

Greylock from the east, overlooking the Adams valley from a point near the residence of Mr. Arthur B. Daniels.

FOURTEENTH ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

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JANUARY, 1915.



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## The Commonwealth of Massachusetts.

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PITTSFIELD, Jan. 1, 1915.

*To His Excellency the Governor of the Commonwealth and the Honorable Council.*

GENTLEMEN: — Enclosed please find the annual report of the Greylock Reservation Commission.

Very respectfully yours,

FRANCIS W. ROCKWELL,

*Chairman.*



# The Commonwealth of Massachusetts.

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## REPORT OF THE GREYLOCK RESERVATION COMMISSION.

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The mountain reservation, known as the Greylock State Reservation, was established by the Acts of 1898, chapter 543. Additional acts relating to the reservation may be noted on pages 12 of the report of 1913, 25 of the report of 1914, and the Acts of 1910, chapter 452.

The reservation now consists of 8,458 acres, lying within the limits of the city of North Adams, the towns of Adams, Cheshire, New Ashford and Williamstown. It extends, in the longest line, from north to south about 7 miles; from east to west, in the longest line, about 4 miles. It includes ten heights, viz., Stony Ledge, on the south side of the Hopper Brook as one approaches from the west; Mt. Simonds on the north side; Mt. Prospect running northerly from Mt. Simonds; Mt. Williams to the east of Prospect, the northernmost of the central Greylock range; Mt. Fitch next south; the Greylock peak next south; the two peaks of Saddle Ball; Jones Nose; at the southern end of the reservation, Round's Rock, and Ravenscrag on a lower range northeast of Greylock peak. Greylock, Saddle Ball, Mt. Williams and Mt. Fitch are the four highest points in the Commonwealth. The Hopper is the great ravine between the west and central ranges, the narrow valley bed of the Hopper lying 2,000 feet below the rounded top of Greylock. Originally these peaks were embraced in one mountain mass, and the summit was twice the present height.

The summit of Greylock is 3,505 feet above sea level. There is an open steel observation tower on the summit 40 feet high.

There are about 25 miles of rough mountain roads on or connected with the reservation.

For about  $3\frac{1}{2}$  miles south of the new south line (December, 1914) of the reservation there is a southern approach to the reservation, a part of "the Rockwell Road," which road coming up over a ridge from the south to the foot of Round's Rock continues into the reservation about 2 miles to Mitchell Brook. This is a county way under the act of 1906.

The main southern road runs thence for about 3.2 miles up to the summit. From the summit this road continues northerly for  $5\frac{1}{6}$  miles to the Walden farmhouse, where it connects with the North Adams highway near the Notch reservoir. In all, this roadway over the mountain, from the foot of the Rockwell Road to Mrs. Walden's, is about 14 miles. It gives a southern and northern approach to the mountain. This is now all a county way except about 1,274 feet in "the Divide Road" so called.

Note, while the northerly end of "the North Adams road" (which runs from the summit to Mrs. Walden's) was originally a portion of the right of way obtained from the Walden property, and lies outside the reservation limits, the county way was laid over it 2 rods in width. This portion of the right of way outside the reservation limits was originally obtained by the old Greylock Park Association, and was conveyed, in their deed, to the Commonwealth. This portion of road referred to is shown on the reservation plan near the northeasterly portion of the reservation.

There is an approach to the reservation from the New Ashford valley on the southwest which joins the Rockwell Road just south of Mitchell Brook. By this way it is about 5 miles from the valley to the summit. This road runs from the valley over an old New Ashford town way, and over a right of way obtained in the first deed from R. B. Cummings to the Commonwealth, and enters the reservation on the southwest line. It might be laid as a portion of a county way under the Acts of 1900, chapter 226. This way is very steep near the reservation line. It needs changing and improving.

There is an approach from the Adams valley on the east side of the mountain winding up over the south part of the reservation and joining the Rockwell Road. It runs a short distance from the highway near the Scholtz farmhouse westerly to the east line of the reservation, and thence up a short distance near the Cheshire Harbor trail, and thence southerly to the south end of the reservation, and thence connects with the Rockwell Road. The Scholtz farmhouse is about  $3\frac{1}{2}$  miles by the Adams highway from the McKinley monument in Adams.

