

“Then & Now”

The History of Skiing on Wachusett Mountain

After reading the article, if you have a correct or some remembrances that you think should be added please send them to us at princetonmahistory@gmail.com.

The Wachusett Mountain Reservation was created in 1899 with A. G. Bullock, Harold Parker, and Theodore L Harlow serving as the first commissioners with Guy Chase as superintendent. The Commonwealth of Massachusetts appropriated \$50,000 for the acquisition of land with Worcester County agreeing to cover the ongoing expenses associated with the property. The features of the reservation included a summit observation tower, a summit hotel, a carriage road, and a "double boulder" on the northern slope. Tentative plans were developed for a railroad or "cable road" to the summit, but they were never implemented.

The origin of skiing on Wachusett Mountain dates back to at least the early 1930s, when the Lancaster Outing Club organized ski races on the carriage roads on the mountain. They used the Harington Farm for their housing and ski lodge.

In 1933, the first official ski trails on the mountain were laid out by Charles Proctor, Olympic Champion; they were name The Balance Rock Trail and Pine Hill Trail.





In 1936-7, these first 2 ski trails were cut on the mountain by the Civilian Conservation Corps. The first ski run was the Balance Rock Ski Trail, which was 1.5 miles long, cleared to a width of 15 feet in straight portions and 25 feet at the curves. It extended from northeast, near the summit, to the base of the mountain, the trail was described as “challenging and steep”. The superintendent thought the roadway up the mountain might be used as a good beginner trail.

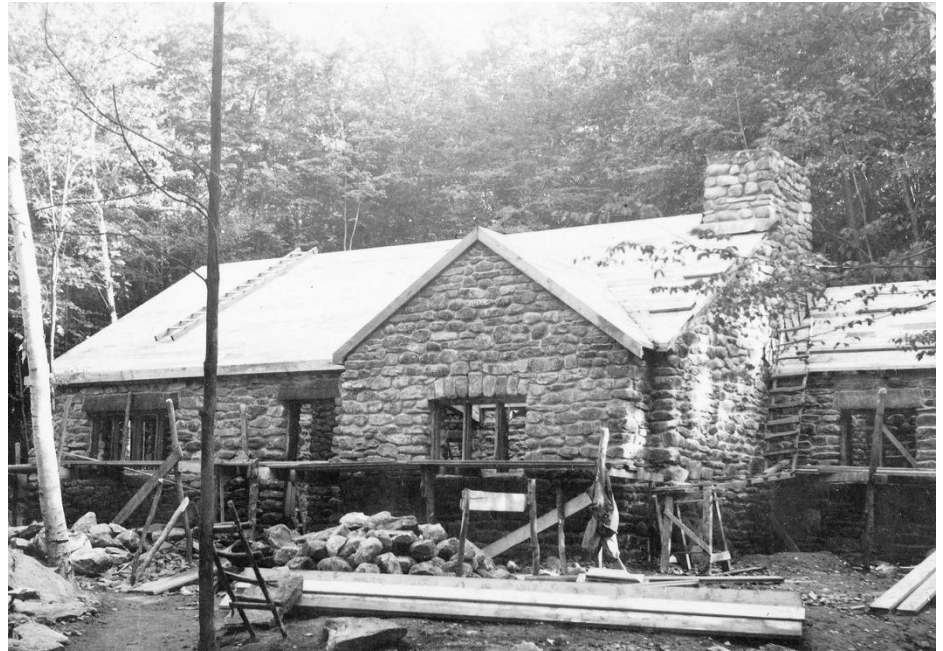
Later in that season, the second trail the Pine Hill Ski Trail, was constructed and contoured, which

over a 25 year period hosted numerous ski races, one of which was called the Eastern State Downhill. It ran from the summit, pretty much, straight down the east side of the mountain, took a sharp left at what is now the Bicentennial Trail and then after about 50 yards took a sharp turn to the right where it continued straight, emptying out on Mountain Rd. Concurrently, the CCC constructed a rustic stone structure, as a winter warming hut and summer pavilion. This structure:

