skiing.²⁸

The Long Trail's connection to the ski area is not limited to the ski season; the trail provides access to the ski area year round, and the vast majority of visitors to the mountain are Long Trail hikers. The trips from the Appalachian Gap to the top of either the Single Chair or the Sunnyside Double are extremely popular short day-hikes, as the Gap road (McCullough Turnpike) eliminates much of the elevation gain from the outset. As well, overnight hikers on the Long Trail use both the Stark's Nest and Sunnyside warming huts, and this arrangement is a courtesy that the shareholders of Mad River Glen Cooperative extend to the Green Mountain Club.

The Iconic Single Chair (Criteria C). As of 2012, Mad River Glen's Single Chair Lift (#46) remains North America's longest and oldest continually operating chair lift of its kind, still in its original location. Vermont's first single chair lift, that on Mt. Mansfield in Stowe and built by the Mt. Mansfield Lift Company, was replaced by a quad chair lift in 1989. Today's skiers note the calming and meditative aspect of their solitary rides up Stark Mountain. As well, the Single Chair also limits the number of skiers on the downhill at any given time, which contributes to the unique experience of skiing at Mad River Glen. The original Single Chair Lift remains in operation (although it was restored in 2007) and still serves the original narrow, steep, and winding trails that define Mad River Glen as a unique and historic ski area. The historic significance of Mad River Glen is inextricably tied to its historic 1947-1948 Single Chair Lift, and the context for Vermont's emerging ski industry is also tied directly to the development of ski lift technology. As well, the Single Chair Lift marks an important link in the evolution of ski-transport technology from rope tows to more complicated devices capable of carrying hundreds of people per hour up a mountain.

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At the time it was installed in 1947-1948, the Mad River Glen Single Chair Lift represented the height of engineering for ski tourism purposes. The rope tows in use in Vermont and elsewhere during the 1930s were difficult to use, and even experienced skiers had a hard time mastering the art of riding a rope tow. About the time that rope tows were first being introduced in Woodstock, Europeans introduced overhead aerial devices called *alpine lifts*, held aloft by cables and towed along by motor. These evolved into the J-bar, an overhead lift with a series of poles forming the letter "J," which hooked the skier and carried them up the mountain. Members of the Dartmouth Outing Club learned about European J-bars, and constructed North America's first J-bar on Oak Hill in New Hampshire for the 1935-1936 winter season. American Steel & Wire Company, a subsidiary of U.S. Steel based in New Jersey, supplied the steel cable, and the Split Ball Bearing Co. of New Hampshire constructed the towers used to support the cable.²⁹ American Steel & Wire Company quickly became an important asset to the ski industry and was commissioned by the Union Pacific Railroad to build a lift at their Sun Valley resort in Idaho. That lift was based on designs by James Curran, an American engineer who worked for the railroad. Curran's "chair lift" was based on a design for a banana loader that he had previously conceived for the United Fruit Co. This device utilized a circulating overhead rope, but American Steel and Wire Co. attached a single chair to the rope, providing a place for skiers to sit during the ride up the mountain, and they built two similar chair lifts at Sun Valley for the 1936-37 season, the first two chairlifts of this kind in the world.³⁰

The first chair lift in New England was constructed during the 1937-38 season at Belknap Recreation Area (today Gunstock Mountain Resort) in Gilford, New Hampshire. The single chair lift was patented in 1939 by Curran, Trout, and Bannerman as an "Aerial Ski Tramway." Skiers in Eastern states, however, were less accepting of Curran's invention than Western skiers, and by 1942, western states were using fifteen chair lifts compared to only two in the East: the one at Belknap and one on Mt. Mansfield at Stowe, Vermont. American ski lift technology remained stagnant during World War II, due to the shortage of steel, but ski companies quickly began building new lifts after the war when skiing rapidly gained popularity. In 1946, Mt. Spokane in Washington became the site of the world's first double chair lift. By 1947, the United States enthusiasts could point to twenty-eight aerial chair lifts, only two of which were double chairs.³¹

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American Steel and Wire Company built the Single Chair Lift at Mad River Glen during the post-World War II boom in skiing. In operation by 1948, it became the third chair lift of its kind in the East. These chair lifts proved safer, simpler, and more comfortable to use than the previous rope tows, J-bars, or T-bars, and chair lifts also allowed skiers to save energy for the vigorous downhill trip. The Single Chair functions on a ring-and-pinion gear system that connects a 140 horse power diesel engine directly to the bullwheel. Cast iron horizontal bullwheels, each 10 feet in diameter, are located in both the drive station (#46a) at the bottom of the mountain and the tension terminal at the top of the mountain. Twenty-one riveted lattice-steel towers, each set in concrete piers, guide more than two miles of one and one-eighth inch steel cable around the bullwheels and through sets of sheave wheels lined with rubber to prevent wear to the cable. The wire company prefabricated the towers and track cables and used its own engineering and construction team to erect the lifts. When completed in 1948, Mad River Glen's lift carried sixty-nine chairs spaced at 165-foot intervals, and chairs were suspended from the haul rope by compression bars. More chairs were added over time to increase the lift capacity, and today the single chair carries 158 chairs.³²

Between 1947 and 1962, the Single Chair remained Mad River Glen's only chair lift. In 1955, the ski company added seventy-one chairs, increasing the lift capacity from 200 people per hour to just over 400 people per hour. The later addition of eighteen chairs, bringing the total to 158, the current number, increased capacity to 450 people per hour. In 1989, twenty of the original chairs were replaced with chairs that had an improved footrest design. The Mid-Station (#46b) on the Single Chair Lift was built between towers 14 and 15 in 1962, and it allowed skiers to unload about a third of the way up the mountain and descend mid-mountain ski trails to the base; the hut at the mid-station was replaced in 2005 in a similar simple rustic style. Full rehabilitation of the Single Chair Lift occurred in 2007 and achieved compliance with industry standards and safety requirements. Before being dismantled, the lift was documented by a team from Historic American Engineering Record. The steel towers were restored and reinstalled while the cables, chairs, drive, and drive station were replaced with exact replicas of the original 1947 elements. Therefore, the chair lift is eligible under Criteria Consideration E. Today, the Single Chair has several safety features, including motor kill switches, which can shut down the entire lift in case of an emergency; a service brake to stop the lift for brief intervals of time; a bullwheel roll-back dog to stop any backward movement on the lift;

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and an emergency band brake. Each chair is also equipped with a safety bar and footrest.³³
Conclusion Mad River Glen Ski Area is a well-preserved man-made landscape and complex of structures, trails, and buildings that operate as a whole to provide a unique skiing and recreational experience based on an early vision of the sport. Within the 700 acres, the trail system is the most significant and best-preserved aspect of the original design and its significant expansion over time. Of the 45 trails, 44 are contributing, as is the Long Trail. Another very significant component of the Mad River Glen Ski Area is the Single Chair Lift, which would be individually eligible for engineering and design and which was recently meticulously restored. It is an important part of the overall character of the development and remains a symbol for the continued preservation of that character. Compared to the trails and Single Chair Lift, other elements of the ski area, such as the double chair lifts, many buildings, and utility structures, are, as a group, somewhat less significant. They are also characterized by upgrades and replacements or are of recent construction, and so some of them are non-contributing due to age or alteration. Of the 37 resources in the non-trail category, including the Single Chair, 13 are currently contributing, and 24 are noncontributing. The total number of resources is 82, of which 57 (70 percent) are currently contributing. The current ratios of contributing to non-contributing in a historic district are somewhat lower than the typical district, but the numbers belie the significance of the district as a whole, which has a strong historic character that is both well preserved and powerfully conveys the unique history of the Mad River Glen Ski Area. The overwhelming majority of the district's acreage is covered by the trails, nearly all of which are contributing. Mad River Glen Ski Area Historic District is an excellent example of a significant and distinguishable entity comprised of a collection of resources, some of which lack individual distinction. It also possesses an outstanding level of integrity for an industry that is as dynamic and changeable as downhill skiing in the 20th century.

¹ The preservation and commitment to the founders' original vision at Mad River Glen is an aspect that became convincingly evident in 1995 when ownership passed to the Mad River Glen Cooperative, the country's first skier-owned cooperative. The conservation-centered mission of that organization reinforces the significant historic qualities of the ski area with striking clarity, "To preserve and protect the forest and mountain ecosystem of General Stark Mountain in order to provide skiing and other recreational access, and to maintain the unique character of the ski area for present and future generations."

