“From Jockey Cap to Jordan Bowl, Oxford County Historic Ski Sites”
Ski Museum’s Newest Exhibit in Bethel, Maine

“From Jockey Cap to Jordan Bowl, Oxford County Historic Ski Sites” is an outgrowth of the New England Ski Museum’s loan and subsequent purchase by SMOM of the 2015 NESM’s “Mountains of Maine-Skiing in the Pine Tree State” exhibit, which had been on display at the Bethel Historical Society since June of 2016. Randy Bennett, Executive Director of the BHS, aware that SMOM was looking to establish a satellite museum in the Bethel area, offered a seasonal exhibit space in the Robinson House, on Broad Street in downtown Bethel. Over the winter of 2017/2018 Bennett and the BHS Board of Trustees approved an offer to SMOM for continuous use of the Western Mountains Gallery in the Robinson House. In the spring of 2017 SMOM purchased the NESM’s Mountains of Maine Exhibit, dedicating and renaming it “The Christie Exhibit” in memory of John Christie, one of Maine skiing’s greatest friends and supporters. The Christie Exhibit is now our travelling exhibit and will be on display at the Camden Public Library in October. The concept for the new “Jockey Cap to Jordan Bowl” exhibit came from a map of Oxford County Historic Skiing Sites developed by historian and journalist Scott Andrews in 2015. Board members Wende Gray, Dave Irons, Leigh Breidenbach, Laurie Fitch and Dave Stonebraker researched and mounted the exhibit. Randy Bennett served as consultant and offered his invaluable skills and assistance throughout the process. Thanks to a grant from the Oxford County Fund of the Maine Community Foundation, SMOM was able to cover the cost of mounting the exhibit.
Maine Skiing Heritage Society

The mission of the Ski Museum of Maine (SMOM) is to collect, preserve and celebrate the history and heritage of Maine skiing. SMOM was founded in 1995 by a small group of friends from the Sugarloaf Ski Club. Within a decade the museum became a nonprofit corporation and obtained a grant to begin accessioning an initial collection of artifacts and documents. In 2006 the Board of Directors hired the museum’s first Executive Director and rented an exhibit space in downtown Farmington. In 2009 the museum moved to its current location in Kingfield, above the Sugarloaf Outlet Store.

You can help to preserve Maine’s skiing history and heritage beyond your lifetime by becoming a member of the Maine Skiing Heritage Society and including a financial bequest to the museum in your estate plan.

For more information contact
Ski Museum of Maine
P.O. Box 369, Kingfield, Maine, 04947
207-265-2023
email: info@skimuseumofmaine.org

From Jockey Cap to Jordan Bowl
Oxford County Historic Ski Sites

The inaugural exhibit in the “Western Mountains Gallery” traces the roots of Alpine and Nordic skiing and ski manufacturing at sites located within or near the borders of Oxford County. Through images, artifacts, and vintage film, the new exhibit presents the fascinating story of early skiing in the famed highlands of western Maine.

Western Mountains Gallery
New SMOM Permanent Satellite Exhibit Space
Robinson House, 10 Broad Street
Museums of Bethel Historical Society
May 29th through October 19, 2018
For more information call 800 – 824 – 2910
Or visit www.bethelhistorical.org
Summer is a time of transition. We trade in our skis, snowboards and snowshoes for golf clubs, fishing rods, tennis rackets and kayaks. This summer is a time of transition for the Ski Museum’s officers. Cooper Friend, who has served as our governance committee chairman will assume the presidency, Peter Weston, our treasurer, will become vice president and I’m moving to the treasurer’s position. Russ Murley, a meteorologist who has enough change in his life forecasting the weather, will remain secretary.

Three years ago, when I became president, I set a goal to bring more structure to our organization. That goal has been fulfilled with review and changes to the bylaws, a collections policy, delegation of authority and division of responsibilities policy, job descriptions for our staff and contractors, annual review of our strategic plan and establishment of working committees.