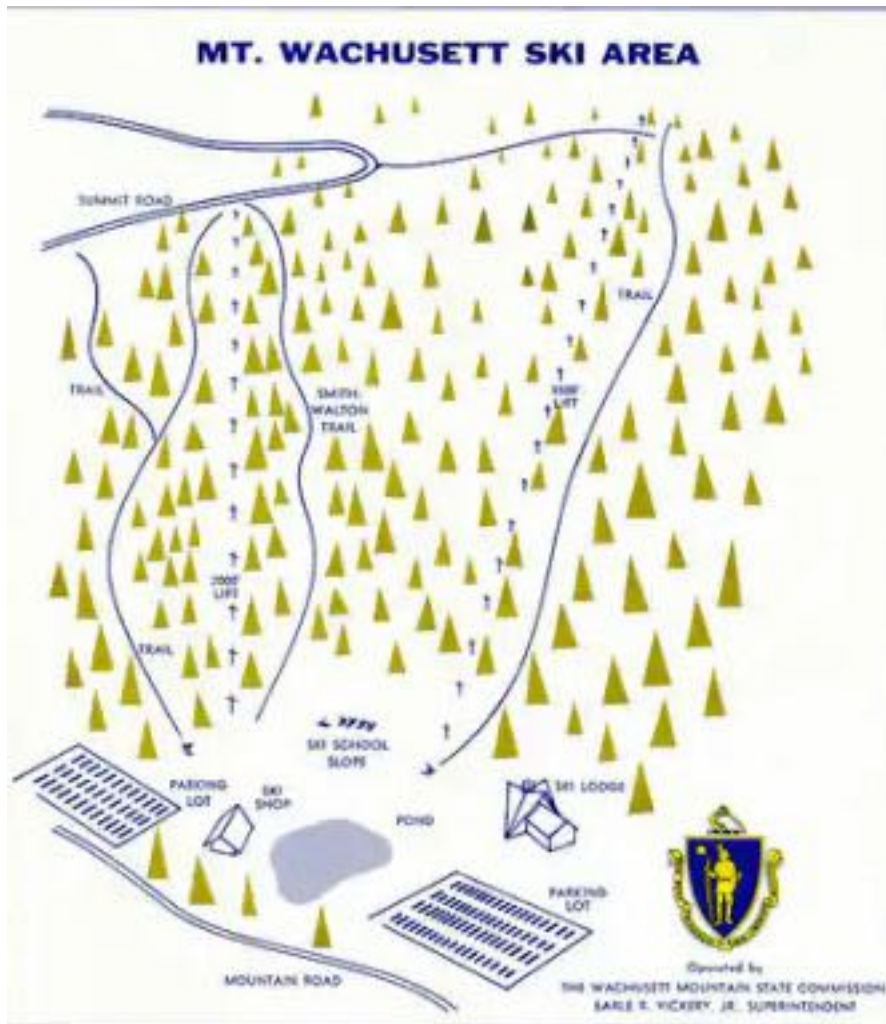
Pine Hill Trail

- Was roughly 24' x 40' with a central gable-end section, an offset front gable projection and small ells at the west end and at the rear.
- Had up to 18" thick exterior walls with casement windows.
- Was a single-story fieldstone building with slate roof

- Used fieldstone throughout for flooring, walls, chimney and, outside the front door a terrace and low guard wall.
- Had a single primary room with a small room in the ell.
- Was located a short distance south of Balance Rock Road near the current Oxbow Ski Trail.
- Was named Bullock Lodge after the late Chandler Bullock who loved the mountain throughout his lifetime.



The CCC left Wachusett late in 1937, they donated 21 tables from their mess hall to the Reservation.



1959 Ski Slope Map

Early Oral History:

- In 1939, complete with lights for night skiing, a rope tow may have been constructed near the base of Wachusett Mountain.
- A second tow may have been added within a year or two.
- It is possible that the area was also known as Speedway, and was reportedly developed by six Soucy brothers.
- This operation may have been abandoned in 1942, as the brothers joined the war effort.
- Skiing on Wachusett Mountain continued during World War II, though crowds decreased due to a ban on "pleasure driving."
- State-wide races were cancelled by the Worcester

Ski Club due to the inability of competitors to reach the mountain due to the travel ban.

- As the end of World War II approached, the state legislature proposed constructing lifts on Wachusett Mountain. Meanwhile, there are sporadic references to a rope tow being located at Wachusett in the late 1940s and the mid 1950s.

A Commercial Ski Area Begins to Develop:

The fact that there is now a ski area on Wachusett Mountain is a tribute to the perseverance and resourcefulness of Earle R. Vickery, former Superintendent of the Reservation 1948-1969. With the persuasive assistance of Paul B. Morgan, who was then a member of the Wachusett Mountain State Reservation Commission, Vickery won approval in the fall of 1958 for a feasibility study from Francis W. Sargent, the Commissioner of the Department of Conservation and later Governor of the Commonwealth. To help Vickery's efforts, the Worcester Ski Club, Scandinavian Ski

Club, Heald Company Sno-Mads, and Norton Ski and Mountaineering Club organized "Operation Snowball," which consisted of outreach to local legislators to develop Wachusett Mountain as a ski area.

In December 1958 Representative Phil Howard of Westminster authorized a feasibility study for building a ski area and ski jump on Wachusett Mountain. This bill was passed by the Legislature in 1959, but without appropriation of funds to engage professional assistance. Vickery then sought and received

advice, without charge, from Sel Hannah, famed ski area consultant, who visited the mountain in 1959 and developed with Vickery the recommended locations of lifts and trails.



***Brother & Sister Ski Instructors from
Leominster - eventual first Ski Lodge in back.***

In November 1960, Governor Foster Furcolo signed a bill funding a \$250,000 ski development on Wachusett Mountain by the Wachusett Mountain State Reservation Commission, with a December 1961 opening announced soon thereafter. At the time, supporters of the bill hoped the outlay would be repaid by either lift ticket sales or a federal grant, and that sales would be strong enough to fund future expansion. Other supporters of the bill advocated for leasing the area to private entities due to concerns over efficient operations and the liability posed to county taxpayers.