The distance from Adams to the summit by this roadway is about 13 miles. It is planned to shorten this distance by about 3 miles by building a new road on the reservation, easterly side, which will connect the north end of the lower Follett lot with the hill on "the Switch Back Road" on the southern road to the summit.

Annexed to this report is an outline map of the reservation, showing the location of heights, roads and trails, with the exception of the southern portion, 297.7 acres recently acquired (Dec. 12, 1914), a plan of which purchase is filed with the deed.

#### CERTAIN REFERENCES TO REPORTS.

Distances upon certain trails may be found on page 25 of the report of 1914. The names of trails may be found on page 9 of the report of 1913. The division names of the mountain roads may be found on pages 4-6 in the same report (1913). See also pages 18-21 of the report of 1914. In the report of 1914 may be found a list of conveyances of land, etc., to the Commonwealth on pages 13 and 14, to which should be added the purchase from R. B. Cummings on Dec. 12, 1914, the rights of way connected with the reservation on page 15, the rights of others in the reservation on page 17, the list of commissioners and terms of service on page 31, a minute in relation to road building on page 1, and on page 11 the amount expended by the county of Berkshire for the reservation from 1900-13, inclusive.

The Cummings' purchase of Dec. 12, 1914, embraced 297.7 acres. This tract lies south of the north line of Cheshire, a small triangular piece lying west of the north-west town line of Cheshire, in the town of New Ashford. It includes the main portion of the cliff known as Round's Rock, a height 1,000 feet lower than Greylock summit, and about 5 miles distant south therefrom by the roadways.

Round's Rock commands an extensive view of all southern Berkshire and the valley between the Hoosacs in the east and the Taconics on the west. It is said to be the finest view of the larger portion of the county anywhere to be obtained. In the southern distance lies Mt. Everett, and the view extends into Connecticut and southeastern New York. The Catskills lie 50 miles to the southwest.

To the north there is a view of the southern portion of the reservation, — Mt. Greylock, Jones Nose and Saddle Ball. Monadnock and Wachusett may be seen in the northeast and east as they rise above the Hoosac range, while northerly up over the New Ashford valley is Mt. Anthony in Vermont. This view commands for long distances the Hoosacs on the east and the Taconics on the west, and the narrow valley on the west through which the revolutionary fathers of Berkshire marched to the battle of Bennington.

#### THE MARKERS.

The appropriations heretofore made for marking the corners or angle points on the outside boundary lines have been exhausted.

There remains but one angle point to be marked with a bolt at station 44. Perhaps 6 markers will hereafter be placed on the Cummings' purchase of Dec. 12, 1914.

#### THE SURVEY.

The surveyor's report shows that the balance of the appropriation will be needed to aid in completing the general plan of the reservation in detail as far as the appropriation will go.

### CUTTING OUT OUTSIDE LINES.

The surveyor's report shows the work done in 1914, and that the balances of past appropriations for the purpose are exhausted.

The outside lines have been cut out nearly the whole distance of over 24 miles around the reservation between the markers.

This rough cutting has been accomplished without the sacrifice of much timber, runs being made over ledges, over open spaces and through second growth. To be available as a proper fire guard these lines should be cleared of stumpage and widened in places.

### RIGHTS OF WAY.

The land under the rights of way in Cheshire, numbered 2, 3 and 4 (see p. 15 of the report of 1914), was included in the deed from R. B. Cummings to the Commonwealth of Dec. 12, 1914, as well as the land under the portion of the right of way which runs down between the farm buildings on the Cummings' farm to the Cheshire town way.

### RESERVATION WORK.

The weather in April and May was unfavorable for work on the mountain. It was cold and stormy. The main roads north and south were, as early as possible, made passable. The New Ashford road was not kept in repair. The upper 2½ miles on the North Adams road was put into fair shape and kept so during the season.

Some work was done looking to the shortening of the Adams road. Later in the season vistas were recut and enlarged on the North Adams road.