Another goal was to establish a satellite museum in my home community of Bethel to extend our visibility in western Maine. With the work of the board, volunteers and staff and the generosity of the Museums of the Bethel Historical Society, we opened the Western Mountains Gallery at the Society’s Robinson House in June. In addition to this satellite gallery, we are able to reach out to other communities with a travelling exhibit “The Mountains of Maine-Skiing in the Pine Tree State” purchased from the New England Ski Museum and dedicated to Maine skiing’s best friend, the late John Christie. Thanks to the hard work of Pete Weston, his “mothership” committee and a grant from the King and Jean Cummings Charitable Trust Fund, the Kingfield museum space has been refreshed and new exhibits created. Along with reaching out to the community, we are bringing in school groups and organizations, and many more visitors to our renovated museum.

I’ve enjoyed sharing my ski memories and musings with you these past three years and look forward to your continued support of the Ski Museum of Maine through membership, donations and participation in our events.

*On loan courtesy of the New England Ski Museum
The Museum continues to receive guests, even after the ski season is over. This Spring, we had two lively events take place here. The first was the business after-hours that the Museum co-hosted. More than 40 Franklin County Chamber of Commerce and Maine High Peak members joined in from Stratton to Wilton. A brief overview of the Museum was given by Gerry Thompson, the Vice President of our board. Refreshments were served as guests enjoyed the Museum’s exhibits. The second event this spring was a visit from the Wellness & Tourism class from USM. A tour of the Museum was given highlighting the aspects of skiing and the integral part skiing has within Tourism. A question and answer period followed with enthusiasm from this group. We look forward to hosting more events in the future.

As we end this fiscal year, I would like to thank all our new and existing members for their membership renewals. The Museum is grateful for all the donors to our Annual Giving Campaign. The donations to these two fundraisers allow the museum to continue sharing its mission.

The Museum is open year round. Guided tours are available Monday through Friday 10 am to 4 pm, or by appointment.

Again, many thanks to all that continue to support the Museum.

The Maine Ski Hall of Fame Committee and Ski Museum Board of Directors invite you to the 16th annual Maine Ski Hall of Fame Induction Dinner. The 8 members of the Class of 2018 have been influential in shaping the sport of skiing in Maine.

Saturday, October 27, 2018
Grand Summit Hotel ~ Sunday River Resort
Newry, Maine
4:30 pm to 6:30 pm - Inductee Reception
6:30 pm to 8:30 pm - Dinner and Awards
8:30 pm to 1:00 am - Inductee After Party

Class of 2018
Karen Colburn ~ Leon Akers ~ Anne Dowling ~ Norman Libby
David Stonebraker ~ Kristina Sabasteanski ~ Warren Cook
Dinner tickets are $65 per person
Special Lodging Rates start at $105, plus tax and fess

For reservations please call (207) 699-3121 or visit www.skimaine.com/hof
Special thanks to Sugarloaf and Steve & Joann Keenan for supporting this year’s Heritage Classic, and Sunday River Resort for supporting the Spring Ski Spree silent auction. The success of our auctions is due to the list of volunteers that gave their time and energy. To them we say, Thank you.
Bullwinkle became the official mascot of Mt. Abram by special arrangement with Jay Ward, creator of the Bullwinkle cartoons. Ward not only granted permission to use Bullwinkle as the mascot he also named the trails. Ward was sent a trail map by Phyllis Cross and keeping each of his cartoon creations personalities in mind, penciled in the trail names that generations of Mt. Abram children know so well; Fearless Leader - Expert, Captain Peachfuzz - Novice, Boris Badenov - Advanced, Dudley-Do-Right and Bullwinkle Run – Intermediate.