Work started in the spring of 1961, as the land for two trails and two lift lines were cleared, which spanned some 550 vertical feet. Commenting on controversy about the clearing, the Fitchburg Sentinel noted that "sixty years ago the slope where the cutting has just been completed, was all open pasture."

Initial plans called for two Hall T-Bars serving eight ski trails geared toward families, rather than experts. Original plans of ski jumps were abandoned, but cross country skiing remained a consideration. The CCC lodge was to be converted into a ski patrol hut, however a new base lodge was not planned in 1961. A snowmaking system was also planned, as Vickery noted that there was often inadequate snow until late December. The projected ski season was expected to be twelve to seventeen weeks long.

Unfortunately, as December 1961 arrived, Wachusett was nowhere near ready to open. By February 1962, trail clearing was still the only achieved milestone, with

management reportedly blaming bureaucracy and inexperienced contractors for the delays. Despite fresh natural snow, the December 15, 1962 opening date was also missed, as construction was still in progress for the lifts and "approximately a foot and a half of packed snow" was needed to



West T-Bar

a ski the rough trails. In addition, the area's snowmaking system was incomplete (only the pond had been constructed), and there was no base lodge. The facility went into operation for the first time on December 24, 1962, but without snowmaking equipment and without a ski lodge. It is significant to note that the funds requested and appropriated for this purpose were far from adequate to complete the installation as originally visualized and were, in fact, spread thin over the facilities installed. Defects in the installation observed subsequently can be attributed to this fact, at least in

part.

Skiing finally got into full swing after Christmas, as the shorter T-Bar went into operation. The longer West T-Bar was likely completed in January. Ross Amico directed the ski patrol, Normand Letarte operated the ski school, and former Chickley Alp ski school director Strand Mikkelsen operated the ski shop. By March, Vickery announced Wachusett was "in the black." But, trouble was brewing, however. As the 1963-64 season approached, funds for the snowmaking system were diverted to a contingency fund for base lodge construction. State Senator Joseph Ward sought an investigation of the ski area, citing numerous complaints from constituents about obstructions on the slopes and unsatisfactory operations. Worcester County residents then sent a twelve-point petition to Senator Ward, claiming false advertising relating to the incomplete lodge and snowmaking equipment, poor trail



Norman & Anneliese Letarte Ski School

maintenance, staffing, and no running water in the rest rooms.

A new beginner slope was cut for the 1963-64 season. Later that season, Wachusett made regional headlines when Governor Endicott hit the slopes. A woman approached the gaggle of reporters and photographers covering the Governor and asked, "Why isn't he working?"

The \$45,000 base lodge was completed for the 1964-65 season, as Governor Endicott Peabody attended a ceremony in late November. Designed by Caolo Associates, the A-frame building was 70 feet by 48 feet in size. The ceremony also marked the dedication of the Smith-Walton Trail, which was named after Stephen Smith and David Walton. The young locals had died in separate incidents helping fellow climbers in the Grand Teton Mountains in the summer of 1962.

The troubled 1964-65 season got underway in late January, as the snowmaking system finally went into service on the lower half of the west trail. Meanwhile, criticism of the ski area increased with Governor's Councilor Walter Kelley and County Commissioner Edward Bird joining Senator Ward in his efforts. After learning the area had run a deficit despite claims of being in the black, Commissioner Bird stated, "I am convinced we should seek different management," suggesting a long term lease instead. Vickery countered, alleging that Bird was affiliated with an effort by ski school director Normand Letarte to lease the area.

Following the 1964-65 season, Ollie Manninen took over as ski school director. An



accomplished marathon runner, Manninen received a Silver Star while serving in the 10th Mountain Division in World War II. Decades later, Senator Bob Dole revealed that Manninen had saved his life, as Manninen had dragged a wounded Dole to safety during an intense battle in northern Italy.

Former ski shop operator of the Strands in Worcester, Mikkelsen passed away in February 1964 at the age of 59. A race was dedicated in his honor in 1967.

Early Snowmaking

For the five ski seasons ending in 1967, the facility was operated under Vickery's direct supervision and under the auspices of the Reservation Commission and The Worcester County Commissioners. During that period the ski lodge was built and snowmaking equipment was installed to serve the lower part of the West Trail. After responsibility for management of the Reservation

was transferred to the DNR, the DFP operated the facility during the 1967-68 season with Vickery remaining in direct charge.

On April 1, 1967, the Massachusetts Department of Natural Resources took control of the Wachusett Mountain Reservation. Surveying and planning quickly got underway with improvement projects soon following, such as repairing a T-Bar, removing boulders on trails, and fixing roads. In addition to the improvements, 1967 also saw the cutting of a new trail, the development of a ski school slope, and the construction of a ski patrol building.