On Mt. Williams a vista was opened. The trails to Mt. Williams and Fitch were trimmed out and widened. A little road work was done on Stony Ledge. A few loads of stone, crushed in 1913, were placed on the upper mile of the southern road, rocks were removed, and the roadway widened on that portion of the southern road known as "the Divide

Road," and crushed stone filled in the ruts on the road below. The road from the old south line of the reservation to Mitchell Brook was repaired. A little work was done on the new mile of the North Adams road. Some rails were put up.

The high bridge on "the cut off" portion of the southern road was rebuilt and may last six years. The new bridge is not an expensive structure, but is said by the engineer, Mr. A. A. Fobes of Pittsfield, to be safe for the present traffic. Mr. Fobes drew plans for a more pretentious and costly structure which were filed with the county commissioners, but it was decided to put in the temporary bridge.

The Mitchell Brook bridge was planked and one new stringer placed under the planking; the other stringers may last a year or two, but this bridge needs thorough rebuilding and should be raised, and the north and south approaches cut down and widened.

Some guard rails were placed on the Stony Ledge Road bridges and one bridge partially repaired. The bridges and sluices all need attention and some should be rebuilt. They are mostly temporary affairs. Some work was done on the Cheshire Harbor trail.

An addition, one story, was placed in the rear of the house, consisting of a pantry, two bedrooms, and a room for an office.

There is as yet no proper cellar under the house or the additions. The whole house arrangement is but a temporary affair.

Neither the house nor the old log stable are in keeping with the reservation. They are patched up makeshifts, awaiting the time when proper accommodations can be provided from some source.

The framework of the tower was repainted.

#### FIRES NEAR THE RESERVATION.

There were two fires outside the reservation during the season which caused some anxiety, as we have no adequate system of fire protection, — one on Sugar Loaf Mountain,

southwest of the reservation, which was looked after by the State Fire Warden, and one near the south line of the reservation, taken care of by the Cheshire selectmen. The former burned over 300 acres, and the latter about 3 acres. Neither of these fires could, at first, be seen from the summit. There is as yet no adequate protection against forest fires on or near the Greylock State Reservation.

#### CONVEYANCE TO THE SUMMIT.

During the season on Sundays and Wednesdays a four-horse or two-horse conveyance carried tourists from Adams to the summit, a distance of about 13 miles. This was managed by the Derosia Brothers of Adams. These teams left Adams at 9 A.M., took three and one-half to four hours for the ascent, and remained about two hours on the mountain.

There was no similar conveyance from North Adams as in former years.

#### VISITORS TO THE MOUNTAIN.

Among the thousands of visitors to the mountain in 1914 were the members of the State Forest Commission, which commission was established by Acts of 1914, chapter 720, viz., Mr. Harold Parker, chairman, Mr. Harvey N. Shepard and Mr. Frank Wm. Rane, the State Forester.

They were accompanied by Mr. Albert Ordway, district fire warden of Chester, to whom and the men under him the public are under great obligation for services in the matter of looking after the forest fire on Sugar Loaf Mountain.

#### LEGISLATIVE MATTERS.

See list of legislative acts on page 12 of the report of 1913, and page 29 of the report of 1914. See also Acts of 1910, chapter 452, as to filing with the Secretary of the Commonwealth, not later than the first Wednesday in January, "such parts of annual reports as contain recommendations" or suggestions for legislation, which are to be accompanied by drafts of bills or resolves embodying the legislation recommended.

## SURVEYOR'S REPORT.

*To the Board of Greylock Reservation Commissioners.*

GENTLEMEN: — Preliminary work on the Dewey Phillips lot was prepared for future use in running out this tract and determining its proper boundary lines.

Data was obtained for getting the correct distances along the roads to all the near-by towns and cities.

The boundary lines of the Scholtz right of way were rerun, and markers placed at the angle point on the southerly line of the right of way.

The reservation lines were cut out to a width of about 6 feet from the southeast corner along the east line to the Notch; thence southerly, westerly and northerly around the land of the city of North Adams; thence westerly and southerly to land of Hubbell; from there on the lines were rerun and cut out in 1912 to Collins House.