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- ² Michael Sherman, Gene Sessions and P. Jeffrey Potash, *Freedom and Unity. A History of Vermont* (Barre, Vermont: Vermont Historical Society, 2004), 465-467; John Fry, *The Story of Modern Skiing* (Lebanon, NH: University Press of New England, 2006) 10, 14.
- ³ Fry, *Modern Skiing*, 10, 14.
- ⁴ Sherman, et al, *Freedom and Unity*, 465-67.
- ⁵ Sherman, et al, *Freedom and Unity*, 465-67; Blake Harrison, "The Technological Turn: Skiing and Landscape Change in VT, 1930-1970," *Vermont History* 71 (2003): 8, 22; and Blake Harrison, *View from Vermont: Tourism and the Making of an American Rural Landscape* (Burlington, VT: University Press of New England, 2006): 165.
- ⁶ Sherman, et al, *Freedom and Unity*, 464-65; 522; Harrison, *View from Vermont*, 165.
- ⁷ Sherman, et al, *Freedom and Unity*, 465-67; Fry, *Modern Skiing*, 22; David Goodman, "The Skiing Legacy of the CCC," *Ski Magazine* (December 1994). See also Owen D. Gutfreund, *Twentieth Century Sprawl: Highways and the Reshaping of the American Landscape* (New York: Oxford University Press: 2005) 146.
- ⁸ New Hampshire State Planning & Development Commission Research Division, "Special Summary: Capacity of Major Ski Lifts in New England and Eastern America," Winter 1960-61, NESM Collection 2001.164.002E; In *Winter Work: The CCC and New England Skiing Chronology*, by Jeff Leich, New England Ski Museum.
- ⁹ Morten Lund, "The Amazing, Intriguing Roland Palmedo—Ski Pioneer," *Skiing Heritage Journal* 21 (September 2009).
- ¹⁰ Lund, *Palmedo*. See also John Johnson, "Mad River Glen's Single Chair Ski Lift," (October 18, 2010), <http://www.madriverglen.com/single/drafts/johnjohnsonfinalreport.htmlPage=drafts/johnjohnsonfinalreport.html>.
- ¹¹ Sherman, et al, *Freedom and Unity*, 522-23. See also: Blake Harrison, "The Technological Turn: Skiing and Landscape Change in VT, 1930-1970," 9.

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¹² Mary K. Kerr, *A Mountain Love Affair: The Story of Mad River Glen* (Waitsfield, VT: Mad River Glen, 2008): 13-16; Lund, *Palmedo*, 25.

¹³ Ibid.

¹⁴ John Johnson, "Mad River Glen's Single Chair Ski Lift," (October 18, 2010), <http://www.madriverglen.com/single/drafts/johnjohnsonfinalreport.html>Page=drafts/johnjohnsonfinalreport.html.; See also Kerr, *Mad River Glen*, 22.

¹⁵ Kerr, *Mad River Glen*, 25.

¹⁶ Goodman, "The Skiing Legacy of the CCC," *Ski Magazine* (December 1994).

¹⁷ Kerr, *Mad River Glen*, 25-27.

¹⁸ Ibid.

¹⁹ Margaret Smith, Introduction to *American Ski Resort: An Architectural History*, forthcoming, 2012. See also "Alexander McIlvaine To Wed Mrs. Van Alen" *New York Times* (Oct 16, 1968) 41; ProQuest Historical Newspapers *The New York Times* (1851 - 2006). See also E-mail between Britta Fenniman and Margaret Smith, September 22, 2010; Dan Obermaier, "Keck Brother Bring Mid-Century Home," (2000). <http://www.jetsetmodern.com/keckarticle.htm> ; and "Solar Shelter at Mad River Glen," *Index of American/Eastern Ski Annual* (1948-1949) 136.

²⁰ "Solar Shelter at Mad River Glen," *Index of American/Eastern Ski Annual* (1948-1949) 136.

²¹ Elkins, *New York Times* (December, 1948).

²² Sherman, et al, *Freedom and Unity*, 522-23. See also Fry, *Modern Skiing*, 25-41; Kerr, *Mad River Glen*, 45; Harrison, *View From Vermont*, 170-72; and "Mad River Glen: Yesterday Forever," *Skiing Heritage* (2006): 29-33.

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- ²³ Fry, *Modern Skiing*, 25-41; and Kerr, *Mad River Glen*, 45-48.
- ²⁴ "Mad River Glen: Yesterday Forever," *Skiing Heritage* (2006): 29-33.
- ²⁵ Kerr, *Mad River Glen*, 48, 172; and Harrison, *View from Vermont*, 170-72.
- ²⁶ Kerr, *Mad River Glen*, 48.
- ²⁷ Nathaniel Reade, "Back to the Future at MRG," *SKI* (2005): 75. See also Johnson, *Single Chair*.
- ²⁸ Laura and Guy Waterman, *Forest and Crag* (Boston: The Appalachian Mountain Club, 1989), 362-67.
- ²⁹ Morton Lund and Kirby Gilbert, "A History of North American Ski Lifts," *Skiing Heritage Journal*, 15:3 (2003): 20-24.
- ³⁰ Ibid.
- ³¹ Ibid.
- ³² Mad River Glen, Single Chair Lift, 62 Mad River Glen Resort Road, Fayston, Washington, VT, HAER Documentation Data pages 3-10. See also Johnson, "Save It If You Can: Mad River Glen's Single Chair Ski Lift," 2005. (<http://www.madriverglen.com/single/drafts/johnjohnsonfinalreport.html?Page=drafts/johnjohnsonfinalreport.ml>)
- ³³ Nathaniel Reade, "Back to the Future at MRG," *SKI* (2005): 75.

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Mad River Glen Ski Area Historic District

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Goodman, David. "The Skiing Legacy of the CCC," *Ski Magazine* (December 1994).

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Harrison, Blake. *View from Vermont: Tourism and the Making of an American Rural Landscape* (Burlington, VT: University Press of New England, 2006).

Johnson, John. "Mad River Glen's Single Chair Ski Lift," (October 18, 2010).
<http://www.madriverglen.com/single/drafts/johnjohnsonfinalreport.htmlPage=drafts/johnjohnsonfinalreport.html>.

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<http://www.madriverglen.com/single/drafts/johnjohnsonfinalreport.html?Page=drafts/johnjohnsonfinalreport.html>.

Kerr, Mary K. *A Mountain Love Affair: The Story of Mad River Glen*. Waitsfield, VT: Mad River Glen, 2008.

Lund, Morten. "The Amazing, Intriguing Roland Palmedo—Ski Pioneer," *Skiing Heritage Journal* 21 (September 2009).

Lund, Morton, and Kirby Gilbert, "A History of North American Ski Lifts," in *Skiing Heritage Journal* 15:3 (2003): 20-24.

"Mad River Glen: Yesterday Forever," *Skiing Heritage* (2006): 29-33.

New Hampshire State Planning & Development Commission Research Division, "Special Summary: Capacity of Major Ski Lifts in New England and Eastern America," Winter 1960-61, NESM Collection 2001.164.002E. (See also *Winter Work: The CCC and New England Skiing Chronology*, a program by Jeff Leich, New England Ski Museum.)

Reade, Nathaniel. "Back to the Future at Mad River Glen," in *SKI* (2005).

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Mad River Glen Ski Area Historic District

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Major Bibliographic References (continued)

Sherman, Michael, Gene Sessions and P. Jeffrey Potash. *Freedom and Unity: A History of Vermont*. Barre, Vermont: Vermont Historical Society, 2004.

Smith, Margaret. *American Ski Resort: An Architectural History*. Norman, OK: University of Oklahoma Press, forthcoming.

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

Unpublished Sources:

Deeds and land records, Town of Fayston, Washington County and Chittenden County (for Buel's Gore which is unincorporated).

Files of the Mad River Glen Cooperative

10. Geographical Data

Acreage of Property: 700

UTM References (Place additional UTM references on a continuation sheet). See continuation sheet

Zone	Easting	Northing	Zone	Easting	Northing
1. <u>18</u>	<u>0664546E</u>	<u>48965994N</u>	2. <u>18</u>	<u>0666190E</u>	<u>4896985N</u>
3. <u>18</u>	<u>0666859E</u>	<u>4895726N</u>	4. <u>18</u>	<u>0665237E</u>	<u>4894451N</u>

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) See continuation sheet.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) See continuation sheet

11. Form Prepared By

Name / Title: Britta Fenniman, Meghan Bezio, Scott Derkacz, Lucas Harmon, Kaitlin O'Shea, Jen Parsons and Sebastian Renfield, Prof. Robert McCullough Organization: University of Vermont, Graduate Program in Historic Preservation
Date: December, 2010

Street & Number: Wheeler House, 133 South Prospect Street Telephone: 802-656-9773
City or Town: Burlington State: VT Zip Code: 05602

Form Edited & Finalized by:

Name / Title Lyssa Papazian, Historic Preservation Consultant; Organization: n/a Date: January, 2012

Street & Number: 13 Dusty Ridge Road Telephone: 802-387-2878
City or Town: Putney State: VT Zip Code: 05346

12. Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

13. Property Owner

(Complete this item at the request of the SHPO or FPO.)

See continuation sheet

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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Verbal Boundary Description:

ALL SUCH LANDS AND PREMISES owned by Mad River Glen Cooperative and being included in this Nomination to the National Register of Historic Places are also described as Tax Parcel numbers 10-43; 10-43a; 10-43c; and 10-43d; all according to the Property Maps, Town of Fayston, dated December 1, 2009 and prepared by Grass Roots GIS, Underhill, Vermont. The boundary deviates from the tax parcel boundaries as follows:

1. Tax Parcel # 10-049, (Chalet X, owned by Muriel Lessner) is included within the NR boundaries and is contained within the Mad River Glen Cooperative property. Tax Parcels belonging to Rockefeller (#10-042) and Hillman (#10-036) are to be excluded.
2. The boundaries shall be drawn to include terrain, lifts, ski trails, parking lot, and all buildings owned by Mad River Glenn Cooperative and used in the operation of the ski area but non-trail lands abutting and between private parcels along Route 17, Ridge Road, and Schuss Pass is excluded.