Following the 1967-68 season, the Commonwealth of Massachusetts sought to lease the ski area for a term of five years. Bidders included Philip Brideau, John Karchelles,



Robert Mignone

Francis Lambert, Robert Anderson, and Wachusett Mountain Associates. Formed as a business entity by Ralph Crowley, James Donnley, and Normand Letarte on August 16, 1968, Wachusett Mountain Associates won the five-year lease with a bid of \$16,002. As President of Polar Corporation, Crowley had recently acquired the Tater Beverage Company plant and the vending business of the Phoenix Spring Beverage Company. His interest in the ski industry piqued after taking his kids skiing at Mt. Snow one day in 1961. Prior to settling on Wachusett, Crowley had reportedly considered leasing Blue Hills.

Robert Mignone was hired from Otis Ridge as manager of the ski area and Paul George as ski school director, while Ross Amico remained on board as ski patrol director. Normand Letarte operated a Ski Barn ski shop at the area. Investments in the ski area included doubling snowmaking capabilities, acquiring a new grooming machine, and opening a new snack bar (featuring Polar beverages). The season was a success, as Wachusett operated into April for a record of 105 consecutive days. Division of Forest and Parks director Bruce Gullion stated the Crowley operation was "far superior to what the Department of Natural Resources has been able to do."

Toward the end of the 1968-69 season, Senator Ward and Representatives LaFontaine and Wetmore promoted a five-step improvement program at Wachusett, including lighting the West Slope and installing a chairlift to the summit. Portending eventual expansion, management began towing skiers to the summit via snowcat.

Sel Hannah returned to Wachusett during the summer of 1969 to help plan further improvements at the ski area. A new novice slope was developed for the 1969-70 season, complete with snowmaking and an O'Connor rope tow.



Paul George

The facility now included the West Lift T-bar, 3500 feet long, serving the West Trail, the Oxbow Lift T-bar, 2000 feet long, serving the Oxbow (Snow Chute) Trail and the Smith-Walton Trail, and a beginners' slope equipped with rope tow about 300 feet long, which was added in 1969 and subsequently equipped with snowmaking. The vertical drop is about 550 feet on the West Trail, 350 feet on the trails served by the Oxbow Lift, and 30 feet on the beginners' slope. There is also a practice slope, formerly used by beginners, which has a rope tow about 300 feet long and a vertical drop of about 80 feet. A proposed beginners' area west of the West Trail was partially cleared soon after the original installation, but this has not been developed further.

Acting on a recommendation of the Wachusett Mountain Advisory Council, the DFP in 1970 undertook extensive erosion control measures, with professional advice and supervision from the Soil Conservation Service. Almost 2000 feet of drain pipe were laid underground at the base area to carry off surface water which had undermined the footings of the west lift drive terminal, threatened the Oxbow drive terminal, and occasionally converted the run out of the West Trail into ankle-deep slush. An earlier culvert serving the springhouse east of the Oxbow Trail was cleared, connected inside the springhouse, and extended under the Oxbow Lift into a natural brook bed. Boulders and a few trees were removed between the base lodge and the West Trail run out, and this area was partially re-graded for safety and aesthetic improvement. This work was done at State expense, correcting defects in the property for which the operators were not responsible. Concurrently the operators built a temporary flume on the West Trail to confine surface water, which previously had sometimes washed off the snow cover. They also extended the re-grading at the base lodge, and re-graded the unloading station of the Oxbow Lift for increased safety. These refinements have produced

noteworthy improvement in the basic facilities.

The ski area enjoyed heavy patronage during weekends, holidays and school vacations, and moderate patronage on weekdays. It is particularly attractive to school children, especially beginners, thanks to moderate grades and the competent, personable teaching staff. Under the auspices of Parent-Teacher Associations of neighboring towns, first and second grade students come for instruction in busloads on selected afternoons after school. A survey conducted on a weekend in late December 1970 revealed skiers from 120 cities and towns, eleven states and two foreign countries. The total patronage for the 1970-71 season, including spectators but excluding instructors, ski patrol and staff, was estimated at 55,400 persons.

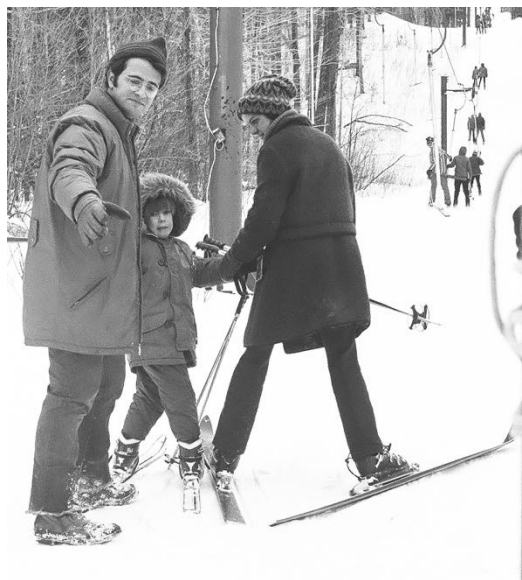
The operators, though not fully experienced in this activity in 1968, had developed a gratifying degree of expertise in their various functions. The 1970-71 season started auspiciously with the beginners' slope operating on man-made snow on Thanksgiving Day, and the lower part of the West Trail opening that weekend. Nature provided snow soon afterward and, except for a few interruptions caused by weather or mechanical difficulties, the facility operated steadily throughout the season.