The work of running out the lines of the Cummings' tract recently acquired was quite difficult, as the records failed to reveal any definite data in regard to the said lines. Several trial lines were necessary before anything of a definite nature could be determined.

A small map of the reservation was prepared which can be placed in the annual report of the Greylock Commission, showing all the traveled roads, trails and summits. This map, being of a scale of 3,040 feet to an inch, does not show the small angles of the trails and roads, but gives a good idea of the general direction and lengths. This map represents a general assembly of all the data obtained to date.

A reconstruction of the large official map of the reservation, bringing it to date, is under way, and will be carried as far as the appropriation will permit.

WM. N. TULLER, C.E.,  
*Surveyor.*

NOTES ON THE SURVEYOR'S PLAN WHICH ACCOMPANIES THIS  
REPORT.

The land purchased of R. B. Cummings, Dec. 12, 1914, 297.7 acres, is not annexed to this plan. It lies south of the west portion of the south reservation line.

Mt. Simonds is a point in the range, in the northwesterly portion of the reservation running from the Hopper Brook northerly to the north end of the reservation, called Prospect Mountain. This height was named in honor of Col. Benjamin Simonds, who commanded the northern Berkshire regiment during the revolutionary war.

The upper portion of the old North Adams road which runs from the summit, westerly and northerly, down to the north end of the road running below the summit on the west, is left off this plan.

This is in accord with the idea expressed in the second paragraph on page 6 of the report of 1908; and see page 5 of the report of 1912, under heading, "A New Road Begun," and page 5 of the report of 1913, under Item 7. This old portion of road near the summit is not to be closed, however. It is shorter than the way up around the east side of the summit, but the grades are very heavy and the views are not as good.

The mile stones placed on the roads are not indicated on this plan. These mile stones, starting from the summit, are placed around the east side of the summit, over "the County Commissioners Road," and thence down the main roads.

The phrase in the surveyor's report, "this map represents a general assembly of all the data obtained to date," is not intended to include certain data which are minuted on the larger plan of the reservation, — like the division lot lines, the outside line corrections, the town line stones and other details.

The Hopper is formed by the four mountain sides of Stony Ledge, Mt. Simonds, Mt. Fitch and Greylock, with an outlet to the west, through which flows the Hopper Brook.

The 1899 trail, running from the northerly end of the lower Follett lot to "the hill on the Switch Back Road," is not indicated on this plan, nor the proposed "extension of the Adams road."

#### CERTAIN DISTANCES ON THE RESERVATION.

NORTH ADAMS, MASS., April 21, 1914.

DEAR MR. ROCKWELL: — Am sending you a typewritten list of distances, which I have compiled from data obtained from surveys of John H. Emigh, Wm. C. Emigh, Wm. N. Tuller; also distances acquired by auto measure and scaling from maps.

Yours very truly,

WM. N. TULLER.

The following list, prepared at the suggestion of Mr. Rockwell, was completed in April and before the addition to the reservation on the south in December, so that "the south line of the reservation" referred to is the former south line, which is also the north line of the town of Cheshire.

SCHEDULE OF DISTANCES ON AND ABOUT GREYLOCK RESERVATION  
PROCURED BY ACCURATE MEASUREMENTS, BY AUTOMOBILE REGISTER AND BY SCALING FROM MAPS.

[Indications of the various methods of measurement will be shown thus: accurate measurements (A); auto measurements (B); scaling measurements (C).]

