

**“Green Mountain Chronicles”**  
**Oral History Transcriptions, 1981-1989 (bulk: 1987-1988)**  
**MSA 199 & 200**

**Introduction**

This transcription is one of approximately 42 transcriptions of interviews with individuals conducted primarily in 1987 and 1988 in preparation for a radio program sponsored by the Vermont Historical Society entitled “Green Mountain Chronicles.”

**Scope and Content**

The transcriptions in this collection represent interviews of approximately 42 individuals conducted primarily in 1987 and 1988 by Mark Greenberg, Mary Kasamatsu, Eleanor Ott, and Tom Davis in preparation for a radio series entitled “Green Mountain Chronicles.” The series of 52 five-minute programs was broadcast by commercial and public radio stations throughout the state in late 1988 and early 1989. The earliest interview in the collection was conducted in 1981; the latest was in 1989.

The interviewers spoke with well known Vermonters such as Governors Philip Hoff, Deane Davis, and Madeleine Kunin; lesser known personalities such as Catherine Robbins Clifford, one of the first women to hike the entire length of the Long Trail; and historians such as Weston Cate. The following inventory of the collection highlights the major theme(s) of each interview. The following list of program tapes gives the title of each radio program.

The goal of the radio series was to tell the history of Vermont in the twentieth century using archival sound recordings and recent interviews. The project was undertaken by the VHS in celebration of its 150th anniversary in 1988 and was funded by a \$14,000 grant from the Vermont Council on the Humanities and Public Issues with additional support from New England Telephone Company.

MSA 199, Folder 0 contains background information on the project. The VHS website at [www.vermonthistory.org/gmchronicles](http://www.vermonthistory.org/gmchronicles) contains a list of the Green Mountain Chronicles radio broadcasts and audio files of those broadcasts.

Arthur Goodrich  
October 24, 1988

Mark Greenberg  
Interviewer

MG What is it, October 24, 1988.

AG Roger, 24.

MG 1988, in Northfield, Vermont speaking with Arthur Goodrich about the history of skiing. Okay. I'm going to try one thing. Okay. Let's begin with your own awareness of skiing. When did you first even, when you take skiing so much as part of Vermont right now, we take it for granted that it's hard to believe that there was a time before skiing in Vermont. When did it, when did it come into your awareness and how...

AG First, I think it was when I was probably in grammar school. A small group of us used to ski together and at that time skiing consisted simply of climbing to the top of a hill wherever skiing down straight, coming to a stop, taking off the skis and climbing back up again. And then, at that point, there was never any thought given to turning or stopping. And then in the very early '30's, I can recall going downtown on a Sunday morning and picking up the Boston Herald at which time they had a section sepia type of thing and it was beautiful and on the front page of that was a group of Dartmouth skiers coming down a trail and obviously were changing direction. And I thought then, what a lot of fun skiing could be if you could turn and/or stop at will. And you know that very Sunday afternoon, I got the local hardware dealer out of his comfortable chair, down to his store, bought a pair of skis, a pair of Northland bindings and some ski poles and went out that very afternoon and learned how to ski. Later on, I used to go up to what we call the weather bureau here in Northfield and there was a chap by the name of Dick Kelley from I think he was from Newport, New Hampshire and he already was a pretty good skier and he was giving lessons to Norwich students at that time. Cadets were learning how to ski from Dick. And I sat there at the top of that hill, in the car with the window rolled down and listened in. Then I went home and there was a short hill right outside of where I lived at that time and I practiced taking turns. And that was really the beginning of my skiing. That was, I would think in the very early '30's.

MG You said though in grammar school you were skiing, so where would that have been?

AG Well, ah, that would have been back in the late teens probably, mid to late teens and we really didn't know anything about skiing at that time. We had no poles or anything. And we used strips of inner tubing to more or

less secure the skis so that if we fell the ski wouldn't run wild and we'd lose it. Um, and I recall too in that connection, when we first went to Mansfield, we used to ski the toll road and our first skiing was usually on Thanksgiving Day and we would start out from the toll house and climb the toll road four miles up and ski back down. That was a days skiing in those days. Later on we got up to the point where we would progress to skiing part of the Nose Dive, the lower part you know. And one day we came back by the lodge and this was during the early days of its being kept open all winter and there were a pair of skis outside leaning up against the wall and they were equipped with gold K bindings and we all agreed that they'd never would get us into one of those things then, because that was a real leg breaker with that. Within a year, we all had gold K bindings and they were a beautiful binding with two down hitches, one for touring and one for skiing downhill, beautiful binding. I regret that I never did keep a set of those.