Despite the attractions and popularity of the ski area, it had significant defects. The erosion control work performed in 1970 provided substantial benefit, but more remains to be done. There are too few ski trails to provide variety and space for intermediate and advanced skiers, and the existing trails are little longer than the lift lines, resulting in long waiting lines on weekends and holidays. The lift equipment is in less than satisfactory condition; interruptions of operation are too frequent. The base lodge is inadequate for weekend and holiday crowds. The snow making equipment uses compressors powered by diesel engines, and the storage of diesel fuel adjacent to a source of public water supply causes continued anxiety and requires constant vigilance to prevent contamination. Correction of these defects occupies a high position on the priority list of future projects.

A feature which distinguishes Wachusett Mountain Ski Area from many of its more pretentious counterparts is, the fact that it does not and probably never will possess extensive corollary income-producing services such as overnight accommodations, plush restaurants, chalets for rent and land sales. Its clientele lies almost wholly within the one-day round-trip zone. Its income is limited to lift fees, equipment rental, instruction and the snack bar, and all of these fees must remain within the reach of skiers of average means. For these reasons, operation of the ski area must be regarded more as a public service than as a potential source of generous profit. This circumstance deters a private operator from making large capital investments for equipment and facilities, particularly under a short-term use permit or lease. It also limits the extent to which ski area personnel can be retained on a year-round payroll to accomplish during

other seasons the maintenance and improvement projects, which are essential to a continuing, successful operation.

The 1971 off season saw the clearing of a new trail off a rebuilt West T-Bar.



Joe O'Brien

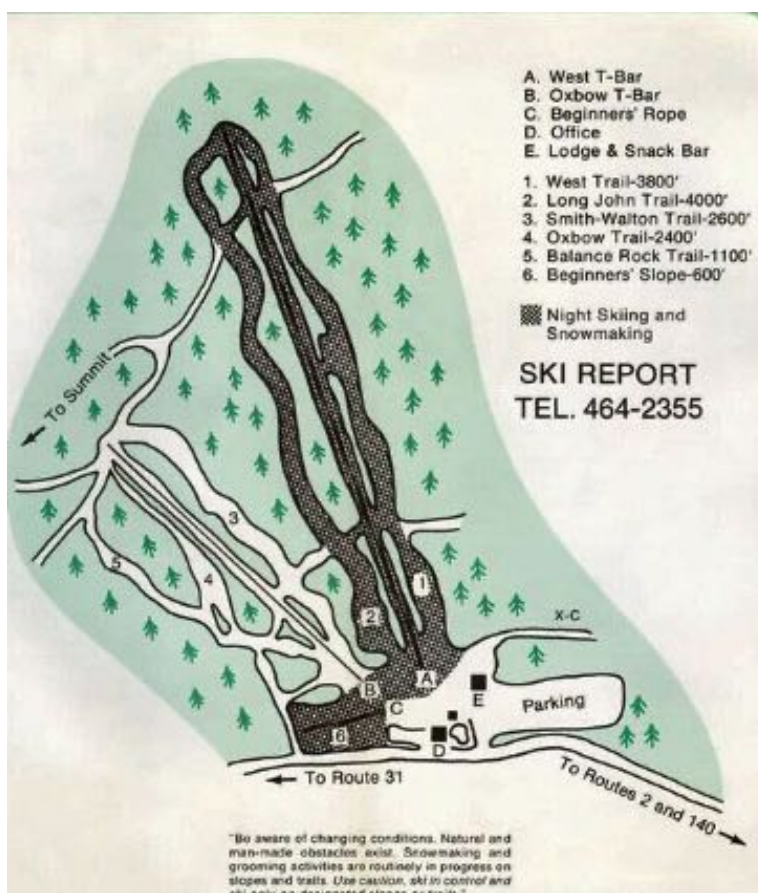
Joseph O'Brien took over as general manager for the 1973-74 season, as Normand Letarte assumed that position at Crotched Mountain.

After years of studies, in early 1974, the Wachusett Mountain Advisory Council recommended an expansion plan prepared by Sel Hannah's Sno-Engineering, which included a new base lodge and replacing the T-Bars with double chairlifts, one of which would terminate just below the summit. The source of the \$3 million project had not yet been determined, as some state officials were still open to fully funding and operating the ski area. Other state officials supported offering a long term lease for the area, which could enable private funding. Some local

officials raised objections to the expansion plan, claiming it would increase property values, cause more traffic, and increase the burden on public safety departments.

Stuck in a quandary of annual lease renewals and an on-going debate about expansion, smaller investment continued on the existing ski area. Lighting was installed on nine acres of slopes for the 1976-77 season, providing night skiing operations for the first time. In addition, the base lodge was expanded and the snowmaking system improved. A liquor license was procured for après ski for the 1977-78 season.