1. Distance from southwest corner of the reservation, northerly along the reservation line, to where the "New Ashford road" enters the reservation (A) (feet), . . . . . 1,032.60
2. Distance from point where the "New Ashford road" crosses the reservation line to Cummings' south line (A) (feet), . . . . . 3,160.00
3. Distance from intersection of Cummings' south line and the "New Ashford road" to the forks of road near bridge over stream (A) (feet), . . . 2,940.00
4. Distance from the south line of reservation to —
  - (a) "Adams and Cheshire road" at site of old Bennett House (A) (feet), . . . . . 2,652.00
  - (b) To Cummings' south line via Cummings House (A) (feet), . . . . . 9,585.00
  - (c) To intersection of roads near Cummings House via site of Bennett House (A) (feet), . . . 6,583.00
5. From intersection of roads at Cummings House (along "Scholtz Road") to reservation south line (A) (feet), . . . . . 2,086.00
6. Distance from the site of the old Bennett House to foot of Round's Rock (A) (feet), . . . . . 2,600.00
7. Distance on right of way (used as road) from highway at Scholtz House to —
  - (a) Reservation east line (A) (feet), . . . . . 3,089.60
  - (b) Intersection of right of way used as a trail (A) (feet), . . . . . 426.00
8. Distance from Mitchell Brook northerly along "Southern Road" to where the "Cut Off Road" begins (A) (feet), . . . . . 1,945.00
9. Distance from foot of "Rockwell Road" northerly to Mitchell Brook (B) (miles), . . . . . 5.50
10. Distance along the "Cut Off Road" (A) (feet), . . . 6,839.00
11. Distance along "Switch Back Road" (A) (feet), . . . 2,966.80
12. Distance along "Divide Road" (A) (feet), . . . 1,274.10

13. Distance along "County Commissioners Road" to tower (A) (feet), . . . . .	4,637.10
14. Distance from tower on summit to Mrs. Walden's house via "County Commissioners Road" and all new sections of road (A) (miles), . . . . .	6.23
15. From summit to —	
(a) North Adams via "County Commissioners Road" and new sections (A and C) (miles), . . . . .	10.40
(b) Williamstown via "North Adams Road" (A and C) (miles), . . . . .	14.50
(c) Lanesborough via "Rockwell Road" (A and B) (miles), . . . . .	11.20
(d) Pittsfield via "Rockwell Road" (A and B) (miles), . . . . .	16.20
(e) Adams via "Rockwell Road" and Lanesborough (A and B) (miles), . . . . .	21.40
(f) Adams via Jones Nose and Scholtz (A and B) (miles), . . . . .	13.00
(g) North Adams via Lanesborough, Cheshire and Adams (A and B) (miles), . . . . .	27.50
(h) Lanesborough via the "New Ashford Road" over Pratt Hill (A and C) (miles), . . . . .	11.00
(i) Pittsfield via the "New Ashford Road" over Pratt Hill (A and C) (miles), . . . . .	16.00
16. From the junction of the "Rockwell and New Ashford Road" to —	
(a) Pittsfield by "Rockwell Road" (A and C) (miles), . . . . .	13.00
(b) Pittsfield by the "New Ashford Road" (A and C) (miles), . . . . .	12.80
(c) Lanesborough by "Rockwell Road" (A and B) (miles), . . . . .	8.00
(d) Lanesborough by the "New Ashford Road" (A and C) (miles), . . . . .	7.80
(e) Adams by "Rockwell Road" and Lanesborough (A and B) (miles), . . . . .	18.20
17. From near bridge over east branch of Green River, on the "New Ashford Road," to —	
(a) Lanesborough (C) (miles), . . . . .	6.00
(b) Pittsfield (C) (miles), . . . . .	11.00
(c) Summit (A) (miles), . . . . .	5.03
18. From near site of old Bennett House to —	
(a) Adams (B) (miles), . . . . .	8.40
(b) Lanesborough (B) (miles), . . . . .	6.60
(c) Pittsfield (B) (miles), . . . . .	11.60
(d) Summit (A) (feet), . . . . .	24,307.00