MG Going back one more time to your grammar schools, where had the skis, who had first, you know who had introduced skis into the grammar school, where had they come from?

AG In those days the skis were made in Northfield. There was an elderly gentleman by the name of Chase who had a cabinet shop over on King Street and he manufactured skis. At that time, the skis were very wide, probably eight or ten inches wide, very long, at least eight feet. They had simply a toe strap and a heel clot and skis were extremely flexible, very easy to turn. I would imagine that because they had no grooves, they were a little bit more difficult to control, but they turned very easily. This is, this is the first time that I recall experiencing the fun of being able to change direction and/or stop.

MG So if somebody was manufacturing them, there was already a commercial, some form of commercial skiing that was going on?

AG Um, as I recall, Mr. Chase built these skis one pair at a time for an individual. It was not really a commercial operation and he probably didn't build too many pair of skis during his lifetime there. I wish Ted Plastridge was here because he used to own a pair of those skis and he was a very good skier in those days.

MG So skis at that time were sold through hardware stores and places like that?

AG Yes, Uh huh, yea.

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MG And very few people were skiing I would assume?

AG Relatively few yes. Here in Northfield in the early '30's, Galen Wells and Allan Woods and Martin Dickinson, he heard about there were some skiers in Northfield so he came on from Montpelier. He worked at New England Telephone Company at that time and he came up to Northfield to join us. And we had a lot of fun together. And every weekend we would get together and we would ski somewhere. Not always the same place, but we'd go around different places.

MG What was it like?

AG Ah, it was a barrel of fun, it really was. And I think perhaps underlying the purer sense of enjoyment that we got out of skiing was the fact that for every foot of downhill, we had to climb a foot. You know, we earned every inch of it. And we, we were a very congenial group and we were inclined to be a little adventuresome. Galen Wells and I often times would scout out a new area, the two of us, maybe on a Sunday, on a Saturday and then on Sunday, we'd get the rest of the gang to take them down to this new place. And we had a lot of fun doing that. I know at one point we went down to Braintree Valley, hardly anyone remembers that place, but that was a ski development down south of Roxbury. And they were going to have a race and we thought we'd go down there and clean up you know. Unfortunately, a couple of fellows from Woodstock, Vermont had the same idea. (LAUGH) And they took most of the brass home with them, but we came in you know close second as a team. On another occasion, we went to Ranch Camp up in Stowe. And we had some competition up there. We didn't have too much competition there, so Northfield took most of the hardware home from that meet and another occasion we went over to Underhill and they had a what was called a four event meet over there except that they had to on account of snow conditions they had to cancel the jumping and the cross country. There just wasn't time enough so it was just a two event meet, so I went downhill and Northfield brought home the cup from that occasion. We were very pleased with that. We put it on display in Morse's Clothing Store over here and we were very proud of that. I don't know where that thing is now, but I think it's down in New Hampshire somewhere.

MG You mentioned races like the Toll Road on Mt. Mansfield and you just mentioned the Ranch Camp. These were already constructed to accommodate skiers?

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AG Yes, I would say, yes. The Ranch Camp was of course formerly a logging operation. And then as logging fell to one side, skiers began to use that. The Bruce trail led from the top of the mountain down to the Ranch Camp. And we thought it was great indeed because anyone who skied down the Bruce Trail and stopped at Ranch Camp could get a free cup of tea. It was a wonderful place for an overnight also. And there was a chap by the name of Campbell who was the cook at Ranch Camp and Mr. Man, I'm telling you, that when he got up a Sunday evening meal, it was really...

MG Just wait a second.

AG Okay.

MG Okay. Perhaps you could start again about Campbell.