First, Sunday River brochure (1964) featuring a skiing Viking, the logo from Sunday River Skiway’s early years. According to Kevin Trinward a lifelong Sunday River skier and Bethel local, in the early 60’s the ski club ran a logo contest and while Trinward’s entry did not win, Kristen Weisse’s, skiing blond Viking was the clear winner. Weisse’s father Claus was born in Oslo, Norway and along with his wife Joan, ran the Norseman Inn in Bethel for 25 years.
FRYEBURG - The rope tow on Jockey Cap in Fryeburg was ready for the first snow train of the season on January 12, 1936, and proved to be busy even on those weekends when no train arrived from Portland. In the winter of 1937 the tow was lengthened to provide access to a new four-mile cross country trail beginning on the top of the hill. Paul Lemere of Whitefield, New Hampshire planned to bring his ski school to Fryeburg that winter, which the local reporter believed would be the first “full-fledged ski school” in Maine. The winter of 1937 lacked snow however, and Fryeburg fell out of favor as a ski destination. (Courtesy of the Maine Historical Society, Ski Museum of Maine)
In Those Days . . . from Oxford County

“The greatest winter sports carnival in Maine” and a Jump know as the Man Killer

It is impossible to separate the Ski Club from the Winter Carnival, the perfect merger of the athletic and social worlds in towns through the Maine. With the Carnival Ball being the highlight of the weekend. The winter carnival was the winter version of the County Fair. Ski club life was a mix of coaching, competitions and community events all held together by generations of club and community volunteers. With no lifts access in the early 1920’ and 30’s carnivals centered on Nordic skiing and jumping. The Bates College Outing Club is credited with starting the Maine winter carnival craze in 1919. The annual Rumford Winter Carnival began in 1924 and with a few years off due to the depression and WWII became known across the country for being, the greatest in Maine and drew crowds from across the country and Europe. The Pineland Ski Club in Andover soon became known for it’s Nordic courses and Jumping hills, with one hill nicknamed the “Man Killer” due to it’s steep landing hill. By 1959, Pineland Ski and Outing Club, maintained one of the two FIS approved cross country courses in the U.S., the other being in Squaw Valley, California. The Chisholm Ski Club is the oldest in Maine. The Pineland Ski and Outing club and the town of Andover was home to a variety of jumps well into the 1960’s, including a small jump behind the town hall used by grade school children during recess.
A recent visitor to the Ski Museum of Maine asked a simple question, “When did skis first have brakes?”

Skiers now take ski-brakes absolutely for granted. The plastic tipped picks that fold up neatly against the heel are wholly integral to binding design, and the spring loaded step-in plate under the heel of the boot neatly depresses into the heel platform. The design is neat and clean, compact, and functions flawlessly. This was not always the case.

Early bindings of the ‘Kandahar’ style, designed for Nordic skiing and jumping employed a strong spring to secure the heel. The goal was total retention, and if the ski were to fall off, it just did. The early Marker binding with its releasable toe still retained the ‘longthong’ to hold the boot firmly to the ski, even as the toe released. Falls and fractures were all too common. However, the demand for a safer and fully releasable binding gradually led to innovation.

In the 1960’s, the ’Tyrolia’ type ‘cable’ binding was very popular and used a leather strap and clip attached to the boot to keep the ski from running away after a fall. This was a simple version of the ‘Arlberg’ strap or modified longthong that was used with the Marker or Nevada systems. These bindings featured a shorter strap or harness that loosely attached the heel of the binding to the ankle, allowing the boot to be completely freed from the ski during a fall. But the downside was that the ski, still closely attached, could flail about and hit the fallen skier.

The first true ‘ski brakes’ appeared in the mid-late 1970’s and were ‘add-ons’ to regular bindings. They took the form of an additional plate with spring loaded brake clips that was mounted between the toe and heel. Skiers inserted the toe of the boot into the binding, then carefully stepped down onto the plate before engaging the heel, either with a cable mechanism to the toe or with early spring-loaded heel pieces. The prongs of these early brakes often pointed forward and did not retract; thus they were prone to catch of things while skiing.