Ski Area Gets Major Upgrade:



1979 Trail Map



1982 Main Lodge Under Construction

involved growing the ski area by over 400 vertical feet with a new double chairlift.

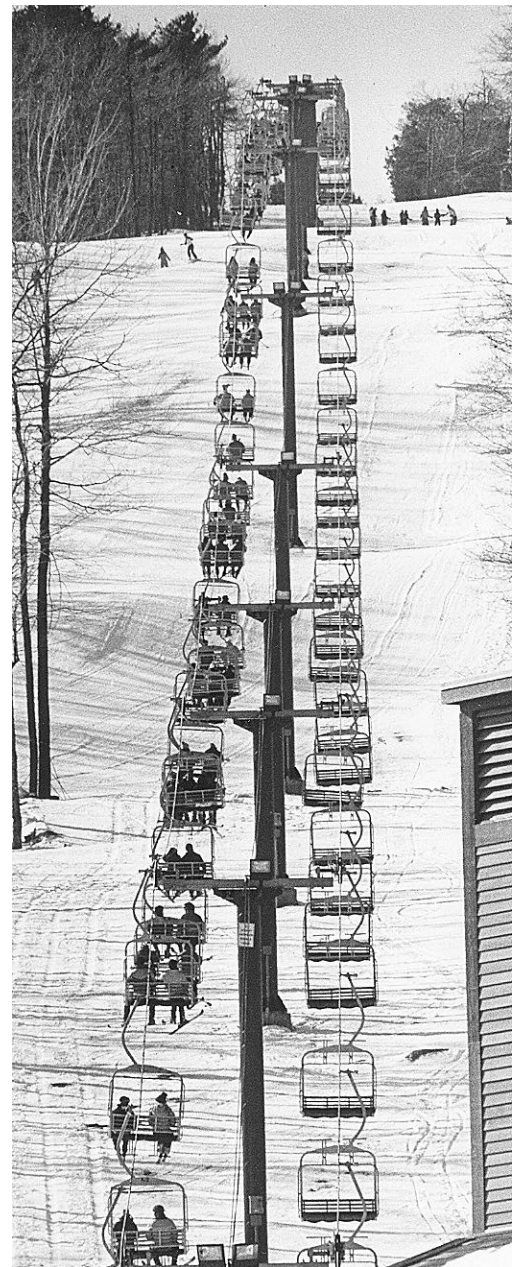
In addition to providing lift service to the historic Balance Rock Trail, the expansion also opened additional intermediate and expert terrain. A new Doppel Mayr double chairlift was installed, measuring 4,400 feet long by 950 feet vertical, and terminating just a bit below the summit of Wachusett Mountain. The lift was later upgraded to a triple.

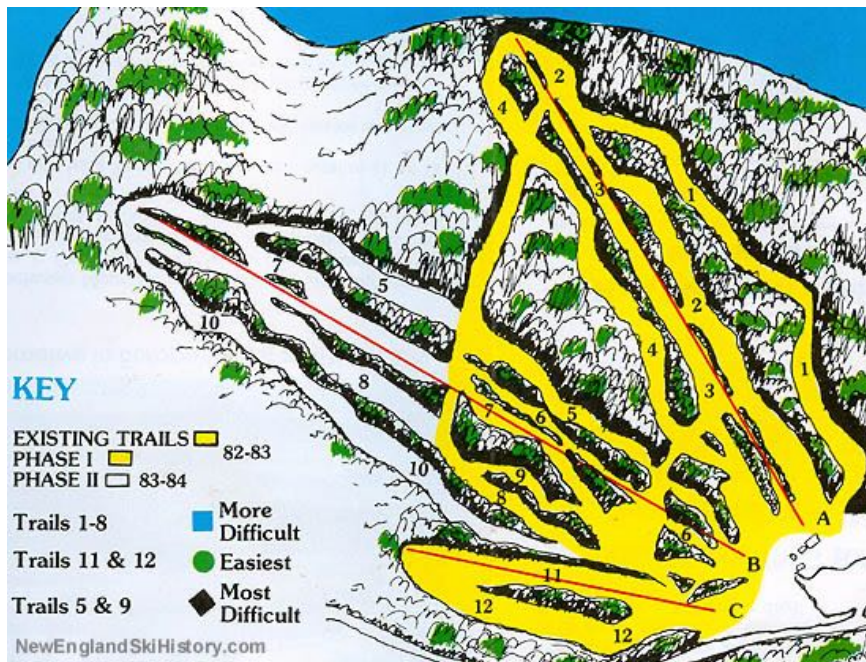
In 1994 the triple chairlift was replaced with a new high speed detachable quad. The first in Southern New England, the Polar Express measured in at 4,307 feet long by 944 feet vertical.

After over a decade of wrangling, upper mountain expansion was finally green-lighted and a long-term lease awarded. A \$7 million expansion project kicked off in 1982, initially with the installation of two double chairlifts. Further improvements took place for the 1983-84 season, as the Summit Area was finally opened, served by a double chairlift. In addition, the Nor'Easter double chairlift was upgraded to a triple

The second and perhaps most dramatic phase of the major expansion at Wachusett was rolled out for the 1983-84 season.