Specifically beginning at a point A at the northeast corner of the Mad River Glen Cooperative tax parcel touching Route 17, the boundary is consistent with the tax parcel, running along the rear (roughly south) property lines of private parcels fronting on the west side of Route 17 until a point B at Ridge Road and then deviates from the tax parcel to follow the rear (roughly southwest) property lines of private parcels fronting on the southwest side of Ridge Road to a point C at the southwest corner of the last private parcel on Ridge Road. Then the boundary runs southwesterly to a point D at the north corner of a private parcel at the end of an unnamed private road leading northwest from Route 17 just north of the entrance to Mad River Glen Ski Area. The boundary follows the private parcel along its western border to point E near the Practice Slope Lift Line (Number 48) and then turns southeasterly to run parallel to the Practice Slope lift line and just behind the private parcels along this unnamed road to a point F at the entrance road of Mad River Glen Ski Area (also the beginning of "Mad River Resort Road"). Then the boundary crosses Route 17 to encompass just the parking lot owned by the Mad River Cooperative and then re-crossing Route 17 to a point G southwest of Schuss Pass on the brook, which is due east of the southeast corner of the Cricket Club (Number 55). Then the boundary continues in a southwesterly direction to a point H near the southwest corner of the Cricket Club and turns northerly to parallel the western side of the Cricket Club to a point I where it intersects Schuss Pass. Then turning it crosses Schuss Pass in a westerly direction and continuing to a point J near the south corner of the Ski Patrol building (Number 54). Then turning in a southwesterly direction the boundary continues parallel to and just east of the line of Callie's corner rope tow to a point K where it intersects the edge of the Rockefellers trail (Number 19) and then continues along the eastern and southern edges of this trail and beyond following the

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southwesterly border of the Rockefeller property to a point L where it intersects with Lower Antelope Trail (Number 30). Then the boundary turns south to follows this trail to Schuss Road. The boundary turns easterly along Schuss Pass to a point M where the Mad River Glen Cooperative property abuts a private parcel fronting on the south side of Schuss Pass and then continues by following the Mad River Glen Cooperative Tax Parcel boundaries to the point of beginning A.

Boundary Justification

The boundary for the historic district encompasses all land and resources currently owned by Mad River Glen Cooperative and one private owner (Lessner) that are associated with the current and historic operations of the Mad River Glen Ski Area. Land that is owned by the Mad River Glen Cooperative but is between private residential parcels and is not part of the public operations of the ski area is excluded.

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Property Owners**

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Property Owners

1. Mad River Glen Ski Area (Numbers 1-50a & 52-68)

Name / Title: Lars Bruns, Chair, Board of Trustees

Organization: Mad River Glen Cooperative, Inc Date: _____

Street & Number: P.O. Box 1089 Telephone: (802) 496-3551

City or Town: Waitsfield State: VT Zip Code: 05673-1089

2. Chalet X (Number 51)

Name / Title: Muriel Lessner

Organization: n/a Date: _____

Street & Number: 33 Gail Road Telephone: _____

City or Town: Farmington State: CT Zip Code: 06032

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The following information is the same for all photographs:

Name of Property: Mad River Glen Ski Area Historic District
Location: Fayston, Washington County and Buel's Gore, Chittenden County, Vermont

Digital images are on file at the Vermont Division for Historic Preservation

Photograph No. 1 of 56: Overview of base village, lifts and trails with edge of parking lot (68) on left, view looking southwest shows Buildings (l. to r.): Cricket Club (55), Ski Patrol (54), Shop/Office (52), Chalet X (51), Base Box (53) at rear, & Practice Slope Lower Building (48a); Lifts (l. to r.): Single Chair (46) & Sunnyside Double (49); Trails (l. to r.): Rockefeller (19), Lift Line (33), Chute (26), Upper (38) & Lower (39) Canyon, Periwinkle (17), Snail (18), Chipmunk (14), Gazelle (42) & at far right Slalom Hill (45)

Credit: Lyssa Papazian
Date: December 14, 2011

Photograph No. 2 of 56: Base village in foreground with private residences in background on left. Base village buildings (l. to r. in foreground) Base Box (53), Shop/Office (52), Single Chair Drive Shelter (46a) & Lift (46), Ski Patrol (54), & Cricket Club (55), view looking east

Credit: Lyssa Papazian
Date: December 14, 2011

Photograph No. 3 of 56: General view of base village, a private residence at top of building cluster, Route 17, & parking lot (68) bordered by other private residences, view looking east near Sunnyside Double lift (49) with base village buildings in foreground (l. to r.): Pump House I (67a), Practice Slope Lower Building (48a), Base Box (53), Shop/Office (52), Single Chair Drive Station (46a), & Ski Patrol (54)

Credit: Britta Fenniman
Date: July 24, 2010

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Photograph No. 4 of 56: Overview of part of base village in foreground, private residences at middle left of view, parking lot (68) on middle right and Route 17 at top center; View looking east from Water Fall trail (20), with base village buildings (l. to r.): Single Drive Station (46a) in front, Shop/Office (52), at rear, Ski Patrol (54), & Callie's Corner Hut (50a)

Credit: Britta Fenniman
Date: August 7, 2010

Photograph No. 5 of 56: Fox (2) & Vixen (3) Ski Trails, typical of easier trails which are still fairly narrow by industry standards, and offer intertwined branches for variety, view looking south

Credit: Brian Ember Photography (Courtesy Mad River Glen Cooperative)
Date: December 11, 2009

Photograph No. 6 of 56: Fox Ski Trail (2) during special Easter event, view looking south

Credit: Courtesy Mad River Glen Cooperative
Date: March 23, 2008

Photograph No. 7 of 56: Vixen Ski Trail (3) where Fox Ski Trail (2) enters at right, typical of wider, gentler terrain, view looking west

Credit: Lucas Harmon
Date: November 6, 2010

Photograph No. 8 of 56: Upper Antelope Ski Trail (9), typical of narrow, steep intermediate trails bounded by trees, view looking south

Credit: Jeb Wallace-Brodeur (Courtesy Mad River Glen Cooperative)
Date: January 26, 2008

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Photograph No. 9 of 56: Upper Antelope Ski Trail (9) showing narrow section bounded by trees – also part of Long Trail (66) - known as “Tweed Hill”, view looking north

Credit: Michael Riddell (Courtesy Mad River Glen Cooperative)

Date: February 25, 2007

Photograph No. 10 of 56: Quacky Ski Trail (11) showing intermediate trail with bumps and steep turns, view looking southeast

Credit: Michael Riddell (Courtesy Mad River Glen Cooperative)

Date: February 25, 2007

Photograph No. 11 of 56: Chute Ski Trail (26) with jumps under Single Chair Lift (46), view looking northeast with Route 17 and parking lot (68) in distance

Credit: Courtesy Mad River Glen Cooperative

Date: c. 2010

Photograph No. 12 of 56: Chute Ski Trail (26) and Single Chair Lift (46) showing bumpy step terrain, view looking southwest

Credit: Courtesy Mad River Glen Cooperative

Date: March 23, 2008

Photograph No. 13 of 56: Fall Line Ski Trail (27) showing narrow, twisting terrain, view looking north

Credit: Brian Ember Photography (Courtesy Mad River Glen Cooperative)

Date: December 16, 2010

Photograph No. 14 of 56: Paradise Ski Trail (29) with skier crossing 6’ drop at top, view looking north

Credit: Jeb Wallace-Brodeur (Courtesy Mad River Glen Cooperative)

Date: January 26, 2008

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Photograph No. 15 of 56: Lynx Ski Trail (31) typical of gladed skiing, view looking south
Credit: Courtesy Mad River Glen Cooperative
Date: c. 2010

Photograph No. 16 of 56: Lift Line Ski Trail (33) with Upper Glade Ski Trail (34) in
background showing variety of terrain, view looking southwest
Credit: Courtesy Mad River Glen Cooperative
Date: c. 2010

Photograph No. 17 of 56: Lift Line Ski Trail (33) and Single Chair Lift (46) with cliff band
jump and unmitigated rough terrain, view looking south
Credit: Courtesy Mad River Glen Cooperative
Date: February 8, 2008

Photograph No. 18 of 56: Upper Canyon Ski Trail (39) in off-season showing the long,
continuous steep angle of the terrain on this deceptively wide original
trail, view looking east with base village and parking lot (68) in
distance
Credit: Lucas Harmon
Date: October 13, 2010

Photograph No. 19 of 56: Gazelle Ski Trail (42) and Sunnyside Double Chair Lift (49), with
challenging terrain and lift tower obstacles, view looking west
Credit: Lucas Harmon
Date: November 6, 2010

Photograph No. 20 of 56: Gazelle Ski Trail (42) and Sunnyside Double Chair Lift (49) showing
rough terrain with scant cover that is typical of some expert trails,
view looking west
Credit: Courtesy Mad River Glen Cooperative
Date: c. 2010