Soon, brakes became incorporated into the heel piece as the designs of true ‘step-in’ bindings evolved. The Salomon company was an innovator and designed a brake component that attached to the ski with a single large screw that allowed the ski-brake to be removed for tuning the skis. Popular with racers who filed and waxed frequently, these brakes slipped off and on easily, but one had to remember to reattach the brakes before heading to the hill. In my early days as a coach, racers occasionally showed up to races having removed their brakes but forgotten to put them back on. They were not allowed to start. Bummer.

Now, by convention and law, brakes are universal at the heel and integral to the binding. We take them for granted, and they work flawlessly of the groomed slopes of current ski areas. Yet, in back country designs, one may see binding design move full circle as current telemark and AT bindings often incorporate the ski brake under the ball of the foot or at the toe. And, lest the ski be lost in deep snow, the prudent back-country skier may now secure the ski with a run-away cord to the boot or possibly a leather harness to the ankle before heading down.

The Ski Museum recently received the gift of over two dozen ski bindings spanning the decades from the 1950’s to the 1980’s. Displayed on mounting panels, as if in a ski shop, the collection includes many familiar names, including early Marker, Look and Salomon examples, as well as several lesser known and short-lived examples such as Cober, Cubco, Northland and Spademan. Dale McCafferty of Ellsworth assembled the collection over a number of years by exploring antique barns and online auction sites. The Ski Museum is pleased to receive gifts of objects, photographs, documents and memorabilia which touch on the history and heritage of skiing in Maine.
Maine skiing lost one of its most prominent leaders, Wendall “Chummy” Broomhall, December 30, 2017 at the age of 98. News of Chummy Broomhall’s passing brought many memories and sent me to a copy of the program for the first Maine Ski Hall of Fame banquet. Of that inaugural class Chummy was the last surviving member. In fact, of the ten individual skiers who were inducted in 2003, only Chummy, John Bower and Bunny Bass were alive to be honored in person. Doc Des Roches died between his election and the banquet. The rest, Aurele Legere, Amos Winter, Otto Wallingford, Al Merrill, Wes Marco, and Russ Haggett were all deceased.

The stories of these ten skiers would define many of the key elements of Maine skiing history. Bunny Bass led the company that produced ski boots for the 10th Mountain Division and a generation of Maine skiers. Russ Haggett was one of the founders of Pleasant Mountain and managed the area through the installation of the state’s first T-bar and first chairlift. Wes Marco directed the first ski school at that area. Otto Wallingford revolutionized grooming with the Powdermaker he developed at Lost Valley. Amos Winter was the leader of those who founded Sugarloaf. Al Merrill was the Andover skier who went on to coach skiing at Dartmouth and in the 1956 Olympics. Auburn’s John Bower was the first American to win the prestigious Holmenkollen Nordic Combined Crown. Rumford’s Doc Des Roches did it all in skiing, instructor, area manager and owner, and founder of SIA, the ski industry’s leading trade group. After his retirement he teamed with Tom Reynolds to found the UMF Ski Industries Program.

It would be pretty tough to stand out in a group such as that, but Chummy Broomhall did. From becoming an outstanding cross country ski racer, to representing his country in two Olympics, advising international leaders in cross country competition, laying out courses and directing competition in two more Olympics and in his eyes his most important contribution, leading his community in developing facilities and training skiers for his Chisholm Ski Club and Black Mountain, Wendall “Chummy” Broomhall was an unequalled leader.

I first met Chummy in 1976, when Bates College hosted the NCAA Championships with the Alpine events at Sunday River and the cross country and jumping at Black Mountain. I knew Sunday River very well, but needed to learn about Black Mountain. I had skied there when they had only a T-bar that went less than half way up the mountain but had only a limited knowledge of the cross country facilities. I knew they had hosted championships that had to be moved from Lake Placid to Rumford because the former had no snow and the latter had enough with Chummy and his volunteers dragging it out of the woods.