After operating for over two decades as a small to mid-sized surface lift area, Wachusett built the first phase, a two-chairlift expansion in 1982-83. The second phase, for 1983-84,





1982 Trail Map & Planned Expansion

chairlift, and a 24,000 square foot base lodge was opened, making Wachusett the largest ski area east of the Connecticut River in Massachusetts. The expansion was perhaps a knockout blow to nearby rival Mt. Watatic.

Alford International designed the improved snowmaking system for the dramatic expansion. Ralph Crowley told the Boston Globe at the time, "We make snow every time the temperature is right. You can never have too much of the

stuff at an Eastern ski area."

Night skiing was likely expanded to the summit for the 1986-87 season.

While the 1989-90 season likely came to a close before the end of calendar winter, Wachusett notched its earliest opening to date when it kicked off the 1990-91 season in mid-November. A pre-Christmas warm spell ceased operations, with David Crowley noting, "We're basically farmers. Right now, it's time to pull in the crop."

The 1991-92 season was another struggle, with David Crowley remarking, "It just simply doesn't snow any more. We wouldn't have operated one day, probably, in the last three years if we had to rely on natural snow." Nevertheless, leveraging its snowmaking abilities, Wachusett had one of its strongest seasons to date.

Improvements for the 1992-93 season included the installation of 40 new tower snow-guns and construction of a new beginner slope and tow next to Ralph Run's. The slope was named Ollie's Area in honor of former ski school director Ollie Manninen. Meanwhile, planning was underway for terrain expansion and lift upgrades. Plentiful natural snowfall and a \$275,000 advertising budget resulted in record January, February, and March business.

As the 1993-94 season progressed, Wachusett pushed forward with its expansion plans, requesting to cut two new trails, widen Balance Rock Trail, install a second chairlift to the summit, expand the base lodge, and add 375 parking spots. The plans were met with environmental, archaeological, and water quality concerns.

Wachusett was able to move forward with the installation of Massachusetts' first high speed quad in 1994. Named the Polar Express, the lift cut the 10-minute summit triple ride time in half.

Unfortunately, 1994-95 featured a wet, warm January, knocking sales down 30% by the middle of the month.

Being one of the busiest ski areas in all of New England, Wachusett now found itself in dire need to expand. Many obstacles stood in the way,

however, such as the fact that the ski area was on state forest land and that there was old growth forest to contend with.



Polar Express

Originally proposed as "Alpine Park," the new area would have been composed of two relatively long trails and a lift. A 295-year-old old growth forest was discovered on the upper portion of this area in 1995, however, resulting in a severe roadblock. Though the Crowley's quickly offered to adjust plans to minimize impact, opposition mounted. Plans for the new trail were abandoned a few months later.

After ten years and hundreds of thousands of dollars, Wachusett was able to finally move ahead with a scaled back project in 2003. The project hit yet another snag on August 1st, as two members of Earth First! climbed and camped out in two trees. Facing a clearing deadline, the ski area eventually started to cut down the adjacent trees in September, thus ending the standoff.

The base lodge was expanded for the 1995-96 season, which featured a strong start. Wachusett posted its best December to date, even turning away 900 vehicles on one day during Christmas week. In March, Wachusett hosted the Women's Pro Ski Tour Championship, which was won by Olympian Julie Parisien. A large spring storm pushed the season into mid-April.

Improvements for the 1996-97 season included 100 new tower snow-guns and a terrain park on the Upper Look Ma trail.

Ralph Crowley passed away on December 14, 1996 at the age of 71. By this point, three of his children were managing the ski area.

Looking beyond Wachusett, the Crowley's lent support to struggling Jericho Ski Area in the late 1990s, but declined to lease it in 1997. Instead, they focused on Wachusett and bidding on Mt. Sunapee. A snowboard halfpipe was constructed on the Look Ma trail for the 1997-98 season, complemented with a Pipe Dragon.

In the spring of 1998, Wachusett proposed a scaled back expansion that avoided the old growth forest and instead called for the construction of a snowboard park consisting of two trails and a lift. Around this time, environmentalists announced the discovery of bootleg ski trails on the mountain. The Sierra Club quickly called for the state to terminate Wachusett Mountain Associates' ski area lease, despite not knowing who did the cutting.

The ski shop was expanded for the 1998-99 season. Due to dry, mild conditions, Wachusett missed its traditional November opening and did not go into operation until mid-December.

The state approved Wachusett's downsized expansion plans in the spring of 1999, which was immediately followed by a lawsuit from the Sierra Club.

Wachusett constructed the state's second detachable quad for the 1999-00 season, replacing the Nor'Easter Triple. As part of the project, the triple chairlift was installed on the Indian Summer trail, replacing the double. The new Minuteman Express name was selected from twelve entries, others of which included "Moxie Express," "Hawk Ridge Express," and "Skyscraper Express." Meanwhile, in the midst of a string of poor winters (including a record stretch of days without measurable snowfall at Logan Airport), Wachusett entered into an agreement to purchase excess water from the city of Fitchburg.