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET:
Photograph Log**

Page 5

Mad River Glen Ski Area Historic District
Name of Property

Washington and Chittenden counties, Vermont
County and State

Photograph No. 21 of 56: Slalom Hill Ski Trail (45), showing a steep mogul field, view looking northeast

Credit: Michael Riddell (Courtesy Mad River Glen Cooperative)

Date: February 25, 2007

Photograph No. 22 of 56: Single Chair Lift (46) and Drive Station (46a), view looking east

Credit: Lyssa Papazian

Date: June 30, 2011

Photograph No. 23 of 56: Single Chair Lift (46) with three restored lattice towers, view looking southwest

Credit: Meghan Bezio

Date: September 3, 2010

Photograph No. 24 of 56: Single Chair Mid Station and platform (46b), view looking northeast

Credit: Britta Fenniman

Date: August 7, 2010

Photograph No. 25 of 56: Single Chair Lift (46), Single Chair Top Hut (46c) and part of Starks' Nest (62) with unloading platform and two of the restored lattice towers, view looking northeast

Credit: Britta Fenniman

Date: August 7, 2010

Photograph No. 26 of 56: Restored lattice top tower of the Single Chair Lift (46) with Single Chair Top Hut (46c) and Stark's Nest in background (62), view looking north

Credit: Meghan Bezio

Date: September 3, 2010

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET:
Photograph Log**

Page 6

Mad River Glen Ski Area Historic District
Name of Property

Washington and Chittenden counties, Vermont
County and State

Photograph No. 27 of 56: Drive of the Birdland Chair Lift (47) and interior of the Birdland Drive Shelter (47a), view looking east
Credit: Britta Fenniman
Date: July 24, 2010

Photograph No. 28 of 56: Birdland Drive Shelter (47a), Birdland Lower Building (47b) and the Birdcage (60), view looking northeast
Credit: Meghan Bezio
Date: September 3, 2010

Photograph No. 29 of 56: Birdland Upper Building (47c), view looking east
Credit: Eric Friedman, (Courtesy Mad River Glen Cooperative)
Date: January 15, 2012

Photograph No. 30 of 56: Practice Slope Double Chair Lift & Drive (48) and Practice Slope Lower Building (48a), view looking southeast
Credit: Lyssa Papazian
Date: December 14, 2011

Photograph No. 31 of 56: Top tower of the Practice Slope Chair Lift (48) & Practice Slope Upper Building (48b), view looking southeast
Credit: Meghan Bezio
Date: November 6, 2010

Photograph No. 32 of 56: Sunnyside Double Chair Lift (49), Sunnyside Double Drive Shelter (49a) and Sunnyside Double Lower Building (49b), with (bottom to top) a cliff band, parts of Periwinkle Trail (17), Snail Trail (18), part of Birdcage (60), Chipmunk Trail (14) and Gazelle Trail (42), view looking west
Credit: Lyssa Papazian
Date: December 14, 2011

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET:
Photograph Log**

Page 7

Mad River Glen Ski Area Historic District

Name of Property

Washington and Chittenden counties, Vermont

County and State

Photograph No. 33 of 56: Top terminal of Sunnyside Double Chair Lift (49) and Sunnyside Double Upper Building (49c), view looking north

Credit: Meghan Bezio

Date: May 1, 2010

Photograph No. 34 of 56: Sunnyside Double Ski Patrol Hut (61) on left and Sunnyside Double Upper Building (49c) on right with top tubular tower of Sunnyside Double Ski Lift (49), view looking north

Credit: Britta Fenniman

Date: July 24, 2010

Photograph No. 35 of 56: Chalet X (51), front (west) and north facades, view looking southeast

Credit: Lyssa Papazian

Date: December 14, 2011

Photograph No. 36 of 56: Ski Shop/Entry Building (52) front (east) façade with (l. to r. in background) Ski Patrol (54), Single Lift Drive Station (46a), Utility Shed (56), & Vehicle Fueling Shed (58), view looking west

Credit: Lyssa Papazian

Date: December 14, 2011

Photograph No. 37 of 56: Ski Shop/Entry Building (52) rear (west) facade & Vehicle Fueling Shed (58), view looking east

Credit: Britta Fenniman

Date: July 24, 2010

Photograph No. 38 of 56: Base Lodge/Base Box (53) front (south) and east facades with (l. to r.) deck, solar shelter, main block, & east wing, view looking northwest

Credit: Lyssa Papazian

Date: June 6, 2011

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET:
Photograph Log**

Page 8

Mad River Glen Ski Area Historic District
Name of Property

Washington and Chittenden counties, Vermont
County and State

Photograph No. 39 of 56: Base Lodge/Base Box (53) west and front (south) facades with (l. to r.) west wing, solar shelter, main block, & east wing, view looking northeast
Credit: Lyssa Papazian
Date: June 6, 2011

Photograph No. 40 of 56: Base Lodge/Base Box (53) detail of rear (north) façade of main block, view looking southwest
Credit: Lyssa Papazian
Date: December 14, 2011

Photograph No. 41 of 56: Ski Patrol House (54) east facade, view looking west
Credit: Britta Fenniman
Date: June 12, 2010

Photograph No. 42 of 56: Ski Patrol House (54) north & west facades & Utility Shed (56), view looking south
Credit: Lyssa Papazian
Date: December 14, 2011

Photograph No. 43 of 56: Cricket Club Nursery (55) north & east facades, view looking southeast
Credit: Britta Fenniman
Date: June 12, 2010

Photograph No. 44 of 56: Maintenance Building (57) east & north facades, view looking southwest
Credit: Lyssa Papazian
Date: December 14, 2011

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET:
Photograph Log**

Page 9

Mad River Glen Ski Area Historic District

Name of Property

Washington and Chittenden counties, Vermont

County and State

Photograph No. 45 of 56: Kent Thomas Nature Center (59), view looking northeast

Credit: Britta Finneman

Date: June 4, 2010

Photograph No. 46 of 56: Birdcage (60) & Sunnyside Double Chair Lift (49), view looking southeast

Credit: Britta Finneman

Date: June 4, 2010

Photograph No. 47 of 56: Stark's Nest (62), view looking northwest

Credit: Britta Finneman

Date: August 7, 2010

Photograph No. 48 of 56: Stark's Nest Outhouse (63), view looking northwest

Credit: Britta Finneman

Date: August 7, 2010

Photograph No. 49 of 56: Theron Dean Shelter (64), view looking northwest

Credit: Britta Finneman

Date: August 7, 2010

Photograph No. 50 of 56: Long Trail Shelter Outhouse (65), view looking north

Credit: Britta Finneman

Date: August 7, 2010

Photograph No. 51 of 56: Long Trail (66) with iron climbing bars, view looking southwest

Credit: Britta Finneman

Date: July 24, 2010

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET:
Photograph Log**

Page 10

Mad River Glen Ski Area Historic District
Name of Property

Washington and Chittenden counties, Vermont
County and State

Photograph No. 52 of 56: Snowmaking Pond (67) & Pump House I (67a), view looking north
Credit: Lyssa Papazian
Date: December 14, 2011

Photograph No. 53 of 56: Mad River Glen base village c. 1953 with original Single Chair
Operator's Room with tower, view looking west
Credit: Clem Holden (Courtesy Holden family)
Date: c.1953

Photograph No. 54 of 56: Base Box (53) in c. 1953 with original solar shelter and one story
main block, view looking northwest
Credit: Clem Holden (Courtesy Holden family)
Date: c. 1953

Photograph No. 55 of 56: Lithograph of Base Lodge/Base Box (53), c. 1948, as originally built
with solar shelter, stone chimney, and one story gable roofed main
block, view looking northwest
Credit: courtesy University of Vermont Special Collections
Date: c. 1948

Photograph No. 56 of 56: 1947 Plan of Single-Chair Lift and five original ski trails
Credit: Mad River Corporation
Date: c. 1947

**BOUNDARY MAP
DETAIL (Not to scale)**

MAD RIVER GLEN SKI AREA
Fayston/Buels Gore, Washington Co., VT
INSET MAP - Base Village Detail
(Not to scale)