Even though he was in the middle of planning the event and preparing the trails for the racing, Chummy took the time to explain all the details so I could write about it before the championships. He also called Aurele Legere and arranged for me to meet and interview the area’s greatest jumper. I visited Aurele in the hardware store he and his brother ran in Rumford. I learned how he had grown up jumping in his home town on jumps built and maintained by the Chisholm Ski Club. In the U. S. Army after the war he had jumped throughout Europe winning the Army’s European jumping championships.

For the NCAA’s he had built a new 50 meter
jump at Black Mountain and he was looking forward to having the best collegiate jumpers flying off his creation. After the alpine at Sunday River the competition moved to Rumford. Bates had a press room at the Madison on Rte. 2 run by Press Relations Manager Joe Gromelski, the same Joe Gromelski who later became the first Sports Editor of Sunday when this edition started in 1983 and took on this column. In 1976 I was writing for the Portland papers that are now in the same family as the Sun Journal.

Over at Black Mountain, Chummy was everywhere. He had directed the final preparation of the course for the cross country racing, organized his team of volunteers and officials and it all went off without a hitch. Except for some early jumpers out jumping the hill the same could be said of the jumping. That was solved by cutting back the take off. When the competition ended, Kip Sungaard had won the jumping and Stan Dunklee was the cross country champion. Colorado and Dartmouth tied for the championship.

Dunklee was the nephew of Sy Dunklee, one of our top Cross Country racers and long time ski coach. I remember talking with Sy at some event, maybe a carnival. When he learned I was from Maine he told me, “The only American skier I could never beat was Chummy Broomhall.” This was an example of the esteem which his rivals felt for Broomhall.

or decades was a place that could always be counted on to put on a top quality race or set of races. His reputation was world wide and ski officials at every level knew him either personally or by reputation.

A year ago I visited Chummy at the Veteran’s Home in South Paris before the big 100th Anniversary Celebration at Black Mountain. He was looking forward to returning to the ski area he had done so much to build and lead over the years. When the big weekend arrived I was at Black Mountain and learned that he had been diagnosed with pneumonia. His doctor told him he should not travel to Rumford. Chummy replied, “Hey, I’m 97, what difference will it make?” He called his son Scotty and wound up with ski club members lined up to have him sign their books, “A Century of Skiing”, the 100 year history of the Chisholm Ski Club”. He was the hit of the event.

A celebration of Chummy’s life will take place at Black Mountain Friday, July 27 at 1 PM.
Early in the 1950’s, the Sugarloaf Ski Club began to look for the ways and means to install a T-bar with the means coming from club dues and loans. A 700’ rope tow had been installed for beginners on the lower part of Winter’s Way in 1953. Expert skiers still had to hike for their turns. The process of installing a T-bar began in earnest during a ski club executive committee meeting when Fletcher Brown reported a used T-bar lift for sale; “cost $13,000, estimated $30/day to run. 1500’ long, 50 HP, 75 Sticks.” (June 23, 1953 Meeting Minutes) A sale price of $6,500 was confirmed for a single capacity J-bar. Subsequent considerations, including the costs of shipping 10 tons from St. Anthony, Idaho to Farmington, Maine, resulted in the abandonment of this plan.

After exhausting all the financial resources of the Sugarloaf Ski Club on the necessary improvements to the access road, the installation of a T-bar was delayed until the summer of 1955. In March of 1955, the Sugarloaf Mountain Corporation was formed with funding provided by a stock offering raising nearly $100,000 under the guidance of Robert Bass. The contract for a 3,800-foot Constam T-bar with a lift capacity of up to 1000 skiers per hour was awarded to John A. Roebling’s Sons Corporation of Trenton, New Jersey. This lift eventually became known as #2 T-bar was installed along the Narrow Gauge trail and a base lodge for the 1955 -56 season. The June, 1956 balance sheet for Sugarloaf Mountain Corporation shows the value of the #2 t bar lift to be $52,476.53.