Former manager Earle Vickery passed away on October 16, 2009 at the age of 94.

The Sierra Club lawsuit eventually led to a court injunction to block construction in 2000. Nevertheless, years of red tape and protesting, Wachusett was able to open



2010 Ski Map

the Vickery Bowl in 2003. This new complex partially opened in 2003-2004 with the Frannie's Folly trail. In 2004-2005, a used 1,500 foot long triple chairlift was installed, serving this trail and another new trail, Piece of Cake.

The name of the complex was in honor of Earle R. Vickery, Jr. (1915-2009). A longtime resident of Princeton, Vickery was Superintendent of the Mt. Wachusett State Reservation from 1948 until 1969, and was one of the developers and operators of the ski area during the 1960s.

The state's third detachable quad chairlift, the Monadnock Express, was installed for the 2011-12 season.

Following an amazing winter of natural snowfall, Wachusett surprised skiers by operating the Vickery Bowl chairlift for skiing on May 2, 2015.

A \$2 million investment was made in 2016 when Wachusett doubled its snowmaking pumping capacity to 8,000 gallons per minute and installed its first batch of automated snow-guns. In addition, RFID passes were introduced. Further technological improvements followed in 2017, when LED lights were installed on night skiing trails.



2024 High Speed Lift

Recently:

Wachusett will be home to Massachusetts' second high speed detachable six pack next year, [Shaun Sutner of the Worcester Telegram & Gazette reports](#).

According to the column published recently, Wachusett has signed a contract with Doppelmayr for the installation of the \$20 million summit lift. The lift is expected to debut in December 2025.

[Click Here to download current Ski Area Map.](#)

Antidotes:

In the early 50's we'd conned a parent into driving us to the base of the Balanced Rock Trail, and we'd hike up and ski down over and over. Then get picked up several hours later at the drop off spot at a designated time. If we were lucky, the initial ride up, would be to the summit. As a few years passed, someone would have an older brother that would shuttle us back up. Soon we all had driver licenses and we'd tradeoff who would drive the shuttle. That sure beat hiking back up carrying skis. Then the T -Bar was put in.

Bruce Bourque:

I skied the mountain before the area was built and worked there during my high school years. The pre-area group was pretty interesting. For us young ones, Strand's Ski Shop in Worcester was a big attraction.

On weekends, one driver would ferry others up the down road so they could ski down the only trail that existed then. There was also a small number of folks who hiked up and then skied down. The most notable was Mason Flagg of Worcester. He also used to cycle from Worcester to Princeton well into his eighties. Mason Flagg was quite an interesting character. Even we teenagers admired him. All that biking and skiing

gave him a long life: <https://www.legacy.com/us/obituaries/telegram/name/mason-flagg-obituary?id=15571043>

Finally, in the 30s-40s my mother skied on the rope-tow slope that operated down-slope from Mountain Road. She showed the area to me when I was in grammar school.

If you have memories or early pictures of skiing on Mt. Wachusett, please send them to princetonmahistory@gmail.com.



Resources

1. Chap. 659, Acts of 1966, effective April 1, 1967.
2. Members of the Wachusett Mountain Advisory Council:
 C. Francis Belcher, Exec. Dir., A.M.C.
 Kenneth Healy, Leominster
 Richard Lyon, Hubbardston
 Paul C. Pisinski, Regional Planner, Worcester
 John H. Hitchcock, Chairman, Princeton
 J. Andre Provencial, Fitchburg
 Henry Dernalowicz, Gardner
 Donald Grahm, Westminster
 Judge Carl E. Wahlstrom, Worcester
 Malcolm Washburn, Vice Chairman, Princeton
3. Mary Alice Roper: Land Utilization of the Town of Princeton; a thesis submitted to Clark University in partial fulfillment of the requirements for the degree of Master of Arts in Geography; March 1944. This excellent work provided much of the historical and geological information reported here.
4. Jean Hopley: Man and Wachusett; Mass. Audubon, Autumn 1964.
5. Francis Everett Blake: History of Princeton, 1915.
6. Public Document No. 65; First Annual Report of the Wachusett State Reservation Commission. Copies of twenty annual reports 1901-1920 inclusive, identified by the same public document number, were graciously supplied to the author by Earle R. Vickery, Superintendent of the Reservation from 1948 through 1969.
7. Wachusett Mountain State Reservation - Management Plan; Dept. of Natural Resources, Sept. 29, 1967.
8. A.M.C. Massachusetts-Rhode Island Trail Guide; second edition 1967.
9. County Treasurer's Report - Commissioners' Report; published annually by the County of Worcester. Copies of these reports 1925-1939 inclusive were made available to the author through the courtesy of Earle R.
10. <https://www.newenglandskihistory.com/Massachusetts/wachusett.php>
11. Wachusett Mountain FaceBook page
<https://www.facebook.com/search/top/?q=Wachusett%20Mountain%20Skiing>
12. National Register Document written by the Princeton Historical Commission
13. [New England Ski History](#)
14. [On The Snow](#)