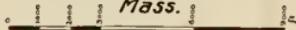
19. From the highway near Scholtz House to —
- (a) Summit via Jones Nose (A and B) (miles), . . . . . 9.19
  - (b) Summit via trail and "County Commissioners Road" (A) (feet), . . . . . 18,846.00
  - (c) Adams (B) (miles), . . . . . 3.81
  - (d) Cheshire Harbor (B) (miles), . . . . . 1.61
20. From intersection of roads near Mrs. Walden's house to —
- (a) Summit via "County Commissioners Road" and all new road sections (A and C) (miles), . . . . . 6.90
  - (b) North Adams (A and C) (miles), . . . . . 3.50
  - (c) Williamstown via "Notch Road" (A and C) (miles), . . . . . 7.60
21. From intersection of roads near Cummings House to —
- (a) Summit (A) (feet), . . . . . 28,238.00
  - (b) Adams via Scholtz House (A and B) (miles), . . . . . 7.80
  - (c) Pittsfield via the "Rockwell Road" (A and B) (miles), . . . . . 12.30
22. From the foot of the "Rockwell Road" to —
- (a) Summit (A and B) (miles), . . . . . 8.70
  - (b) Lanesborough (B) (miles), . . . . . 2.50
  - (c) Pittsfield (B and C) (miles), . . . . . 7.50
23. From intersection of Cheshire Harbor trail and "Divide Road" to —
- (a) Scholtz House via trail (A) (feet), . . . . . 13,080.00
  - (b) Cheshire Harbor via trail (A and B) (miles), . . . . . 4.10
  - (c) Adams (A and B) (miles), . . . . . 6.30
  - (d) Summit via the road (A) (feet), . . . . . 5,766.00
24. From intersection of "Cut Off Road" and "Stony Ledge Road" to —
- (a) Camping Ground (A) (feet), . . . . . 2,670.00
  - (b) Stony Ledge Summit (A) (feet), . . . . . 8,362.00

Respectfully submitted,

FRANCIS W. ROCKWELL,  
WILLIAM H. SPERRY,  
ARTHUR B. DANIELS,

*Commissioners.*

# Plan of Greylock State Reservation Berkshire Co. Mass.

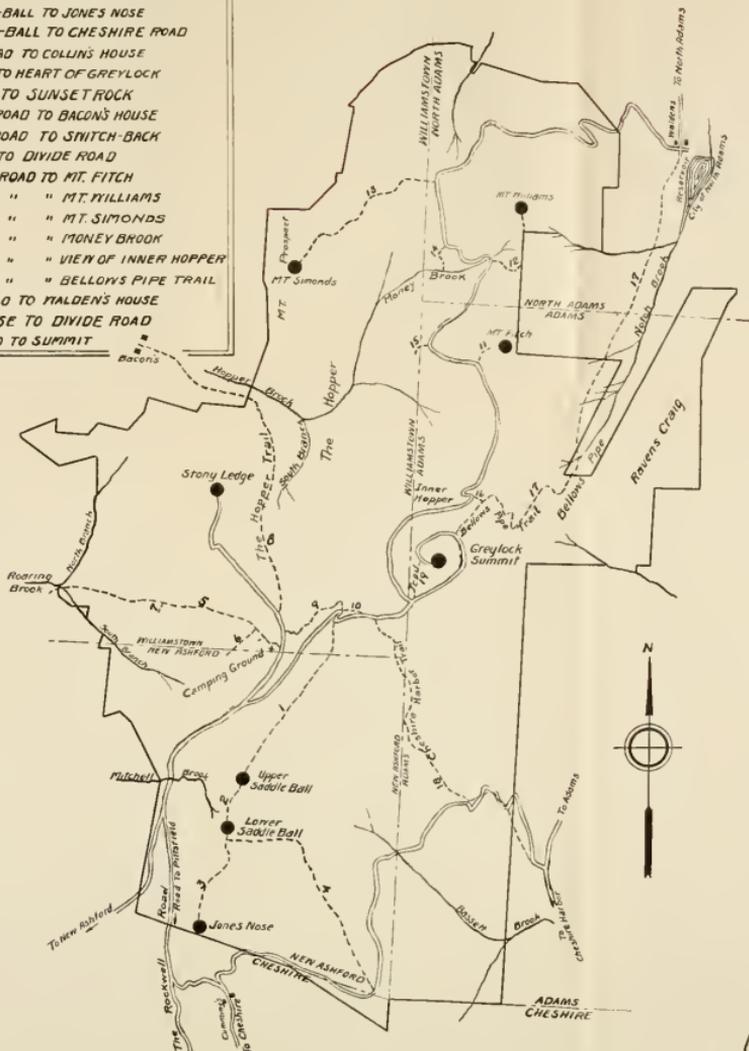


Dec. 1914

Wm. N. Tuller C.E.  
North Adams, Mass.

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