Thanks to a successful 1955-56 season, an additional T-bar from Constam was installed from the top of the #2 T-bar up into the snowfields for the 1956-57 season which became known as #3 T-bar or now, the Bateau T-bar. This lift, still in use today, is in the top 10 of the oldest operating lifts in North America with the oldest being the single chair at Mad River Glen in Vermont. Although it has gone through many upgrades, it still has most of the original towers although the towers were modified to allow for snow cats to fit between the tower posts. #3 T-bar is truly a piece of American skiing history.

For those who are considering starting their own ski resort, don’t use the 1956 costs for #2 T-bar in your budget process. A new surface lift would cost approximately $1,000,000.

Note:
The state of Maine adopted its first ski lift safety law in May 1961, drafted by state Senator Murray “Mike” Thurston of Bethel, Maine. Thurston was a founding member of the Sunday River Skiway.
Karen Colburn A native of Bangor, Karen Colburn grew up skiing at Squaw Mountain in Greenville, joining the Junior masters program, the precursor to Freestyle. In the mid seventies she was a freestyle pioneer winning everything in Maine and moving onto the national scene by winning the first ever USSA Women's National Amateur Freestyle Championship at Killington in 1975. At age 18 she earned a place on the Professional Freestyle Association’s World Trophy Tour where she excelled in moguls, aerials and ballet. Karen Colburn was a top skier among the pioneers who established freestyle leading to its inclusion in World Cup and Olympic events.

Leon Akers Following four years on the Andover High School ski team Leon Akers lettered on the UMO ski team for three years and coached all four events at Mexico High School for ten years, developing such skiers as the Miller brothers. In addition to coaching he founded the Akers Ski Shop in 1958 importing ski equipment from Finland, Norway and Sweden, supplying equipment for schools and colleges throughout the United States. He continues to maintain trails on his own property available to all at no charge.

Anne Dowling Starting at age three Anne Dowling skied Sugarloaf working her way up through the freestyle program. At ages 6,7 and 8 she was winning her age groups in Eastern Freestyle competition made her first national at age 11. After winning the combined title at the junior World Championships in France at age 13 she was on her way. From 1985 to 1995 she competed around the world as a member of the US Freestyle team consistently one of the top skiers on the team.

Norman Libby Owner of a Bridgton Insurance agency, Norman Libby may have been Maine’s first winter adventurer. He was one of, if not the first, to ski Pleasant Mountain in the 1890’s. Libby was also the first to actually ski Mount Washington, in 1906 from the west accessing the mountain by climbing along the Cog Railway, and in 1907 from the East, up the Auto Road. On the second trip he and a friend, actually skied all the way from Bridgton, ascending several smaller peaks along the way.

David Stonebraker David Stonebraker coached Hebron Academy ski teams for 37 years, becoming a leader in prep School skiing. He helped craft the bylaws of the Maine Prep League and also was active in MARA (Maine Alpine Racing Association) serving as TD at USSA races in Maine. In the mid 1980’s Dave helped lay out the Hebron’s current XC trail system which he continues to work on and maintain to this day.

Kristina Sabasteanski After competing in Olympic Biathlon as a member of the U.S. Army Kristina brought her Nordic skills to Maine and promptly got involved in Maine skiing. At Pineland she founded the Veteran’s Adaptive Sports and Training Program which involves our veterans in skiing and healthy outdoor activities. From 2003 to 2006 Kristina was a spokesperson for Winterkids, visiting classrooms promoting Nordic skiing and motivating kids to get into outdoor sports in winter. For the past four years she has been a NENSA (New England Nordic Skiing Assn.) presenter on Women’s Days.