- Contributing Building or Structure
- Non-contributing Building or Structure

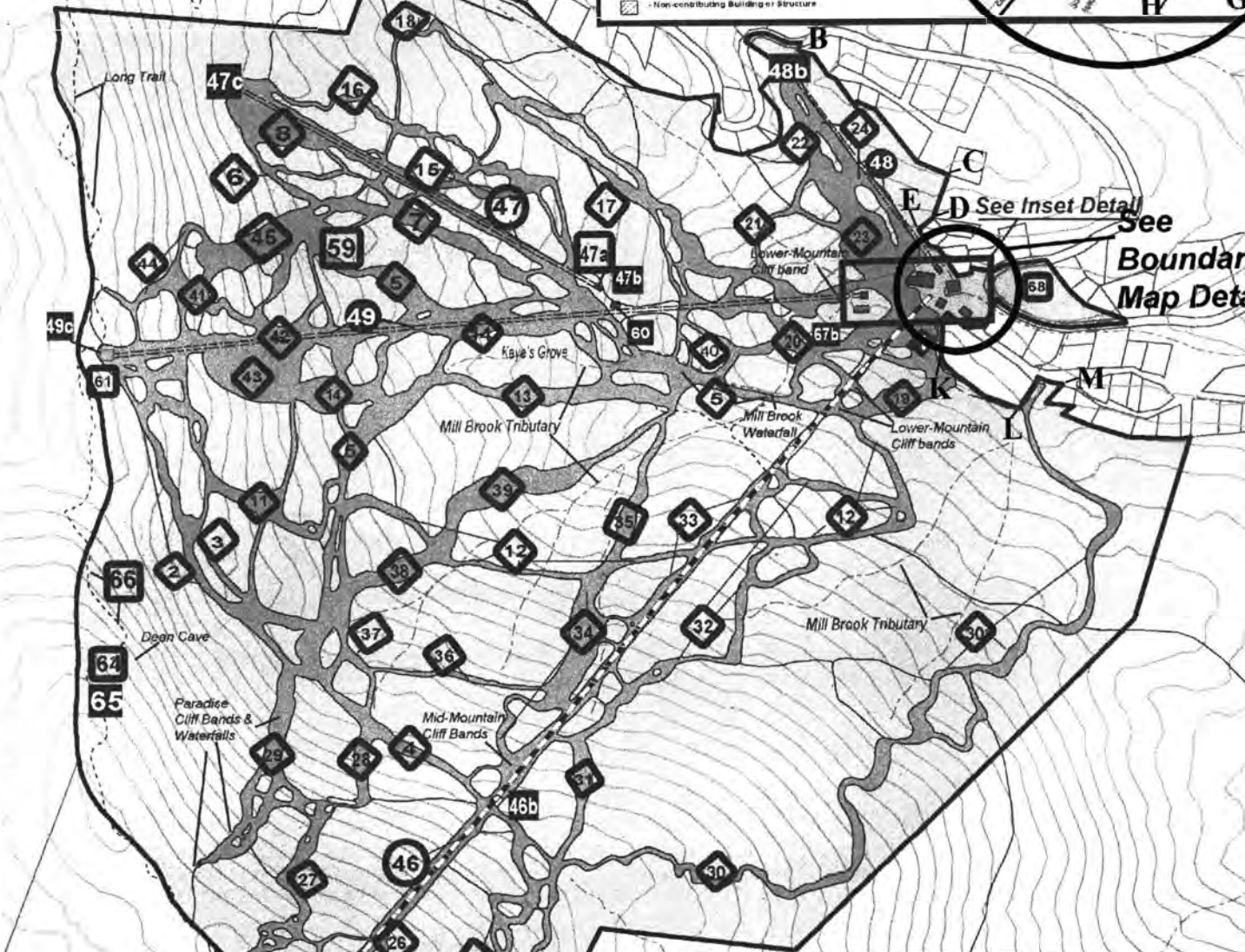
Long Trail

Mill Brook Tributary

Long Trail

48b

See Inset Detail
See Boundary Map Detail



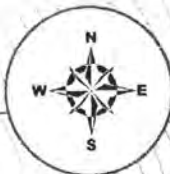
BOUNDARY MAP (Not to scale)

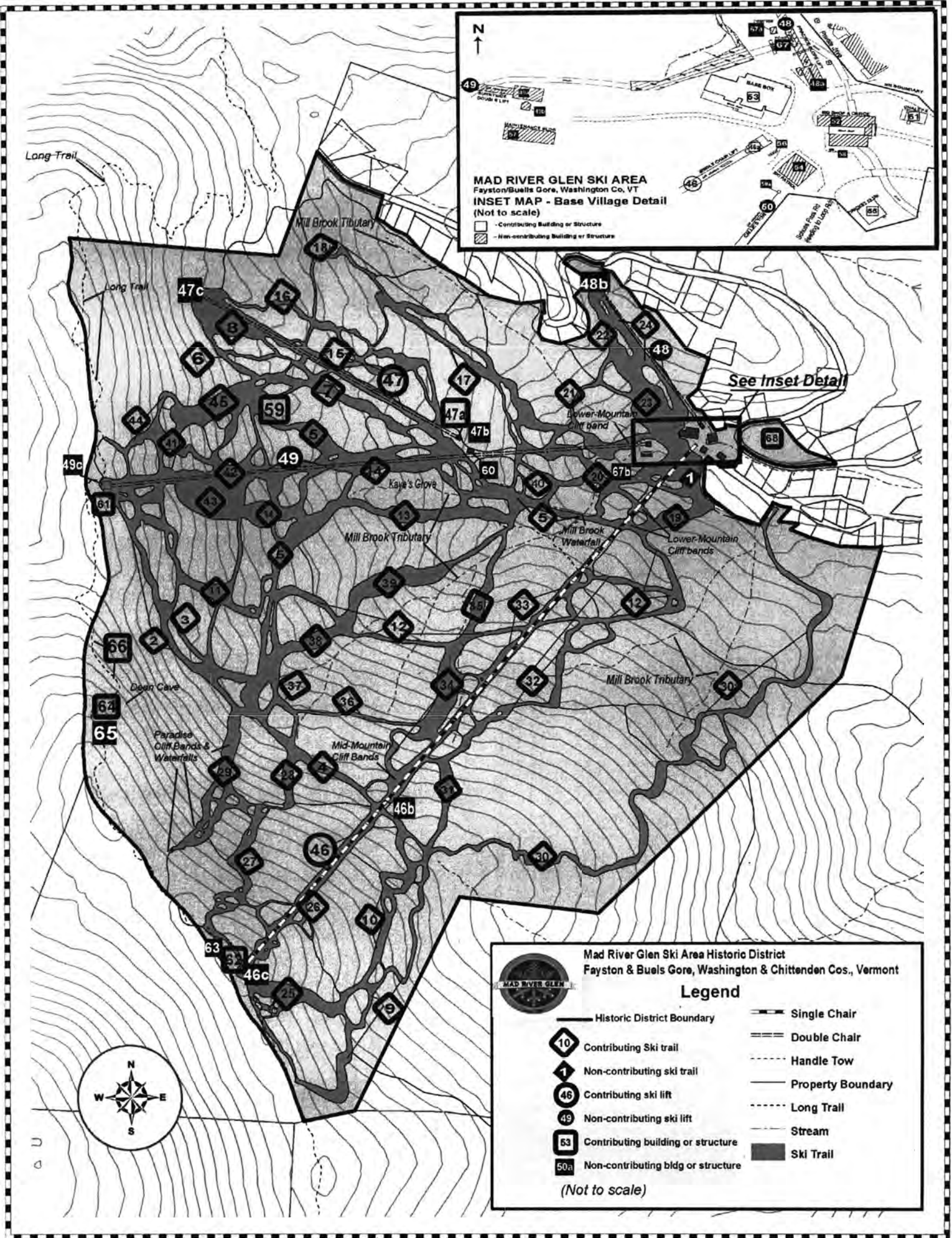
Mad River Glen Ski Area Historic District
Fayston & Buels Gore, Washington & Chittenden Cos., Vermont

Legend

Historic District Boundary	Single Chair
Contributing Ski trail	Double Chair
Non-contributing ski trail	Handle Tow
Contributing ski lift	Property Boundary
Non-contributing ski lift	Long Trail
Contributing building or structure	Stream
Non-contributing bldg or structure	Ski Trail

(Not to scale)





Mad River Glen Ski Area Historic District
 Fayston & Buells Gore, Washington & Chittenden Cos., Vermont

Legend

Historic District Boundary	Single Chair
Contributing Ski trail	Double Chair
Non-contributing ski trail	Handle Tow
Contributing ski lift	Property Boundary
Non-contributing ski lift	Long Trail
Contributing building or structure	Stream
Non-contributing bldg or structure	Ski Trail

(Not to scale)



SUGARLOAF MOUNTAIN SKI AREA
 Buells Gore, Washington Co, VT
MAP - Base Village Detail
 (scale)

▨ Contributing Building or Structure
- - - Non-contributing Building or Structure

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Mad River Glen Ski Area Historic District

MULTIPLE NAME:

STATE & COUNTY: VERMONT, Chittenden

DATE RECEIVED: 5/25/12 DATE OF PENDING LIST: 6/20/12
DATE OF 16TH DAY: 7/05/12 DATE OF 45TH DAY: 7/11/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000409

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/5/2012 DATE

ABSTRACT/SUMMARY COMMENTS:

Intrastate nomination: MRG is considered a "wild" ski area, one that is committed to old fashioned skiing. Each of the trails is a Contributing site, and reflect specific philosophies. The resort is a Co-op; very little commercialization has been good for preservation of entire place.