AG Yea, when George would fix up a family style dinner, there would eight or ten of us seated around one table you know. Mashed potatoes, roast pork, applesauce, maybe apple pie to top off with and oh, god, it was wonderful. And I remember on one occasion, this was one of the most exciting things that I recall in my skiing career. Four of us from Northfield left Northfield mid-afternoon on a Saturday and we to the foot of Harlow Hill, hiked in to the Ranch Camp, skied a bit and then had dinner there. After dinner, two of our quartet, namely Marty Weinstein and Martin Dickinson, skied back to the foot of Harlow Hill, got into their car and drove to the foot of the Nose Dive and started climbing. At the same time, Galen Wells and I started from the Ranch Camp up the Bruce Trail. Now this was at night. We had never climbed the Bruce Trail before, absolutely silly, foolhardy you know, but we did and as we came to the top of the Bruce Trail where it intersects with the Toll Road, we could hear the other party coming up the seven turns on the Nose Dive. It was pure coincidence you know that our timing was such that we met at the toll road at the same time. Went into the stone hut, I think Red Springsted the hut master at that time and shortly we discovered we did not have enough blankets you know to keep warm so we skied the seven turns down to station 13 where there was a first aid cash, extra blankets and all. Incidentally we all had miner lights on our caps. We skied the seven turns, pitch dark with those, just those little flashlights and liberated those blankets from the first aid cash, climbed back up, stayed overnight. The next morning about 7 o'clock, there was some sort of a telephone line that linked the stone hut with the restaurant at the foot of the Nose Dive. We phoned down, and Frank, Frank he was the (inaudible) Turk

Store in Burlington and very active in skiing at Mt. Mansfield. In fact, I think he was the one who started the Mansfield Ski Club. We phoned down to him. We said Frank, we'll be down for breakfast. (END OF TAPE 1, SIDE 1) We phoned down to him. We said Frank, we'll be down for breakfast in five minutes. Of course it was a little bit more than five minutes, but we skied down, had breakfast at that restaurant, climbed back up again, skied down, climbed back up. We had three trips down the Nose Dive that day which was a real workout back in those days.

MG I bet it was.

AG Never will forget that trip. Charlie Lord wrote it up and it appeared in the Stowe Reporter some years later. And I got a copy of it and it's in my file somewhere, I don't know where it is now, but one day I'm going to dig that up and see that it gets some publicity.

MG So these trails and these weigh stations; they were for skiing or had they been put in earlier for hiking and other uses?

AG Mostly for skiing, mostly for skiing, yes.

MG Do you know when they were built?

AG No, but it would have been in the, I would say in the mid-30's I think. Um, the ski patrol at Mt. Mansfield I think was formed rather loosely along about 1934. We had 54th reunion last year and it was a remarkable gathering. I saw people that I hadn't seen for 20 or 30 years. They came from all over. They come back for that reunion. They, what they used for toboggans then was a strip of metal roofing curled up at the end you know and then they had blankets and splints and that sort of thing tied to the toboggan. And they had these caches scattered at strategic points all over the trail system of Mansfield. And of course the one that was came into use most frequently perhaps was Station 13. That was at the foot of the seven turns. God bless those seven turns. Those, I envy one who has never skied the seven turns because that was truly something out of this world. They dropped just like that you know. And they were all packed by skiers. There was no snow rollers there or anything like that so.

MG So is that still used, that trail, that seven turns?

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AG No, no, it was modified later on, advisedly so, although I felt badly about it. It had to be modified because of the many skiers who wanted to do the Nose Dive. People from New York were so anxious to go back to the office Monday morning and tell their compatriots that they had skied the Nose Dive the day before. So it had to be widened to make it safer. So the seven turns are no longer there.

MG Were there a lot of accidents?

AG Not really, I don't think. They had some accidents you know and I find it kind of amusing that whenever there was an accident, quite frequently there was a tree involved. As a result of which they might take that tree out which would you know straighten the line a little bit so that they hit the next tree even harder. (LAUGH) But then, no, the trail was made much safer and much faster. We used to have time trials on the Nose Dive. Those occurred during the winter and I do recall that Galen Wells and I thought we would try it one day just for the fun of it. At that time, there was a rating A, B and C and the first time we ran it, we both got C's and we were so proud of ourselves. But we discovered that we were only a few seconds off from having made a B. So naturally, when the next time trial came around, we heard about and we went up and tried and so we made a comfortable B. And probably on our third attempt, which might have been the year following or the next year you know, we tried again and we both made our A's. And that was quite something in those days. Now today, you couldn't do that. You'd have to go through a lot more to qualify to get a downhill A, but we were very proud at that time to have accomplished that.

MG How long a run was it?