Warren Cook When his uncle Board Chairman King Cummings called him to help reorganizing Sugarloaf, Cook answered the call and used his business skills to bring the resort out of Chapter 11 without any loss of operations or jobs. His willingness to work in the front lines set an example for Sugarloaf employees inspiring greater performance in guest services. Warren’s greatest legacy is the long list of employees he mentored who have gone on to fill important positions not only at Sugarloaf but elsewhere in the industry, John Diller, 18 years as Sugarloaf GM, Nancy Marshall, operating one of Maine’s top PR Firms, Chip Carey, who has been a leading marketing director from Sugarloaf to Jackson Hole and current Sunday River President Dana Bullen along with others.
Thank you to all that have become new members or renewed your membership as of June 1, 2018.

**Lifetime:**
- Dr. Robert Anderson
- P. Kelley & Sophie Baker
- Dana Bullen
- Marty Christie
- Bill & Lorraine Cummings
- Don & Mary Fletcher
- Brud Folger
- Richard & Leona Forster
- Cooper & Meredith Friend
- Charles & Nancy Gaunce
- Alice Goodwin
- Charlotte & Harold Gunter
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- Don & Anne Hayes
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- David & Susan Carlisle
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- Emery Goff & Bill Carhart
- Scott & Martha Finlay
- Cindy Foster
- Goody & Roz Gilman
- Mike & Sue Hart
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- Mark & Cindy Hiebert
- Philip Hunter

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- Eric Anderson
- Betsy Bass
- Bob & Gretchen Zupf Bass
- Anthony Blandini
- Leigh Breidenbach & Bede Wellford
- Bill Brown
- Nini Christensen
- Drew & Brenda Cota
- Chris & Melissa Doucette
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- John Harris
- Liz Hoelfler
- Mary Hopson
- Gene & Joanne Howland
- Joe Jenkins
- Kurt Jepson
- Jonathan Keck
- John Kendall
- John King
- Pam & Pappy Labbe
- Ward & Genevieve MacKenzie
- Nancy Makin
- Patricia McGivern
- Paul McGuire
- Brook Merrow
- Judy & Charlie Michele
- Janice Mildram
- Mildon Mitchell
- Russ Murley
- Bill Orr
- Cherie Perkins
- Lawrence Perkins
- Bonnie Pottle
- Gail Preble
- Russ Probert
- Richard Ray
- Barbara Richards
- Harry Ricker
- Pat Robinson
- Betsy Rockwell
- Clyde Ross
- Sandi Sabaka
- Barbara Schneider
- Suzanne Shanahan
- Ted & Mary Sherwood
- Gregg Silloway
- Jack Smart
- Peter Stephens
- Rand & Cathy Surgi
- Connie Sweetser
- Jeffrey Timm
- Paul & Linda Trueworthy
- Michele Varuolo Cole
- Edward & Candace Walworth
- Chris White
- Glenn White
- Eileen Whynot
- Peggy Wight
- John Willard

**Sustaining:**
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- Dick & Cate Gilbane
- Lucy Klug
- Paul Jones
- Peter & Lisa Judkins
- Tom Kelly
- Marjorie Nastou
- Neil & Margaret Newton
- John & Ann Parker
- John Roberts
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- Will & Happy Rowe
- Brett Russell
- Eric Samp
- David Stonebraker & Leslie Guenther
- Ralph Gould Jr.
- Susan Grant
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- Peter Hale
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- Edward & Candace Walworth
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- John Willard
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<td><em>Bridgton</em></td>
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<td>Co Beck and Sons Inc</td>
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<td><em>Waterville</em></td>
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<td>Cole Harrison Insurance Company</td>
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<td><em>Carrabassett Valley</em></td>
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<td>Dirigo Management Co.</td>
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<td><em>Portland</em></td>
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<td>Down East Ski Club</td>
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<td>Ellsworth</td>
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This is the earliest photo on record (winter of 1915/1916) of people skiing in Bethel. It comes from an album that contains photos of patients at the former Gehring Clinic. It most probably was taken on the grounds of what is now the Bethel Inn Resort’s golf course. Just goes to prove that skiing helps improve one’s emotional health. (Courtesy The Museums of the Bethel Historical Society)