RECOM./CRITERIA Accept A+C

REVIEWER J. Gabbard DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 1 of 56**

Overview of base village, lifts and trails with edge of parking lot (68) on left, view looking southwest shows Buildings (l. to r.): Cricket Club (55), Ski Patrol (54), Shop/Office (52), Chalet X (51), Base Box (53) at rear, & Practice Slope Lower Building (48a); Lifts (l. to r.): Single Chair (46) & Sunnyside Double (49); Trails (l. to r.): Rockefeller's (19), Lift Line (33), Chute (26), Upper (38) & Lower (39) Canyon, Periwinkle (17), Snail (18), Chipmunk (14), Gazelle (42) & top of hill at far right Slalom Hill (45)



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 2 of 56

Base village in foreground with private residences in background on left. Base village buildings (l. to r. in foreground) Base Box (53), Shop/Office (52), Single Chair Drive Shelter (46a) & Lift (46), Ski Patrol (54), & Cricket Club (55), view looking east



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 3 of 56**

General view of base village, a private residence at top of building cluster, Route 17, & parking lot (68) bordered by other private residences, view looking east near Sunnyside Double lift (49) with base village buildings in foreground (l. to r.): Pump House I (67a), Practice Slope Lower Building (48a), Base Box (53), Shop/Office (52), Single Chair Drive Station (46a), & Ski Patrol (54)



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 4 of 56**

Overview of part of base village in foreground, private residences at middle left of view, parking lot (68) on middle right and Route 17 at top center;
View looking east from Water Fall trail (20), with base village buildings (l. to r.): Single Drive Station (46a) in front, Shop/Office (52), at rear, Ski Patrol (54),
& Callie's Corner Hut (50a)



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 5 of 56

Fox (2) & Vixen (3) Ski Trails, typical of easier trails which are still fairly narrow by industry standards, and offer intertwined branches for variety, view looking south



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. &
Buel's Gore, Chittenden Co., Vermont**

Photograph # 6 of 56

Fox Ski Trail (2) during special Easter event, view looking south



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 7 of 56

Vixen Ski Trail (3) where Fox Ski Trail (2) enters at right, typical of wider, gentler terrain, view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 8 of 56

Upper Antelope Ski Trail (9), typical of narrow, steep intermediate trails bounded by trees, view looking south



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 9 of 56

Upper Antelope Ski Trail (9) showing narrow section bounded by trees – also part of Long Trail (66) - known as "Tweed Hill", view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 10 of 56

Quacky Ski Trail (11) showing intermediate trail with bumps and steep turns, view looking southeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 11 of 56

Chute Ski Trail (26) with jumps under Single Chair Lift (46), view looking northeast with Route 17 & parking lot (68) in distance



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 12 of 56

Chute Ski Trail (26) and Single Chair Lift (46) showing bumpy steep terrain, view looking southwest



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 13 of 56**

Fall Line Ski Trail (27) showing narrow, twisting terrain, view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 14 of 56

Paradise Ski Trail (29) with skier crossing 6' drop at top, view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 15 of 56

Lynx Ski Trail (31) typical of gladed skiing, view looking south



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. &
Buel's Gore, Chittenden Co., Vermont**

Photograph # 16 of 56

Lift Line Ski Trail (33) with Upper Glade Ski Trail (34) in background showing variety of terrain, view looking southwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 17 of 56

Lift Line Ski Trail (33) and Single Chair Lift (46) with cliff band jump and unmitigated rough terrain, view looking south



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 18 of 56

Upper Canyon Ski Trail (39) in off-season showing the long, continuous steep angle of the terrain on this deceptively wide original trail, view looking east with base village and parking lot (68) in distance



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 19 of 56

Gazelle Ski Trail (42) and Sunnyside Double Chair Lift (49), with challenging terrain and lift tower obstacles, view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 20 of 56

Gazelle Ski Trail (42) and Sunnyside Double Chair Lift (49) showing rough terrain with scant cover that is typical of some expert trails, view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 21 of 56

Slalom Hill Ski Trail (45), showing a steep mogul field, view looking northeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 22 of 56

Single Chair Lift (46) and Drive Station (46a), view looking east



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 23 of 56

Single Chair Lift (46) with three restored lattice towers, view looking southwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 24 of 56
Single Chair Mid Station and platform (46b), view looking northeast



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 25 of 56**

Single Chair Lift (46), Single Chair Top Hut (46c) and part of Starks' Nest (62) with unloading platform and two of the restored lattice towers, view looking northeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 26 of 56

Restored lattice top tower of the Single Chair Lift (46) with Single Chair Top Hut (46c) and Stark's Nest in background (62), view looking north



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. &
Buel's Gore, Chittenden Co., Vermont
Photograph # 27 of 56**

Drive of the Birdland Chair Lift (47) and interior of the Birdland Drive Shelter (47a), view looking east



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 28 of 56

Birdland Drive Shelter (47a), Birdland Lower Building (47b) and the Birdcage (60), view looking northeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 29 of 56
Birdland Upper Building (47c), view looking east



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 30 of 56

Practice Slope Double Chair Lift & Drive (48) and Practice Slope Lower Building (48a), view looking southeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 31 of 56

Top tower of the Practice Slope Chair Lift (48) & Practice Slope Upper Building (48b), view looking southeast



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 32 of 56**

Sunnyside Double Chair Lift (49), Sunnyside Double Drive Shelter (49a) and Sunnyside Double Lower Building (49b), with (bottom to top): a cliff band, parts of Periwinkle Trail (17), Snail Trail (18), part of Birdcage (60), Chipmunk Trail (14) and Gazelle Trail (42), view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 33 of 56

Top terminal of Sunnyside Double Chair Lift (49) and Sunnyside Double Upper Building (49c), view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 34 of 56

Sunnyside Double Ski Patrol Hut (61) on left and Sunnyside Double Upper Building (49c) on right with top tubular tower of Sunnyside Double Ski Lift (49), view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 35 of 56
Chalet X (51), front (west) and north facades, view looking southeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 36 of 56

Ski Shop/Entry Building (52) front (east) façade with (l. to r. in background) Ski Patrol (54), Single Lift Drive Station (46a), Utility Shed (56), & Vehicle Fueling Shed (58), view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 37 of 56
Ski Shop/Entry Building (52) rear (west) facade & Vehicle Fueling Shed (58), view looking east



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 38 of 56

Base Lodge/Base Box (53) front (south) and east facades with (l. to r.) deck, solar shelter, main block, & east wing, view looking northwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 39 of 56

Base Lodge/Base Box (53) west and front (south) facades with (l. to r.) west wing, solar shelter, main block, & east wing, view



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 40 of 56

Base Lodge/Base Box (53) detail of rear (north) façade of main block, view looking southwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 41 of 56

Ski Patrol House (54) east facade, view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 42 of 56

Ski Patrol House (54) north & west facades & Utility Shed (56), view looking south



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 43 of 56

Cricket Club Nursery (55) north & east facades, view looking southeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 44 of 56
Maintenance Building (57) east & north facades, view looking southwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 45 of 56
Kent Thomas Nature Center (59), view looking northeast



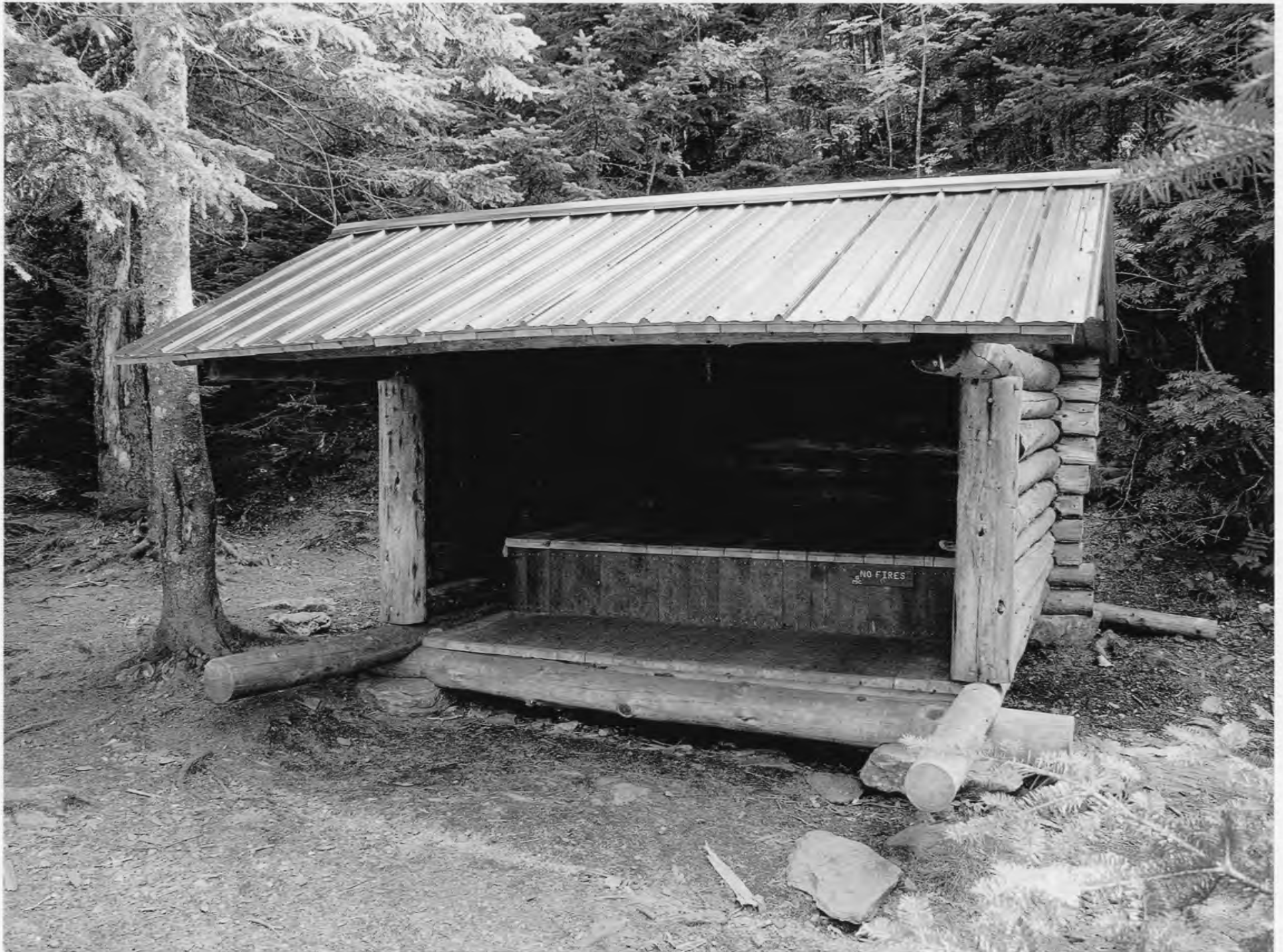
Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 46 of 56
Birdcage (60) & Sunnyside Double Chair Lift (49), view looking southeast