AG The Nose Dive was probably 3/4 of a mile, something like that. 2,000 foot vertical drop.

MG This is the part of Mt. Mansfield where it goes up?

AG The Nose Dive still is the Nose Dive by name. But it's been altered considerably since the old days. It's a much faster trail now and the finish line is altogether different. The original finish line included a, thing like that you know, and really when you hit the bottom of that steep, the compression was so great that you almost fell over backwards, almost always, unless you knew how to ski it.

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MG Were there others when you would take these excursions with your friends on the weekends, which is the one you were describing before, would you run into other groups of skiers or was it?

AG Oh yes, yea. Gradually we got acquainted with some of the other skiers. Henry Seminole was one of the first Stowe boys that I got acquainted with. At that time, he worked in a restaurant there at the Village Inn and we became very good friends way back then. We're still very good friends. I met Charlie Lord at or about the same time. And Bill Mason was one of the early skiers and Huntley Palmer, real old timers, all members of the ski patrol.

MG Were there any women?

AG Mary Scott, um, Mary Scott Mason was I think the first lady ski patroller on the mountain and she was very active, very enthusiastic and she climbed with us every Sunday morning up the Nose Dive. Yea.

MG How long would it take you to climb up the Nose Dive?

AG I would say, probably an hour. If you could do it in an hour, you were, you were probably a little bit damp when you got to the top. It was a good hours climb. And there was a time I recall when, this would be in the 19, early 1940's when the lift lines got so long that it would be possible to climb the Nose Dive and get there ahead of the last man on the lift line.

MG How did you climb? Did you wear snow shoes or?

AG They had bear, I mean mohair, seal skins. They were not genuine seal skins, but mohair, climbers and...

MG Those are skis or, I don't know what those are?

AG (LAUGH) They were long strips of plush.

MG Uh huh.

AG And they would run smoothly on one direction and very rough on the other direction. And you put them on so that you got the benefit of the climbing. We all had seal, I mean, skins. We called them seal skins, but they weren't really. Um, and we would wrap them around our waist when we took off down hill. Put them back on when we climbed.

MG So it took you about an hour to climb up and about how long to get back down?



AG Well that depends on how much of a hurry you were and if we were racing of course, something under five minutes. I think to get a class A downhill rating you had to be down in something like 2:30, something like that. To get a C rating, you had to be down in 5 minutes or under. That's the way I recall the time schedule.

MG When you started going there, were there already people skiing there?

AG Oh yes, yes. Yea, Roland Palmetto, I remember, was one of the early skiers up there.

MG Were most of the skiers Vermonters or did they, were they from out of state?

AG Ah, a lot of them were from out of state.

MG Even then?

AG Yes, even then. Roland Palmetto brought a lot of skiers up from New York, the New York ski club, New York Amateur ski club and prior to the opening of Mad River Glen, a lot of skiers from Hartford came up here. A lot of skiers from Boston. Although as I recall, the majority of Boston based skiers would head for New Hampshire rather than Vermont. But New York skiers could go to the Grand Central and get on the train. The train at Waterbury, take a bus or whatever, from Waterbury to Stowe and they were there for the weekend. They would come up on a Friday night and go back on a Sunday night.

MG Now the period we're talking about, pre-dates chair lifts or rope tows or any of those kinds of things?

AG The first rope tow went in at the toll house and I would think that would perhaps be along in '35 or '36, somewhere along then. The first rope tow of course was down at Gilbert's Hill, Woodstock, 1934 and I'm happy to say that I skied that in 1934. Fifty years later I skied it again when they had the commemorative exercise down there. The lift, the single chair lift went in 1940.

MG Went in where?

AG At the foot of the Nose Dive and it went right up to the Octagon.

MG Can you describe that first, the first rope tow in 1934 in Woodstock, what that was like, what got you there?

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

MG Describe the rope tow, what it was actually like, the size of the hill?

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

MG What powered the rope tow?

AG As I remember, it was a Model T Ford and occasionally they would have to shut down and let the Ford motor cool off. It would start to steam you know. But it was a pretty efficient rig and it went through all sorts of bull wheels

to reduce the strain and all. And it really worked pretty well, it worked pretty well. They marked up a similar device on the 50th anniversary and the, as I recall, the rope tow did not go up to the steep pitch, it went up to just the foot of that. It did not go quite as fast, it did not take as many riders and it was considerably less efficient. That old motor had to stop several times to cool off, but it was fun to ride that thing again after 50 years.