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 47 of 56
Stark's Nest (62), view looking northwest



**Mad River Glen Ski Area Historic District, Fayston, Washington Co. &
Buel's Gore, Chittenden Co., Vermont**
Photograph # 48 of 56
Stark's Nest Outhouse (63), view looking northwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 49 of 56
Theron Dean Shelter (64), view looking northwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 50 of 56
Long Trail Shelter Outhouse (65), view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 51 of 56

Long Trail (66) with iron climbing bars, view looking southwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

Photograph # 52 of 56

Snowmaking Pond (67) & Pump House I (67a), view looking north



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont

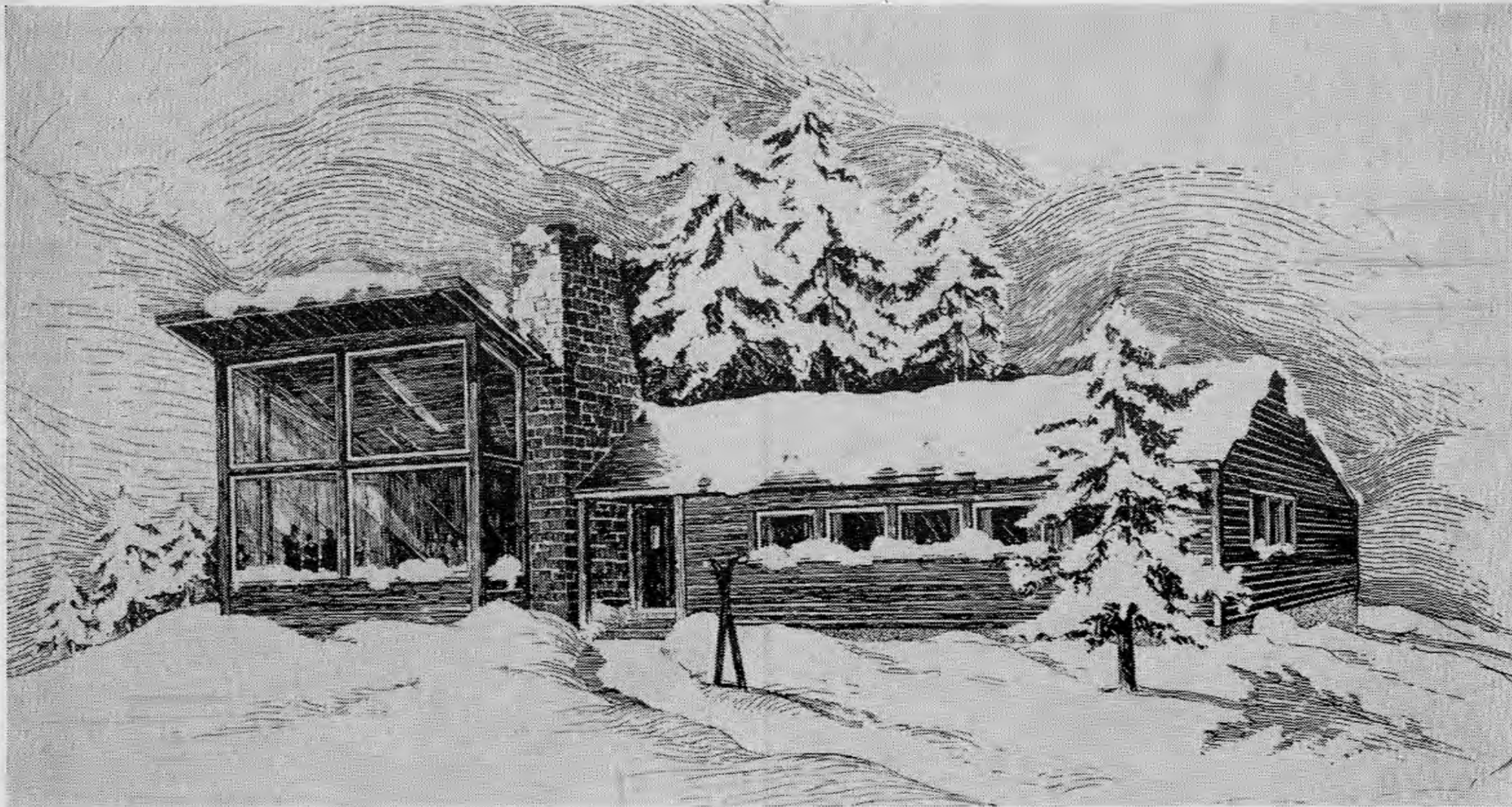
Photograph # 53 of 56

Mad River Glen base village c. 1953 with original Single Chair Operator's Room with tower, view looking west



Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 54 of 56

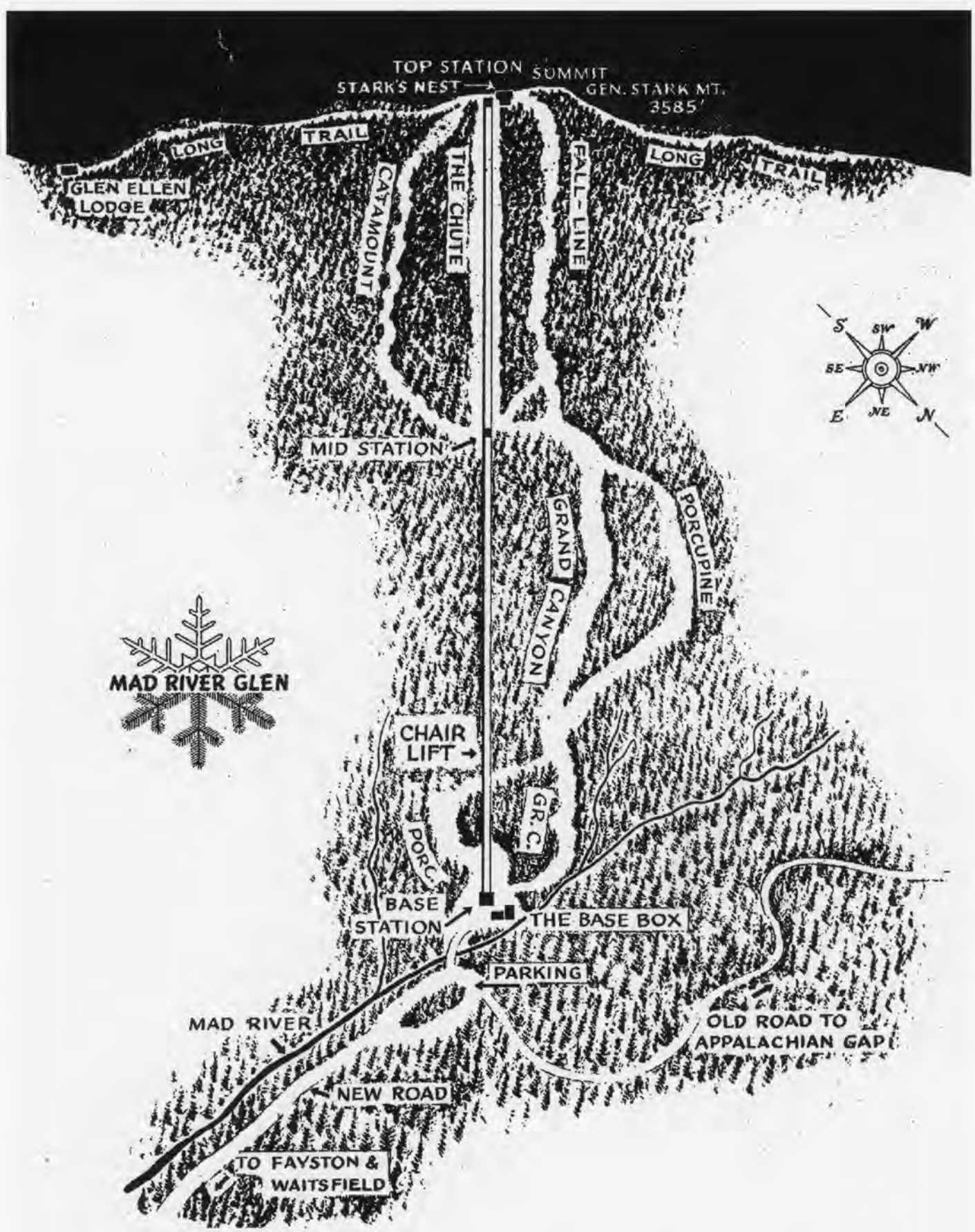
Base Box (53) in c. 1953 with original solar shelter and one story main block, view looking northwest