MG Just take a second to change tapes here. (TAPE OFF) Let's try again about where the idea of the rope tow came from?

AG Well as near as I can recall from what history of Gilbert's I have read, it would appear that a group of skiers from down country came to Woodstock every year for skiing and were somewhat unhappy with the amount of climbing they had to do for what little downhill they got. So, it is my understanding that a group of these people commissioned Mr. Gilbert to come up with something like a ski tow. Having in mind that they probably had heard of a similar device in Canada. Canada actually had the first ski tow in North America. I think it was at Shaw Bridge. But anyway they had heard about that I believe. So Mr. Gilbert came up with this thing and he was something of an engineer, must be, because this contraption really worked quite well. Quite well, there were very few breakdowns and a lot of skiers learned to ski on Gilbert's Hill. Rather more quickly through the medium of the rope tow than through climbing. It was a wonderful experience.

MG When did the chair lift come in?

AG 1940 at Mansfield. That was following the installation of the tram at Cannon Mountain which was I think first operated in 1938. But the first ski lift in Stowe was 1940 and that was a memorable event because Stowe really came alive when that thing came in. There were a lot of skiers in Stowe in the mid to late '30's. But from 1940 on, you know it just bloomed.

MG So each time there was some means of making it easier to get up to the top, more skiers, more people became involved in skiing?

AG That's right, that's right.

MG Was that good for skiing?

AG Ah...

MG And Vermont?

AG Yes, yes. Um, Frank Griffin was the one who I think was responsible for a great deal of the promotion of the sport of skiing in Stowe. He and Craig Burt. Craig was the owner of vast tracks of lumber land and let a lot of his land was converted to the use of skis. Let's pause here for a minute. I'm trying to get my thoughts together.

MG Okay.

AG What's your next question going to be?

MG Well I don't know. Actually, I'd like to know about a little about you. Were you, where you were brought up, were you an outdoors person? How skiing attracted you at first.

AG Yes, um, as a youngster, I was very fond of skating and I became quite proficient in skating, took some lessons from Lynn Hill who was the local authority on skating, figure skating. And then there was a phase of winter sports that included the jumper. Jumper riding was the big thing. And we used to have a lot of fun riding jumpers. But that sport was mostly a spring sport, when the crust formed and you could stay on top. Also, we did a great deal of snow shoeing back in those days. Here in Northfield, we had what is fondly remembered by old timers like myself is community snow shoe hikes. And a group of us would gather in front of the Post Office on a winter's evening and with a leader taking us, we didn't know where, three or four mile hike you know, and there would be perhaps 50 of us in that group and we would end up at a farm house where coffee and donuts and group singing was you know, the order of the evening and then afterwards we would again get on our snow shoes and go back to the village via a different route you know. This happened several times each season and we got a jolly lot of fun out of that, lot of fun out of it.

MG Were you born and raised in Northfield?

AG I was born in Montpelier. At the age of 2, without my knowledge and/or consent my parents moved to Northfield and I've been here ever since. My roots are so deep now, I never could climb out.

MG Did you live right in the village or?

AG Yes.

MG What did your father do?

AG He was in the telephone (inaudible). That's my dad up there.

MG Oh, wow.

AG He came here in 1906 to try out for a job with the telephone company here and it was very poorly organized at that time and just a very few phones. He stayed here for the rest of his life. And that's my younger brother there and we were, this was a, you might say the Goodrich Telephone Company. My dad started to acquire stock when he realized that the company was going to survive and by 1927 I think he was a majority stockholder and kept getting more and more. When he died, my brother and I became the joint majority stockholders.

MG So this is the family business?

AG Yea, that's right too. In 1970, we sold to TDS, Telephone Data Systems. That's a holding company in Chicago. It had gotten to the point and George had died, my dad had long since gone and I had reached the age where I did not feel equal to coping with the degree of sophistication that (inaudible) had gone into you know. It was just too much for me. So we, we sold to TDS. Since which time, I have been on that happy plateau where no one tells me what to do or when to do it and I have been very very happy ever since.

MG What is your actual title with the company?