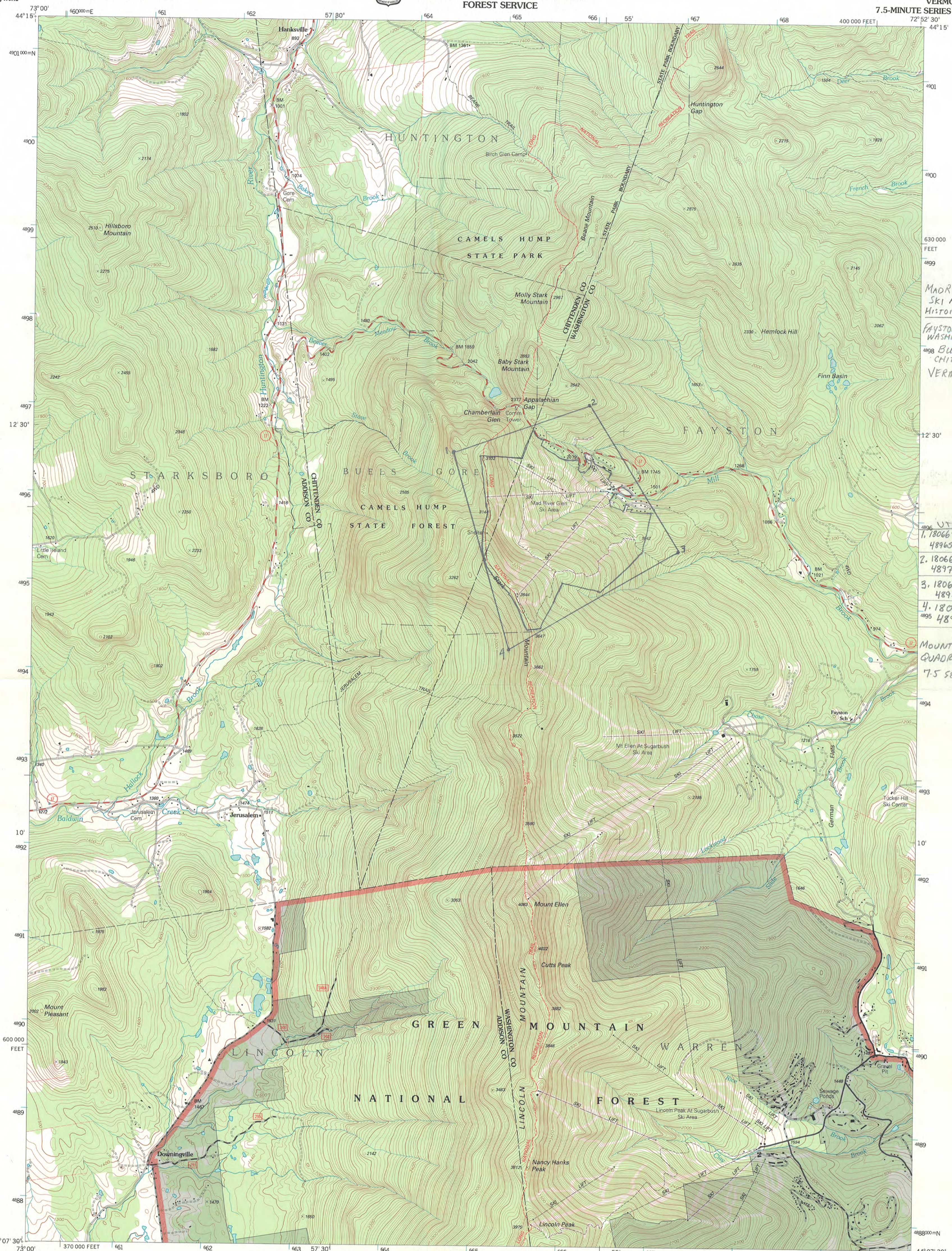
“THE BASEBOX,” SHELTER AT MAD RIVER GLEN SKI AREA, FAYSTON (WAITSFIELD), VERMONT

Mad River Glen Ski Area Historic District, Fayston, Washington Co. & Buel's Gore, Chittenden Co., Vermont
Photograph # 55 of 56

Lithograph of Base Lodge/Base Box (53), c. 1948, as originally built with solar shelter, stone chimney, and one story gable roofed main block, view looking northwest



Mad River Glen Ski Area Historic District, Fayston, Washington Co. &
 Buel's Gore, Chittenden Co., Vermont
 Photograph # 56 of 56
 1947 Plan of Single-Chair Lift and five original ski trails

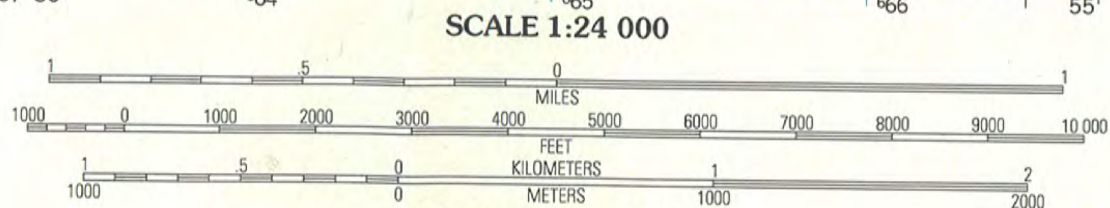
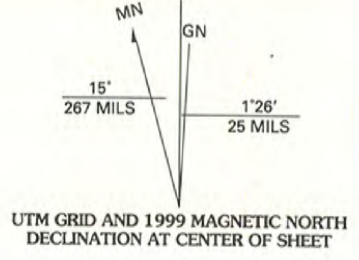


MAD RIVER GLEN
SKI AREA
HISTORIC DISTRICT
FAYSTON, WASHINGTON CO. +
4898 BUELS GORE,
CHITTENDEN CO.
VERMONT

UTM:
1. 180664547E
4896579N
2. 180666058E
4897200N
3. 180667134E
4895564N
4. 180665258E
48954894382N

MOUNT ELLEN
QUADRANGLE, VT
7.5 SERIES USGS

Produced by the United States Geological Survey 1971
Revision by USDA Forest Service 1997
Topography compiled 1962. Planimetry derived from imagery taken 1992 and other sources. Survey control current as of 1997
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Vermont coordinate system, (transverse Mercator)
Blue 1000-meter Universal Transverse Mercator ticks, zone 18
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software
Non-National Forest System lands within the National Forest
Inholdings may exist in other National or State reservations
This map is not a legal land line or ownership document. Public lands are subject to change and leasing, and may have access restrictions; check with local offices. Obtain permission before entering private lands

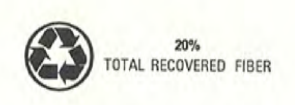


1	2	3	1 Hinsburg
			2 Huntington
			3 Waterbury
4	5	4 Bristol	
		5 Waltham	
		6 South Mountain	
6	7	7 Lincoln	
		8 Warren	

ADJOINING 7.5' QUADRANGLES

- INTERIOR GEOLOGICAL SURVEY, RESTON, VIRGINIA 2000
HIGHWAYS AND ROADS
- Interstate
 - U. S.
 - State
 - County
 - National Forest, suitable for passenger cars
 - National Forest, suitable for high clearance vehicles
 - National Forest Trail
 - Primary highway
 - Secondary highway
 - Light-duty road
 - Composition: Unspecified
 - Paved
 - Gravel
 - Dirt
 - Unimproved; 4 wheel drive
 - Trail
 - Gate; Barrier

MOUNT ELLEN, VT
1997
44072-B8-TF-024
NIMA 6472 III NW - SERIES V813



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

State of Vermont
Division for Historic Preservation
One National Life Drive, Floor 2
Montpelier, VT 05620-1201
www.HistoricVermont.org

[phone] 802-828-3211
[Division fax] 802-828-3206

*Agency of Commerce and
Community Development*



May 22, 2012

J. Paul Loether
National Park Service
National Register of Historic Places
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Mr. Loether:

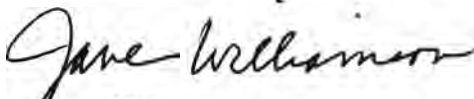
Enclosed please find National Register nominations for the following properties:

Mad River Glen Ski Area Historic District, Fayston, Washington County

Terraces Historic District, Hartford, Windsor County

These properties are being submitted under the Preservation Act of 1966, as amended in 1980,
for inclusion in the National Register of historic Places.

Sincerely,
DIVISION FOR HISTORIC PRESERVATION



Jane Williamson
National Register Specialist