AG I'm still on the Board of Directors. I'm still treasurer of the telephone company. In fact, I signed two checks this morning. That's probably all I'd do                     . No, I'm come to the office every morning. I bring the mail down, distribute that, check the supply of paper clips, sharpen some pencils, have an interview with you and things like that.

MG Great. Sounds good.

AG No, I have no complaints, I'm very happy.

MG Wonderful. Tell me about this jumper that you were talking about before, describe it.

AG Oh, well that was a single runner thing that would be probably yea, two thirds the length of this table and there was a seat.

MG Don't drift too far from the microphone.

AG And you just rode that thing. And as I say in the spring, that was the best time to ride a jumper on the crust. And we used to go far afield. On one or two occasions, I can remember that a group of people here in Northfield, including business men, college faculty and all got up well before dawn and hiked to the top of Pain Mountain, elevation 2,400 feet and watched the sunrise over the presidential range in New Hampshire and then we would jumper ride all the way back to Northfield. That was an exciting experience.

MG But they weren't used for jumping per se?

AG Oh no, no, no, I think the jumper was referred to as a jack jumper by many. But we never used that term. We just called them jumpers. And we would you know take short jumps with them, but mostly it was you know maneuvering around. We had a lot of fun with them. You know, in, when you're living in Central Vermont, if you do not acquire some degree of interest in outdoor winter sports, I feel sorry for you. Because sitting home reading the Sunday paper on a Sunday afternoon is not the best thing for you. I am, will be 84 a couple months from now and I attribute my health and good looks to skiing. He says modestly. (LAUGH) I have been active all my life. And I am disgustingly healthy and looking forward to skiing I am with Henry Perkins who is another oxygenarian from the Waitsfield Valley and I are booked into Waterville Valley, December 4 for four days of skiing. That will be on man-made snow mostly, but we have fun. Yea, skiing has been an awfully good sport for me. Been good to me and good for me.

MG Do you do cross-country skiing as well as downhill?

AG Yes, I did quite a bit of touring back a few years ago. However, we had a couple of brown winters, so called and that drove me back to man-made snow and downhill skiing. And I haven't used my touring skis for a number of years now because you know, with man-made snow, it extends the season on both ends.

MG Which came first in Vermont, the touring or downhill?

AG Well, back in the '30's, it was all touring with some downhill mixed in with it you know. So, I think you'd have to say that touring did indeed come first but commingled with that was the opportunity for downhill skiing and that was one reason why we loved that gold K

binding because it adapted very well to a loose heel and a tight heel, the first for cross country, the other for downhill you know and very simple binding, but a very snug one.

MG Well that's great. I think I have what I need except for one thing which is to record some of just the sound of the room by itself so that I can use that for editing since we have such a noisy room. (TAPE OFF) One other quick question, I'm just looking at the notes that I have here. Do the names Fred Gary, or Fred Harris mean anything to you?

AG Yes, uh huh.

MG Did you know either of those gentlemen?

AG No I didn't. No, I remember Fred Harris because he was the, my \_\_\_\_\_ of skiing both at Dartmouth and at Brattleboro the ski jump you know. Fred was, he might be called almost the founder of the Dartmouth Outing Club. And he was very instrumental in the design and building of the Brattleboro ski jump which was the ski jump in Vermont in those days. Another chap who I have not mentioned and I should is Abner Coleman. He was an engineer with the Vermont Highway Department and I became acquainted with Abner back in the mid-'30's and have been skiing with him ever since. Not as much in recent years because he has a knee problem, but I did ski with him once last year at Mansfield. And he along with Charlie Lord and Bill Mason, Huntley Palmer, Warren Warner, David Burke and I, I can't begin to name all the.

MG Did you, do you remember when they were building the trails, how they built them or anything at all like that?

AG No, that was a bit before my time. You'd have to go to Charlie Lord for information on that, yea. I like to think of myself as an old timer, but I can only go back so far.

MG Uh huh.

AG And as I recall, the Nose Dive was already constructed. The Bruce Trail was already constructed. I think they had a trail called the midway I think was already constructed. And I'm not sure about the Lord trail, I think that came along in that time frame. Um, Little Spruce and Big Spruce, in those early days had not been developed, nor there was a trail called the Chin Clip and I never did know exactly where that was, but it was you know off

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rather northerly of the present main developed area. Of course the gondola goes up into that area now.

MG Okay, well I thank you for your time and memories.